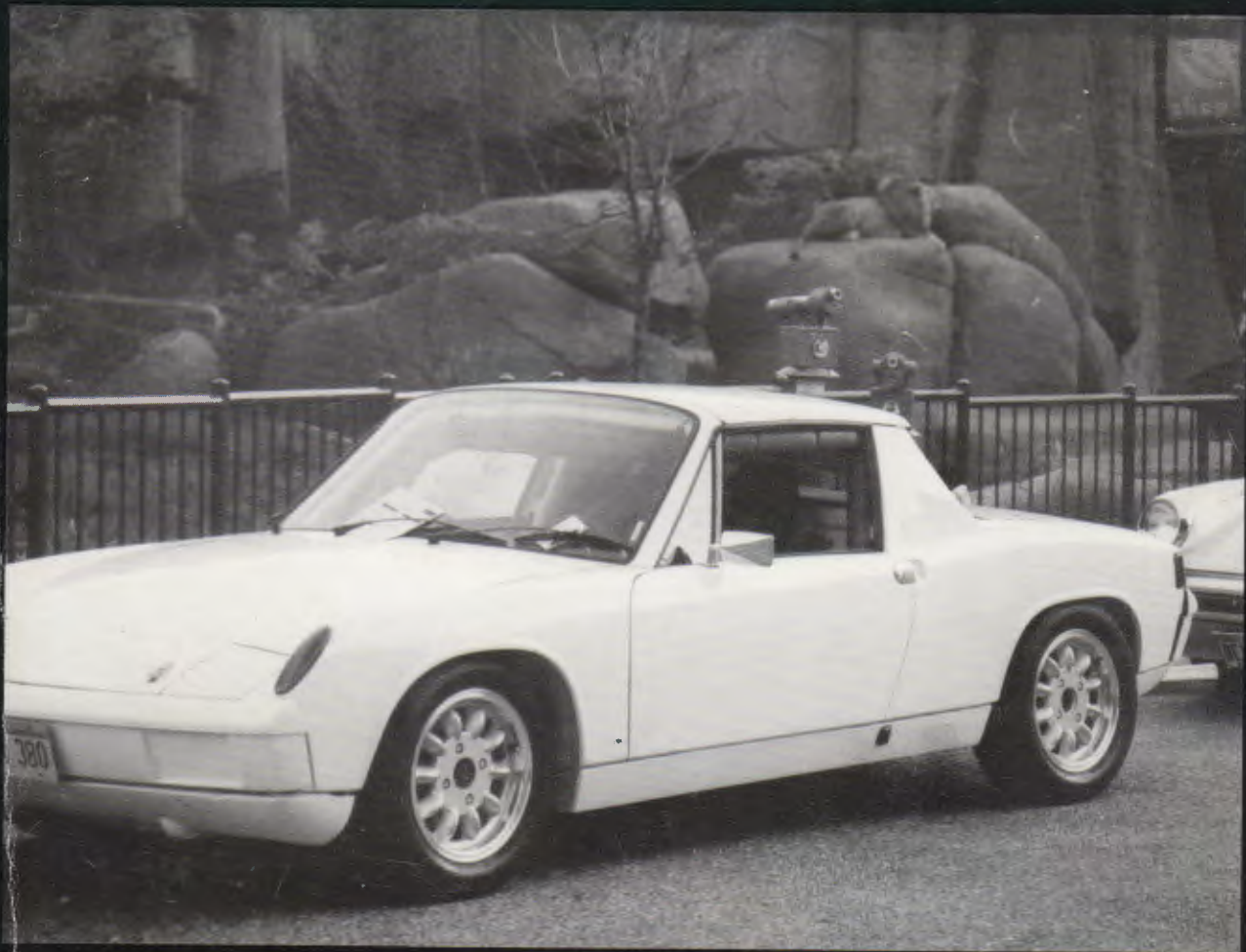


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THE PORSCHE CLUB OF AMERICA,
CHICAGO REGION



Chicago Scene

AUGUST 1998



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Chicago Scene

August 1998 Volume 42 Number 8

Chicago Region 1998 Calendar of Events

| | |
|---------------|--|
| January 11 | Tobogganing & Hackney's |
| January 18 | General Membership Annual Meeting |
| February 8 | Restaurant Tour - Cafe 36 |
| February 28 | Bowling & Dinner |
| March 8 | Concours School • Chili Tasting • Edible Art Contest |
| March 15 | St. Patrick's Day Party |
| March 22 | Rallye School |
| April 5 | Safety Tech Session |
| April 19 | Rallye I |
| May 3 | Drivers' School |
| May 13 | Blackhawk I Drivers' Ed |
| May 17 | Concours I |
| May 23-24 | Road America Drivers' Ed |
| May 31 | Autocross I |
| June 7 | Rallye II |
| June 17 | Blackhawk II Drivers' Ed |
| June 20 | Concours II • Zone 4 Concours • Gimmick Rallye |
| June 28 | Autocross II |
| July 18 - 19 | GingerMan Drivers' Ed |
| July 25 | Kane County Cougars |
| August 2 | Potter's Picnic • Concours III |
| August 9 | Autocross III |
| August 12 | Blackhawk III Drivers' Ed |
| August 22 | Golf & Dinner |
| August 30 | Autocross IV |
| September 5-7 | Concours IV (at Road America) • Drivers' Ed • Trac 98 Club Race |
| September 16 | Blackhawk IV |
| September 20 | Autocross V |
| September 27 | Rallye III |
| October 10-11 | Blackhawk Octoberfest |
| October 18 | Concours V |
| October 24 | Rallye IV |
| October 25 | Rallye V |
| October 31 | Halloween Party |
| November 15 | Tech Session |
| December 5 | Annual Dinner Dance |
| December 31 | New Year's Eve Party |

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Cover Photo: Beauty and the beast: John Takehara's 1974 914 at A Golden Concours at Lincoln Park Zoo Photo by Steve Rashbaum

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• **CHICAGO REGION WEB PAGE**

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Chuck Bittman, WebMaster

Aungahh!

Again we're late and we apologize. We're just back from CO and our first Porsche Parade. We took the laptop, with every good intention to work hard on the magazine so as to have it to you on schedule, but we didn't get much done. We were having too much fun! PCA really is the people - though the cars aren't bad! It was nice to see so many Chicago Region friends, make many new out-of-region friends, and meet Larry Wilson, National's Newsletter Chair, as well as many of the editors with whom we've been 'on-line.

The September Chicago Scene will feature the Parade. We will tell you now that the Chicago Scene finished 5th in its class (Class 5 - clubs with 650+ members) and 9th in a field of 59 entries. The judges' comments were, for the most part, favorable.

"Personally, I love your covers. They have a certain kind of elegant austerity that appeals to me."

"Great photos. Tremendous reporting on events. This is an awesome newsletter - everything is covered."

"A+ on content and photo quality."

We share these kudos with all of you who have contributed articles and photos, not only to the two issues that we submitted for judging, but during our entire tenure as editors. A special round of applause for our printer/publisher/good friend Bob Soske and his crew at PressTech for always making us 'look good'. The quality of our printing and binding (which we take for granted) was unsurpassed in any other publication and several other editors took our magazine to show their printers. Thank you one and all ... and keep those pictures and articles coming in!

It's hard to believe that it's already August and we are more than half-way through the 1998 events calendar. We've attended and participated in most of them. Each was wonderful and unique in its own way. It is impossible to fully describe how truly awesome A Golden Concours was. Susan and her daughter Taylor were among the last to leave the Zoo that evening. As a result, they had the very special opportunity to wander among the cat cages and around the seal pool as the inhabitants were stirring from their "humans are present" stupor. Animals, like toys in the nursery, have secret lives when people not around and Susan and Taylor had the fun of watching some of it. They were eventually 'requested' to leave as it was close to midnight. Thank you to Tray and Danita Anderson for a truly wonderful event.

Our first Club Race (at Ginger-Man) is under our belt. We will write about it in detail after our Road America Club Race, as the two races are, in our minds, "one" event: our 'rookie' summer. Suffice it to say, it was a wonderful experience and much, too much fun. The primary objective to bring the car and the body home safely was accomplished. Our thanks to all of our good friends in the Chicago Region who gave so much support before and during the weekend. To our special "race buddy" Chris Inglot, many thanks.

And now, for our readers who have laughed at our adventures and missteps but continue to encourage us to chronicle our "rookie" summer, here is the next installment.

Step 10 cont.: Steve was never a Boy Scout. He was, for a very short time, a Cub Scout; long enough to learn that marching drills and camping were not for him. To this day he will not camp and believes that 'roughing it' is staying at a Holiday Inn. (It should come as no surprise however, that despite his brief tenure in the BSA, the wood block derby was one of his favorite activities.) The stint in the Cub Scouts did allow for some indoctrination though. "Be Prepared" must have been drummed into his

small skull because the phrase has stayed with him to this day.

We had hoped to simply tow the 951 to GingerMan, unload it, and begin the mental and physical preparation for the race. As you know, we have been working for many months to "be prepared" for the event. As you also know, this auto activity has never not quite gone according to plan. We were warned, we were arrogant, and we were "brought to our knees" by the Lead Time Rule. We thought we had paid our dues. We were wrong and now add to the list The No Matter How Much You Try To Prepare For An Event, There Is No Way That It Will Go According To Plan Rule a.k.a. The Be Prepared For The Unexpected Rule a.k.a. The Forget About Plans, Improvisation Will Be Required Rule.

Tires, everyone knows they are important. Ads give the false impression that tires are everywhere and are simple to obtain. But not so. A call to Sol indicated that the car would be ready on Thursday. Wednesday evening, we went into the garage to load the race wheels into the Jeep so that the wheels could be changed while the car was on the lift. As the wheels were being moved, we noticed that there was a shiny object in one of the rear R1's. Closer inspection revealed a steel staple-like "thing" embedded in the tire. We weren't sure if we should remove it but decided that it would be ok. Much to our surprise and chagrin, the 'staple' was deeply embedded and, when removed, allowed air to escape from the tire with a sick hissing sound. But, said Steve, "not to worry. Either the tire can be patched, or, better yet, one can simply be ordered so that it can be mounted before the 951 is put on the trailer."

The next morning calls were initiated to BFG, local dealers, and several mail order houses. "R1's, you must be joking. They are on backorder ..." (or not being made due to the change to the G-Force tire).

Eliminating that possibility, our hopes rested on repair. The tires were taken to Sol and a repair was effected. "It would be best to leave the street tires on the car. If the race

Aungahh ...

tire flats, removal of the car from the trailer will be very unpleasant. Best to check to see if the tire holds pressure over night. If so, the wheels can be changed at the track." If this fails, we hope that there is a tire manufacturer at the track. While a completely new set of tires is not a pleasing prospect, too much work has gone into getting to this point to not race. (What's that axiom about ignoring sunk costs?). So, the tires go back in the Jeep and the car and trailer go home.

What can we not take to the track? The wheels take up a lot of space in the Jeep and the trailer has no provisions for an additional set of wheels. (This may be an upgrade for next year). Anyway, we don't need to see out the back window as all we ever observe is the car alarmingly close to the rear bumper. (We hope that as we get more towing experience the view out the back window will not continue to cause us to think that some idiot in a Porsche is following much too closely.)

Friday morning we are 'finally' on our way. We'd left early enough, we thought, so as to, upon arrival at GingerMan, leisurely unload and have a few minutes to "change gears" into our "first race mentality". At 7:00 am traffic was unbelievable: none. We breezed through Chicago. No traffic on the Skyway or the Indiana Toll Road either. As we left Indiana for Michigan on I94, Steve remarked that the weekend was off to a very smooth start: the trip to GingerMan would take less time than expected and the few extra minutes would be welcome. Words of arrogance spoken too soon as we come to a grinding halt: a three-hour halt. A tanker truck had overturned, blocking all lanes. Amazingly calm, Steve said only a few bad things that had something to do with hoping to see the driver hung by his ? by the side of the road when the traffic cleared. Steve does, however, have a few new truck driver friends with whom he shared Diet Cokes and Viagra jokes. Much to the relief of our "we were beginning to worry" pit-mates (Chris, the

Brenkus', and Gary Knoblauch), we finally arrived at the track, later than planned but still emotionally settled.

A quick tire inspection revealed that the patch had not held pressure. BFG was nowhere to be found. Hoosier was there with a small truck and an equally small (one-man) crew. No choice but to buy a new set of Hoosiers' and have them mounted. "I would like some 235's for the front and some 255's for the rear." Hoosier looks at Steve as if he is from Mars. "We don't make tires in those sizes. We have 245's and 275's. They'll probably fit well on your rims." Someone else standing in line asked whether there'd be enough clearance for the 275's? Steve had no idea. But, on the positive side, this would be the perfect opportunity to 'meet' the other participants at the track. Let's see. There's a 951. "Will 275's fit on the rear of your car?" How about Kelly Moss or Midwest Eurosport? After much consultation with our pit mates and others, the consensus was that the 275's would be ok. Back to Hoosier with the 'go ahead' for those sizes. How long will it take? 1-2 hours. Excellent. Enough time for Steve to get in at least one practice session on Friday.

We register, sign the waivers, and unpack while waiting. We spend a few minutes with old friends and make some new ones. Two hours later, Hoosier's working furiously, but not on Steve's tires. What's the new timetable? Steve still needed to change the wheels and still hoped to get in at least one session. "Give me another hour". It was uncomfortably close to the end of the day but there was no choice: wait and hope.

At the end of the day, Hoosier was still furiously changing tires ... but not Steve's. A minor complaint was voiced, the tires were promised for "first thing tomorrow".

An early Saturday morning check at the Hoosier trailer revealed that the tires were mounted! With help from our pit mates, the wheels were changed. Steve was finally ready for his first practice session. Into the car, around the paddock to the grid. "What's that scraping sound ... this doesn't sound good." Back to the pits

to investigate. A quick walk the car around revealed an ugly sight. While many drivers talk about shaving tires (a common practice to enlarge the contact patch on new tires), it was not something we had decided to do. Nonetheless, the Hoosiers were being shaved ... not on the tread, but on the sidewall. Oh sh—. The 275's were ever so slightly too wide for the wheel wells.

Now what? Consensus was to roll the lip of the fender. Steve needed a baseball bat or some other wooden rod, which would allow leverage. Extreme care needed to be taken so as not to crack the paint on the exterior surface of the wheel well. Turning to our pit's 'tool guru', Nick Brenkus, Steve was shocked to discover that this was not a tool that Nick (or anyone else in our pit) had. Steve hurried back to the paddock to 'meet' more competitors (find a "rolling tool").

Paul Jones, our Zone 4 Rep, much to Steve's relief, had such a 'tool', had experience in these matters and volunteered to perform the delicate sheet metal surgery as soon as Steve explained to Susan what was about to happen. "Slowly explain this to me one more time. You want to do what with a stick that two minutes ago you wouldn't have allowed anywhere near the car? Are you nuts?"

Explanation and surgery completed, Steve took several practice laps. Paul, monitoring the success of the operation, waited in the pits. Two laps and into the pits for inspection. Four more laps and another inspection. No more rubbing: everything was fine.

At long last, we could finally turn our energies to the anxious task at hand: the first race.

Pinch us, 'cause we must be dreaming. All this Porsche stuff is (as Steve is wont to say) 'way cool'!

Steve and Susan

Aungahh (a-úun-gaaa), n. [Skip Barber Racing School]. 1 *The sound of the motor of a car as the clutch is depressed, the brakes applied, and the throttle "blipped" to effect a heel and toe downshift.* 2 *Editors' column.*

Briefly Brenkus

Several months ago, as I was looking at the details of A Golden Concours in the Scene, I commented to Nick that I hadn't been to Lincoln Park Zoo in over 30 years (I guess I'm really beginning to date myself). However, in the last few weeks I have been there for two very unique events. The first, on June 20, was our second concours of the year, A Golden Concours. Tray and Danita Anderson's hard work brought out over 60 cars for this event! We judged Group A which is always one of my favorites because these people are so fanatical about cleaning!!!! I must admit I do love finding dirt somewhere in the interior, usually in those darn fender wells. Almost every Porsche model was represented: 356, 914, 924, 944, 911, 928, 993 and Boxster. We got a chance to see Pat Yanahan's new project 356. He's starting with something in excellent condition, but knowing Pat, it will be breathtaking once he's finished. Thanks to Tray, Danita, and all their volunteers as well as to Dan and Linda Bacin for providing a splendid dinner for this event.

The second Lincoln Park event we attended was just last weekend. As the Chicago Region is supporting the Lincoln Park Zoo's Children's Education Programs as its charity this year, Tray and Danita invited Nick and me to represent the Chicago Region at the Lincoln Park Zoo Ball. This year's circus theme was spectacular and strolling through the zoo with the handsome First Dude in black tie was pretty cool. We played carnival games during the cocktail hour, and watched magicians, tumblers, and jugglers during dinner under the big top. Tray and Danita tried their hardest to get our raffle tickets sold at the event, but unfortunately, another marque was underwriting a good portion of the event. However, we did get a mention in the program.

Well we have done other things since the last newsletter other than spending time at the zoo. June 28th brought us back up to Rockford

Speedway for Mike Gray's autocross. I think the weather, which was up in the mid-90's that day, kept some people at home in the air conditioning, but we had a great turnout of over 40 cars and people got to go home with 6 timed runs. Thanks to Mike and Cory for coordinating the event.

We also had the opportunity to attend our first out-of-region event of this year when we went to GingerMan for the Southeast Michigan Region's Club Race over the July 4th weekend. This was our second time at this event, and we enjoyed it in the company of many other Chicago Region members as well as friends from other PCA regions. I won't even try to name all the Chicago Region members who attended for fear of forgetting someone, but suffice it to say, we were the best represented region there. Congrats to Chris Ingot, Steve Rashbaum, and Racin' Jason Brown on winning their Club Racing rookie stripes. Thanks to Gary and Myra Knoblauch for hosting the Chicago Region members at a great party held at their home in South Haven on Friday night.. Too bad that the rain spoiled the fireworks.

By the time you receive this newsletter, Ed Barnicle's second annual golf outing on August 22nd should be right around the corner. We

missed last year's event because of the GingerMan Club Race, but this year, I'm looking forward to autocrossing the golf carts around the golf course. (Just kidding Ed!)

August 30th will be our fourth autocross at Utica hosted by Bill Murrin. Utica is one of my favorite autocrosses as it is impossible to get lost, it's very safe, you can see the whole track from one spot, and Bill Murrin usually has pretty cool trophies to hand out at the end of the day. (You know what I mean??)

Our Labor Day event at Road America is only a few weeks away. The Club Race filled up in just a little over 2 weeks and Driver's Ed followed pretty quickly after it. From the registrations we've received so far, we have people from British Columbia, Puerto Rico, Florida, Southern California and many other far away points all heading to Road America for a what I'm sure will be a great event. Thanks ahead of time to the many volunteers who have spent a great deal of time making sure we will all have a safe, enjoyable weekend.

Whatever you enjoy driving (golf balls or cars), I hope to see you at a future event.

Susan



Susan Brenkus takes the corner in Splat at the GingerMan Club Race.

Photo by Bill Boy

Psst! Did You Hear About ...

Fox Valley Region At Road America In August

Fox Valley Region will run a Drivers' Ed event at Road America the week-end of August 21 - 23, 1998. Please see the July Chicago Scene for full details. For registration info contact Joe Stiller at 920.432.6505, (fax) 920.437.7687, e-mail jkstiller@aol.com or Mike Liebmann at 920.339.0135, e-mail us53019@online.dct.com.

St. Louis Region Plans Gateway's First PCA Event

St. Louis Region will host the "Carrera Classic" Drivers' Ed, August 22-23, 1998 at Gateway International Raceway in Madison, Ill. For more information, contact Carter Dunkin at 314.576.0593 or Jim Fiss at 314.530.9914..

Lincoln Trail Region Autocross At Bennett Raceway In Utica, IL

Chicago Region members are invited to an autocross sponsored by the Lincoln Trail Region in Utica on Sunday August 23rd. Registration begins at 10:00 am (- 11:30 am), with timed runs beginning at noon. Anyone with questions may contact Sheree Wegeng at 217.359.2565 or e-mail: a914racer@aol.com.

Porsche/Watkins Glen Double Fifty Celebration

Hosted by Brian Redman August 27-30, 1998, the Golden Anniversaries will be celebrated in a weekend of racing, a Concours d'Elegance, and a downtown tour. For info contact Intercontinental Events, Inc. at phone/fax: 904.280.2148, e-mail:

GoRace@usa.net, or Internet: www.GoRace.com

Central Indian Region To Host Drivers' Ed Day At IRP

The Central Indiana Region will host a Driver Education Event at IRP on Thursday August 20, 1998. For more information contact Jack Henricks at 765.641.7002 (before 9:00 pm CDT) or (fax) 765.643.3336.

Mid-Ohio To Host September Drivers' Ed At Putnam Park

The Mid Ohio Region is hosting its seventh annual Drivers' Ed event at Putnam Park on September 19th and 20th. For further information please call Hal Augur at 614.717.9160.

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August 1998

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---|---------------------------|---------|---------------------------|---|--|--------------------------------------|
| | | | | | | 1 RSR & SMR Concours |
| 2 Potter's Picnic & Concours III RSR & SMR Concours | 3 | 4 | 5 | 6 | 7 Board Meeting NSR Women Only! DE/Brainerd | 8 NSR DE/Brainerd C/R Portland |
| 9 Rockford Rumble Autocross III NSR DE/Brainerd C/R Portland | 10 Scene Copy Deadline | 11 | 12 Blackhawk Farms III | 13 Road America CART Race Monterey Historic Races | 14 | 15 |
| 16 Road America CART Monterey Concours | 17 | 18 | 19 | 20 | 21 Fox Valley Region DE/Road America CR/IRP StLR/Gateway DE | 22 Golf and Dinner |
| 23 Fox Valley DE/RA Lincoln Trail - Utica StLR/Gateway DE | 24 | 25 | 26 | 27 | 28 Porsche/Watkins Glen 50/50 Celebration | 29 MR Anniversary Cruise |
| 30 Utica Autocross IV Porsche/Watkins Glen | 31 | | | | | |

September 1998

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--|---|---------|--------------------------|---------------------------|--|---|
| | | 1 | 2 | 3 | 4 3:00 pm Registration & Tech open at the track | 5 Road America Drivers' Ed & Concours IV "German Fest" Party |
| 6 Road America Drivers' Ed | 7 Road America Drivers' Ed & TRAC 98 Club  | 8 | 9 | 10 Scene Copy Deadline | 11 Board Meeting | 12 |
| 13 | 14 | 15 | 16 Blackhawk Farms IV | 17 | 18 | 19 CR/Thunderhill CR/Mt Tremblant MOR DE/Putnam Park |
| 20 The Autocross At Lake Geneva CR/Thunderhill CR/Mt Tremblant MOR DE/Putnam Park | 21 | 22 | 23 | 24 | 25 NSR DE/Brainerd | 26 CR/Willow Springs |
| 27 The Road Not Taken Rallye Road America - SCDA CR/Willow Springs NSR DE/Brainerd | 28 | 29 | 30 | | | |

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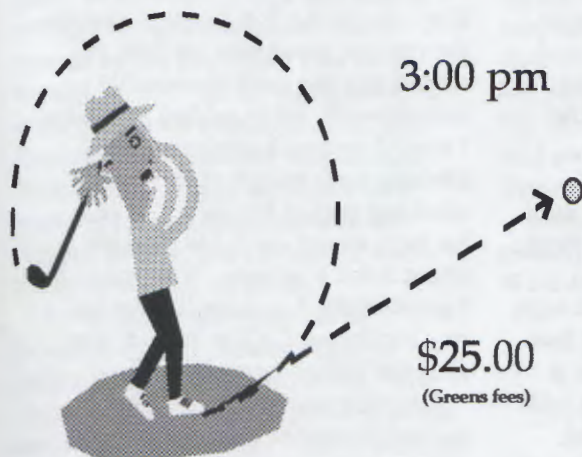
Monday - Thursday 9a - 8p
Friday 9a - 6p Saturday 9a - 5p

Service Hours:

Monday - Friday 7a - 6p

Golf Outing and Dinner

Saturday August 22, 1998



Mark your calendars now for the 2nd annual Chicago Region Golf Outing and Dinner to be held at the conveniently located **Flagg Creek Golf Course** in **Countryside, IL** on **Saturday, August 22, 1998**. We will play **nine holes** with tee times **beginning at 3:00 pm**. Registration is limited to **36 players** and because Flagg Creek needs a guarantee to reserve the tee times, **registration will close August 11th**. No entries will be accepted after that date.

This event is open to skilled and non-skilled players alike. Flagg Creek features three sets of tees on each hole, and plays from a short 1835 yd. to a more challenging 2492 yd. from the blue tees. The course is short and open enough not to intimidate beginners, yet will test the more experienced players' shot making skills. We will play a scramble format to keep everyone contributing to each team's score, and will award prizes for contests that will give everyone a chance to win.

The entry fee is **\$25.00** and covers greens fees only. Please provide your own clubs as the course has only a very limited supply of clubs for rent. Carts will be available for those who want them at the regular course rental rate. Immediately after the golf, prizes will awarded and those wishing to party in the grand Chicago Region manner will find details available in the next issue of the Chicago Scene. Non-golfers are welcome to join us for dinner.

All who attended our inaugural event last year had a great time, and this year will be even better. Because it isn't a holiday weekend and we aren't competing with other Chicago Region activities, we do expect to reach our maximum number of registrants very early. The message is: **REGISTER NOW!**

Warning: With a certain Chicago Region past president likely to participate, helmets, while not required, are recommended.

Dinner following golf will be at the Wolf's Head Inn (Wolf and Joliet Rds. - almost right across the street from the golf course) at 7:00 pm. Non-golfers are invited to join the festivities. Dinner will be from the menu and there will be a cash bar.

Flagg Creek Golf Course

Wolf Rd., south of Joliet Rd.
Countryside, IL
708.246.3336

DIRECTIONS:

From the North:

I-294 south to I-55 exit. Pay toll & exit immediately at Joliet Rd. (middle road). Turn right at 1st light (Wolf Rd.). One block to Golf Course entrance

From the South:

I-294 north to I-55 south exit. Take Wolf Road option. Right one block to Golf Course entrance

QUESTIONS? Call Ed Barnicle at 708.579.0313

Mail registration form and fee to: **Ed Barnicle, 5718 S. Madison Ave., Countryside, IL 60525**

In addition to name, phone number, please circle symbol indicating how often each registrant plays or give us your handicap(s) (golf only): N = Never S = Sometimes/Occasionally O = Often H = Handicap

Name: _____ Phone # _____ N S O H _____
Member ____ Applicant ____ Guest ____ of _____

Name: _____ Phone # _____ N S O H _____
Member ____ Applicant ____ Guest ____ of _____

_____ # of Registrants @ \$25.00 each \$ _____ Amount enclosed

Please make checks payable to: PCA Chicago Region

Registration deadline: AUGUST 11th

Blackhawk II

Peter's 914

by Peter H. Faehnrich

Two years ago my son Peter started driving. Contrary to the popular belief that he is my clone, he did not seem to share my passion for motor vehicles. My daughter Christel, on the other hand, did get some of it. From the way that she accompanied to some of the events, most people probably didn't know I even had a son.

Peter didn't seem to have any interest in learning to drive my 911. We tried stick shift driving lessons a couple of times, but he never seemed to get the hang of it: kept mumbling that the car was stupid. Several months ago Peter started working part-time at Fischer Motors. The only stipulation was that he had to know how to drive 'a stick'. We went through the routine again: stupid car.

As time passed, Peter talked more and more about some of the cars at the shop. One day he mentioned that there was a nice BMW 2002 for sale that he would like me to look at. It was OK and stick shift. We decided to look at a few more cars before making a decision. More time passed as did any more mention of the BMW, but occasionally there was mention of the 914's at the shop. (I

had once owned a 914 but got rid of it when I got married; never fully realizing it's capabilities or potential. I would have gotten another when I bought the 911, but little kids fit even less well in the back of a 914 than a 911!) In May, right before our Road America weekend, Peter said that he would really like to buy a 914. His mother is not going to like this.

Over Road America weekend, during one of my excursions around the paddock to see friends and their cars, I stopped to say hello to Ed Russ and noticed the FOR SALE sign on his silver 914. Upon learning that my son was interested in buying a 914, Ed promised to be in touch with the particulars after the weekend.

Checking with Peter Fischer, I was assured that the car was in great shape with a solid body and newer motor. As I gave my son the good news, my wife voiced her disapproval of a Porsche as a first car for a 17-year-old, to say nothing of the huge responsibility of owning and taking care of a car. I explained that we weren't buying a Porsche just because it was a Porsche, but rather that we were buying a good used car that just happened to be a Porsche. (Hey, it was the best that I could come up with on the spur of the moment!) Additionally I explained,

as far as the responsibility was concerned, this purchase would afford him the opportunity to prove his dependability and trustworthiness. He would agree to maintain and learn about the 914. I would finance the car and insurance for him, he would pay me back in monthly installments. As an added incentive, I would deduct a predetermined amount each month of the next marking period for each "A" on his next report card. He thought about it for a minute. "You mean if I get straight A's, I don't have to pay for the car?" (The kid's a wiz in math!) Mom agreed.

I don't know who was more excited to see the car, Peter or me. After a spin around Ed's neighborhood and a check under, around and throughout the car, Peter said "YES, YES! Can I take it home today?" Ed promised delivery after one last autocross at Rockford the next day. (Ed and his daughter both trophied in the 914!)

Several days later, paperwork and money exchanged, extra parts loaded into our van, the 914 was ours ... uh, Peter's. As Peter still did not know how to drive stick, I had to drive the 914 home. (Hey, this is one of those things that a parent is called upon to do for his child.) And what a shame



Peter's 914.



Peter and Peter purchased Porsches and parked them side by side.

it was: lowered suspension, close ratio trans., headers, muffler, and roll bar! Driving back on Dundee Road I imagined that I was Steve McQueen driving the 917 at LeMans.

Inspection from Mom and Christel was the first order of business at home. "What is that thing" (roll bar)? Mom asked. Peter laughed as we had already discussed that it would be the first thing that mom would notice. "Safety equipment" I answered with a straight face. The next order of business was driving lessons. A few laps around a local parking lot and then out onto the streets. Funny, this car didn't seem to be as 'stupid' as mine.

Every night we went out to practice. Finally, Friday night he asked if he could go out alone. "All right, but bring it back before you go out with your friends." As he pulled out of the driveway, my wife joined me and asked if I was going with him. "He'll be fine," I answered as I watched him go down the street, worried but proud.

Blackhawk was the next driving event on the calendar. I asked Pete if he'd like to take the car up to Blackhawk to see what it can do. "Sure." The night before we packed so we could get an early start in the morning. "What do you mean we have to leave at 6:30?" "You can sleep in the car. After finishing the tech line, we put on my racing numbers. Surprised friends asked if I'd gotten a new car.

"It's my son's car," I answered with obvious fatherly pride observing the smile on Peter's face.

The drivers' meeting introduced Peter to Dan Gallagher and his Ten Rules of Blackhawk. He also got to see a 'deer flag'. When I returned from my first session with the 914 on the track Peter asked how HIS car ran, not that he couldn't tell by the look on my face. Between sessions we prowled the paddock area looking at cars, talking with friends, and receiving congratulations on Peter's new 'ride'.

Dinner at The Prime Spot concluded a wonderful day at the track. A former friend commented to Peter

... don't let your Dad drive your car anymore or he'll ruin it". We said good bye and Peter slept most of the way home.

Since then, we've spent a little more time together. Sometimes it's a chore as boys will be boys and Dads will be Dads. We do spend time working on the car, converting it from a track car to a street-legal car. We're also adding those personal 'touches' that will make it HIS car: he really does have some good ideas.

It's been fun and now I'm thinking that I should get my own 914 and so put a bid in on one last week. Anyone want to buy a new 911?



Track chores ... Peter changes the wheels on Peter Fischer's 1986 911.

Blackhawk II photos by Peter H. Faehrich



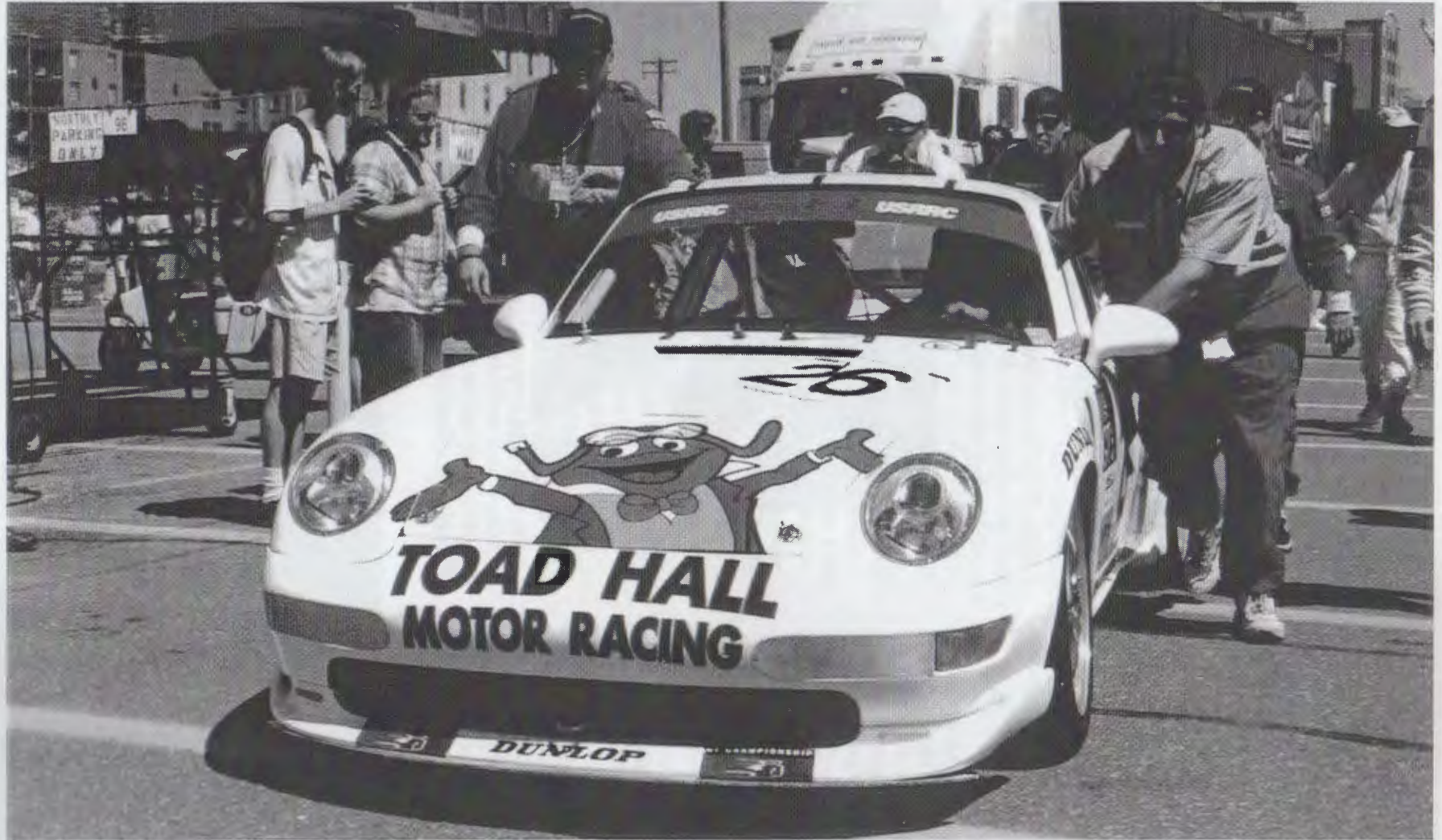
Social Coordinator Myra Knoblauch and Garry Knoblauch, Road America Volunteer Coordinator, at dinner at The Prime Spot.



Ed Holzer (left), joined Rich Noose and Blackhawk Coordinators, Dan and Peggy Gallagher, for dinner after another successful day at the track.

Where the Rubber Meets the Road!

This is what it's all about. At the track, all you want to think about is the fastest line. Let Johnson Autosport put you on the track and keep you there. All you have to do is *race*.



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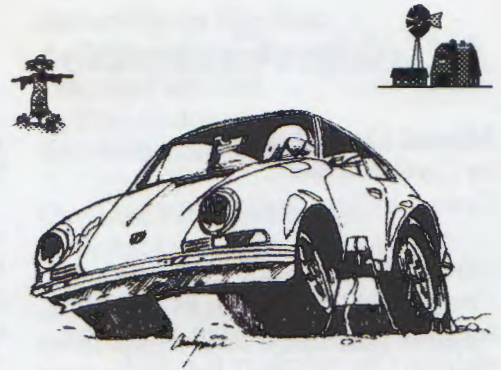
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UTICA AUTOCROSS

SLIDE! DRIFT! SPEED! SPIN!

TROPHIES! FUN! SUN! WIN!



Sunday, August 30, 1998

Registration/Tech at 9:00 a.m.

**Utica Speedway
Utica, IL**

Timed Runs start at 10:30 a.m.

Come out and join us for a fun filled race day at Utica. Utica is a 0.6 mile asphalt go-kart track that will allow you to test the acceleration, braking and handling of your Porsche. The track is run without pylons. (Oh, maybe one or two!)

Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

Utica Raceway has a concession stand serving drinks and sandwiches as well as restrooms. Fuel and air are available across the street. We will gather for dinner at a local establishment at the conclusions of the day's activities.

Bring the family for a day in the country.

Questions ? Call Bill Murrin 708.352.5719

Directions to track:

Take I-55 South to I-80 West (approximately 45 miles) to 178 (Utica, Starved Rock exit), Turn left (south) on 178. Go 3/8 mile to track (on left).

P1 356, 914 (except 914/6), 912, 924 (except S & T)

P4 944 S2, 944T, 968, 930

P2 924S, 924T, 944 (except S2 & T)

P5 2.7, 3.0, & 3.2 911

I1 Improved 4 Cylinders

P6 3.6 911

P3 2.0, 2.2, 2.4, 911, 914/6, 928

P7 Boxster

I2 Improved 6 & 8 Cylinders

M1 Modified 4, 6 & 8 Cylinders

Masters Production Class only (Elective class. Driver must be at least 55 years old.)

P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Mail to: Bill Murrin, 812 North Stone Avenue, LaGrange Park, IL 60526

Driver #1: _____ Home Phone: _____
 Member Applicant Guest of _____

Car: _____ Model: _____ Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$25.00 Member / \$30.00 for non-member guest

Driver #2 (same car): _____
 Member Applicant Guest of _____
 Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

Total Amount Enclosed: \$ _____ Make checks payable to PCA Chicago Region

A Golden Concours

Missed Opportunity

by Owen Fischler
Central Indiana Region

First of all I would like to thank everyone in the Chicago Region PCA for their warm friendship and comraderie. Our members (Central Indiana Region) of late have mentioned a possible lack of things to do Porsche related this summer. Well folks, you missed a great opportunity for some great Porsche fun. Published in our April newsletter was an ad about the Chicago Region PCA A Golden Concours, to be held on the

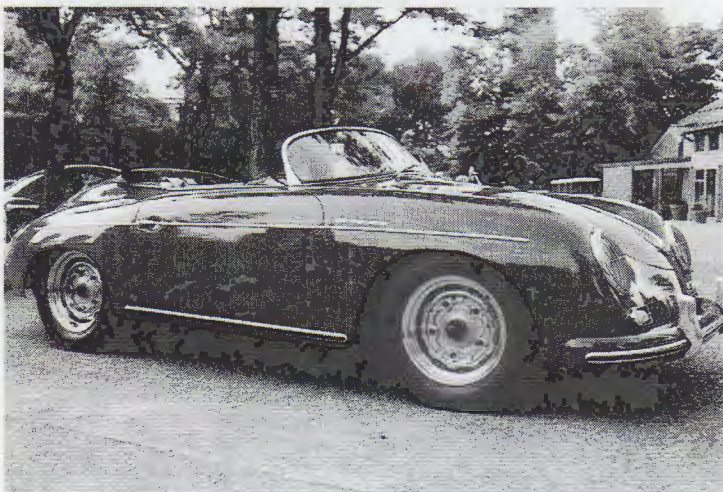
grounds of the Lincoln Park Zoo on Saturday, June 20th.

I was dismayed to find I was the only member of our club to respond to their ad. However, I endeavored to find out what all this was about. I spoke with the event chair Tray Anderson who sent me via fax their information and registration form for the Chicago Region's outing. As a trip to Chicago is always a good idea, I went for it.

What a wonderful time it was. We arrived late afternoon outside the Lincoln Park Zoo at the staging area. As we are all aware, even a single

Porsche can draw some attention: seventy plus Porsches, all being prepped for a concours, one block off of Lake Shore Drive on a Saturday afternoon with thousands of people out enjoying the sunny weather, draws quite a lot of attention. The next two hours were spent cleaning, introducing ourselves to one another, and generally answering questions from dozens of awe-struck onlookers. Even in the big city of Chicago, a moderately sized gathering of Germany's finest, draws a crowd.

Cleaning completed, we entered (pushing our cars before us) the zoo



Gerry Dunn's 1961 356B



Distance Award winner Owen Fischler with his 1986 911.



Bruce Janecek's very lovely 1993 911RS America



George Rudawsky's 1970 914

and parked throughout the beautiful zoo grounds. Every Porsche enthusiast would have found a car to love at this gathering. I know that I found several. Two of my favorites were Alan Boe's '79 and Rich Swiderski's '89: both immaculate and exquisite 930's. Alan's car is truly a one of a kind: a documented factory original car ordered by Gulf Oil Racing Team in Gulf Racing Blue.

A wonderful dinner was catered by Belle Vista Restaurant (owned by long time Chicago Region members Dan and Linda Bacin). After we had feasted and rested (much like the animals in the zoo), it was time for the awards ceremony. To my great surprise and delight I came home with a ribbon for having traveled the

furthest and a 3rd Place showing E class (visual inspection only of the exterior and interior).

I will definitely keep my eyes and ears open for any other events in the Chicago Region will be holding. They expressed a genuine eagerness for our participation in any of their upcoming activities. Again I would like to say thank you to all the Chicago Region club members I met and for a great Saturday at the Lincoln Park Zoo.

(Ed. Note: Owen Fischler wrote this article for CIRcular, his region's newsletter, and was kind enough to provide us with a copy to run with our event coverage.)

Saturday In The Park ... A Golden Concours At Lincoln Park Zoo

by Tray Anderson,
A Golden Concours Co-chair

Question: What do Olympic Gold medallist Lindsay Davenport, Porsche Cars North America (PCNA) and Lincoln Park Zoo have in common? They are all world class in their respective fields and are united for a common goal.

Lincoln Park Zoo (the oldest zoo the U.S.) was founded in 1868 with the donation of two swans. It has evolved into a world renown free zoo in the heart of the city of Chicago. It's facilities are top notch and its care for animals unparalleled!



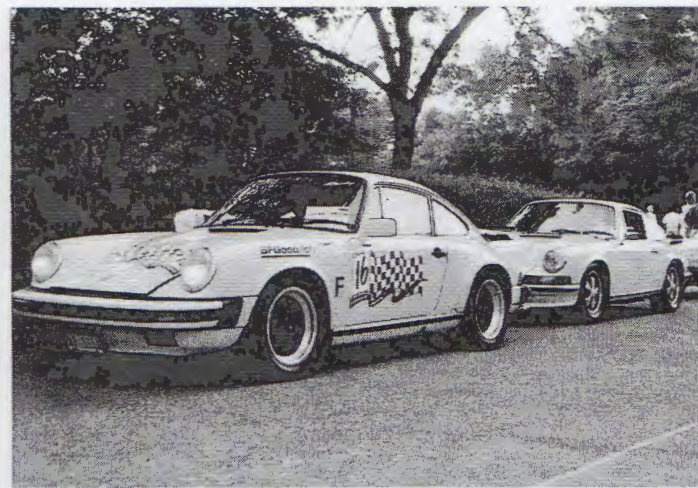
Dan Gallagher with his 1959 356D.



Parked two deep, led by Todd Conforti's 1993 911.



The Preservation Award Winner: Pat Yanahan's new concours beauty; a 1956 356



Pete Hackenson's 1987 911.

Concours ...

Lincoln Park Zoo has more visitors each year than the Chicago Bulls, Bears, and Cubs combined!

On June 20 1998, a very special PCA event occurred. Picture the largest Porsche Concours in Chicago-land history in one of the most beautiful settings - Lincoln Park Zoo. Imagine, Porsches as far as the eye can see! From the classic 356 Porsches ... through the latest PCNA offerings, the Boxster and the 996 ... and all models in between.

Visualize visitors from all over the PCA Zone 4 ... participating in a walking rallye focusing on the major

attractions of the zoo. Can you see the smiles on the children's faces as the tiger cubs seemingly play for the kids enjoyment? Can you hear the roar of Myra the Lion as she warns the new heard of animals - the Porsches - of just who's the Queen of this jungle?

Lincoln Park Zoo, represented by LPZ President Kevin Bell, and LPZ Vice Presidents Paul Nebenzahl and Neal David, was very happy to serve as host to the second concours of the year and wanted this concours to be the best ever!. The Chicago Region was pleased that the three agreed to be our guests as well as honorary concours judges.

As you already know, the Chicago Region will raffle two one-of-a-kind gold Porsches (a 1999 Boxster and a 1999 996) to celebrate the 50th (golden) anniversary of Porsche. PCNA will certify that these two cars are one-of-a-kind. These cars are sure to become collector items. The raffle is limited to 4,000 tickets at \$50 each. In the same spirit upon which the zoo was founded, 100% of the net proceeds of the raffle will be donated to the Children's Programs at Lincoln Park Zoo!

A Golden Concours served as the official kick-off event for the 1998 Charity Raffle. I'm sure everyone who attended will agree that Lincoln



LPZ V.P. Paul Nebenzahl took time to explain to our members the children's programs that will be benefit from our charity donations.

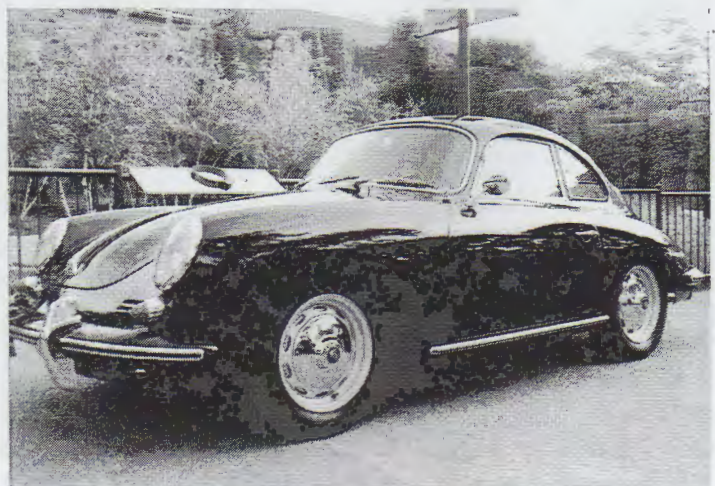


Chris Jensen's 1974 914

A Golden Concours photos by Steve Rashbaum



Zdenek Base's 356 Coupe



The People's Choice: Larry Mosely's black 1963 356B

Park Zoo is a worthy cause. In little over a month and a half, we have sold nearly 750 raffle tickets! Chicago Region members, I encourage you, your family and friends to purchase your raffle tickets soon, as tickets are going fast. You never know, just maybe Lindsay Davenport may have to congratulate you as one of two lucky winners.

As it was our intent to make a donation to LPZ from the net proceeds of the event, we solicited help from our members. Dan and Linda Bacin agreed to help underwrite the costs by providing us with staff from their Bella Vista Restaurant to cater the dinner. It was, as always, a won-

derful meal. Thanks to members Pat Yanahan of USA Chicago for designing our impressive ad (now running in Pano as well as other national magazines) at no cost and Bob Soske of PressTech for printing the raffle tickets for free!

We also received direct donations from the Andrew Corporation, represented by Senior Vice President of Sales Bill Curren and his wife Nancy, in the amount of \$1,000. In addition, Leon Robinson of Robinson's Bus Company of Evanston contributed \$500 and were represented by Vice President Lynn Robinson Phillips and her husband Terry. We were pleased to have them as our guests as

well as honorary concours judges.

To further keep costs down, Nives Rizza Porsche of Orland Park donated the beautiful crystal engraved awards! Dave Bosco, Nives Rizza Porsche Sales manager and his wife also brought a brand new Boxster to display, were our guests, and served as honorary judges. Thanks to the support of the nearly 200 participants, we raised nearly \$2,500.

The theme of Lincoln Park Zoo is The Zoo Is You! As a result of this A Golden Concours, the sentiment of this phrase now has a heartfelt meaning that will forever link the PCA Chicago Region and the Lincoln Park Zoo.



Lee Lichtenstein's new 1993 968



Parked on the streets of the zoo for display, the people and Porsches filled the zoo from end to end.



Event chairs Danita and Tray Anderson (center) with Dan Bacin.



Later in the evening, many of the trophists gathered in front of the tiger cage

The Lincoln Park Zoo Walking Rallye

Rallyemaster Enid Chesler

Nine multi-aged teams, 'driven' by a spirit of adventure, toured the Lincoln Park Zoo, all thirty-five acres, on the 'walking rallye, during A Golden Concours on Saturday evening, June 20th. Three teams garnered perfect scores. The tie was broken by the fastest time.

| | |
|-----------------------|-----------------------------|
| 1 st place | Ron Micek and Martha Kuffel |
| 2 nd place | The Gutmann Group |
| 3 rd place | The Lakemaker Group |

Other rallyists participating were:

Dan and Peggy Gallagher
 Julie and Pat Kelly
 Wes and Marianne Nowakowski
 Terry and Lynn Phillips
 Barb, Ruann and Jillian Tiller
 Lou, Abbey and Elizabeth Natenshon
 The Levine Group

A Golden Concours Results

Event Chairs Tray and Danita Anderson

Class E

| | | |
|----------------------|-----------|----|
| Gary Bartholomew | 1957 356A | 1 |
| Dan Gallagher | 1959 356D | 2 |
| Owen Fischler | 1986 911 | 3 |
| Jim Levine | 1994 911 | 4 |
| Robert Heider | 1993 968 | 5 |
| Rich Swiderski | 1989 911 | 6 |
| Stephen Shirey | 1990 928 | 7 |
| Gary Cohn | 1997 986 | 8 |
| Bill Garvey | 1965 356C | 9 |
| Linda & E. J. Secola | 1991 911 | 10 |
| Gerry Dunn | 1961 356B | 11 |
| Eric Gehm | 1987 911 | 12 |
| Pat & Bonnie Yanahan | 1958 356A | 13 |
| Louis Natenshon | 1957 356A | 14 |
| Vance Meyer | 1985 911 | 15 |
| Peter Brink | 1990 911 | 16 |
| Ken Pesavento | 1988 911 | 17 |
| Todd Conforti | 1993 911 | 18 |
| Charles Willis | 1988 928 | 19 |
| Bernard Lakemaker | 1958 356A | 20 |
| Gallagher Mike | 1967 912 | 21 |
| Chris Jensen | 1974 914 | 22 |
| George Rudawsky | 1970 914 | 23 |
| Keith Wolter | 1986 911 | 24 |
| Howard Yefsky | 1972 911 | 25 |
| Greg Haglund | 1984 944 | 26 |
| Tim Poisson | 1960 356B | 27 |
| Frank Torchia | 1986 944 | 28 |

Class D

| | | |
|----------------------|----------|---|
| 'Uncle' Frank Wagner | 1972 911 | 1 |
| Harold Beach | 1973 911 | 2 |
| Mike Milhouse | 1986 944 | 3 |
| George Schaefer | 1987 944 | 4 |
| Maureen Hutton | 1977 924 | 5 |
| Mark Birtch | 1984 911 | 6 |
| Bruce Janecek | 1993 911 | 7 |
| Bob Giese | 1980 911 | 8 |

Class C

| | | |
|----------------------------|----------|---|
| Andy Discher | 1986 944 | 1 |
| Wes & Mary Anne Nowakowski | 1987 944 | 2 |
| Allan Boe | 1979 930 | 3 |
| A. J. Tiller | 1989 930 | 4 |
| Lee Lichtenstein | 1993 968 | 5 |

Class B

| | | |
|------------------|----------|---|
| Casey Wisniewski | 1986 944 | 1 |
| Ron Bean | 1986 911 | 2 |
| Bob Waterman | 1988 928 | 3 |
| Sam Collura | 1987 911 | 4 |
| Van Larson | 1996 993 | 5 |
| Brian Jackson | 1976 912 | 6 |
| Tray Anderson | 1997 993 | 7 |

Class A

| | | |
|----------------|-----------|---|
| Larry Mosely | 1963 356B | 1 |
| Bob Cook | 1988 911 | 2 |
| John Takehara | 1974 914 | 3 |
| Jim Jacisin | 1990 944 | 4 |
| Pete Hackenson | 1987 911 | 5 |

Peoples Choice - Larry Mosely

Honorary Judges Choice - Gary Bartholomew

Judges Choice - Bill Garvey

Distance Award - Owen Fischler Central Indiana Region

Preservation Award - Pat Yanahan

American Club Gift Certificate Winner - Bob Waterman

Concours Scene

Concours Corner — Brushes

by Kathy Golik,
Allegheny Region
(from RUNDSCHAU)

An assortment of brushes is necessary to detail your car thoroughly. This month, I will explain the several types of available brushes and their various uses.

A three-inch, soft natural-bristled paintbrush does a great job around window trim, mirrors, headlights, and emblems. The soft bristles will not scratch the paint and are extremely helpful in reaching areas that your cloth or mitt cannot. Use the paintbrush after sudsing up the area with a wash mitt. The paint brush is very soft and will likely require that you work the tough spots more than once. Using a paintbrush in this manner will require a lot of patience, but I assure you that it is the only way to go. I would also suggest that you wrap a strip of duct tape around the metal frame of the brush to prevent paint damage while working in tight areas.

A smaller paintbrush, about one

inch in width, works very well in close areas such as the grille, tight areas near tail lights and bumpers and around lug nuts. A small, one inch paint brush whose bristles have been cut to less than one inch in length works very well to remove wax buildup around emblems and trim. The short bristles give the brush the strength to easily remove wax buildup.

A plastic-bristled brush is another popular detailing tool used on fender wells, underbody and tires. The harder bristles do an excellent job of removing dirt and debris and scrubbing rubber clean. Plastic-bristled brushes are also used to shampoo upholstery, carpets and convertible tops. The bristles aid in dislodging dirt embedded in the fabric grain. A plastic-bristled brush also works very well to remove heavy accumulations of dirt and grease in the engine compartment.

What about toothbrushes? Simply stated, no detailer should be without several. Old, worn toothbrushes with soft bristles work best. Where can you use them? Almost anywhere in/

on your car. You can use toothbrushes to remove dirt and wax buildup around emblems and light lenses. They also work well to remove dirt in upholstery seams and stubborn carpet spots. Toothbrushes also work very well on the many small components and bolt threads in the engine compartment. It is a good idea to have several different toothbrushes for different types of cleaning — you would not want to use the same toothbrush to clean both the engine and the interior.

Finally, cotton swabs are indispensable cleaning tools. The size, texture and absorbability of cotton swabs make them the most useful cleaning tools in the detailers tool kit. For the interior, cotton swabs effectively remove dust from vents, slots, and grooves. You can use cotton swabs to remove wax from emblems and apply wax or dressing in tight areas.

A variety of brushes and swabs in your detailing arsenal will greatly enhance your ability to keep your car in showroom condition and your knuckles will appreciate it too!



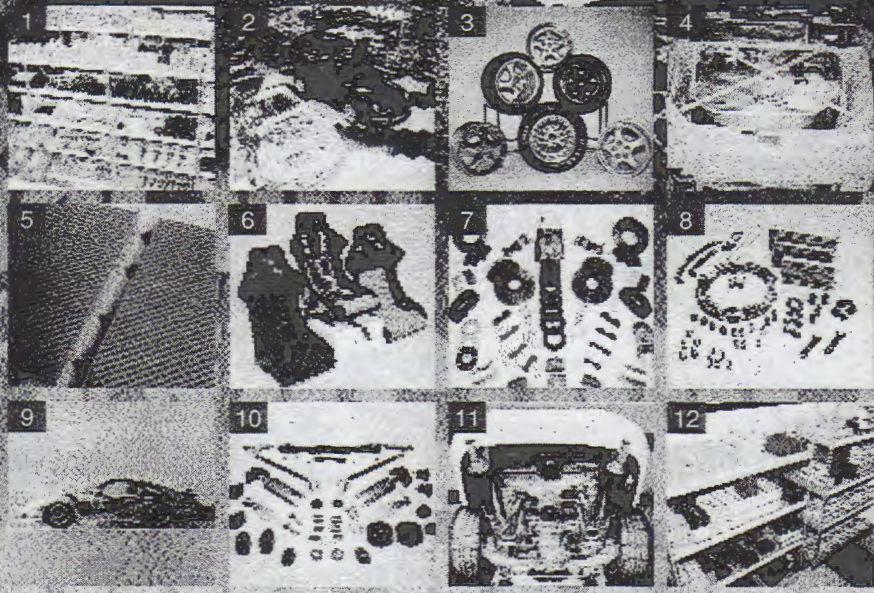
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TRAC

The Road America Challenge

Drivers' Education

**September 5 - 7, 1998
Labor Day Weekend**

This year on Labor Day weekend, the Chicago Region is hosting the **TRAC 98 Weekend** and the Sixth Annual **PCA Club Race** at Road America. Once again, this will be a three-day event with the Club Races being held on Monday.

Fourteen turns, three long straights, and four miles of winding track through the Kettle Moraine make Road America one of the most challenging racetracks in North America. In previous years, this event has drawn entrants from all over the U.S. and Canada.

For 1998, much will change for this event. Road America has undergone several significant safety improvements including new gravel traps at Turns 1 and 14, new concrete barriers with debris fencing from Turns 3 to 5 and from Turns 11 to 12 to name just a few. The event itself has new

Co-chairs and a new committee, all of whom have a new attitude. Our main objective is for all entrants (racers and drivers' ed alike) to have a fun-filled, hassle-free and safe weekend. We have even gone so far as to hire one of Road America's professional P.A. announcers for the weekend.

In order to insure even more quality track time for all drivers, this year's event will be purposely downsized by the reduction of one race group. What that means is **PLEASE SEND YOUR APPLICATION IN EARLY IF YOU WANT TO ATTEND.** You will be notified by mail of your acceptance. Included in your acceptance packet will be a copy of the Rules of Road America. Please take a few moments to read them before coming to the event so you can ensure that you, the driver, your family, crew, and friends will comply with these rules.

Registration opens at Road America on Friday September 4th at 3:00 p.m. Tech will be at Road America on Friday from 3:00 pm to 7:00 pm and again on Saturday starting at 7:30 am.

All cars participating in this event (in both the race and drivers' ed groups) must not exceed the Road America noise restriction of 108 dB. Please ensure that your car is in compliance with this limit. There are residential areas near the track, and Road America personnel will be monitoring our cars throughout the weekend.

This year on Saturday night at Siebkens, we will host Concours Four and a "German Fest" Dinner and Party complete with a live German band to get everyone in the mood. The Dinner will be free to all drivers and volunteer workers as guests of the Chicago Region. Additional tickets are \$18 for adults and \$9 for children 12 and under. We are always in need of volunteers for this event, so perhaps a family member or one of your pit crew would like to help us out in exchange for a dinner ticket.

The street by Siebkens will be closed off for Concours Four and we invite all drivers to enter this event.

All drivers and volunteer workers will have the Concours Registration Fee waived. There will be a special exhibition class for race cars. These cars will have a police escort from the track to Siebkens and back.

Siebkens will again be the headquarters for the non-track meetings. Contact them directly for lodging reservations at 920.876.2600. Continental breakfast and coffee will be available at 6:30 am and full breakfast at 9:00 am.

The Drivers' Ed portion of this event will again be on all three days. The run groups will be half hour sessions alternating with the race run groups. Passing will only be allowed in designated areas. Racecars will not be permitted to participate in the drivers' ed run groups. Only experienced drivers may participate in these groups, since there will be no novice run groups or instructors available at this event.

All cars running in the drivers' ed portion of this event must be equipped with a five or six point harness for the driver. If anyone else is going to be in the car the passenger seat must be similarly equipped.

All cars must display numbers on each side and on the hood. Shoe polish is not acceptable. Numbers must be 6-8" tall so the corner workers may easily read them.

Please check to see that your car will pass Tech Inspection using the Chicago Region Tech Sheet. Be sure to pay close attention to the specifics on the Tech Sheet concerning brake fluid and brake pads.

Mandatory clothing requirements include: a SNELL SA 90 helmet or later; long-sleeved shirt, long pants, and socks, all made out of non-synthetic materials; and closed-toe shoes. Very strongly recommended, but not mandatory are a fire extinguisher, and driver's suits and gloves made of fire retardant material.

We think you will find this Road America event with its new user-friendly mentality to be the best track event of the year.

Chris Ingot and John Ruther
Event Co-chairs



T R A C

The Road America Challenge

Drivers' Education

The Drivers' Ed groups for this event are full. A waiting list has been established.

For additional information, please contact:

Drivers' Ed Registrars:
Scott and Sharon Lynn at

847.622.4483

The Club Race groups for this event are full. A waiting list has been established.

For additional information, please contact:

Club Race Registrars:
Susan and Nick Brenkus

847.622.4483

Saturday September 5, 1998

CONCOURS FOUR



Begin your TRAC 98 Weekend Saturday Night at Road America with **Concours Four** to be held streetside at **Siebkens** in **Elkhart Lake, WI**.

Concours Fee: \$20.00 per car Free for all volunteers, paid PCA Club Racers and Drivers' Ed participants.

- 4:00 pm** Concours participants arrive and begin final preparations
- 5:45 pm** Race cars will be police escorted in parade from the track
- 6:00 pm** Judging begins, trophies awarded immediately following
- 6:30 pm** "German Fest" Dinner & Party begins at Siebkens
- 9:00 pm** Race cars will be police escorted in parade back to the track

- Class A:** Exterior, Interior; Trunk, Engine & Undercarriage
- Class B:** Exterior; Interior; Trunk & Engine
- Class C:** Exterior; Interior & Trunk
- Class D:** Exterior & Interior
- Class E:** Exhibition Style of Exterior & Interior. Visual Inspection Only

Novice: For fun & first time participants only. Judged to Class C standards. Novice Class winner eligible to trophy

Exhibition: Class for all participating PCA Race Cars. No entry fee required for Exhibition Class

Questions ? Bruce Janecek

(Days) 708.354.1901
 (Evenings) 708.361.8421
 (before 9 pm please)
 Fax 708.354.1903

People's Choice Trophy and Judges' Choice Trophy will be awarded

Please make check for **Concours only** payable to : PCA Chicago Region and mail to: Bruce Janecek
1901 E. 31st St..
LaGrange Park, IL 60526

Name _____ Phone _____

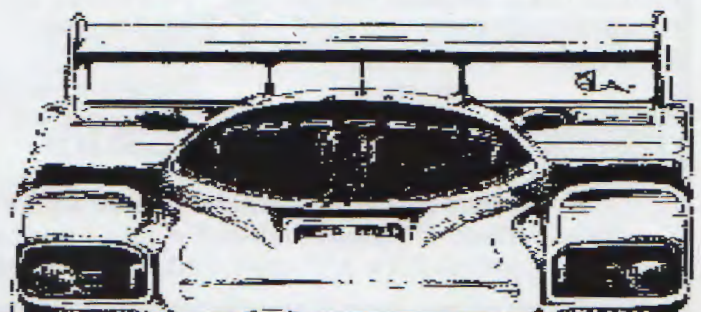
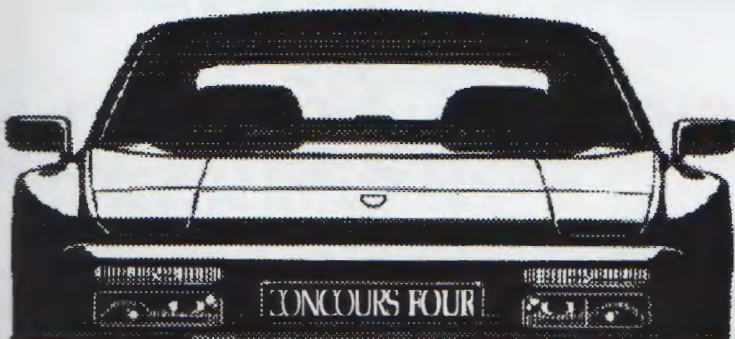
Address _____ City, State & Zip _____

Member _____ Applicant _____ Guest of _____

Region _____ Drivers' Ed _____ Club Racer _____ Volunteer _____

PORSCHE Model _____ Body Style _____

Class A _____ B _____ C _____ D _____ E _____ Novice _____ Exhibition _____



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920.892.2669

AmericInn Motel - West Bend
West Bend, WI
920.334.0307

Barefoot Bay
Elkhart Lake, WI
920.345.7784

Best Western Harborside Motor Inn
Port Washington, WI
920.284.9461

Boarding House Bed & Breakfast
Elkhart Lake, WI
920.876.3616

Breeze Inn/Chalet Motel
Mequon, WI
414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI
920.451.0644

Budgetel Inn
Sheboygan, WI
920.457.2321

Comfort Suites - Comfort Dome
Appleton, WI
920.730.3800

Cream City Bed & Breakfast
Plymouth, WI
920.893.8162

Crest Hotel
Plymouth, WI
920.893.6111

Eastlake Bed & Breakfast/Rentals
Elkhart Lake, WI
920.876.2272

East Shore Inn
Chilton, WI
920.849.4230

52 Stafford
Plymouth, WI
920.893.0552

Elkhart Lake Chamber of Commerce
(Referrals)
Elkhart Lake, WI
920.876.2922

Holiday Inn Express
Sheboygan, WI
920.451.8700

Holiday Inn - Holidome
Fond du Lac, WI
920.923.1440

Holiday Inn
Manitowoc, WI
920.682.6000

B. L. Nutt Bed & Breakfast
Plymouth, WI
920.892.8566

Oshkosh Hilton
Oshkosh, WI
800.365.4458

The Osthoff
Elkhart Lake, WI
800.876.3399

Pinehurst Inn
Sheboygan Falls, WI
920.467.4314

Pioneer Inn & Marina
Oshkosh, WI
800.683.1980

Plymouth Inn
Plymouth, WI
920.893.5623

Ramada Plaza Hotel
Fond du Lac, WI
920.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI
920.793.1794

Rochester Inn Bed & Breakfast
Sheboygan, WI
920.467.3123

Select Inn Fountain Park
Sheboygan, WI
920.458.4641

Sheboygan Super 8 Motel
Sheboygan, WI
920.458.4265

Siebkens
Elkhart Lake, WI
920.876.2600

Starlite Motel
New Holstein, WI
920.898.4265

Village Inn - Motel
Two Rivers, WI
920.794.8818

West Bend Inn
West Bend, WI
800.727-9727

Wisconsin Aire Motel
Random Lake, WI
920.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI
920.892.2222

Campgrounds

Hoelt's Resort Campground
Cascade, WI
920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI
920.892.4252

Mark & Dean's Camper Rental
Kiel, WI
800.894.7181

Marsh Lodge Campground
Elkhart Lake, WI
920.876.2535

Westward Ho Camp Resort
Glenbeulah, WI
920.526.3407

(Ed. note: This list of accommodations in the Elkhart Lake area is drawn from several sources as a service to our members. It does not constitute recommendations.)



TRAC

The Road America Challenge

Drivers' Education

WANTED: TRAC 98 WEEKEND VOLUNTEERS

We need your help to make the Chicago Region's TRAC 98 Weekend at Road America - September 5 - 7, 1998 - the best it can be. Your help in the past has done just that. All volunteers will have their entry fee for Concours Four waived and be the guests of the Chicago Region at the "German Fest" Dinner and Party on Saturday night at Siebkens. Please help out again this year. If you are interested, please send your work assignment preferences, name, address, and phone and/or fax number to:

Gary Knoblauch
Event Coordinator
10 S 060 Thurlow Street
Hinsdale, IL 60521 or Fax: 630.325.2286

Name: _____ Phone: _____
Address: _____ Fax: _____
e-mail: _____

Gary, I'd be glad to help out! Sign me up for the area circled below. I understand that all TRAC 98 Weekend volunteers will have their Concours Four entry fee waived and be the guests of the Chicago Region at the "German Fest" Dinner and Party on Saturday night at Siebkens.

Timing / Grid / Start / Tech / Registration / Anywhere you need me

The Chicago Region wishes to acknowledge and thank the TRAC 98 Weekend Sponsors

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*See you at Road America in September.
See you soon in Barrington.*



Ken Betts

MOTOR WERKS



847-381-8900

Motor Werks Porsche

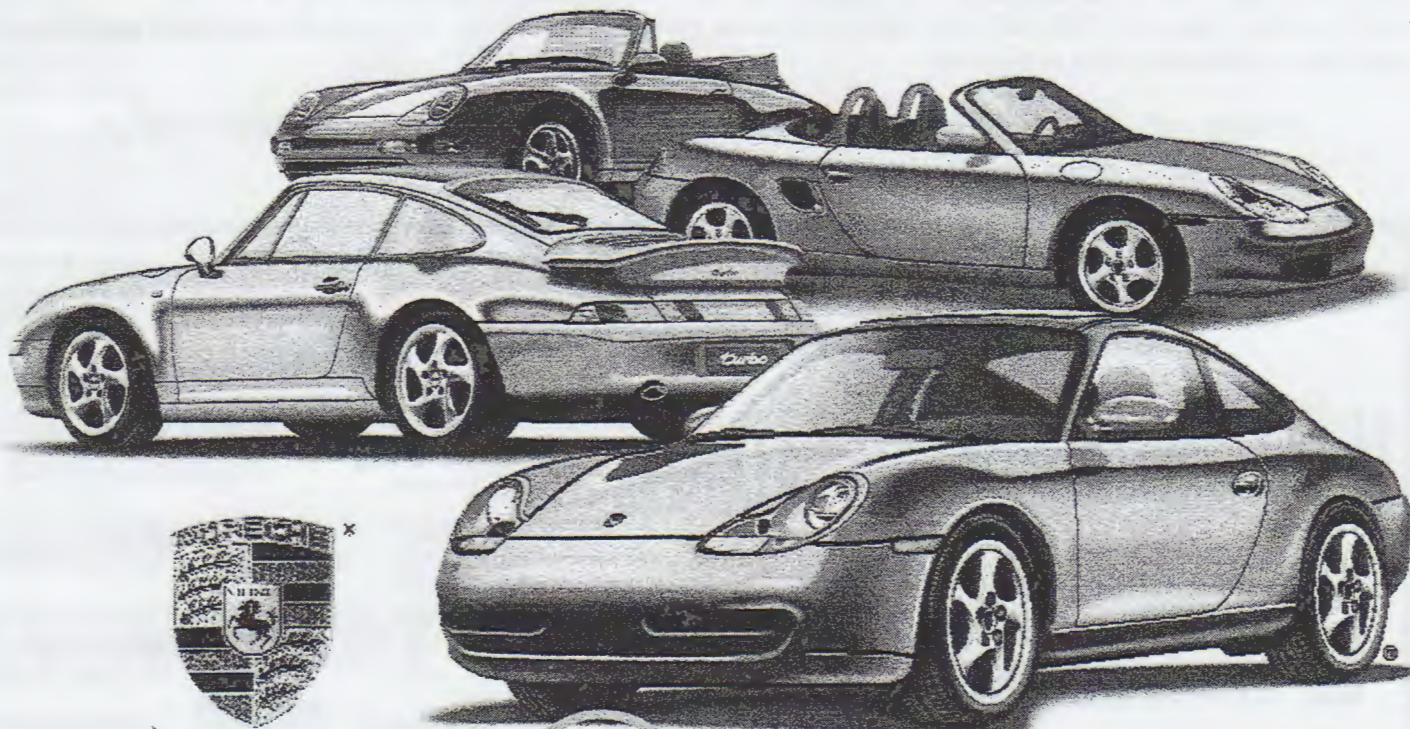


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Blackhawk Farms Drivers' Education

Wednesday September 16th

- 8:30 am Registration and Tech open.
- 10:00 am Mandatory Drivers meeting for all entrants who HAVE NOT run this event previously.
- 11:00 am Registration closes.
- 5:00 pm Track closes. Dinner will be immediately following at a site to be announced at the track.

Due to road construction at IL 75, follow these directions to Blackhawk Farms Raceway

From Chicago: North on Northwest Tollway (I-90) to Rockton Road exit. West on Rockton Road (all the way through Rockton) to Prairie Avenue (after the Rock River and S. Bluff Road). Right onto Prairie Avenue. Continue north about 8/10 mile to the sign on the left reading 'Blackhawk Farms Raceway'.

Blackhawk is an eight turn 1.8 mile enclosed high-speed track located in South Beloit, IL.

There are gas stations in Rockton, IL near the intersection of Rockton Road and Blackhawk Road: Phillips 66 and Mobil. At the intersection, to the right 5 blocks is Phillips 66 and to the left 2 blocks is Mobil.

September 16th is the last Wednesday Blackhawk event of the 1998 season.

If this event sells out, and the other three events did, drivers not pre-registered will not be able to drive even if they drive to the track on the event day.

Novice drivers who wish to drive in the Octoberfest Blackhawk event must drive this event as there is no drivers' instruction or novice class at the October event. Novice drivers MUST attend the 10:00 am Drivers'

Meeting and then will be assigned an instructor.

The club's insurance requires that all cars pass tech and that all drivers wear a **Snell SA 90 (or later) helmet**, long sleeved non-flammable shirts, long pants, socks made of non-synthetic materials, and closed toe shoes while on the track. Recommended, but not required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher.

You will be required to show a

valid driver's license and proof of PCA membership at registration.

To save time at the track, you may bring a completed Chicago Region Tech Inspection Sheet signed by a recognized Porsche dealer or mechanic. Be sure to pay close attention to the specifics concerning brake fluid and brake pads.

The concession stand WILL be open and there will be "Gallagher weather"!

Please pre-register. No pre-registrations will be accepted without payment.

Mail form and check to: Peggy Gallagher, Registrar
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions: Phone: 708.784.0784

Blackhawk XXIX Drivers' Education Registration Form

[] Wednesday, September 16th

First Driver Name: _____ Phone: _____

Member: _____ Applicant: _____ Guest: _____ of _____

PCA Membership # _____

Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

Car Make: _____ Model: _____

Second Driver (same car) Name: _____

Member: _____ Applicant: _____ Guest: _____ of _____

PCA Membership # _____

Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

Fees: \$125.00 Pre-registered
\$140.00 At the gate
Second driver free if family member

Make checks Payable to PCA - Chicago Region

From Our Members

We Have Been To The Mountain! by Pat Yanahan

For over two years, I have been orchestrating a business trip to Germany that would coincide with the International 356 Club event in Gmünd as Bonnie and I wished to attend what we felt was the most important of all the 50th birthday parties for Porsche. Meeting Bonnie in Munich, we were joined by Bob and Virginia Gummow for our journey into Austria.

Our trip started off eventfully as we almost immediately got separated from the Gummows in their rental car. However, some courteous (believe it or not) German policeman circled the Munich airport for an hour and finally got put us together.

Following the Gummows into the mountains, Virginia as the navigator, we spent the first evening at a very beautiful little hotel where German was the only language spoken.

We continued on to Gmünd for the

exciting balance of our trip. The 356 Club of Austria had set up a series of driving events, as well as parties that kept us busy for three continuous days. We consolidated into one car and the Gummows acted as our personal tour directors. This was very exciting for us because Virginia is a phenomenal social director and her fluency in German made me feel humble even though I have spent the past three years studying the language. As Bob is internationally known, I was introduced to the Who's Who in the 356 world. He also made it a point to make sure that we sampled the sweets in Austria by stopping at 10:30 in the morning and 2:30 in the afternoon at a local Konditorei to keep our energy up.

We took the driving tour into the Austria and wound up in a snow blizzard. One of the highlights was visiting the Porsche family home in Zell Am See. Without the phenomenal navigation abilities of the Gummows we would not have

found this historic location as it is in a private area of the village.

We attended numerous parties that were beyond description and met such nice Porsche people. Eight months ago, hoping to surprise Bonnie, I had contacted the Austrian 356 Club to ask that they mention (during one of the ceremonies commemorating the 356's 50th birthday) that Bonnie and I, with this trip, were celebrating our 30th wedding anniversary. At the last formal banquet, not only did they do that but they translated it into four different languages, gifted us with a bottle of champagne and a beautiful sculpture commemorating our anniversary. Even I was speechless at the graciousness of the 356 people.

It was one of the nicest vacations that we have ever had, due to, in great measure, the graciousness of the Gummows acting as our personal tour guides and the friendliness of the 356 people in Austria.



Pre-A 356 at the entrance of the town of Gmünd



Pat and Bonnie Yanahan with the sculpture gift from the 356 Austria Club in Gmünd

Photos furnished by Pat Yanahan



The Yanahans with Virginia and Bob Gummow at the 50th birthday party in Gmünd. Porsche Number 1 is in the background.



The Yanahans at the original (restored) factory in Gmünd.

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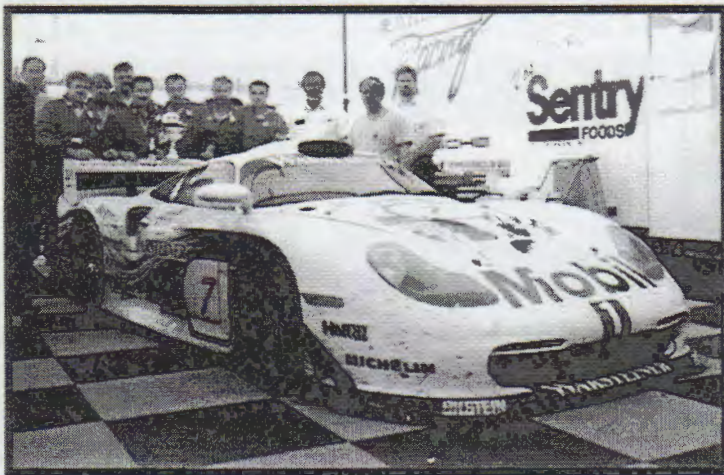
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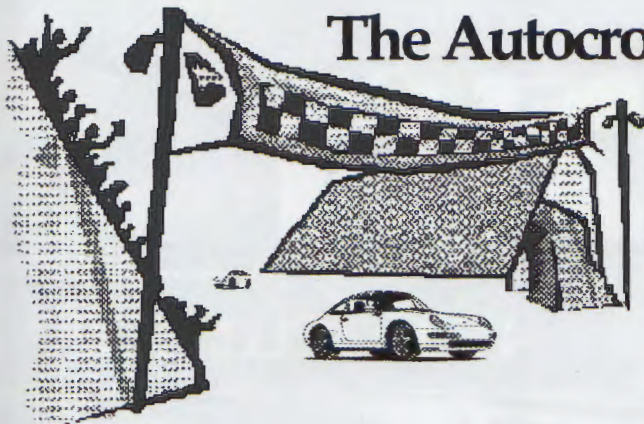
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The Autocross at Lake Geneva

Sunday, September 20th

Lake Geneva Speedway

1015 Bloomfield Road, Lake Geneva, IL 53147

Registration & Tech: 9:30 - 10:30 am

Drivers Meeting 10:30 am

First Car Off: 11:00 am

Enjoy an early fall morning drive north to Lake Geneva Speedway in Wisconsin for the final autocross of the season. Like Rockford Speedway, this is a short, banked oval track. This is our fourth autocross this season on a banked oval, so by now you've got it figured out ... right?

Using the banking and level infield we will lay out a course designed to maximize your enjoyment and safety, while challenging your autocross skills.

A local establishment will be chosen for dinner at the end of the day.

Come join our fun!

Directions to Lake Geneva Speedway:

Route 12 North to Route 50 (in WI). West/left to left on County H (Burger King on corner) to left on Bloomfield Rd. to track.

Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

| | |
|---------|--|
| P1 | 356, 914 (except 914/6), 912, 924 (except S & T) |
| P2 | 924S, 924T, 944 (except S2 & T) |
| I1 | Improved 4 Cylinders |
| P3 | 2.0, 2.2, 2.4, 911, 914/6, 928 |
| P4 | 944 S2, 944T, 968, 930 |
| P5 | 2.7, 3.0, & 3.2 911 |
| P6 | 3.6 911 |
| P7 | Boxster |
| I2 | Improved 6 & 8 Cylinders |
| M1 | Modified 4, 6 & 8 Cylinders |
| Masters | Production Class only. Elective class. Driver must be at least 55 years old. |

P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Questions ? Mike O'Meara

708.532.0863

(before 9:00 pm please)

Mail to: Mike O'Meara, 17201 Oriole Ave., Tinley Park, IL 60477

Driver #1: _____ Home Phone : _____

Member Applicant Guest of _____

Car: _____ Model: _____ Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$25.00 Member / \$30.00 for non-member guest

Driver #2 (same car): _____

Member Applicant Guest of _____

Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

Total Amount Enclosed: \$ _____ Make checks payable to PCA Chicago Region

Rizza &

A Winning



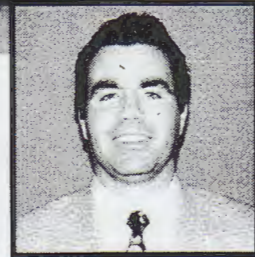
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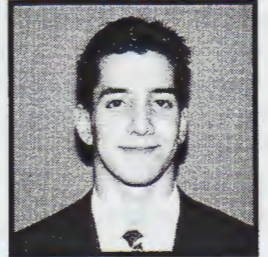
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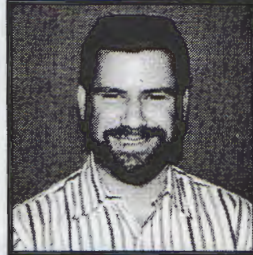
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The Riot In Rockford

Rockford Roasting And Racing
by Bruce Rohner

I had not been to an autocross in two years and thought it would be fun to try Mike Gray's Riot In Rockford Rumble at the Rockford Speedway on June 28th. It's a banked oval course, which is usually used for stock cars or NASCAR type cars, on which Mike set up an intricate course: a figure eight through the infield and then up on the banking at each end.

As the day got hotter, I thought it should be a nude auto-cross, but when we realized it would mean that

Bill Murrin would have to take off his clothes, the idea was quickly dismissed. A turnout of 40+ cars entitled everyone to six timed runs and an early end to the day. The three runs in the morning seemed to be a 'warm up' for the three runs in the afternoon when everyone was more than one kind of 'hot'. We were all 'smokin'.

I was trying out a new set of DOT Hoosiers. As I didn't know what pressure to run in my tires, Chris Inglot, nice guy that he is, assured me that the proper tire pressures to use would be 12 in the front and 50 in the rear. He thought I was driving a

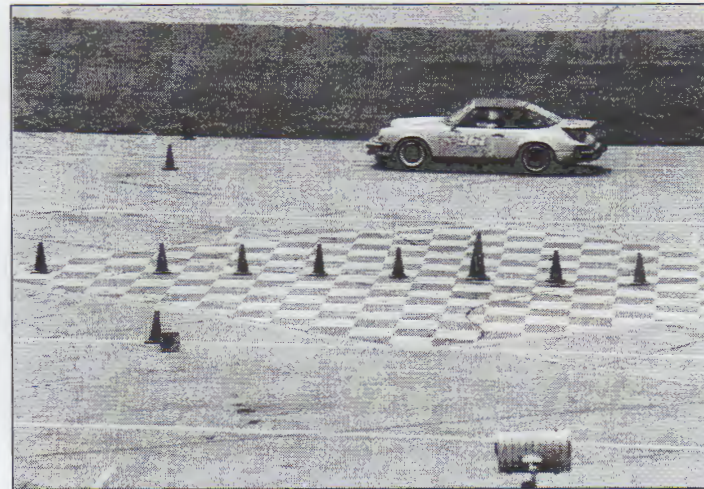
funny car! These non-competitive Chicago guys are just great!

The auto-cross turned out to be a lot of fun, as well as an opportunity to get seat time, and concentrate on improving each run. Or so the theory goes. Tim Wiese and I have found that there is an inverse relationship to the money you put in your car and the speed you get in return. For every thousand you put in your car, it runs one second slower. So after ten thousand dollars in the car, you could run 135s at Blackhawk ... gee that's great.

Everyone have a great summer and see you at Elkhart.



Hot, but lined up and ready to go!



Frank Magnifico masters the gates



Reflections of Rip Patterson's 1964 356SC



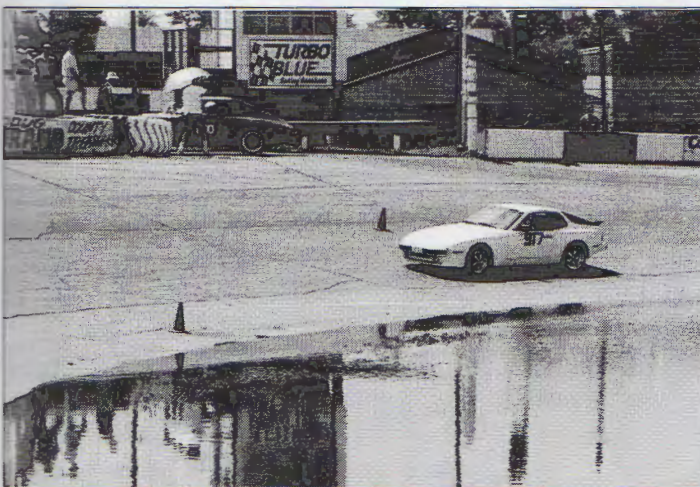
Mark Lundstrom heads into the infield

The Riot In Rockford

Event Chairs Mike and Cory Gray

| OA | CP | # | Class | Reg. | Driver | Best Time | OA | CP | # | Class | Reg. | Driver | Best Time |
|----|----|-----|-------|------|------------------|-----------|--|----|-----|--------|------|------------------|-----------|
| 23 | 1 | 64 | P1 | CHO | Rip Patterson | 49.370 | 0 | 1 | 18 | P5L | CHO | Kimberly Starai | 48.954 |
| 2 | 1 | 713 | P2 | CHO | Jeff Girard | 45.359 | 4 | 1 | 403 | P6 | CHO | Paul Schiller | 45.823 |
| 10 | 2 | 917 | P2 | CHO | Joe Purpura | 47.223 | 6 | 2 | 5 | P6 | CHO | Greg Turek | 46.170 |
| 30 | 3 | 153 | P2 | CHO | Chuck | 50.976 | 29 | 3 | 22 | P6 | CHO | Peter Kaludis | 50.850 |
| 31 | 4 | 212 | P2 | CHO | Bob Boxall | 51.052 | 38 | 4 | 400 | P6 | CHO | Shahriar Dadkhah | 53.419 |
| 16 | 1 | 712 | P2L | CHO | Jill Girard | 48.103 | 22 | 1 | 15 | P6L | CHO | Marla Turek | 49.238 |
| 40 | 2 | 221 | P2L | CHO | Kristin Boxall | 55.769 | 9 | 1 | 40 | I1 | CHO | Trent Oler | 47.038 |
| 19 | 1 | 402 | P3 | CHO | Mike O'Meara | 48.417 | 24 | 2 | 91 | I1 | CHO | Bill Murrin | 49.604 |
| 25 | 2 | 928 | P3 | CHO | Michael Hill | 49.608 | 33 | 1 | 491 | I1L | CHO | Amy Murrin | 52.007 |
| 5 | 1 | 28 | P4 | CHO | Chris Ingot | 45.926 | Men's FTD | | | | | | |
| 7 | 2 | 251 | P4 | CHO | Rich Grottemeyer | 46.348 | 1 | 1 | 7 | M1 | CHO | Nick Brenkus | 45.305 |
| 13 | 3 | 228 | P4 | CHO | Steve Rashbaum | 47.868 | 3 | 2 | 98 | M1 | CHO | Tony Koufos | 45.600 |
| 18 | 4 | 46 | P4 | CHO | John Mueller | 48.384 | 15 | 3 | 45 | M1 | CHO | Mike Gray | 48.013 |
| 21 | 5 | 198 | P4 | CHO | George Paul | 49.133 | 41 | 4 | 270 | M1 | CHO | Mike Gaynor | 57.611 |
| 27 | 6 | 54 | P4 | CHO | Bruce Rohner | 50.344 | Ladies' FTD | | | | | | |
| 35 | 7 | 115 | P4 | CHO | Peter Anderson | 52.755 | 12 | 1 | 17 | M1LCHO | | Susan Brenkus | 47.717 |
| 36 | 1 | 288 | P4L | CHO | Susan Shire | 52.907 | 34 | 2 | 445 | M1LCHO | | Cory Gray | 52.637 |
| 8 | 1 | 8 | P5 | CHO | Jim Starai | 46.905 | TIMED ELECTRONICALLY WITH THE CHRONOMIX | | | | | | |
| 11 | 2 | 369 | P5 | CHO | Mark Lundstrom | 47.241 | CC737 - Software by RJK Systems | | | | | | |
| 14 | 3 | 401 | P5 | CHO | Joachim Ferstl | 47.892 | | | | | | | |
| 17 | 4 | 29 | P5 | CHO | Mike Mullins | 48.192 | | | | | | | |
| 26 | 5 | 16 | P5 | CHO | Pete Hackenson | 50.323 | | | | | | | |
| 28 | 6 | 404 | P5 | CHO | Mark Basso | 50.592 | | | | | | | |
| 32 | 7 | 170 | P5 | CHO | Peter Froehlich | 51.271 | | | | | | | |
| 37 | 8 | 361 | P5 | CHO | Frank Magnifico | 53.294 | | | | | | | |
| 39 | 9 | 179 | P5 | CHO | Richard Grant | 55.044 | | | | | | | |

Riot In Rockford photos by Steve Rashbaum



Joe Purpura circles "Lake Rockford" and heads for home



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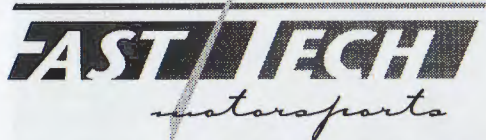
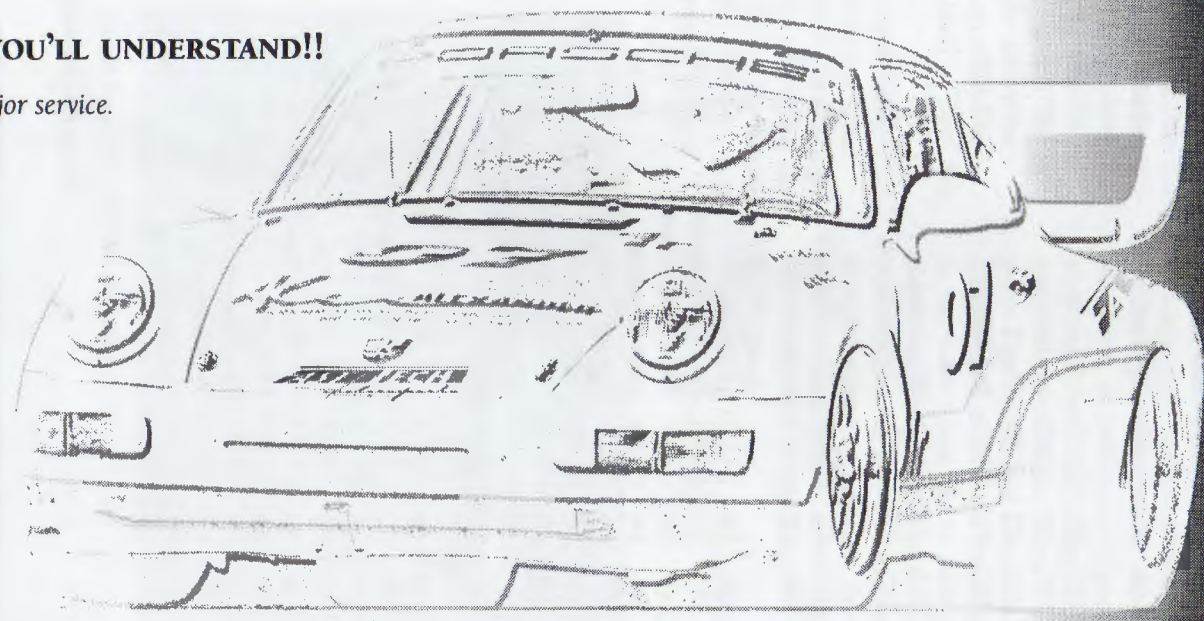
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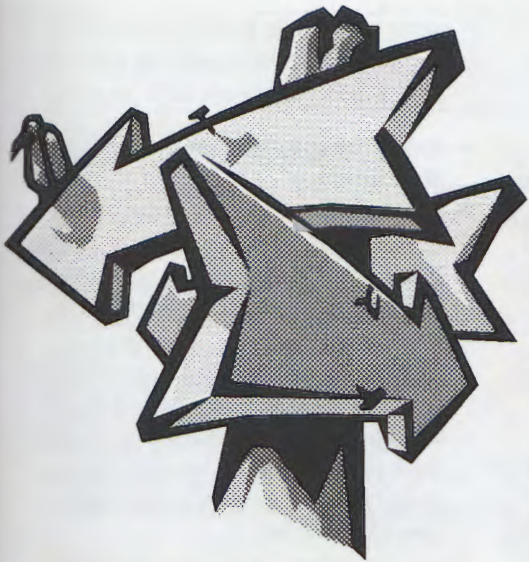
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PORSCHE



"The Road Not Taken" Rallye

Sunday September 27, 1998

*Two roads diverged in a yellow wood,
And sorry I could not travel both
And be one traveler, long I stood
And looked down on as far as I could
To where it bent in the undergrowth.*

*And both that morning equally lay
In leaves no step had trodden black.
Oh, I kept the first for another day!
Yet knowing how way leads on to way,
I doubted if I should ever come back.*

*Then took the other, as just as fair,
And having perhaps the better claim,
Because it was grassy and wanted wear;
Though as for that the passing there
Had worn them really about the same,*

*I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I -
I took the one less traveled by,
And that has made all the difference.*

Robert Frost

**Meet at Gurnee Mills, West
Parking Lot in Gurnee, IL**

Registration opens 10:00 am
Drivers' Meeting 10:45 am
First Car off 11:31 am

Rallye Car Fee: \$20.00

Directions to Gurnee Mills:

I 94 or Rt. 41 North to Grand Ave/Rt. 132 exit West. West to Hunt Club Rd. (west side of Gurnee Mills). Right on Hunt Club Road to 1st parking lot entrance (across from Wal-Mart). Right into Gurnee Mills parking lot. Left at stop sign to assembled rallye masses.

Rallyemasters Steve Rashbaum and Susan Shire want to take you on a journey along some superb Porsche roads through the hills and woods of southern WI to let you figure out which should be "The Road Not Taken".

This rallye will have a touring class, with annotated route instructions, as well as a SOP class. Trophies will be awarded in SOP class and to the Novice team in SOP class with the best score. Non-Porsches are welcome and may trophy, but will not earn year-end points.

Non-rallyists are welcome to join the fun at rallye's end, the historic Wilmot Stage Stop (at highways C & W) in Wilmot, WI at 4:00 pm. Please let Susan know that you'll be there.

Questions ?

Susan Shire 847.674.2285
(before 9:00 pm please)

Dinner will be from the menu. Rallye critique and trophy presentation during dinner.

Mail registration to: Susan Shire
9507 Central Park Avenue
Evanston, IL 60203

Driver: _____ Phone # _____
Member ___ Applicant ___ Guest of _____

Navigator: _____ Phone # _____
Member ___ Applicant ___ Guest of _____

Car Model _____ Color _____ SOP ___ Touring ___ Novice ___

Rallye Car Fee: \$ 20.00

Please make checks payable to: PCA Chicago Region

Board Meeting Minutes

Porsche Club of America Chicago Region Board Meeting Minutes June 5, 1998

Voting members present: Bittman, S. Brenkus, Clark, D. Gallagher, Inglot, Janecek, Murrin, Rashbaum, Ruther.

Voting members absent: None.
Vote by Proxy: P. Gallagher to Janecek.

Coordinators present: Anderson, Bittman, N. Brenkus, S. Brenkus, D. Gallagher, Hackenson, Inglot, Janecek, G. Knoblauch, M. Knoblauch, Rashbaum, Ruther, Shire, Yanahan.

Meeting called to order by S. Brenkus at 8:03 pm at the Park Ridge V.F.W.

Secretary - Chuck Bittman.

- Bittman presented the minutes from the May board meeting. A correction was noted, the second motion under old business was made by P. Gallagher, not S. Brenkus. Murrin moved, D. Gallagher seconded, to approve the May minutes as corrected. Approved unanimously.

Treasurer - Chris Inglot.

- Inglot presented a financial report including the following: A balance sheet as of June 5, 1998 showing account deposits of \$144,176.38 and total assets of \$201,242.12, included in this balance were the intercoms purchased for Road America instructors. It was determined that the amount should be expensed and not realized as an asset; a cash flow report for the period from May 1, 1998 through June 5, 1998 showing receipts of \$42,148.50 and expenditures of \$32,689.93 giving a net surplus of \$9,458.57; an itemization of pre-paid expenses totaling \$36,068.50; a report of deposits received for the cruise totaling \$3,500.00; a report from the Northstar tech session showing a net deficit of \$24.32; a report from the May drivers' school showing a net

surplus of \$598.75; a report from Blackhawk I showing a net surplus of \$6,115.08. Bittman moved, Rashbaum seconded, to approved the Treasurer's report. Approved unanimously.

Vice President - Bill Murrin.

- No report.

President - Susan Brenkus.

- S. Brenkus reported that the '97 Charity has been finalized and an excess of \$48,000.00 was raised.
- Anderson reported that the Buffalo Prairie group gave him the club's mailing list.
- The nominating committee for the 1999 board of directors is Chairman Ruther, Janecek, Jacisin, M. Knoblauch and Marla Turek.

Autocross - Jeff Girard.

- Marla Turek reported that for the drivers' school there were 72 drivers.
- The Tres Chic autocross had 72 drivers of which 15 were women.
- It was reported that for the second Rockford autocross, Mike Gray has ordered the trophies and all is ready.
- Clark will talk with the Route 66 track to see about using that facility for our last autocross.

Road America Drivers' Education and Club Race - Chris Inglot & John Ruther.

- Ruther thanked Lynns, Tureks Knoblauchs, Hackensons and Brenkus' for their hard work on the Memorial Day weekend event.
- Ruther stated that they will work on the schedule to avoid back-to-back sessions for 2-driver cars.
- Inglot stated that Road America was happy with the event, and that there will not be any additional charges from the track.
- Inglot estimated the event to have a surplus of about \$22,000 versus \$17,000 last year with the same entry fee.
- An ad will run in Panorama for the club race in the July and August issues.
- The application for a race has been sent to National.

- Everything is "under control" for the club race.

Road America Drivers' Education Registration - Scott & Sharon Lynn.

- Scott Lynn presented an expense report for registration fees to the treasurer.
- Lynn recommended a cancellation fee to cover the expenses of mailing and administration for anyone who cancels. Additionally we may consider an early and late cancellation fee.

Road America Club Race Registration - Nick & Susan Brenkus.

- Brenkus' reported that a voicemail system has been established for both the club race and drivers' education registration.
- The mailing to all club race license holders will go out within a week.

Road America Sponsorship - Steve Rashbaum.

- Rashbaum reported that he anticipates 16 sponsors for the club race. Total sponsorship should be about \$21,000 verses \$19,500 for '97.
- Mobil 1 will also be providing some type of sponsorship.
- The paddock has been measured and an accurate map will be drawn to allocate space to sponsors.

Road America Volunteers - Gary Knoblauch.

- No report.

Blackhawk Farms - Dan & Peggy Gallagher.

- D. Gallagher reported that Blackhawk I was very successful with about 100 cars, and should show a net surplus of about \$6,000.
- Blackhawk II currently has 42 pre-registered, 11 of which are novices. D. Gallagher anticipates 70-75 cars.

Chief Driving Instructor - John Ruther.

- No report.

Insurance Coordinator - Bruce Janecek.

- Janecek reported that he has waivers from all events except Gallagher's rallye and '97 GingerMan.

Concours - Jim Jacisin & Pat Yanahan.

- Yanahan reported that there were 36 cars at Concours I, 11 were novices. The event showed a \$24.00 deficit.

- Anderson reported that for the Zoo concours Nives-Rizza Porsche donated the trophies. There are 25 pre-registered for the event.

Rallye - Dan & Peggy Gallagher.

- D. Gallagher reported that there are 16 SOP and 2 touring pre-registered for his rallye and he anticipates 30-35 cars total. The trophies are shirts and 100 have been ordered. \$100.00 will be given to the Flag Creek Historical Society since they will be opening for the touring participants. D. Gallagher anticipates a \$300.00 deficit for the event.

Social - Myra Knoblauch.

- Clark reported that 2 tickets have been sold for the Kane County Cougar social event.
- D. Gallagher reported that one more couple is needed for the cruise in order to receive to maximum discount.

Membership - Ed Barnicle.

- Rashbaum moved, Bittman seconded, to accept the applicants as members of the Chicago Region. Approved unanimously.

Safety - Jeff Girard.

- No report.

Technical - Pete Hackenson.

- No report.

Goodie Store - Linda Patterson.

- The Goodie Store will be at Potter's Picnic.

Charity - Tray & Danita Anderson.

- Anderson reported that he will be sending out a mailing to the 1,700 people on the charity mailing list.
- 350 tickets have been sold so far.
- Posters have been made to hang in dealerships and other retail locations.
- An ad will run in Panorama in the August issue.

Chicago Scene Editors, Advertising & Chief Photographer - Susan Shire & Steve Rashbaum.

- Shire reported that beginning with the June issue of the Scene, the newsletter will be bound rather than stapled. This will be done by perfect bindings at a cost of

- \$125.00 per month.
- Currently there are 25 advertisers of which 24 are paid.

Property - Ed Leed.

- No report.

Historian - John O'Keefe.

- No report.

Timing & Scoring - Susan Brenkus.

- S. Brenkus reported that she would like to research new timing equipment. New equipment could cost in the area of \$5,000.

Webpage - Chuck Bittman.

- Bittman reported that the webpage information is current.

Old Business

- None.

New Business

- None.

Adjournment

- Murrin moved, Bittman seconded to adjourn. Approved unanimously. Next meeting July 10, 1998.

Respectfully submitted,
Charles Bittman, Secretary

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Track Scene

Autocross Numbers

by Susan Shire

In an article entitled *Autocross Numbers* by Kenyon Blower in the San Diego Region's newsletter *Wind-blown Witness I* found the following test which I would like all autocross and track participants to take. It is a two part test.

Part One: Walk to the front of your house. Take a moment to watch the cars driving by on your street. (You need to be thirty to forty feet away from the cars as they pass.) Now see if you can read the license plate numbers of the cars passing by. Now imagine it at forty to ? miles per hour.

Part Two: On a blank piece of paper write a number three to four inches high. Ask another person to hold up that paper thirty to forty feet away. Now see if you can read the number.

To further increase the difficulty of these tests, repeat them two hundred and fifty times over the span of several hours while people are talk-

ing loudly nearby, blocking your view, or mumbling various pieces of information over the radio you're holding. You now know what it is like for the Timing and Scoring team and/or the corner workers during an autocross or track event.

At autocrosses over this summer we've had everything from three inch high shoe polish on a side rear window, to beige masking tape on the side of a silver car, to cars with no numbers at all. Timing and Scoring and working corners are difficult enough jobs without the drivers making it worse by not numbering their cars properly. Our Chicago Region rules for Road America require that numbers be 6-8" tall so that they are easily read by Timing and Scoring as well as the corner workers. Shoe polish is not acceptable. While not required for autocrosses, why not extend the same readability to the Timing and Scoring team and the corner workers. And while you're at it, why not get a Chicago Region permanent number? Good idea you say, but how do I do these things?

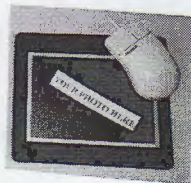
Well, last things first. If you don't

have a permanent number, call Ed Leed at 847.382.6911 to secure one. Having done that, join in on the mantra of your Timing and Scoring and corner worker teams of "No More Shoe Polish" and get some numbers made. If you already have numbers and they blow off your car frequently, get new ones. There are several companies who stock or can make or order numbers for you. Northstar Motorsports, Spahr Graphics, and Signs Now, all present or former advertisers in the Scene, as well as SoloTime, are places where numbers can be obtained. For our 951 we have a set of magnetic numbers which we use at autocrosses and a set of removable/reusable numbers which we use at the track. Neither style was expensive and both have proven to be durable.

Kenyon Blower concluded his article by saying "Think of it as an investment toward more laps. If all numbers are legible, ... laps would run smoother which means we could squeeze in more." I would only add that you would also earn the gratitude of the corner workers and the Timing and Scoring team.

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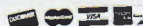
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Blackhawk Octoberfest Drivers' Ed Weekend

October 10th - 11th

Run group schedule and dinner plans will be in the September issue of the Chicago Scene

Mandatory clothing requirements are a SNELL approved SA 1990 helmet, long sleeved cotton shirt, long pants, socks, all of non-synthetic material, and closed-toe shoes. Recommended, but not required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher.

Directions to Blackhawk Farms Raceway

From Chicago: North on Northwest Tollway (I-90) to Rockton Road exit. West on Rockton Road (all the way through Rockton) to Prairie Avenue (after the Rock River and S. Bluff Road). Right onto Prairie Avenue. Continue north about 8/10 mile to the sign on the left reading 'Blackhawk Farms Raceway'.

Class 1 must have 5 or 6 point harness.

There is NO NOVICE CLASS at this event. In order to drive you MUST have driven a previous Blackhawk event.

There are gas stations in Rockton, IL near the intersection of Rockton Road and Blackhawk Road: Phillips 66

Mail check and form to: Peggy Gallagher, Registrar
11156 Indian Woods Drive
Indian Head Park, IL 60525

QUESTIONS ? 708.784.0784

Blackhawk Octoberfest Drivers' Education Registration Form

Saturday October 10th Sunday October 11th Both Days

First Driver Name: _____ Phone Number: _____

Member: _____ Applicant: _____ Region: _____ Guest of: _____

PCA Membership # _____ Car Make: _____ Model: _____

Permanent Car #: _____ List Experience: _____

Second Driver (same car) Name: _____

Member: _____ Applicant: _____ Region: _____ Guest of: _____

PCA Membership # _____

Permanent Car #: _____ List Experience: _____

| | | | | | | |
|-------|-----------------------|----------|-----------|---------------------|----------|-----------|
| Fees: | Pre-registered | One Day | Both Days | At the gate: | One Day | Both Days |
| | | \$125.00 | \$240.00 | | \$140.00 | \$270.00 |

Second driver free if family member Make checks Payable to PCA - Chicago Region

Letters, Faxes, and e-mails

PCA Members Invited To "Happening" Picnic Car Show

by Tray Anderson
1998 Charity Coordinator

Chicago Region PCA members are cordially invited to the fifth annual "Happening" at Tom & Judy Grunnah's Wisconsin Island Farm on Saturday, September 12, 1998 from 10:00 am to 4:00 pm. I attended this event last year and I highly recommend it. For those of you, like myself, who truly love the classic 356 Porsche's, you will see one of the largest collections this side of Monterey. In addition, Tom has an incredibly garage facility (to die for) and a Porsche collection which includes almost everything from 356's to a 993 Supercup car to a Concours Porsche tractor.

Bring the whole family to partake in the pool and the beautiful horses. Six & eight cylinder Porsches are more than welcome to attend! The cost is \$10 per adult, & \$5 per child under 12 for all the soft drinks, beer, brats, and hot dogs you can mustard. For more information or to R.S.V.P. by September 1st, please contact Jeanne Bender at 312.666.4022, ext. 3332.

56 Motor Cities Gruppe Sponsoring 356 Engine Raffle

by Lanita Dunham
Southeastern Michigan Region

Win a Vic Skirmants custom built 356 engine valued at \$6,500. Only 750 tickets are available at \$50 each or 5 tickets for \$200. All entrants will receive a limited edition post card of a "collector series" car, taken at the Meadow Brook's .Concours d'Elegance. A non-profit raffle and your donation is not tax deductible. The drawing for the 356 engine will take place on December 6, 1998 at the Motor Cities Gruppe Holiday Party. Ticket holders do not need to be present to win. The winner will be

responsible for all applicable Federal and State taxes.

The proffered engine will be a late case, late cylinder head, Solex carburetted engine, complete with clutch, pressure plate and all sheet metal properly painted. Basically an SC big-bore engine sans exhaust and J-pipes. If you want something worth more than that, you pony up the rest. The winner can specify exactly what they desire ... rebuild your own engine ... want an earlier 3-piece case ... have Vic build you a vintage race engine. Can do! Your choice!

The proceeds of the 356 Engine Charity Raffle will go to cover the medical costs of Tom Youk who has ALS-Lou Gehrig's disease. Tom is a long-time member and past treasurer of the 356 Registry.

Send your check, payable to 356 Charity Raffle, to Gerald Van Vliet, 44 McKinley Place, Grosse Pointe Farms, MI 48236. Your ticket stubs will be filled out for you and entered into the raffle. Your tickets will be sent to you by return mail.

Michiana Region Celebrates 25th Anniversary With Cruise

No, not Tom. But, Judy (Boles, PCA National President) and Paul (Jones, Zone 4 Rep) will be there. The 2-3 cruise aboard the Lilypad around beautiful Lake Wawasee will be on Saturday August 29th. Boarding will begin at 6:30 pm at the Frog Tavern in Syracuse, IN.

Reservations are required and further information is available from Jim or Judi Morgan at 219.457.2044.

Porsche Carrera Turbo Has Extrasensory Perception!

(from European Car)

Almost undisguised: the new Porsche Carrera Turbo - Porsche's most powerful flagship - will debut next year. Equipped with an electric double rear wing, the Turbo also

sports all-wheel drive and ESP. The 3.4-liter sixer is twin turbo-charged for an approximate output of 450 hp. Top speed is estimated at 300 km/h (180 mph).

(Ed. Note: Bob Cook sent this item to us with the additional note that this ESP would be another first for the marque and the possibilities are staggering. True, but can it foresee or correct driver error?)

New Porsche List On-Line

by Mike Willis,
Sacramento Valley Region,

We would like to inform you of a new, professionally maintained free Porsche mailing list and archive search service: PorscheList (<http://www.porschelists.org>)

We have purchased modern mailing list management software and have professionally maintained servers set up with a high-speed Internet connection. Our group consists exclusively of Porsche enthusiasts. Four members of our group will always be on hand to ensure that there is an administration presence on our lists at all times.

The PorscheList mailing lists so far include the following lists: 911, 924/944, 914, 356, 928, Boxster, and Racing.

Please review our charter by going to <http://www.porschelists.org>. charter.htm and if you decide you would like to join us, you can subscribe by following the directions on the web site at <http://www.porschelists.org/faq.htm>.

If you have any questions about the lists or the web site, please send an e-mail message to listmasters@porschelists.org.

Physics Of Racing

by Larry "Racer" Katz,
Northern Ohio Region
(from The Voice From The Trunk)

As I searched for those elusive

fractions of a second to better my times and failing to add a turbo to my car handling, suspension and smarts seem to be the answer. Check out this web site: <http://members.home.net/rck/phor> and you'll be tuned into The Physics of Racing series.

The author, Brian Beckman, covers everything from weight transfer to braking with help from his old friend Newton and several of his laws. I especially liked, "The 2nd law: when a force is applied to a car, the change in motion is proportional to the force divided by the mass of the car. This law is expressed by the famous (?) equation $F=ma$, where F is a force, m is the mass of the car, and a is the acceleration of change in motion of the car. A larger force causes quicker changes in motion, and a heavier car reacts more slowly to forces. This explains why quick cars are powerful and lightweight. The more F and the less m you have, the more a you get."

The rationale for what we've been taught really starts to make sense when you put it in light of basic physics. "Understanding the physics of driving not only helps one be a better driver, but increases one's enjoyment of driving as well. If you know the deep reasons why you ought to do certain things you will remember the things better and move faster toward complete internalization of the skills."

Porsche In The News (PCA Editors News Service)

Recaro Helps Save the World!

In the action-packed thriller, "Armageddon," starring Bruce Willis, the name that pops off the screen at viewers during the movie's most exciting and explosive scenes is none other than "RECARO." The RECARO SPG-Racer is featured as the seat-of-choice for Willis' motley crew in the moon-travel vehicles (Armadillos) used to navigate the run-away asteroid after landing in the larger space shuttles. For more than 30 years RECARO has been the seat of choice for many winners -- especially on

the race track. RECARO equips the Porsche AG team in the FIA-GT international series.

I Love A Parade

Porsche AG celebrated the 50th anniversary of its first 356 model with a cavalcade of Porsche cars through the streets of Stuttgart. Porsche kicked-off the jubilee with a reception Friday, July 10, followed by a procession of more than 400 Porsche cars through the southern German city, where it has produced more than one million cars since moving there from Austria in 1950.

Porsche To Launch New Interactive International Web Site

Porsche's North American Customers Can Now Order Selection Items and Configure Their New Porsches on Their Personal Computers

ATLANTA, July 28 -- Beginning August 1, 1998, Porsche will go on-line on the Internet with a newly designed web site created to provide the user with the most complete information available on its products and activities from both a national and international perspective.

Under the address www.porsche.com, the redesigned site has been divided into "national" and "global" sites to make it easier for users to find specific information pertaining to their interests. On the "national" site, North American Porsche customers will be able to order Porsche Selection items, such as watches, clothing, diecast model cars and other accessories, from their personal computers for the first time.

Another attraction on the new "national" site is the Car Configurator. Programmed using state-of-the-art dynamic HTML technology, it enables any user to "build" his or her own personal Porsche 911 or Boxster in accordance with their individual requirements and then view it on the screen. Interior and exterior colors, wheels and aerodynamic kits can be chosen according to personal preferences. When all the user's specifica-

tions have been integrated, including possible optional extras, the price of the car is automatically calculated. Data on the user's dream Porsche can then be sent to the nearest authorized Porsche dealership with a request for an appointment.

"Porsche Cars North America is extremely excited about our redesigned web site," commented Frederick J. Schwab, PCNA President and Chief Executive Officer. "We believe the site will make it much easier for our customers to learn more about our products and then purchase them."

The "global" site is in English and German. It includes not only a general page about the company, its philosophy and policies, but also detailed descriptions of the Porsche 911 and Boxster models as well as an up-to-the-minute newsletter, discussion forums, an informative motor sport database and a so-called "chat zone", where visitors can communicate with each other.

The motor sport database features dates of current races, which can be accessed not only under the name of the series requested but also by country and racetrack. Porsche motor sport fans can receive the results of races at the click of a mouse, and can also call up information about Porsche's legendary motor racing history on-line at any time.

Another link to the "global" site labeled "Excitement" allows users to directly book trips with the Porsche Travel Club. It also contains two unique pages entitled Porsche Classic and Porsche Unlimited. Porsche Classic gives users the opportunity to obtain detailed information about all Porsche models ever produced. It is the location to ask such questions as "what engine is in which model and from what year?" Porsche Unlimited offers an interactive competition in which Porsche models have to be recognized by their engine noise or pictures of their engines.

(courtesy Porsche Cars North America, Inc.)

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Tech Scene

Technical Tips

by Paul Lighthill, Riverside Region
(from PORSCHE GEDANKEN)

911 Brake Warning Light

All 911, 912, and 914 models since 1969 have a brake system warning light on the dash which alerts the driver to low brake system pressure, such as would occur if one circuit of the dual-circuit hydraulic system had failed. If one circuit has failed, you may have less than half of your available braking power, but without the light, this potentially hazardous condition is difficult to notice.

A common problem with these lights is that they will stay on continuously ("It's the big red one!"), especially after either bleeding the brakes or replacing the master cylinder. On early cars without the combination Seat Belt Warning-Brake Warning Light module, it's necessary to raise the front of the car so you can access the master cylinder. Pull back the rubber boot on the warning switch, which is mounted on the left of the master cylinder and push the small reset button. Make sure the inside of the boot is clean and dry and reinstall it.

Later cars which have the warning light module are a little easier: Either carefully remove the module from the dash and disconnect it or simply disconnect the negative battery cable. Either procedure will erase the memory in the unit and cancel the light, although disconnecting the battery can also affect the memory in the car's sound system or cell phone. Before proceeding with any of the above, it's a good idea to check the handbrake switch, which if failed or out of adjustment, will also cause the light to stay on.

911, 912, 914 Turn Signal Flasher Relay

If both of the arrows on your tachometer flash simultaneously whenever you signal a turn, this is due to a

failed diode in the turn signal relay, commonly called the flasher relay. Replacing the relay will correct this problem and restore normal operation of the indicator lights, with only the arrow in one direction flashing at a time. Hopefully it's the direction you're turning.

911 Upshift Indicator Light

If you find the little arrow that lights up on your tach to be a bothersome intrusion on your rights, as any self-respecting Porsche file would, it's very easy to extinguish it forever. Simply remove the tachometer from the dash by either grasping it and pulling it towards you or by very carefully slipping a flat-blade screwdriver between the face of the dash and the rim of the tach and by working it slowly out (it's not necessary to remove the tach very far) just enough to see and disconnect the single green wire on the back of the tach, which simply pulls off, and then to cover the end of the wire with electrician's tape. Reinstall the tach by pushing it back into its hole (this is your big chance to re-orient the tach if you like seeing the redline at 12 o'clock) and you're on your way, but without Big Brother staring you in the face and telling you when to shift.

911 Dash Electrical Fire Prevention

by Steve Grosekemper,
San Diego Region
(from WINDBLOWN WITNESS)

One of the most terrifying experiences a Porsche owner may ever be faced with is an electrical fire while driving. This situation is usually caused by a short in the dash illumination circuit. The problem with this circuit is that it is unfused. When part of the circuit shorts to ground (usually caused by chafed wiring, bad bulb holders, or other unexplained circumstances), the current load greatly exceeds the capacity of the wire, causing

heat, fire, and of course highly elevated repair bills. The overheated wire lives inside a large harness which takes only minutes to be completely destroyed.

Fortunately, this disaster is easily averted. An inline fuse holder can be installed at pin #58L of the headlight switch. Then, if a short does occur, the fuse (3 amp) blows before any damage is done.

Installation instructions:

- Disconnect battery.
- Remove headlight switch.
- Disconnect black & violet (58L) wire from switch.
- Install inline fuse holder between pin 58L and black & violet wire. Note: install connectors at each end of fuse holder (1 male, 1 female, spade type).
- Insulate wire end of fuse holder with 3/8" heat shrink tubing.
- Reinstall headlight switch and reconnect battery.
- Turn on headlights and remove fuse from holder. Did the dash lights go out? Congratulations! Your update is complete (after you reinstall the fuse, of course).

Martha says:
"it's a good thing to pre-register!"



Chicago Region Home Page

<http://www.mcs.net/~bman/pca.html>

Club Race Scene

Fast Times at GingerMan High by Chris Ingot

The Chicago Region Porsche Club will be hosting its sixth Club Race on Labor Day. For many years, the contemplation factor of participating has been high, but the anxiety of three or four cars wide going through turn one at Road America has always won out. Last year, a mishap while instructing at Road America, left the 944S2 in less than pristine condition. It seemed that opportunity was knocking (just 'fixing' vs. 'club race readying' the car): the decision to try club racing was made.

Observing other novice racers the past few years, it seems helpful when one has a novice "race buddy" to share in the fear and thrill of the whole experience. Last year, Susan Brenkus and Jeff Girard were "race buddies". Between the two of them, as they shared the experience of the first race, from preparation to finish line, the fears were halved and the thrills were doubled. This year I too had a "race buddy", Steve Rashbaum. For Steve, what started as merely a way to be on the Club Racing mailing list, by obtaining a faux license, turned into the fun and excitement of club racing.

GingerMan was selected as the site of our virgin voyage for reasons that included the relaxed environment

and the lower level of participation that I had observed as a spectator at Southeastern Michigan's Club Race last year as compared to our race at Road America. These factors appeared to be positive things for a rookie candidate. Another consideration was that the damage potential was less due to greater run off room without concrete or fencing to worry about.

Car and personal preparations complete, I was off to GingerMan. The weekend started off great with a cool weather forecast for the Fourth of July weekend. Friday was a practice day and run under Drivers' Ed rules. It took two or three sessions to get the car and tire pressures adjusted for the many turns and short straights. George Weathered of Midwest Eurosport knows the car better than most and, as usual, was very helpful in sorting out the car based on my driving input.

Friday night, Alan Friedman, the weekend's National Steward, taught the mandatory rookie orientation. Informative and personable, he interspersed the required subject material with some of his racing experiences. With a positive, but somewhat anxious attitude we exited the meeting to find that apparently Mother Nature was going to have some Fourth of July eve fireworks of her own: rain, lightning, and thunder.

Unfortunately, the storm shortened the well attended party at the summer home of Gary and Myra Knoblauch, as people ran for cover from the outside deck.

Saturday morning the sky began to clear. The format of the GingerMan Club Race weekend differs from ours in that the Drivers' Ed portion of the weekend was completed on Friday and the balance of the weekend was run under Club Racing rules: meaning, among other things, that the 13/13 Rule applied. This often misunderstood rule actually assists in assuring clean, fun racing. Unlike "Days of Thunder", rubbing is not racing or allowed in PCA Club Racing. Unfortunately, while I was running around the track successfully avoiding rubbing, Steve was in the pits running around trying to get new Hoosiers mounted and then to get the fender lip not to rub. Paul Jones, our Zone Four Rep, came to the rescue with a 'billy club' that bent the lip over without damaging the paint. He'd obviously done it before.

The practice sessions were timed to give us an idea how we compared to others in our run group. The timing and scoring personnel at the event did a terrific job. By the time we came off the track, got out of our sweaty driving suits, and walked up to the pavilion, the times from our session were posted: often in less



Chris is finally racing!

Photo by Susan Shire



Bob Johnson (left) takes the corner

Photo by Bill Boy

than ten minutes! Steve, Susan Brenkus, and I would compare our times as we were running in the same run group. (Nick Brenkus gets a thumbs up as a great husband. Susan was going to drive for fun and Nick was going to drive to compete in F class. Susan didn't feel comfortable with the faster run group and Nick agreed to switch. Nick's times, if carried over to our session, would have put him on the pole!)

Based on my times, I would be gridded third at the beginning of the practice starts which precede the fun race. As the pole sitter chose not to practice, 'Rookie Chris' went to the front row! Yikes! I definitely felt outnumbered. It appears that GingerMan track is conducive to progressed, older 911's as my car was the only 944 in the top five

or six slots.

The practice starts are definitely helpful to a rookie: learning what to expect and how to react with others in such close proximity. The pace car exits at the pit row and we proceed two by two, anticipating the dropping of the green flag. I anticipated a faster start and made the mistake of being in second gear. The flag drops and immediately a 911 comes up to the front row as we three negotiate turn one. We race until turn six and re-group, two by two. Now in the second row where I belonged, we will try this again. Through turn 11, ready and still in second gear, the flag man drops the green and I nearly get rear ended because of no low end in second gear. Again, I move back a row. By the start of the fun race, I finally

figure out that first gear should help and it does. I hold my own and do okay throughout the fun race. What a rush! We exit the track and head back to our paddock space. So far, so good. Steve and I have grins from ear to ear.

On Sunday, we have a brief practice session prior to our qualifying session. We are gridded by yesterdays' times for the fun race. I get to start off number three again! As we go out, the rookie in me doesn't realize that there is no warm up on a qualifying run. Before turn seven, I get passed, by, what turns out to be the fastest qualifier in our group. I chase the number one and two cars for about eleven laps and hold my own. My hot lap timer indicates a time, 1.5 seconds faster than during the previous sessions. Great! I



The Chicago Region was well represented by, among others, #70 driven by John Bonnett,



Gary Knoblauch in #19 (his second Club Race),



Kurt Hipke in #69



and # 33 driven by John Ruther

Photos by Bill Boy

Fast ...

figure that all is well. Upon receiving the final timing sheets, I actually move down to the sixth slot of twenty-four because everyone else turns it up as well.

Prior to the feature race, I see Gary Knoblauch dining on his trailer. "How can you eat? Aren't you nervous?" I ask him. "No, I'm hungry" Gary responds. The butterflies felt like teradactyles in my stomach. I was able to drink plenty of water but that was it. Vanessa and the girls arrive to cheer me on.

Race time at high noon. Arriving at the pre-grid area, I am shown the sixth slot to park in. Shortly after unstrapping and visiting with those around me, we are given the five minute warning. I jump back in the car and as I am strapping in, Nick and Gary stop by with water and last words of encouragement. I fire up the car and ask Peter, my late father, to be my co-pilot on this voyage. We leave the hot pit and grid up behind the fly yellow pace car, two by two. The cars are swerving to and fro in order to warm up their tires. Anxiety builds as the pace car exits the track. We see the green flag and it's off to the races.

Turn one, three abreast, again. The cars on the inside swing wide and I drop two wheels off trying to avoid fender spoilage. In a flash, a few cars see my predicament and take advantage with a pass. We stay bunched up through lap one. I figure that I

will make up a slot or two under passing going back into turn one, a left hander. We go through turn one okay and proceed to turn two, a wide sweeper to the right. Again the cars to my right drift out and force me to go wide and lose momentum as two wheels go off on the left. A few more cars pass. I keep the car under control and slip back onto the track. I am now chasing a 944 Turbo that qualified four seconds slower. He and I are both rookies and can't afford a mistake. Despite numerous attempts, I am unable to pass and stay ahead as I took the tighter, slower line. We play cat and mouse for ten of fifteen laps. It's fun but mentally exhausting. I finally see the checkered flag and feel a sense of relief and satisfaction.

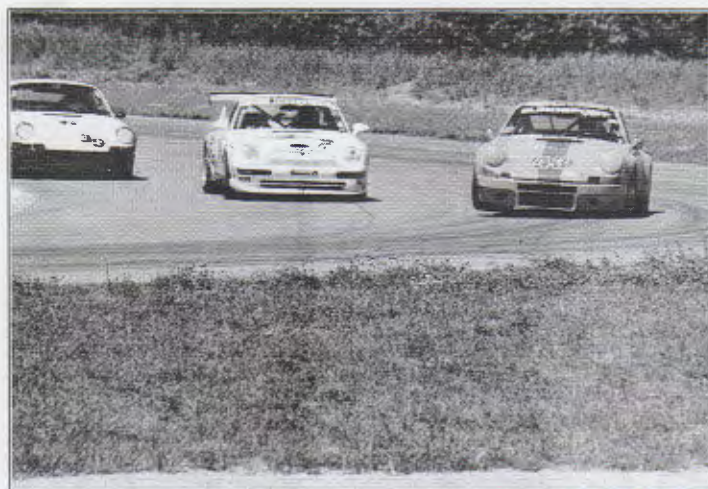
As we exit the track, all the grid volunteers are clapping and cheering us. It felt very uplifting. As Steve and I exit our cars, we give each other a bear hug in celebration and relief that we had finished our first club race.

Kudos to the Southeastern Michigan Region folks and especially Jerry and Pat Door: a great event. If you've been on the bubble as to club race or not, give it a try. It was great fun. The level of comraderie and encouragement can't be beat. As for me, I set a goal for myself to bring myself and the car home in one piece, have fun, and finish middle of the pack. I finished twelfth, overall, and tenth in class. By my standards, I just hit a home run!



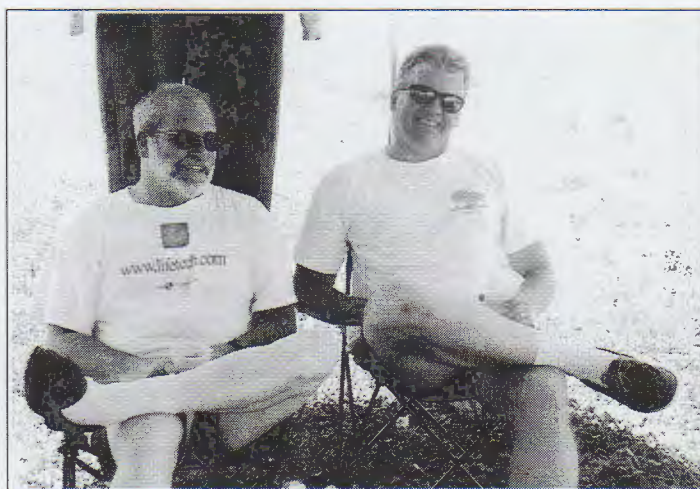
It's crowded in the corner with Chicago Region's Gary Knoblauch (#19), Nick Brenkus (#71) and Jack Gaggini (#111) vying with others for space

Photo by Bill Boy



John Ruther (center) and Chris Ellis (right) race through the corner.

Photo by Bill Boy

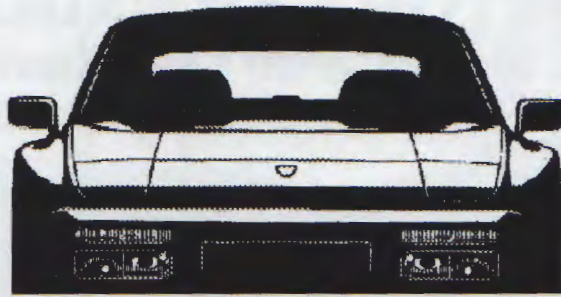


Steve Rashbaum (left) and Chris, tired and happy to have the first club race safely completed.

Photo by Susan Shire



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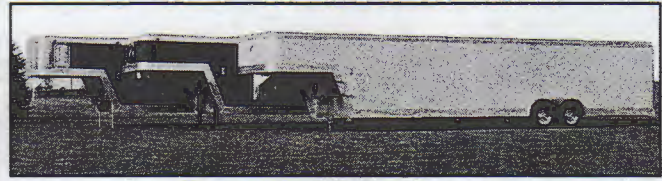
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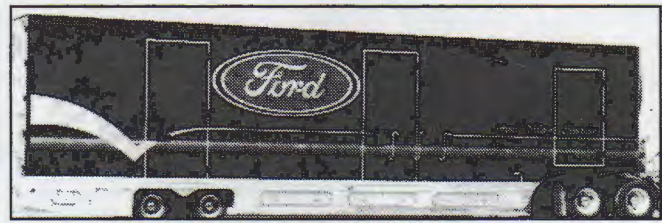


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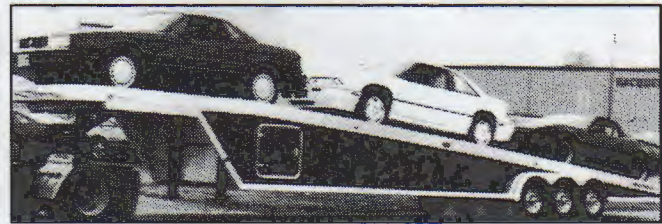


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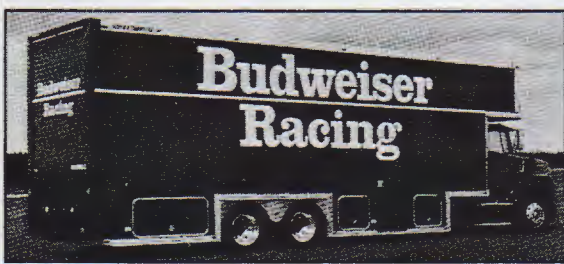


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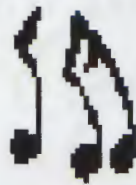
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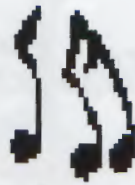
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Rallye home from New Glarus, WI on Sunday October 25th



Look for full details in the September Chicago Scene



This is your chance to drive two different rallyes in the same weekend! Make a 'weekend of it' or only drive one. The fall colors will be at their peak and the roads will be wonderful.

Arrival in New Glarus on Saturday afternoon is planned early enough to allow browsing in the quaint shops, sampling the local microbrewery fare, or, if you must, a return trip home.

There will a scheduled dinner, with rallye critique and trophies, on Saturday night at the New Glarus Hotel.

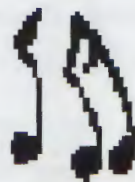
Blocks of rooms will be held at the following two motels until August 24th. (We will try to extend the 'hold date', but to be on the safe side, make your reservations ASAP. Be sure to mention the Porsche Club when booking).

Swiss Aire Motel
New Glarus, WI
608-527-2138 or 800-798-4391

Room rate 1 bed: \$59.00
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THE GOOD NEWS *and* BAD NEWS!

Changes in
O.N T.RACK C.OVERAGE
for 1998

First--The Bad News: Through no fault of our own, coverage for Drivers' Education events has been suspended. We are working hard to find another insurance company to provide it. We are optimistic. We will get the word out as soon as we know.

Now--The Good News: Nothing else has changed! Except the cost. (It's lower!)

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? "Whadya mean I can't drive my Porsche to work once in a while?!" *The Good News:* No drivers under age 21. No coverage for racing or participation in Drivers' Education events (stay tuned.) No other restrictions.

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

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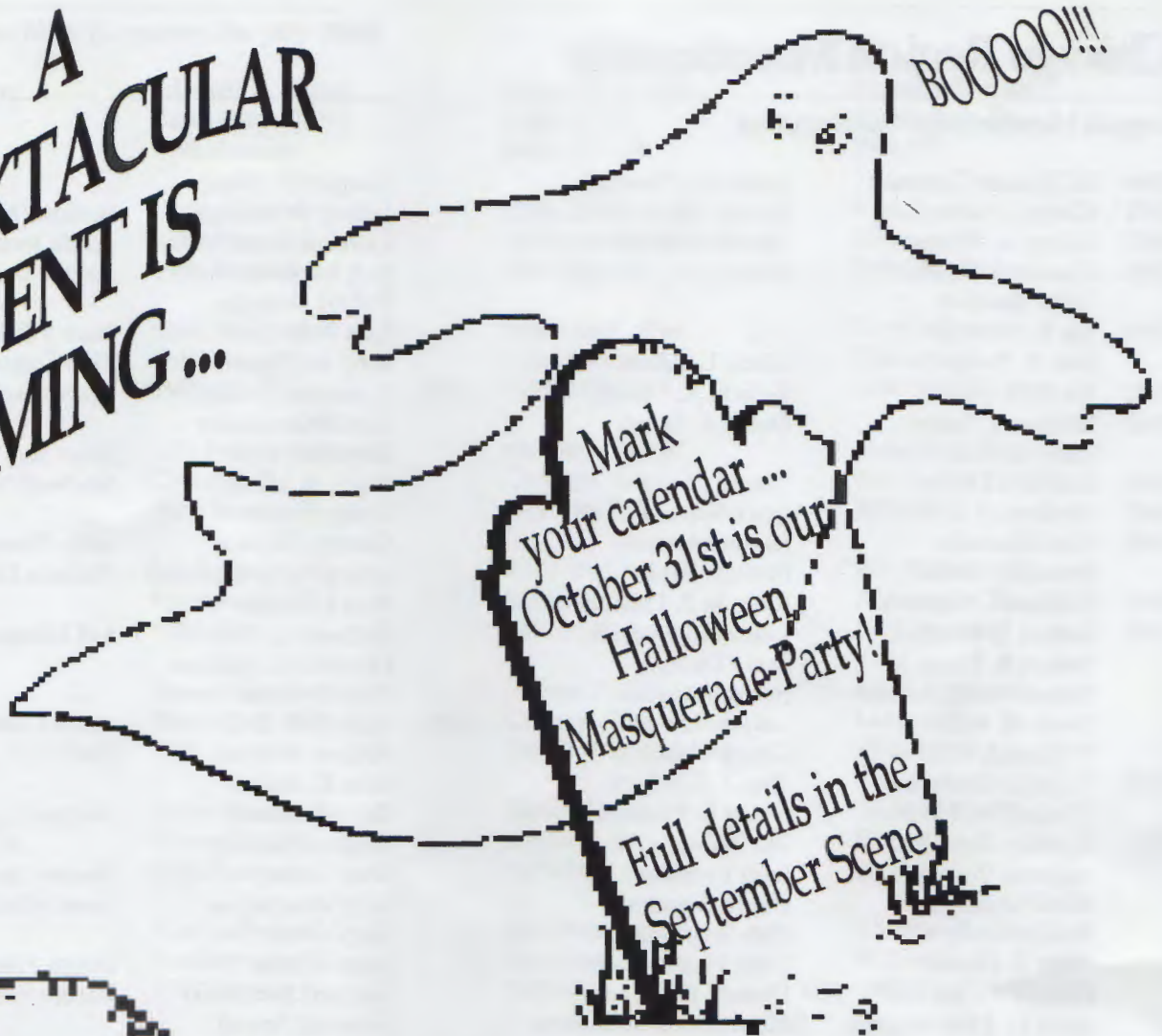
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PARTY! Costumes are encouraged,
but not required. There will be
judging of costumes
and prizes awarded
for the best in the
following categories:

Most Original
Funniest
Scariest
Best Couple

Come as you wish and join us for
a ghoulishly good time. It's gonna
be a frightening fun event!

7:00 pm - Dinner served promptly
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CASH Bar

Entertainment! Disc Jockey/MC
You've got to see him do the
"Monster Mash" ... it's a graveyard
smash! ... on the dancefloor!

Chicago Region Membership

August Membership Anniversaries

| | | | | |
|------|------------------------|---------------------|-----------------------|----------------------|
| 1964 | S. Thomas Grunnah | Judith K. Grunnah | Gregory P. Shutt | |
| 1971 | Glenn E. Johnson | Debbie Johnson | Jeffrey R. Mayeri | Stefanie Mayeri |
| 1973 | Robert L. White | Susan B. White | Gordon Jennings | Linda Jennings |
| 1976 | Charles J. Dierker | Monique L. Dierker | Jack M. Brodiske | Arlene Brodiske |
| | Tyler Bangert | | Robert Douglas | |
| 1980 | Jay R. Novick | | Sam Peltzman | Nancy Peltzman |
| | Dan E. Bacin | Linda L. Bacin | Troy A. Piper | Tina Quatraro |
| 1981 | Victor F. Harris | Valerie A. Harris | 1995 J. Adrian Lannin | Marta Neilson |
| 1982 | William J. Samp | Debra L. Samp | Roz Finkenholfer | |
| | Tony Koufos | | Ray Shei | Janet Shei |
| 1983 | Keith H. Orum | Cherie Orum | Mary A. Medo | Michael Park |
| 1983 | Anthony J. Sciacca Jr. | Joyce Sciacca | Philip Brown | |
| 1986 | Hari Matsuda | Judith Matsuda | George Thoren | Sally Thoren |
| | Donald J. Krebs | Patricia Krebs | James H. Christenson | Victoria Davis |
| 1987 | William C. Lindoo | Rhonda F. Lindoo | Paul J. Wible | |
| 1988 | Robert R. Hedrick | Louise L. Hedrick | Richard G. Gore | Jeff Johnson |
| | Robert B. Davis Jr. | Betty Davis | Howard G. Nelson | |
| | Theodore J. Roseman | Judith Roseman | Fred Dykema | |
| | Frank N. Bader Jr. | Lorette Leers | 1996 Russell A. Cole | Abby Cole |
| | William J. Warren | Chuck Shimkus | Arthur Branner | Patricia A. Branner |
| 1989 | Todd L. Conforti | Ann T. Conforti | John D. Miller | |
| | Michael W. Hedrick | Susan L. Hedrick | Brian LaBardi | Richard LaBardi |
| 1991 | Thomas Ziewacz | Ida Ziewacz | William Buddig | |
| | Antonio Venezia MD | Joan Venezia | Matt Sisco | Sherrie Sisco |
| | Mark Squitieri | Debra Squitieri | Mell Wostoupal | Ilene Wostoupal |
| | Jack Schriver | Pam Schriver | Gary Glass | |
| | Peter B. Petriw | Tony Holas Petriw | John Hilton | Debra Hilton |
| | Donald M. Larson | Donald E. Larson | Richard Swiderski | Barbra Swiderski |
| | Ignas G. Labanauskas | Maureen Labanauskas | Kenneth Smoot | |
| | Allan C. Boe | Janet J. Boe | 1997 Judd E. Blunk | Cyndy Blunk |
| 1992 | John R. Triebe | Milka Triebe | Howard Freedman | |
| | Derald R. Bogs | Kathleen A. Bogs | George A. Pradel | Laura Pradel |
| | Tim R. Wiese | Samantha Wiese | Linda S. Secola | E. J. Secola |
| | Michael E. Thompson | Marsha Thompson | Steve Cubberly | Richard Cubberly |
| | Scott Musser | Beth Musser | Larry C. Finder | Robin Finder |
| | Michael K. Gaynor | Maria Gaynor | Greg Frazier | |
| | Charles P. Sladek | Thomas J. Sladek | John K. Holton | John E. Holton |
| | Randy L. Krup | Carol A. Krup | Wes Nowakowski | Mary Anne Nowakowski |
| 1993 | George W. Paul | | Robert J. Danko | |
| | Steve Pilipchuk | Nanette Pilipchuk | Robert J. Lefevre | Margaret Lefevre |
| 1994 | Steven Harris | Sheila Harris | J. Gregory Baumeyer | |
| | Andrew J. Discher | Melanie Discher | John J. Dorsey | |
| | Steve A. Hristakos | | Curt A. Preissner | |
| | Jeffrey A. Mantelman | | Denis Goraczniah | Nancy Goraczniah |
| | Michael P. Milhouse | | Kim P. Butler | Colleen Butler |
| | Daniel E. Daly | Deborah R. Daly | Mark McDowell | Suzanne McDowell |
| | Lawrence A. Hicks | Lois K. Hicks | | |

Member News

Congratulations to Arnold Zann and Margo Pinkerton on their marriage July 25th. Best wishes!

We look forward to seeing all of our members, old and new, at the events.

Ed Barnicle, Membership Chair

Welcome To Our New Members For July 1998!

Gary Bartholomew
Wilmette, IL
1957 356A

Edward K. Fagan
Barrington, IL
1998 Boxster

Robert C. Liuzzi
Palatine, IL
1998 993 Cab

Richard Reenan
Barrington, IL
1986 911

Lorraine Barba
Kenilworth, IL
1998 993

Henry Feinberg
Lake Forest, IL
1998 Boxster

Duja Lukic
Arlington Heights, IL
1984 911

Ken Rosario
Chicago, IL
1988 944 Turbo S

Joseph Battista
Belvidere, IL
1994 911 Turbo

Scott Feldmann
Palatine, IL
1988 911

Leslie McCellan
Lake Forest, IL
1995 993 Cab

Greg Salchow
Chicago, IL
1980 911SC Targa

Nancy Bertoglio
Batavia, IL
1998 Boxster

Lilli Fetsch-Wenzel
Chicago, IL
1998 Boxster

Matthew Miller
Chicago, IL
1998 993 C2S

Howard S. Topping
Barrington Hills, IL
1988 911

James F. Blinder
Harvard, IL
1999 996C2

Mark Freeman
Northbrook, IL
1986 930

Alan W. Neil
Marengo, IL
1975 911S

Jeff Wainscott
Algonquin, IL
1998 Boxster

Robin Branky
Wadsworth, IL
1989 928

Susan Hartmann
Barrington Hills, IL
1998 Boxster

Judson D. Nierman
Chicago, IL
1994 911 Speedster

Mark Westcott
Lake Forest, IL
1997 993

John H. Calhoun
Downers Grove, IL
1999 996

Anthony E. Johnston
Loves Park, IL
1998 Boxster

Steven Pelke
Lansing, IL
1973 911

Todd Wetzel
Evanston, IL
1967 911S

Richard Edson
Lake Forest, IL
1995 993 Cab

Ron Lachman
Northbrook, IL
1997 Boxster

Jim Pinkerman
Inverness, IL
1983 930

Thomas A. Wiedrich
Wilmette, IL
1998 Boxster



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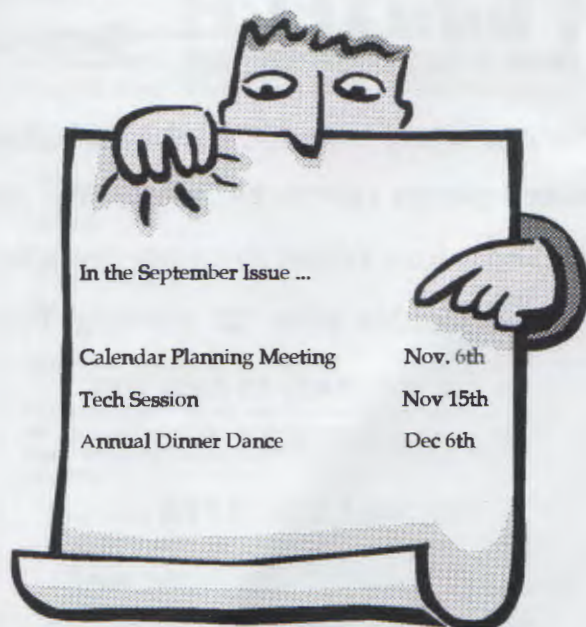
The 914 Conservation Series consists of a new line of quality products designed to protect, conserve, and prolong the life of your 914. Researched, developed and tested over several years, the 914 Conservation Series is designed for the serious 914 owner and collector who wishes to maintain and preserve his car and investment.

- Part Works' exclusive Resupport/Stiffening Panels protect your car by restoring and increasing its structural integrity which was lost to the 914's corrosion "cancer". Heavy Duty \$195 per set, Super Heavy Duty: \$245 per set (will sell separately)
- Part Works' new, specially designed Radcar Covers protect your 914 from the corrosive effects of moisture retaining dirt trapped by conventional roller covers. \$45 per side
- Part Works' exclusive Resupport/Stiffening Panels protect your car by restoring and increasing its structural integrity which was lost to the 914's corrosion "cancer". Heavy Duty \$195 per set, Super Heavy Duty: \$245 per set (will sell separately)
- Part Works' new Porsche® Ring Center Cap Tool Set prevents damage to your original Porsche® 914 ring center caps when they are being removed and reinserted. \$19.95 per set
- Part Works' exclusive Battery Tray Liner protects your 914 from the corrosive effects of leaking battery acid. Made of the highest quality Lexan plastic at \$39.95 per kit

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Part Works' exclusive Fender Wall Liners protect your 914 from the corrosive effects of moisture retaining dirt trapped in the wheel wells of your cars. \$99.00 per set of four

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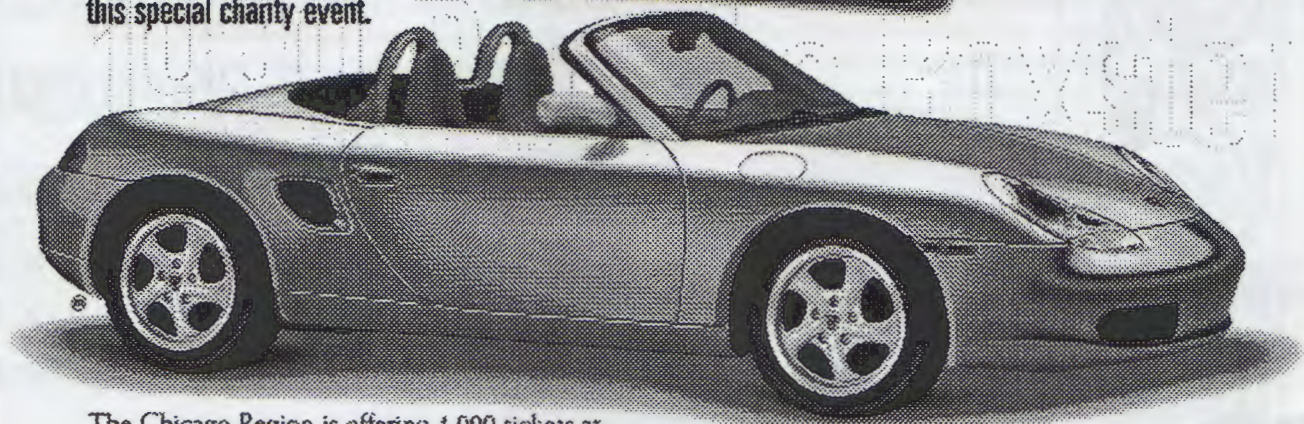
Porsche Club of America
Chicago Region Scene
&
Beanie Baby Phenomenon

Go for the Gold Porsche!

Two special edition Porsches to celebrate the 50th anniversary of Porsche

Lindsay Davenport, reigning women's Olympic Gold medalist invites Porsche enthusiasts to enter the Children's Program at Lincoln Park Zoo Charity Raffle.

The Chicago Region PCA sponsors this special charity event.



The Chicago Region is offering 4,000 tickets at \$50 each to benefit the Children's Program at Lincoln Park Zoo, which provides world-class free educational programs to children year-round.

Porsche Cars North America will certify that these two Porsches are one-of-kind, built specifically for the charity and to celebrate Porsche's Golden

anniversary and will be instant collector items as well as distinctive drivers.

The two Porsches will be selected by random drawing on December 5, 1998 at the PCA Chicago Region Annual Black-Tie dinner. Winner need not be present. Lindsay Davenport will congratulate the winners.



Porsche owner Lindsay Davenport

Cars provided by
Nives Rizza Porsche of Orland Park, IL

Grand Prize: Special Edition gold 1999 Porsche 911 (996)
1st Prize: Special edition 1999 Porsche Boxster

The two Porsches will be selected by random drawing on December 5, 1998 at the PCA Chicago Region Annual Black-Tie dinner. Winner need not be present.

Please make checks payable to: PCA Chicago Region Charity

Name: _____

Address: _____

City/State/Zip: _____

Phone: () _____

Number of tickets x \$50 = Total Amount

For more information visit our website at www.mca.net/~busars/pca.html or call Trey or Danyla Anderson @ 630-325-1327 (6:00 pm - 9:00 pm Central time please). Winner need not be present to win. PCACR reserves the right to cancel the raffle at any time by notification and full refund.

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Attn: PCACR Charity

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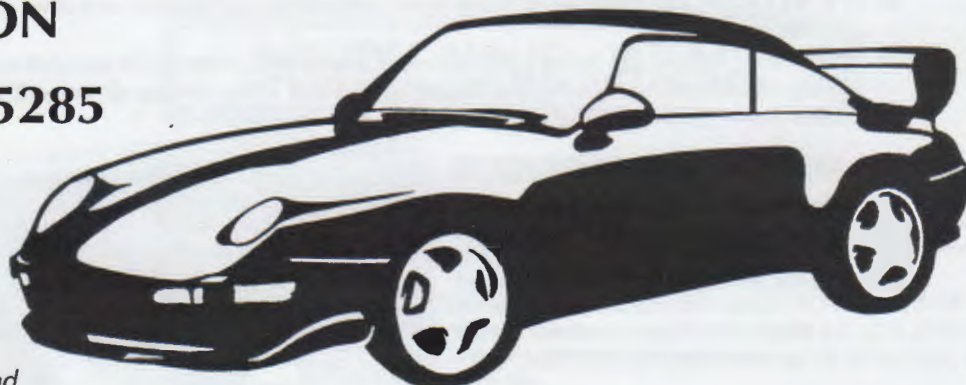


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PCA members are welcome to place ads of a non-commercial nature at no charge in **The Mart**. The non-member, non-refundable fee for this service is \$15.00 for three months, and checks should be made payable to PCA Chicago Region. Ad material must be received by the 10th of the month for publication in the next month's issue, is subject to editing, and will run for three months. To be run again after the initial three month period, ads must be resubmitted. Please limit ads to 75 words or less.

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1961 356B "Super 90" Red/tan. Completely restored. Great concours car. \$17,500. Ed Holzer (w) 312.729.6606, (h) 847.381.0983 or e-mail: EdHolzer@interaccess.com.
1963 356 B 1600S Coupe Bali blue/red leatherette. 64K mi. All records/books for 25 yrs. Interesting history from "Maestro" of 356 fame. Orig. from CA (have orig. back plate). Very nice performance/driving/looking. Cars needs nothing/all numbers match. Cert. of Authenticity. \$17,900. Michael Benét 309.692.2911.
1963 904 Numbers match. Beautifully restored. \$350,000. Info packet available. Dennis 847.888.8358 or e-mail: dtobin1025@aol.com.
1972 911 Race Car 3.2 L w/46 Webers (290 HP). Turbo brakes new Pagid. Orig. BBS w/new Hoosiers. Race stiffened chassis w/ full cage & 5 pt. Harness. Coil overs all around. 17 gal fuel cell. Clean/fast/fun to drive! New Price - \$29,500/OBO. Jason Brown 630.497.9001.
1973 911T Tangerine/blk leather 40K mi. MFI. Simply the best! Extensive upgrading on beaut. orig. example. \$18,000 Mike Southard 847.294.3689.
1973 911 RS replica Gulf blue. 2.7 w/ Webers, roll bar, 5 pt. harness.

All receipts since new. \$16,000 - New Price. Stuart Acker (w) 708.865.2727.
1978 911SC White/tan 82K mi. New clutch/battery in Nov. Frt./rr. spoilers, PW, sun roof. No accidents/smokers. \$14,500/OBO. Steve 773.671.5416 or e-mail: mcw-sp@ameritech.net.
1979 911SC Targa White/blk top. 82K mi. Good condition/no rust. New Yokos. Recent tune-up/check-up at Midwest Eurosport. \$11,900/OBO. Roy Veverka 630.782.6622.
1983 911SC Coupe Blue Metallic/blue leather. WPOAA0911DS122356. 24,800 mi. No winters/non-smoker/always garaged. Exc. cond. A/C, power sunroof/windows/mirrors/headlight washers, H-4's, 16" Firestone Firehawks w/less than 10K mi, pop-off valve, & Colgan Bra. \$23,000. Bob Burnham 630.365.2063.
1984 911 Carrera Cabriolet Silver/blue/blue. 100K mi. Body, interior, & top in exc. cond. Engine very strong. Frt/rr. spoilers. New battery/alt. Short shift kit/many extras. Must sell, going into business for myself. #WPOEB0911ES171010. All records/pictures available. \$25,000 invested/make an offer. Mike 815.786.6101
1986 911 Carrera Coupe White/Cobalt blue. Factory white 16" Fuchs. 57K mi. New tires. Very clean, exc. cond. No accidents. Jeff 312.541.2912 or e-mail: jwalker@gsvi.com.
1986 911 Turbo Coupe Rare Prussian blue/black leather, 33K mi. Car has various performance/track enhancements - engine & waste gate have never been tampered. Professionally maintained. No winters/accidents/dings. Orig. paint. Not for the faint of heart! \$36,500. Dominic 630.571.2164 or 312.659.8100.
1986 911 Turbo Black/blk w/tan carp. 48K mi. WPOJB0936GS050220. No sunroof or A/C. Kokeln inter-cooler, B&B headers, exhaust & oil cooler in 930S air dam, K-27, sport clutch & light flywheel, Dougherty roll bar, Sabelts, Recaro SRDs. 8.5x17 & 10x17 Fikses w/fresh BFG R1's. Hollow 22mm & 29mm torsion bars, 22mm vision adj. anti-roll bars. All

work by Midwest Eurosport & car can be seen there. \$40,000. John Kramer, 510 W. Wellington, #1-O, Chicago, IL 60657. 312.855.6232 or john.kramer@abnamro.com.
1993 911 RS America White/black. 48K mi. A/C, sunroof, LSD, headers, exhaust, race tips, lowered & balanced, race seat, 6 pt. harness, fresh MXX3's, extra Cup wheels w/R1's, lexan side & rear. All records, factory manuals, stock parts. Exc. cond. \$38,000. Ted Arneson 815.356.6762.
1994 911 Speedster Black top/red body & appointments/black interior 14K mi. 17" wheels. \$48,225/OBO. Dennis 847.888.8358 or e-mail: dtobin1025@aol.com.
1966 912 Silver/black. Exc. condition/worth seeing. \$7,950/OBO. Dennis 847.888.8358 or e-mail: dtobin1025@aol.com.
1973 914 2.0 Roadster Orig yellow/blk. Exc. orig. cond./F.I. always garaged. Denver car. 2nd owner. Engine rebuilt, new clutch, new tires. 42K orig. mi. Like factory new. Complete documents. \$8,250. Dieter Schmidt 847.658.2337 or e-mail: dschm@mc.net.
1975 914-6 Conversion White/blk 2.7. Street/track car. Club Race ready. Call for spec. \$15,000. Shawn Young (h) 630.616.0519 or (pager) 708.999.9135.
1982 928S Red/tan. Stock. Orig. Like new. \$15,000 firm. Ed Holzer (w) 312.729.6606, (h) 847.381.0983 or e-mail: EdHolzer@interaccess.com.
1984 DP935 Turbo. Slantnose. DP Stage 1 Euro widebody. Red/black leather. 10K mi. 400+ hp. Adj. boost. 9" & 13" Fuchs. DP sport suspension. Real DP/all DP features. Rare & wild! \$59,000. Erik Zeier 773.777.2124
1985 944 Red/blk. 5 spd. 80K mi. Power sunroof/windows/hatch release/brakes/steering. New timing/balance belts/water pump/power steering pump/shift boot/shift lever/fog lights. Sharp/solid car. \$5500.00/OBO. Michael Kenaga (w) 312.368.8937 (h) 708.246.2123.
1986 944 Turbo Black/blk leather. 81K mi. Superchip/adj. boost valve

The Mart ...

up to 300 hp. Koni Sport adj. shocks/ K&N filter/new exhaust. CD player. Porsche maintained w/records/\$\$\$ spent. Looks good/goes good. \$10,800. Paul 773.693.7443.

1989 944 Turbo S Baltic blue (navy)/ Linen. Body & int. exc. Engine & turbo rebuilt 15K mi ago. O-ringed, Web Cam #274 (very little turbo lag), Auto Authority Stage II, Factory M-030 sway bars, competition alignment. Very fast, 300+ hp. (0-60 in 5 sec.) 170 mph. Car has not been raced. \$23,000. Chuck Schank 815.498.4600.

1991 944 Super Firehawk Only 7 of these cars were built to race for Firestone Firehawk Series. MO30 suspension/big brake package. Ltwt sunroof/radio delete. Cars shipped w/o body caulk & undercoating. Factory "Matder" roll cage. Best conditioned, least used limited production Porsche ever made. Still competitive as racecar/fabulous collectible value. \$33,500 firm. Deena 9am-5pm M-F CST 630.232.7487.

1994 968 Midnight blue/gray. 41K mi. Tiptronic trans. All available options. 17" wheels. Service history. Exc. cond. \$23,900. Jim Martin (w) 708.403.0699 or (h) 708.403.2419.

1992 968 Coupe Amazon green metallic/tan leather. Tip. trans. 42K mi. Exc. cond. Loaded! \$20,000. Mike Van Klaveren 309.441.6108 after 3:30 pm, e-mail miketeri@geneseo.net.

1995 993 Coupe Red/tan. 18K mi. 6-spd. B&B sport exhaust. Performance chip. Twin-Turbo frt. spoiler. 17" wheels. ABD. Rear wiper. Full leather/power seats/wood shifter/HIFI sound. Orig. owner/dealer maintained/garaged/looks, runs great. \$50,000. Laurent. (w) 312.578.5175 or (h) 773.472.7014.

1998 993 Carrera S Coupe Arctic silver/gray leather. Wide body. Motor sound package. 18" wheels. Rear wiper. Hi-Fi sound. AM/FM/CD & holder. Litronic headlights. Ltd. slip w/ABD. Pwr seat package. Alum. dials. Porsche mats. \$78,000. Joe 815.398.6411.

OTHERS/PARTS

Trailex Trailer for 911/930 Model #G-7541HS. Includes ramp, electric chock, spare wheel and straps. NEW PRICE - \$4000 firm. 630.377.2106

Trailer & Hitch New in Jan., electric brakes \$1600. Reese load leveling hitch \$300. Jim Hopp (w) 630.801.7257 or (h) 630.896.2569.

1972 BMW Antique Motorcycle Black. 500 CC boxer eng. 12K mi. Orig. cond. New tires/battery/windshield. Runs/looks excellent. \$3,900. Ares Liakouras (h) 773.237.6650 or (pager) 312.688.4449.

1988 Jeep Cherokee Limited 102K mi. Black/flawless leather int. Oil changes every 2K mi. Class III hitch never used for towing. Recent 100K mi. tune-up. New power antenna/converter/windshield/muffler/cat.. Executive maintenance/showroom condition/new Jeep on order. \$6300. Rich Rybar. Oakbrook, IL. (w) 312.240.2566 or (h) 630.850.9553.

1994 Ford Explorer XLT 4x4 Black/gray leather. V6. Factory tinted glass. AM/FM cassette. New tires/alignment/shocks. Runs perfect. Extra clean. \$10,995.75. Nick Brenkus (w) 847.540.2258 or (h) 630.529.0911 (before 9 pm).

1986 Mercedes Benz 190 2.3 16 valve, Cosworth head, 5 spd., headers, ltd. slip, BBS, Yokos, Euro headlamps, car cover. New complete exhaust with cat./brakes (complete pads, rotors, fluid)/timing chain & tensioner. Recent battery. Updated Sony radio with CD. Carpeted, floor mats. Adult owned/driven. Rare vehicle. Factory built. Strong & straight. Under 90K mi. \$16,000/OBO. 'Uncle' Frank 847.543.1843.

1998 Mercedes Benz 230SLK Roadster Silver metallic/charcoal. Loaded. Heated seats/K2 package (phone & CD). 900 mi. \$47,000. Thomas Kelley. (w) 847.706.4358 or (pager) 312.359.4221.

BBS RS Wheels 3-piece alloys; 7x16 (RSO12) 23mm offset & 9x16 (RSO14) 11 mm offset. Centers painted Marine Blue. Fitment for all 911's w Carrera flares and Turbos through 1989. \$800. John Damas 630.257.7448 or e-mail: jmdamas@aol.com.

Tires (3) Michelin Pilot 205-50-ZR16

MXM tires with approx. 25K mi in good cond. Orig. equip. on Volvo 850 Turbo. Priced to sell! \$40 ea./\$100 for (3). Drive a Volvo 850? Buy these tires & save big bucks! Scott or Sharon Lynn 630.513.0091.

911 Fiberglass Whale Tail (new) w/oem rubber lips and grill \$450/OBO. Lou Morabito (w) 847.404.4968, (e) 847.949.8131.

'65-'73 911/912 Parts (4) BFG Comp TA tires 225x55ZR16. Surprise box of misc. 911/912 parts at \$1.00 per lb. Other parts: inner fenders, doors, lids, more. 2.0, 2.2, & 2.4 engine & parts. Escort radar detector. Engine, transaxle, body, interior, suspension, electrical, etc. SASE for list & pricing or <http://members.aol.com/porschelvw>. Ricardo Gonzales, 8037 Lake Shore Dr., Gary, IN 46403-1339 or 219.939.9946.

'72 911T Parts New Ferodo brake pads \$25. Steering wheel \$75. Front sway bar \$50. Tool kit \$25. Rear valance \$100. Four (4) discs \$50. Rear bumperettes (chrome) w/bar \$150. Mark Squitieri 708.354.9455 (before 8 pm).

'73 911 Parts S bumper, primed; T bumper, yellow; 7x15 alloys; Orig. 6x15 Fuchs w/Michelin; Bra; Tool kit; Center wheel caps; 74 alum. trailing arms; Orig. AM radio. **Misc. parts:** fuel tank; F&R torsion bars; Drop links; Rear seats, brn.; Pair seat belts w/covers; Door pockets; Carpet, brn.; Heater system; Mahle air filter new. **911 SC Parts** Sport muffler, great sound, extra HP, exc. condition \$150. Call for prices. Ed Duffy 630.305.0779 or fax 630.305.9141.

911 Parts Frt. rotor disks for '70 - '83 (and some other cars) 911 \$30. L/R window motors from '74 911 \$25. Anthony Lisanti, 464 N. Aberdeen St., Apt. 1F, Chicago, IL 60622.

Early 911 Parts Fuchs 15x9, 16x7 with rubber \$300/set. '67-'73: Fr. bumper \$100, eng. lid \$50, trunk carpet-NEW \$75, blk Targa carpet set -NEW \$100. '90: Facet fuel pump -New \$75, Bosch Coil -NEW \$50, heater blower \$50, baby Tornado mirror drivers \$15, chain tower covers \$100 pair, NEW cam chains \$30, hydronic tensioners \$40. '77-'87 leather interior - electric seats, door panels, pockets, top rail. '67-'73 fuel tank \$50, new

seals, Targa vent windows, front fender/body. Targa rear seats. Doug Coup (eve) 847.426.0387, (days) 847.426.0357 or dcoup@lighthouse-mkting.com.

911 Parts Tan interior, highback seats, dash, door panels, top rail. Carrera whale tail, fiberglass tail/lid w/OEM rubber lips & grill \$300. '69-'73 Coupe window frames & vent glass. '74-'86 engine lid, fr.. fenders - SC rear SC flares. '76-'83 fr.. & rr. bumper complete w/Bellowes. AIR 935-3502 fr.. bumper w/headlights, electric window motors. Bill Shaw 847.426.8093 or dnhmktng@aol.com.

911 solid torsion bars, fits all 911 and Turbo '65-'87, 21mm frt, 27mm rr. \$250 set; **944 Turbo S forged alloy wheels** (2) 7½ x16 & (2) 9x16, not concours, but perfect for track \$1,000. **944 front Koni Gas sports struts** KO-1136LS & KO-1136RS fits 944 '85-'89 and 944 Turbo '86-'88. Also 200 lb. frt springs for same application. Auto-motion list for setup is \$919.96. Will sell for \$600. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm).

Twin Turbo/Carrera 4S wheels/tires fit stock car BFG R1's (65% left) mounted on Forgeline 5-spoke alum. 315-35-17 tires on 11.5x17 wheels (rr) & 245-45-17 tires on 8.5x17 wheels (frt) Go faster/save your street set up! \$1700 (set of 4) Jason Brown 630.497.9001.

'91 911 Porsche Car Cover & 2-piece Bra Cover \$80. Bra \$70. Dennis Kostic 630.357.0843.

2.7 "7R" Case All worked completed by Jerry Woods Enterprises, Feb. '98. Resurface, line bore, case savers, anti-shuffle pins, clearance case for C2 oil pump. Case \$1560. New C2 oil pump

& drive \$735.00. Mike Southard 847.294.3689.

'86 944T Parts Brey-Krause Harness Guide Bar \$250. Brey-Krause fire extinguisher mount \$40. BFG R1's: two 235/45ZR17, one 255/40ZR17 \$125 each. Stock A'arms, torsion bars - best offer. Buyer pays freight. Steve 847.673.5218.

'86-'88 944 Turbo Parts 4 Wheels 8x16 'phone dials' with used (2) 225x50 & (2) 225x45 R1's \$200 each. New (2) 245x45x16 R1'S \$150 EACH. Used Koni sport shocks & struts \$200. Jeff Edgar 630.545.2730 or e-mail jeffreyedgar@msn.com.

'87 944S Parts Four (4) discs \$50. Used brake pads \$10. Steering wheel (no airbag) \$50. Front sway bar \$25. Mark Squitieri 708.354.9455 (before 8 pm).

944 Turbo Parts R1's 245x45x17 & 275x40x17 \$75 ea. **Bodywork** Bumper cover \$450. Complete doors w/glass wiring harness window motors, mirrors. Headlights, headlight motor \$125. Rear hatch glass w/spoiler \$350. Rear bumper \$250. Black interior. More parts available, call with needs. Buyer pays shipping. Andy Mandell 847.433.8622 or e-mail: trba951@aol.com.

944 Parts Harness bars: Stable Energies \$150, Brey-Krause \$300. Water pump ('83-'85) #10602109 \$125. Jim Hopp (w) 630.801.7257 or (h) 630.896.2569.

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Copies of July 1998 Chicago Scene Good condition. Susan 847.674.2285.

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Oversteer

We Work For Food
by Tray Anderson
1998 Charity Coordinator

Almost everyone has visited the Taste of Chicago one summer or another. For those of you unfamiliar with this Chicago tradition, various restaurants set-up booth's in the Chicago's lake front area known as Grant Park. At bargain prices, visitors have an opportunity to sample foods from the restaurants' menus and listen to live music. One such restaurant at this year's Taste (as well as the previous ten) was Chicago Region PCA members Dan and Linda Bacin's Bacino's Pizza.

As 1998 Chicago Region Charity Coordinators, Danita and I had the opportunity to have a unique perspective on this year's Taste. We had asked Dan and Linda to help subsidize the cost of the dinners for A Golden Concours by catering the event for us. One favor deserves another and the next thing I knew, Danita and I had "volunteered" to work at the Bacino's Taste of Chicago booth one Sunday afternoon. I said to myself, "Self, Danita and I can handle one afternoon. How hard could it be?

We did pledge to do anything and everything to help Lincoln Park Zoo, this year's Chicago Region Charity beneficiary. Let's do it!"

On the Saturday evening before our scheduled Sunday we asked our good friend Linda what time should we show up. She laughed and said, "Anytime after 11:00 am." I jokingly replied, "We work for food; we'll be there at about noon."

We showed up at the appointed time on Sunday, donned our blue Bacino's Polo shirts and were ready to work. Our enthusiasm, however, quickly evaporated the moment we stepped inside the booth: the pizza ovens and the outside temperature combined to produce inhumane working conditions. So I said to myself, "Self, what were you thinking? Pizza ovens baking on the hottest day of the year! Duh".

Fortunately for all involved, our task for the day was a no-brainer. We only had to place a slice of pizza on a plate and hand it to one of the salespersons. What Linda, our one-time- friend-turned-imperialist-slave-driver, conveniently forget to mention to us was that there would be thirty aggressive, for-commission salespersons screaming

"SAUSAGE, CHEESE, SPINACH"

at the top of their lungs. I thought I was at the nearby Chicago Stock Exchange dealing with a critical

decision to Buy or Sell (my soul to the pizza gods, I suppose).

After the first hour, I had my first break. It lasted about 8 seconds ... the entire afternoon was non-stop pizza-plating. During my "break" I looked back at Linda. She was laughing at us. I said to myself, "Self, you poor bastard. I wonder if you can instigate a company-wide strike amongst the workers. The strike slogan would be

"PIZ-ZA NO!
LET THE BROTHER GO!"

And where was Dan during all of this? I had a mental picture of Dan, sitting in his cool climate controlled wine cellar, tasting his wines, and toasting me. Poor bastard!

By the end of our shift, my head was spinning around like tossed pizza. But we did it! Linda, our one-time-fascist- regime-turned-best-friend, thanked us by providing us with second row center seats for the Smoky Robinson concert. As we listed to the concert, I said to myself, "Self, you are one lucky SOB".

Thanks Dan and Linda for one hell of a time.

(Authors Note: As of the beginning of the last week of July, we have less than 3200 tickets left. We have begun our national ad campaign and now expect these remaining raffle tickets to go quickly. Please order your raffle tickets now so as not to be disappointed later.)

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