

A blue silhouette of the Chicago skyline, featuring prominent skyscrapers like the Willis Tower and the Hancock Tower. The text "CHICAGO SCENE" is overlaid in white, serif, all-caps font across the bottom of the silhouette.

CHICAGO SCENE



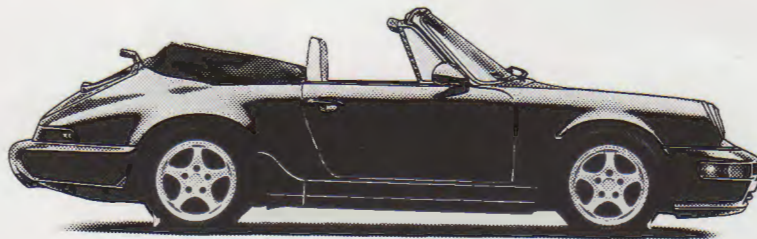
AUGUST 1992

The Official Publication of the Porsche Club of America, Chicago Region



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"CHICAGO SCENE"

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DEADLINE: Material must be received no later than the 10th of each month for publication in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

MART: Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

ADVERTISING RATES:

Quarter Page: \$20.00/mo. yearly, \$30.00/mo. quarterly; **Half Page:** \$40.00/mo. yearly, \$50.00/mo. quarterly; **Full Page:** \$75.00/mo. yearly, \$90.00/mo. quarterly.

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CHICAGO SCENE
1628 Southampton Court
Wheaton, IL 60187
(708)462-0451
(708)510-0849 FAX



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COVER: Arnold Zann leans into a turn at the 1991 Sally Potter Autocross. Photo by Neiland Pennington.

CHICAGO REGION 1992 CALENDAR OF EVENTS

January 19	Annual Membership Meeting	4
February 16	Restaurant Tour	7
March 15	Concours School	7
March 28	Tech Session	7
April 5	Rallye	7
April 25 & 26	35th Anniversary Party and Concours	4
May 3	Driving School	2
May 6	Blackhawk I	2
May 23 & 24	Elkhart I	2
June 13	Concours	2
June 17	Blackhawk II	2
June 28	Gymkhana	2
July 12	Potter's Picnic	4
July 19 - 26	Parade	7
July 26	Summer Dinner Dance	2
August 2	Rallye	4
August 5	Blackhawk III	2
August 23	Utica Gymkhana	4
September 5 & 6	Elkhart II	4
September 20	Charity Gymkhana	4
October 4	Rallye	4
October 17	Blackhawk IV	4
October 25	Halloween Concours	4
November 8	Restaurant Tour	2
November 22	Tech Session	4
December 5	Dinner Dance	4

WHO'S WHO



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(312)616-1416



VICE PRESIDENT
Rip Patterson
(708)740-3562



SECRETARY
Chuck Bittman
(708)246-9505

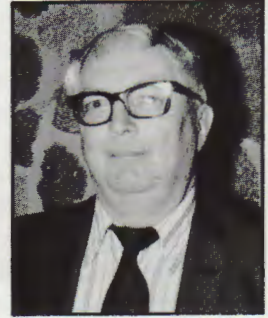


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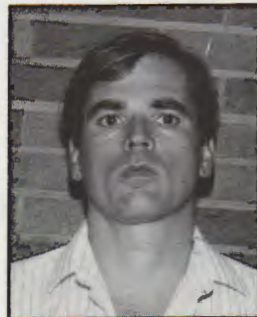
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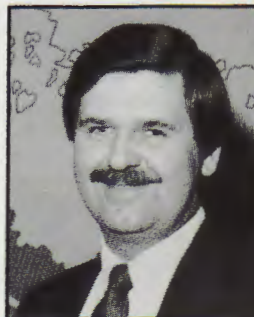
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(708)386-2864

IN GALLAGHER'S GEAR

Summer was nearly gone, as I drove my blue Porsche upon the lawn. It must think it is queer, for me to be stopping here. It is Potter's Picnic right here in Grayslake, it cannot be raining. There must be some mistake! All kidding aside, the weather has not been on our side lately. For the thirty-fourth year the Potter and Patterson families hosted the Annual Picnic and Concours. The rain may have kept all but ten concours participants away but those who did attend had one terrific day. Thank you, Wayne, Linda, Rip and the rest of your families for a fine day in the country.

The only good weather we have had lately was for the Governor's State Autocross. Joe Meis and John Ruther had absolutely great weather. Approximately 40 Porsches showed up to do battle in the sun. I had such a good time I did the figure eight three times instead of the required two. You cannot get good times when you drive an extra hundred yards. Nice day, nice weather, nice time. Thank you, Joe and John.

I am sure most of you are aware that this is Parade week. I know our members made us proud of them as they represented us in far-off San Diego. Too bad we had to schedule the Summer Dance on the day after Parade but we had no choice. Stay tuned next month - we will give you a re-cap of these events.

While on the subject of the Parade and the National organization, I want to remind all of our Chicago Region members not to forget to vote for our own Wilma White for reelection as our National Secretary. She is this region's only representative on the National Board. Let's keep her there.

We had distressing news at the last board meeting. Our long-time newsletter editor, Doris Voce, announced that she will be moving to Arizona at the end of the year. Not only are we losing a great newsletter editor but a good friend. I will be writing more about this at a later date. I am asking that if anyone out there has the time and talent to do this most important job,

please give me a call. Doris had also notified the nominating committee of her desire to run for Secretary next year. If you have any desire to serve your club in this capacity, please call Mr. Turek or any other member of the nominating committee and inform them of your wish to hold regional office.

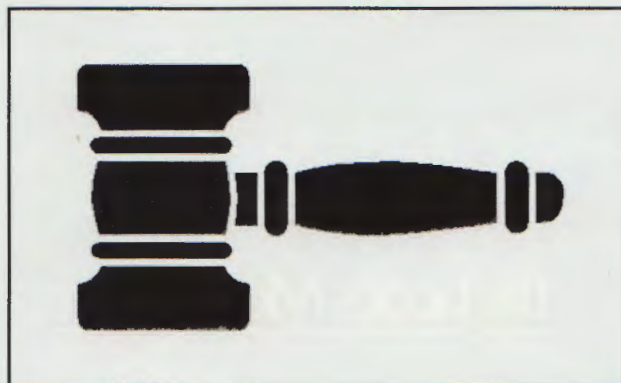
It was announced at Potter's of the death of Rew Godow, a member of our club for thirty years. Rew served as our Treasurer for many years and on several occasions financed the club out of his own pocket. Our deepest sympathy to Florence.

The big event of the summer - Labor Day at Elkhart Lake is nearly upon us. This month's *Scene* includes details and a registration form for our Third Concours, which will be held on Saturday morning in a designated area at the track. Yes, you may enter only the concours. The entry fee is only \$10 and, yes, any lost track time will be made up so you will not be a loser if you decide to enter. Hope to see you all there. By the way, I personally guarantee the weather will be much nicer than Memorial Day.

Last but not least, the September Board meeting will not be held on September 4th, the first Friday of the month, but on Friday, August 28th. As you know, our meetings are usually held the first Friday of the month at the Park Ridge VFW. All our members are invited to attend these meetings. I really wish more rank and file members would attend. The meetings start at 8 PM and are generally over about 10 PM. You can learn a great deal about the operation of your club and then have a nice discussion over pizza and beer. Hope to see you at one of them.

I am going to put down this pen now and get ready to sail upon the Odyssey. If I don't fall overboard, you will hear from me next month.

Dan



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UP & COMING

ROAD AMERICA - September 5 & 6

CHAIRPERSON
John Laidlaw
(708) 438-3043

REGISTRARS
Bob & Shirley Cook
(708) 945-3391

The second Road America Driving School of the year is soon to be a reality. The usual procedures will be in place...run groups alternating every half hour of open track lapping. Plenty of track time to practice those turns, learn those lines and have fun.

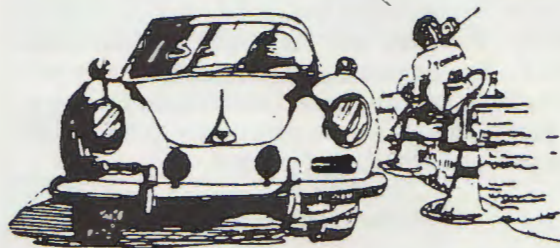
On Saturday, the novice drivers will be required to attend a half day Skip Barber Drivers School to learn the proper driving techniques for cornering, braking, safety practices, and the safe negotiation of the track. The novices will then have the opportunity to drive the track while being observed and critiqued by the Skip Barber instructors and then they will be able to join in the alternating run groups for the rest of the weekend.

Again, all corners will be staffed by professional SCCA corner workers. The corner workers will be strictly enforcing the rules of passing (restricted to certain straight aways), with no passing being allowed in the braking areas or turns.

Using your Chicago Region Tech Sheet, it is your responsibility to thoroughly check your car yourself, or have it checked by a competent service organization immediately prior to the event. Be sure to pay close attention to the specifics on the Tech Sheet concerning brake fluids and brake pads.

The mandatory clothing requirements:
A 1985 Snell approved helmet....PLEASE NOTE..WE REPEAT.....A 1985 SNELL APPROVED HELMET, a long sleeved shirt, long pants and socks... all made of a non-synthetic material, and closed toe shoes. Recommended, but not mandatory, are drivers suits and driving gloves made of nonflammable materials, fire extinguisher, and a safety harness. Also, due to local ordinances, all cars must run with mufflers.

Once each day there will be an opportunity to run Parade laps with your family or other passengers. Speed will be limited to 75 mph and any make of car is acceptable.



There will be a **MANDATORY NOVICE DRIVERS MEETING** at Siebkins promptly at 8:00 PM Friday evening. The novices will meet their instructors and receive pertinent information as to the format and rules of the event. **All novices MUST attend this meeting or they will not drive.**

The **Saturday and Sunday MANDATORY DRIVERS MEETINGS** will be at 8:00 AM at the track. **ANYONE WHO MISSES THESE MEETINGS WILL NOT DRIVE.**

Registration opens at Siebkins on Friday afternoon at 4:00 PM. The tech crew will be on hand to scrutinize your car. If your car is not teched at Siebkins on Friday, it must be teched at the track on Saturday morning starting at 7:00 AM. No car will be allowed to run without a tech sticker.

A sellout is a "sure thing" for this event, so register early. You will be notified by mail from the registrar of your acceptance. Remember that you must present a **VALID DRIVERS LICENSE** at registration.

Siebkins will again be the "headquarters" for the non-track meetings. Contact Siebkins directly for lodging reservations (414) 876-2600. Dinner reservations for Saturday night can be made at the same time as room reservations, but please no later than Friday evening, Sept. 4th. Dinner choices (\$17.50 per person) are Weinerschnitzel, Duck, Prime Rib, and Fresh Fish if ordered in advance.

Continental breakfast at Siebkins will be available at 6:00 AM, with full service starting at 9:00 AM. Siebkins is attempting to provide a full breakfast earlier for the drivers, but this information will only be available at registration.

Lake Forest Sportscars will be on hand with their truck and crew to help those with mechanical needs.

It worked out so well at Elkhart I, we've decided to do it again. A professional photographer will be available to "shoot" your car on the track. He will be set-up near registration at Siebkins on Friday evening and near the start-finish line on Saturday morning for sign-up. **Pictures will be taken on Saturday ONLY. Pre-payment is required.** Proofs will be available for viewing and ordering on Sunday at the track. This is a great opportunity to have those "fast guy" pictures taken of yourself.

Other places to stay:

Budgetel Inn
Sheboygan, WI.
(414) 457-2321

Crest Hotel
Plymouth WI.
(414) 893-6111

Imperial Motel
Sheboygan, WI
(414) 458-3578

American Inn
Plymouth, WI
(414) 892-2669

Holiday Inn
Manitowoc, WI
(414) 682-6000

Starlight Motel
New Holstein, WI
(414) 898-4216

Super 8 Motel
Sheboygan, WI.
(414) 458-8080

Thanks....hope to see you all there.

John Laidlaw

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You'll also need something to stop that car with. BRAKE LIMIT offers 2 great high performance brake pads - MINTEX and Performance Friction. Neither pad requires warmup; rotor wear is minimal; fade virtually non-existent.

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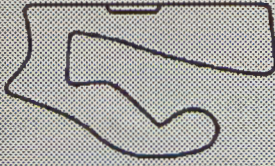
CHICAGO REGION PCA



SWAP MEET

ROAD AMERICA, SEPT. 5 & 6

For Information Contact John Ruther
(708)639-1094



**Registration Form
PCA Chicago Region
Road America Drivers School
September 5 and 6, 1992**



First Driver		
Name:		
Address:		
City:	State: Zip:	
Eve Phone:	Day Phone:	
Member <input type="checkbox"/>	Region:	
<Fastest	Requested Run Group	Slowest>
A <input type="checkbox"/>	B <input type="checkbox"/> C <input type="checkbox"/>	D <input type="checkbox"/>

Second Driver		
Name:		
Address:		
City:	State: Zip:	
Eve Phone:	Day Phone:	
Member <input type="checkbox"/>	Region:	
<Fastest	Requested Run Group	Slowest>
A <input type="checkbox"/>	B <input type="checkbox"/> C <input type="checkbox"/>	D <input type="checkbox"/>

Porsche Year, Model, Type, Engine Size	----- PCR Class -----
_____	Production <input type="checkbox"/> Improved <input type="checkbox"/> Modified <input type="checkbox"/>
Permanent Car Number : _____	Requested Car Number : _____

Drivers must attend the Skip Barber classroom instruction unless they attended at a previous event, or have very strong driving credentials and receive approval from the event chairman.

<u>First Driver</u>	<u>Second Driver</u>	Did you receive Skip Barber Instruction at a previous Chicago Region PCA Road America event?
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted.

To help us better classify car/driver combinations please specify your driving experience, including # of track days per year, professional driving schools attended, and tracks driven with typical lap times.

_____	_____
_____	_____
_____	_____

Fees: One Driver \$175, Two Drivers, same car \$220 . Total amount enclosed: \$

Make checks payable to "PCA Chicago Region." Mail the registration form and check to:
Shirley and Bob Cook, 50 Kildare Lane, Deerfield, Illinois 60015.
(708) 945-3391 Evenings. No refunds for cancellations after August 28, 1992.

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PCA/CHICAGO REGION TECH INSPECTION SHEET

NAME _____ COLOR _____ CLASS _____
 MODEL/YEAR _____ ENG. DISP. _____ ENTRY NO. _____

Passed Failed

TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- | | | | |
|-------|-------|-----|--|
| _____ | _____ | 1. | WINDSHIELD - No cracks. Functional wipers with good blades. |
| _____ | _____ | 2. | MIRRORS - At least one securely mounted rear view mirror. |
| _____ | _____ | 3. | BRAKE LIGHTS - Functional. |
| _____ | _____ | 4. | PEDALS - Free return & in good operating condition. Firm brake pedal. |
| _____ | _____ | 5. | SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five point harnesses recommended. |
| _____ | _____ | 6. | ROLL BAR - All open cars except 914's, Targas, and cars in the Production class. |
| _____ | _____ | 7. | HELMET - 1985 SNELL or later required (sticker <u>must</u> be attached inside). |
| _____ | _____ | 8. | BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| _____ | _____ | 9. | BATTERY(IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| _____ | _____ | 10. | DRIVE BELTS - Tight & in good condition. |
| _____ | _____ | 11. | THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars. |
| _____ | _____ | 12. | LEAKS - No leaks of any fluid - oil, gas, brake, or coolant. |
| _____ | _____ | 13. | RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes. |
| _____ | _____ | 14. | FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition. |
| _____ | _____ | 15. | REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber. |
| _____ | _____ | 16. | WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings. |
| _____ | _____ | 17. | ENGINE - Check for odd sounds and satisfactory exhaust. |
| _____ | _____ | 18. | BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| _____ | _____ | 19. | WHEELS - No cracks. No bends. All lug nuts torqued to 90-92 lbs. Valve stem must have airtight cap. Hubcaps removed. |
| _____ | _____ | 20. | TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured. |
| _____ | _____ | 21. | FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| _____ | _____ | 22. | GAS CAP - Gasket intact & cap tightened. |
| _____ | _____ | 23. | LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc. |
| _____ | _____ | 24. | APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended. |

In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car or its occupants as a result of any such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car. I hereby certify that I have no physical or mental problems which could jeopardize myself or others if I participate in this event.

ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE WHICH WARRANTS COMPLIANCE.

DRIVER'S SIGNATURE _____

WITNESS TO DRIVER'S SIGNATURE _____

DATE _____

UTICA AUTOCROSS

Gill
1051
312
631-3707

DATE: Sunday, August 23, 1992

PLACE: Utica Raceway, Utica, IL

TIME: Registration & Tech 9:30 AM, Timed Runs 11:00 AM

Come out and join us for a fun-filled day at Utica Raceway on Sunday, August 23rd, 1992. Utica Raceway is a 0.6 mile go-kart track that will allow you to test the acceleration, braking and handling of your Porsche. And for some of us, to see how well our cars can pick corn!! This will be the only timed event that PCA/Chicago will have at a "Race Track". This track will be run with NO PYLONS and promises to be exciting for everyone. Registration and tech will begin at 9:30 AM, timed runs will begin at 11:00 AM. Depending on attendance, everyone can expect at least five timed runs.

To drive at this event, you must have a 1985 or later Snell approved helmet, full length pants, a long sleeved cotton shirt and socks - all of non-synthetic material. You will also need closed shoes. No open shoes will be allowed. Better yet, driving suits are recommended. Drivers must also be at least 18 years old (driver's license will be required at registration). NO alcohol may be consumed at the track. Please consult the 1992 Chicago Region Calendar for Gymkhana/Short Course Classifications. We will also need people to work timing and start/finish line.

Directions to the track: Take I-55 South to I-80 West (approximately 45 miles), to 178 (Utica-Starved Rock exit), left on 178 three-eighths of a mile to the intersection of 178 and 6.

UTICA AUTOCROSS REGISTRATION

First Driver _____
Name _____
Phone _____
Member Applicant Guest

Second Driver _____
Member Applicant Guest

Gymkhana/Short Course Class _____
\$18.00 Pre-registration, \$21.00 at the track, \$8.00 Second Driver
Amount Enclosed _____

Mail registration and check (payable to PCA/Chicago Region) to:
Lad Sanda, 4741 Central, Western Springs, IL 60558
Questions??? (708)246-1937

ROAD AMERICA CONOURS

Due to an oversight on the co-ordinator's part, the Conours on September 5th, concurrent with the Road America weekend, was not mentioned in last month's edition of the *Chicago Scene*. But take heart, members of the Q-tip crowd, as well as Porsche racers, in your club's continuing efforts to integrate previously thought of disparate elements of the same club, and just because we thought it might be fun, there will be a concours the morning of September 5th, at one of the two sites available at Road America appropriate for this event.



Those who have pre-registered and paid for the Road America Driving School will be eligible to show their cars in the Conours on Saturday morning at no charge, then race their hearts out Saturday afternoon, and all day Sunday. The regular \$10 fee is for entrants who concours only! The concours crowd is urged to come to this event, and show their cars, and make this an entire weekend of family fun the PCA way.

Pre-registration can be made by mail for either event, or on Friday night, September 4th, where registration for both the Driver's School and the Conours will be taken. Participants of the Conours will be informed the morning of the event, if not before, at which of the two sites the Conours will be staged. Conours entrants will be allowed on the site by 8 AM, and judging will start at 10:30 AM, but please note that these times are tentative. Results of the Conours will probably be announced at the dinner on Saturday night. (Talk about seat of the pants, but I told Gallagher I'd get this together.) I will be there early Saturday morning to work out the details, and I hope to see a strong showing of all my fellow concours enthusiasts at this event!

REGISTRATION - ROAD AMERICA CONOURS
September 5, 1992

Name: _____

Member Applicant Guest

Conours Class: A B C D

Are you participating in the Road America Driver's School? Yes No

Send \$10 fee (make checks payable to PCA/Chicago Region) for the Conours only to:
Bill Gavy, 6742 North Campbell Avenue, Chicago, IL 60645-4616

Questions?? (312)973-3938, evenings preferred



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Stay Close To The Track!*

**PCA MEMBERS
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GALLAGHER'S 2ND ANNUAL LOOP RALLYE AND BEER TASTING

DATE: Sunday, October 4th.

TIME: Registration and Continental Breakfast 12 Noon. Como Inn, Chicago, Illinois. First car off at 1 PM.

DINNER: Goose Island Brewery

The Second Annual Loop Rallye will be a wonderful way to spend a beautiful fall afternoon. No, the Bears are not playing. We are continuing in our effort to get more members involved in rallyes by making them easier and more fun. Thus this rallye will be a 100% finishable low speed (15 MPH average speed) tour of the Loop and surrounding area. As of this writing, a walking tour of the Lincoln Park Zoo will be one of the stops. We are still trying to arrange private parking for up to 50 cars in the zoo employee's parking lot.

Dinner will be held at the Goose Island Brewery located about two miles north of the Loop. All participants are urged to join us in the optional beer tasting. I am aware that some of you don't like beer so this will be an option. If you wish to sample some great beer, you will receive 6-7 oz. glasses of beer to taste and rate on a scale of one to ten. These beers are brewed right there and we will receive a tour of the micro-brewery. Dinner will be off the menu.

The Goose Island Brewery is located in a trendy mall with various shops. I have arranged separate parking for up to fifty cars and a security guard to make sure your Porsche is still there upon your return.

It is not necessary that you drive your Porsche to win a trophy and you may have more than two individuals in your vehicle, but remember that in order to qualify for regional points towards the overall rallye awards, you must drive a Porsche and only have one navigator. So bring the family wagon with all the kids and your mother-in-law or your Porsche. Come on out and see the city, Grant Park, the Magnificent Mile, and the Zoo. Then enjoy sampling some great beer with all the Porsche camaraderie at the Goose Island Brewery.

REGISTRATION FORM OCTOBER 4TH RALLYE

Name _____
Member Applicant Guest

Car Model _____ Make _____

Entry fee \$20.00 per car (includes entry fee and Continental Breakfast for two at the Como Inn). Additional breakfasts @ \$6.00 each.
Make checks payable to PCA/Chicago Region and mail to:
Dan Gallagher, 360 E. Randolph, #2202, Chicago, IL 60601
Questions??? (312)616-1416

THE FAST LANE

by Dick Badler

In this summer of our discontent, is it possible to drive a Porsche and still be politically correct?

I'm willing to give this a test spin. After all, as a card carrying post-war baby boomer, I did that crazy march on Washington thing. I've read *Mother Jones* on occasion. I even remember who the "Chicago 7" were, although the names of five of them escape me.

Let's start with the start of the marque, 356s. At first blush, I'd say yes, 356s qualify for political propriety. What's more sensible than harking back to a simpler time, of fuel-miserly four cylinder engines and AM radios? As transportation, you can't get more plebeian than a bathtub, turned upside down. I mean, after all, 356s were little more than hopped up Luv Bugs.

Until you check out the current want ads. Forget it, unless you can find a 356 with a few faded "Flower Power" decals left over from a be-in on the Haight. And even then, you'd have to hock that new suede jacket from Bally, just to get the funds to start up the damn thing, because it's probably been sitting buried under a pile of hay in a barn since Woodstock. How does one pick up National Public Radio on AM, anyway?

911s? I'd say okay to mid-seventies models and earlier. But they really ought to look like the one William Hurt drove in "The Big Chill." Remember? The dreaded corrosion cancer in a few choice spots, last month's laundry on the jump seats, controlled substances tucked up by the oil cooler.

Then again, this kind of Porsche owner can't afford car insurance and 911 tune-ups. He'll probably end up stranded with a blown engine and no visible means to pay for a rebuild. It takes a legitimate job to keep a Porsche running. Responsibilities, maybe a spouse and a rug rat or two. Tired old 911s don't go to 25th high school reunions.

I'm afraid Porsche ownership today puts us on the other side of the ledger. But wait. Politics is the art of compromise. We can drive Porsches and do other things to redeem ourselves for that great

checkered flag in the sky. We can get active -- write our legislators, lobby the halls of government, give money to an activist group.

Who do we give to? Why not some eco-esque Naderite group that's out to hug trees, save swamps and plug holes in the ozone? I don't think so. Remember the Corvair, an Americanized knock-off of a certain car from a certain city in a certain country on a certain continent that begins with P, ends with e and has "orsch" in the middle. Anyone against the 'Vair is against my Porsche.

If I wanted to join an activist group, I'd go for an organization like the National Motorists Association. You don't know who they are? Do some research. You should.

Okay, okay. Say we Porsche owners can reconcile the fact that we were Clean for Gene and still remember the words to "Going to the Country." (Quick, do you remember who sang it?) What then do we do with our cars?

We drive them, of course... slowly, always slowly... to tofu outlets, Pete Seeger concerts and Greenpeace rallies. We live in the left lane, even when there are no other cars in sight on the Interstate. We shift up at 2,000 rpm. We act like we're competing in the Mobil Economy Run, shifting into neutral when going down hills, and coasting to stoplights.

Yeah, right. That's fine for Volvo wagons and your father's Oldsmobile. But not for us - not if we believe the motto, "Every Porsche ever made is a racing car."

What else can we do? How about track time? Please. Autocrossing? Think of the rubber trees that were cut down to make your tires. Rallying? Only if the maximum speed is in single digits. Concours? Hmm. No, on second thought, forget it. We have a water shortage this summer. The car care products we use have too long a half-life in the sewer system. Have you ever seen a Q-tip biodegrade?

But we can still vote. Voting is confidential. It's painless. If we don't vote, we have no right to

complain about our elected officials. Democracy is not a spectator sport.

And now, for President... I'd like for one of today's tow-headed high school radicals to ask our candidates whether they've ever driven a Porsche.

Bill Clinton: Once, but he never heel-and-toe downshifted.

Ross Perot: No position on that subject. If he ever wanted a Porsche, he'd buy the factory. He'd offer the Porsche and Piech families so many Deutsch marks, they could buy General Motors. Ha, poetic justice.

George Bush: It would be wrong. No, actually, picture the scene. The entire Washington Beltway blocked off. George and Barbara in a new 911 America cabriolet (of course), lapping D.C., with a fleet of 928s in hot pursuit, manned by Secret Service agents, all trying to figure out how they can hold a Glock automatic pistol in one hand, the wheel in the other and shift at the same time.

Before you rip up your voter registration card, ponder this question. What do George Bush and Ross Perot have in common?

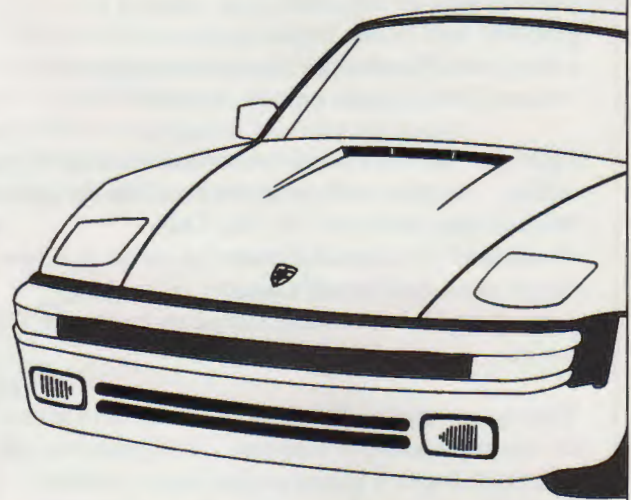
They both own Cigarette speedboats. It's a fact. I don't know if Perot even has a driver's license. But he reportedly is wont to gallop out of his cowboy-art-filled office in Dallas at lunchtime, helicopter to the shore and blast down the Gulf Coast, at redline. Then he's back at his desk in time to take calls from Donahue and "the people."

Tsk, tsk. There's only one thing left to do. Start a petition drive. Door to door. For free will. It's the right thing to do. Maybe we can start a movement. We'll have a Porsche Club rally at Alice's Restaurant. For old times' sake. What goes around comes around.

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WELCOME

TO OUR NEW MEMBERS

By Lee Lichtenstein

Richard & Karleen Baker
Lake Forest, IL
1989 944

Derald & Kathleen Bogs
Lansing, IL
1969 912

Michael Braun
Chicago, IL
1968 911T

H. Dwayne & Monika Bumpers
Chicago, IL
1987 944

Kenneth & Robert Council
Country Club Hills, IL
1984 928S

Jol & Laurel Dantzig
Chicago, IL
1985 911

Mike Gaynor
Glenview, IL
1976 911

Randy & Carol Krup
Rockford, IL
1989 911 Speedster

William Lambert
Lake Forest, IL
1968 912

Don & Cindy Mills
Glenview, IL
1984 944

Leonard & Vivian Morrison
Antioch, IL
1993 911RS

Scott & Beth Musser
Lansing, IL
1975 914

Jack & Joan Scanlon
North Barrington, IL
1986 944 Turbo

Jarema & Irene Skirnyk
Hinsdale, IL
1990 911

Michael & Marsha Thompson
Naperville, IL
1987 944 Turbo

John & Milka Triebe
Naperville, IL
1990 Carrera 2

Tim Wiese & Carol Davis
Gurnee, IL
1986 944 Turbo

TRANSFERRED IN FROM OTHER REGIONS:

From Chesapeake Region:
H. Neil & Kathy Lund
Wheaton, IL
1986 944

From Potomac Region:
Steven Pavlovic
Bartlett, IL
1978 911SC

From Maverick Region:
Randal & Teresa Dreher
Rockford, IL
1967 912

From Schones Land:
Bernard & Holly Lakemaker
Chicago, IL
1958 356A

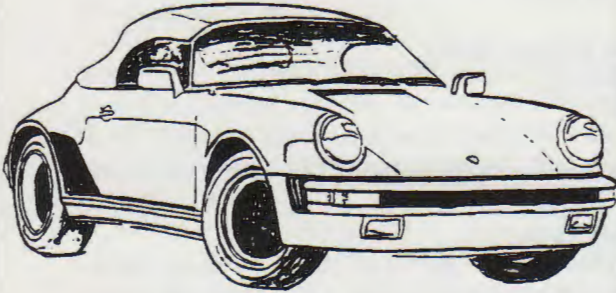
From Milwaukee:
Peter & Christina Novak
Rockford, IL
1977 924

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REAR VIEW MIRROR

MANCUSO CONCOURS/FERRARI CLUB VS. PORSCHE CLUB

I knew when Pat Yanahan boasted that he had spent over twelve hours preparing his 1974 911 Targa that I was in trouble. Life being what it sometimes is, I felt lucky to have spent four hours on the C Coupe. All bets were off when Chuck Will arrived in his 1973 RS Carrera that is so clean you can eat off the floor. I hope he remembered to replace the rugs ... I didn't know that removing the carpets was considered 'race trim'.

Regardless, 28 Porsches and 28 Ferraris baked in the warm sun of that Lake Forest Saturday behind Rick Mancuso's dealership. Event the local constabulary seen walking around the parking lot was smiling. Hope he wasn't thinking about giving all those cars parking tickets!

Going up against the Ferrari Club was quite a challenge ... I counted two F40's! Imagine over \$500 just in parts to perform a tune-up on one of those cars! One of the Ferrari owners walked over and said, "You guys are really serious about this! All these Porsches are so clean, what do you judge them on?" Conservative estimates floating around this well attended event placed the value of all 56 cars in the Lake Forest neighborhood of \$25 million. What a liability nightmare! Did I sign the waiver?

Event chairman Dale Moody is to be commended for his efforts for co-ordinating a superlative event, as is our host, Rick Mancuso, for his elegant presentation. Even Dan Gallagher was speechless! All entrants received a custom engraved bottle of Mondavi Cabernet Sauvignon. The bottles were engraved with both the Ferrari and Porsche crests.

This event could not have come off nearly so well if not for the outstanding work done by the 14 volunteer judges. Our Q-tip salute this month goes to Bill Myers and Jim Jacasin, the class D judges, who thought they had eight cars to judge, oops! make that ten.

I don't know how we could improve on this event but there was talk of next year's event featuring live music (ZZTop?), and a food tent out on the lot. I don't know ... See everyone at Potter's!

Bill Garvy

The cover of an old issue of *American Heritage* that described the 1893 Chicago Columbian Exposition stated, "Now THAT was a World's Fair".

It is a bit much to borrow from that statement and apply it to the June 13th Lake Forest Sportscars concours (Pebble Beach it was not). But, thanks to the Porsche and Ferrari Clubs entries and the enthusiastic support of Rick Mancuso and his staff, I am still compelled to say, "Now THAT was a concours".

Thanks especially go to Bill Garvy, Pat Yanahan, Hugh Ruthven of the Ferrari Club of America, Rick Mancuso, and most of all to all those who entered - without them there is no show at all.

Thanks very much.

Dale Moody



What elegant trophies!

MANCUSO/LAKE FOREST CONCOURS RESULTS

Class A

1.	Bill Myers	304.4T
2.	Dale Moody ('59 Conv D)	293.5
3.	Rod Gustafson	288.5
4.	Dale Moody ('59 A Coupe)	281.5
5.	Reinhart Bartell	252.9

Class B

1.	Pat Yanahan	237.5T
2.	Chuck Will	236.75
3.	Jim Jacasin	234.0
4.	Rudy Vilitatis	233.75
5.	Bill Garvy	232.5
6.	Howard Yefsky	231.0
7.	Art Metzger	227.0
8.	Mark Wilwerth	219.0
9.	Greg Palumbo	216.0

Class C

1.	Frank Wagner	183T
2.	Dennis Raucci	171.5
3.	Myron Walters	170
4.	Alan Boe	160

Class D

1.	Ed Leed	139.5T
2.	Ron Peterson	131.5
3.	Peggy Gallagher	124.0
4.	Craig Stastney	120.0
5.	William Schleicher	118.0
6.	Mike Mullins	117.5
7.	Rand Krup (Appl.)	116.0
8.	James Petrikas	115.5
9.	Richard Bitterman	113
10.	William Lambert (Appl.)	102

People's Choice:

Rod Gustafson 1957 Super Speedster

Rick Mancuso's Choice:

Alan Boe 1979 930 Turbo

F.C.A. Judge's Choice of P.C.A. entries:

Richard Bitterman 1961 356B Cabriolet



Twin F-40s...



...and pristine Porsches



Photos: Dan Gallagher

Official Results
Governor's State Autocross
June 28, 1992

OA	CP	NO.	Class	Region	Driver	Car Desc.	Best Time*
19	1	64	P1	CHO	Rip Patterson	'64 356SC	49.838*
27	2	94	P1	CHO	William Vlazny	'73 914 2.0	52.382*
32	3	26	P1	CHO	Adam Goldstein	'64 356C	53.709*
33	4	62	P1	CHO	Ron Goldstein	'62 356C	53.802*
11	1	28	P2	CHO	Chris Ingot	'86 944	47.157*
21	2	44	P2	CHO	Lee Lichtenstein	'83 944	50.321*
23	3	29	P2	CHO	Mike Mullins	'84 944	50.925*
29	4	96	P2	CHO	Marshall Melcach	'85 944	52.598*
30	5	83	P2	CHO	Steve Carlson	'84 944	53.134*
31	6	30	P2	CHO	Gary Kovener	'87 944S	53.166*
35	7	38	P2	CHO	Mark Carlson	'84 944	54.623*
38	8	82	P2	GST	Joe Dieter	'86 944	56.394*
28	1	95	P3	CHO	Ken Council	'84 928S	52.466*
4	1	8	P4	CHO	Jerry Quebe	'74 911 Carrera	45.445*
9	2	4	P4	CHO	George Gutmann	'79 930	47.005*
13	3	97	P4	CHO	Mike Lambert	'89 944T	48.098*
16	4	71	P4	CHO	Jim Petrikas	'86 944 Turbo	49.171*
22	5	52	P4	CHO	Randy Schearer	'88 930	50.875*
24	6	73	P4	CHO	Robert Rocque	'88 944T	50.963*
25	7	111	P4	CHO	Mike Gallagher	'79 930	51.328*
26	8	1	P4	CHO	Dan Gallagher	'79 930	51.837*
34	9	39	P4	CHO	Don Larson	'87 930	54.434*
39	10	21	P4	CHO	Walter Minato	'92 911 Turbo	DNF 48.333
18	1	18	P4L	CHO	Liz Quebe	'74 911 Carrera	49.390*
20	2	14	P4L	CHO	Linda Gutmann	'79 930	50.251*
37	3	11	P4L	CHO	Peggy Goldenberg	'79 930	55.584*
6	1	5	P5	CHO	Greg Turek	'91 Carrera 2	46.493*
7	2	7	P5	CHO	Nick Brenkus	'78 911SC	46.655*
8	3	33	P5	CHO	Joe Meis	'90 Carrera 4	46.730*
10	4	37	P5	CHO	Michael Zitzmann	'86 911	47.134*
12	5	133	P5	CHO	John Ruther	'90 Carrera 4	47.175*
36	6	40	P5	CHO	Rich Strahota	'88 911	55.080*
40	7	91	P5	CHO	Jose Paredes	'90 911	DNF 52.352
14	1	15	P5L	CHO	Marla Turek	'91 Carrera 2	48.592*FTDL
1	1	92	M7	CHO	Richard Gonzales	'69 911	43.004*FTD
2	2	98	M7	CHO	Tony Koufos	'70 911	43.425*
3	3	3	M7	CHO	Bob White	'73 911RS	45.026*
5	4	2	M7	CHO	Ed Leed	'69 911S	45.959*
15	1	12	M7L	CHO	Debby Leed	'69 911S	49.166*
17	2	13	M7L	CHO	Wilma White	'73 911RS	49.325*

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Tiptoeing through the pylons



Some of our favorite Porsche couples



Mr. FTD speaks to Godzilla



The Clarence Thomas & Anita Hill of Chicago Region

LETTER TO THE EDITOR

Women! I just don't understand them. Recently the one I love wrote a scurialious article casting asparagus upon my gold name and peasant temperament. I resemble those remarks and demand an apogee for all us write thinking men.

I rallye don't see the big deal about taking the open "D" to Elkhart. I didn't order the cold and reign. Thousands of women would have loved to ruin their outfits and make-up just for an opportunity to ride in a Porsche. Just think how many more women there are in Chicago than Porsches! Most of them would have loved to spend a weekend watching the Porsches go around the track and then sit in a tavern all night talking cars, sex and more cars. What an intellectual evening!

Also, as everyone knows, the Chicago Region men are almost perfect. You can tell we have a lot of money - the average age of our expensive cars is only twelve years old. We are captains of industry - I think at least a couple of us own a small business. We are excellent drivers - we didn't even wreck a car that weekend. And we are terrific in bed - just ask us! What else could a woman want?

Name Withheld by Request

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BEHIND THE SCENES

I'm sure by the time this issue reaches you, many of you have heard via that very effective form of communication - the grapevine - that I will soon be moving away from the Chicago area. I will be joining my closest friends in Phoenix, Arizona. My current plans are to move within the next ninety days or as soon as I sell my house, which my realtor feels confident will move very quickly. This decision was reached after much deliberation of my current personal circumstances. I am very excited about the prospect of a change of scenery and a slower paced lifestyle. Just think - no more Chicago winters and the opportunity to drive a convertible all year!

This decision, obviously, will prompt some changes - namely, who the new newsletter editor will be. I do have a list of people recommended by the Board, and I will be contacting them. If you have any interest in this position, by all means give me a call, and I will be happy to discuss the details of what the job entails. I will be glad to work with the new editor to make the transition as smooth as possible.

In the meantime, I will be around for the next couple of months. See you soon!

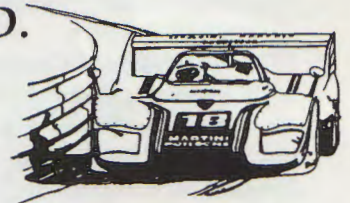
Doris

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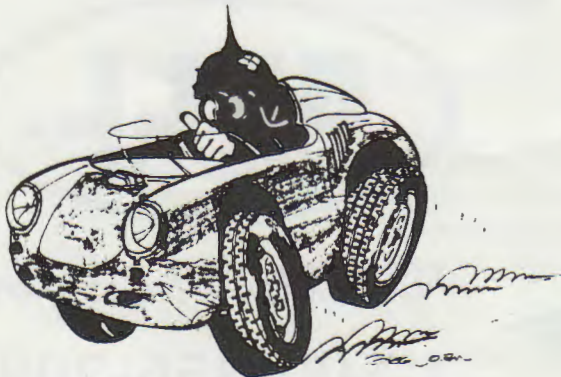
1990 Carrera 4 Guards Red/black cpe. Lowered, Andel Progressive Springs, sunroof, AC, radar, AM/FM cassette, 5 speed, 11k mi. NO SNOW. \$48,000. Lad Sanda (708)246-1937 eves.

1979 928 - Excellent condition, 70,000 mi., Gold, leather, automatic, new tires. Asking \$10,750 with owners & service manuals. Larry Christensen (708)717-0517

1976 912E Black exterior, black leather interior. Electric sunroof, Blaupunkt stereo am/fm (Model CR4096); Muntz amp (AM-110). Engine rebuilt at 127k, now at 142k. In good driving condition, extensive recent restoration. A good-looking, classic car - must see to appreciate. Asking \$11,000. Albert Hatch (312)363-0626

1976 914 Black/tan, many extras including: Cam, European pistons, carbs, lowered, 140 lb rear springs, Yokohamas w/Epsilon wheels, bra, Halon fire extinguisher, shock tower brace, racemark steering wheel, stainless steel heat exchangers, sport exhaust. Priced to sell \$6,500 firm. Ron Starkey (708)223-6382

1971 911T Sunroof Coupe #9111101005, CAC, exc. body, good int., excellent engine, Webers, sway bars, alum. calipers, S trim, S gauges, 14" alloys, new batteries, \$6,900. R. Briggs, 1419 E. Mayfair, Arlington Heights, IL 60004 (708)670-9304 eves, (312)670-4440 days



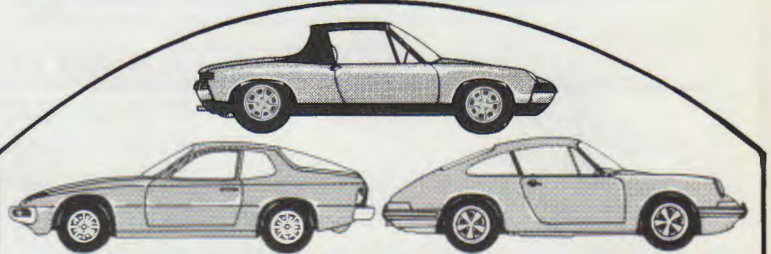
● FOR SALE - PARTS

914 Parts: 2.0L engines, doors, hoods, trunks, engine lids, interiors, center console, bumpers, anti-sway bars, side shift transmissions & linkage, Mahle alloy wheels, flywheels. Almost anything. Call with needs. Glenn Stazak (708)208-1924

914 Parts: 914 tow bar \$50; self-contained light bar for towing \$50; like new front & rear bumper rubber \$75 ea; new front hood seal \$25; 4 piece wood dash ('71 dealer installed option) \$50; original footrest \$50; center console seat cushion \$20. Rick Glau (815)455-4997

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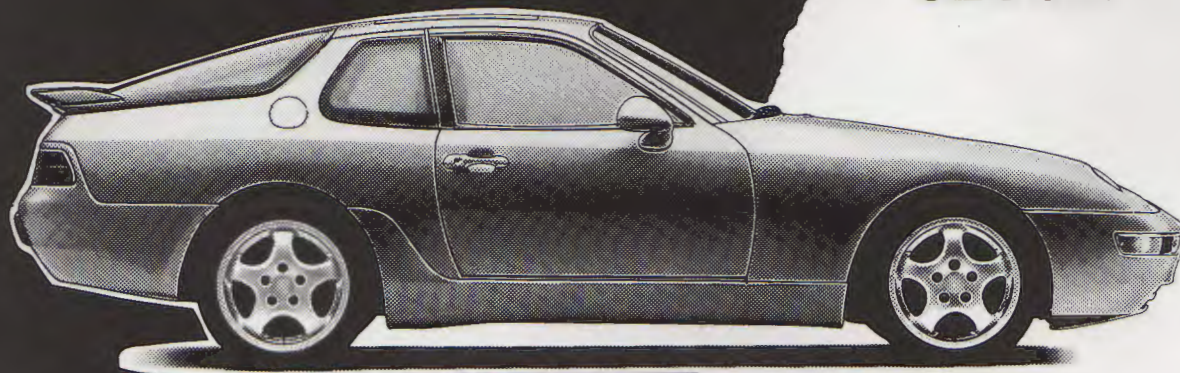
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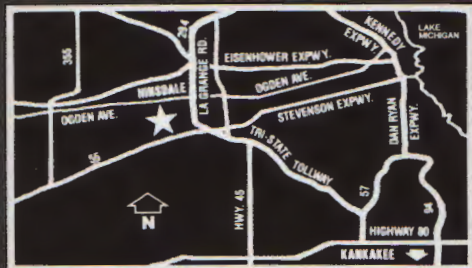
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