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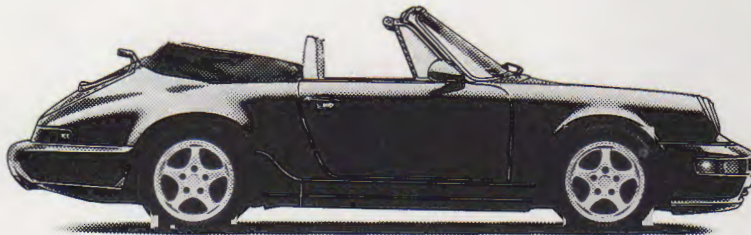
DECEMBER 1992

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

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COVER:

Doris Voce (dedicated newsletter editor)
and her '86 944.

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CHICAGO REGION 1992 CALENDAR OF EVENTS

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

WHO'S WHO



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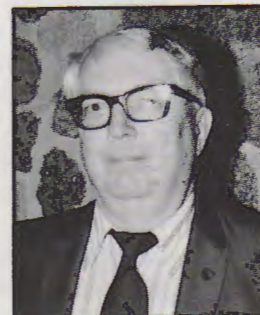
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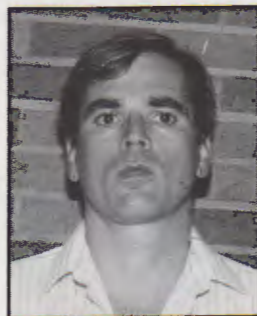
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IN GALLAGHER'S GEAR

I cannot believe the year is over. It has been a great year! When I took this job, I didn't know how much work it would be and how much fun I would have doing it. I had a ball and believe the club has changed in a positive way. I would like to thank the membership for their support and the officers and board for all their hard work. I really believe that we have achieved in making the club into a more fun place to be.

I would especially like to thank several people. Doris Voce has edited the newsletter for the last four years. If she hasn't worked harder for this club than anyone, I would not believe it. Unfortunately, Doris will be moving to Arizona. She has done a terrific job. When she first started, she knew no one and the newsletter reflected that. In the last few years she has really put out an outstanding product and it mirrored her love for the club and its membership. I have been Newsletter Editor, Treasurer, Vice President, and President of this club. After being the Newsletter Editor, the next biggest pain in the ass is the job of Treasurer. I cannot tell you what a great job John O'Keefe has done and what a great pain in the ass he was. This man checked out everything, dotted the I's and crossed the T's. Many a night he showed up at my door to get the checks from Blackhawk or to ask questions. John, several times I wanted to shoot you but you were one great Treasurer. I hate to lose you.

While on the subject of loss, I once again regret to inform you of the loss of another much loved member. Our Chief Driving Instructor, Russ Iser, died recently. Russ has probably taught more members how to drive correctly than anyone else. I wrote him a letter and told him he couldn't die because I needed him too much. Russ, you will be missed. I hope they have a race track up in the sky with a lot of 944 Turbos to go around.

The recent concours at Bill Jacobs was a terrific success. Garvy and crew must be doing one hell of a job because about 200 Porsche Pushers showed up at the event. I do not mean 200 Porsches but club members. The concours itself was a lot of fun as the Stuttgart marque was mixed up with the inferior import from Bavaria (BMW). Sorry, BMW Club. I really want to thank Bill Jacobs (nice trophy - yes, Peggy and I won one), for his facilities, supplying great trophies and pop, Dan Bacin for the fabulous pizza, and Bill Garvy for putting together the whole thing. We are going to do it again next year.

The November board meeting was an epic. Usually our board meetings last a little short of two hours, this one lasted three and a half hours. We did do the impossible. Here are the Gymkhana/Autocross Classes for next year. Class 1: 356, 914/4, 912, 924; Class 2: 924S, 924S2, 944; Class 3: Improved 4 cylinder; Class 4: 2.0, 2.2, 2.4, 914/6 and 928; Class 5: 944T, 944S, 968, 930; Class 6: 2.7 and 3.0 911; Class 7: 3.2 and 3.6 911; Class 8: Improved 6 cylinder; Class 9: Modified. The bumping schedule goes this way 1 > 2 > 3 > 4 > 5 > 6 > 7 > 8 > 9. Three cars are necessary to make a class and cars will only be bumped until three cars are present. This rule does not apply to the modified class. I believe the committee composed of myself, Ed Leed, John Ruther, Greg Turek, Harold Beach, Rip Patterson, and Arnold Zann has tried and succeeded in making things as fair as possible. We admit that there will be no classification that is totally fair but this is about as fair as we could make it. If you have any bitches or changes, please come out to the annual meeting and express yourself.

The board has approved the calendar for next year. Several things of interest; we have increased the number of rallies from three to four, the number of gymkhanas/autocrosses to five and the number of social events to seven. This may sound impossible but what we have done is to increase the number of events by combining them so as to decrease the total number. Rallies increase by one to four, gymkhanas by one to five, concours stays at five and social increases by one to seven. The total number of events drops from 26 to 25. For example, the Annual Charity Gymkhana will feature a joint concours with the Mercedes Benz Club. Not only should we raise more money but we should have a better time. But as I said before, if you don't like these ideas, come to the Annual Meeting and tell me so.

The Annual Meeting is set for January 24th. I have set it at the Weinkeller Brewery in Westmont. The board decided to try and make the meeting fun. Come on out and sample some great beer, learn about your club, let your opinion be known, and also learn a little about rallies. All of this will be free of charge. I really hope a good number of you come out. You might be surprised to learn how responsive the board is to the wishes of its members.

Once again, the February Restaurant Tour will take us to Chef Karl's in Libertyville. If you enjoyed the good Chef's food at Blackhawk, just think how much better he can do at his restaurant. This year we will be taking

out insurance because I am sure that crazy German will have an impromptu gymkhana around his parking lot.

If anyone out there is interested in chairing an event next year, please let us know. As of this writing, an event chairman for the April rallye is needed. Also, Peggy is looking for a few good people to do social events, in particular, next year's dinner dance. if you have the desire to serve, please do not hesitate to volunteer.

Well, that is about it for now. Peggy and I would like to wish you a very Merry Christmas and a Happy New Year. Hope you have a Joyous Holiday Season. See you at the Annual Meeting.

Dan

ANNOUNCEMENT


The results of our election are in. Congratulations to the newly elected officers for 1993:

President - Dan Gallagher
Vice President - Rip Patterson
Treasurer - Chuck Bittman
Secretary - Jeff Girard
Director - Arnold Zann
Director - John Ruther

Let's all work together to help our Board of Directors make 1993 a great year!

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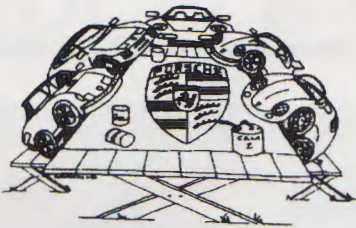
Annual Meeting, Beer Tasting & Rallye School

DATE: January 24, 1993
1 P.M.

PLACE: Weinkeller Restaurant,
651 Westmont Drive
Westmont, IL (708)789-2236
One-half block north of Ogden Avenue,
behind Laurel Mercedes Benz on Ogden Avenue,
between Cass Avenue and Route 83.



Yes, folks you read it right. Your Board of Directors is trying to improve attendance at our Annual Meeting by making it free! The meeting is being held at a micro-brewery. All who attend will be treated to a sample of the six different beers they brew there and then rate your favorite. Sandwiches and hors d'oeuvres will also be provided at no charge. This is our way of thanking you for a great year in 1992.



After the meeting David O'Bryan will run a rallye school geared to teaching the novice the tricks of the trade.

As this event is scheduled on a day when there is no football, you have no excuse not to attend, so come on out and let your opinions be known, find out about your club, sample some great beer and have a good time!

WELCOME

TO OUR NEW MEMBERS

By Lee Lichtenstein

Linda & William Bein
Elkhart Lake, WI
1969 912

Jim & Gwen Beltrame
Downers Grove, IL
1987 911

George & Bernadette Biskup
Naperville, IL
1992 Carrera 2

Dan Dowell & Terry Hubbard
Milan, IL
1986 928S

Joel & Bonnie Haber
Highland Park, IL
1990 Carrera 4

Ron Hayden & Nancy Misk
Oak Park, IL
1985 911

Michael Hintz
Frankfort, IL
1983 944

Phillip Holland
Highland Park, IL
1973 911T

Jerry & Marianne Kowalczyk
St. Charles, IL
1986 911

Bohdan & Krystyna KroczeK
Glencoe, IL
1991 Carrera 4

Eugene Liss & Shawn McDowell
Oak Park, IL
1979 928

Kurt Madvig
Lisle, IL
1987 944S

Fred & Dawn Marchese
Woodridge, IL
1987 928S4

Phillip Marquez & Colleen Campbell
Gary, IN
1972 914

Stephen & Susan Maslen
River Forest, IL
1970 911T

Harry & Betty Minnick
Morton Grove, IL
1992 968

Robert & Laura Munch
Joliet, IL
1987 911

John & Elizabeth Oliver
Flossmoor, IL
1982 911SC

James Oppenheimer
Chicago, IL
1973 911RS

Frederic & Elizabeth Renold
Northbrook, IL
1992 968

Martin & Nancy Saltzman
Inverness, IL
1992 Carrera 2

Scott Sanda
Westchester, IL
1986 944

David & Judy Schoenberg
Glenview, IL
1986 Carrera

Richard Sturm
N. Barrington, IL
1986 944T

Gary & Joan Tatje
Arlington Heights, IL
1989 944 TS

Ned & Maureen Thornton
Janesville, WI
1986 944

Angelo & Mildred Vera
Oak Lawn, IL
1986 Carrera

Tom & Marilyn Verachtart
Wheeling, IL
1986 Carrera

Casey & Suzanne Wisniewski
Orland Park, IL
1986 944

Patrick Womack & Richard Fisher
Chicago, IL
1983 911SC

David & Nancy Worsley
Arlington Heights, IL
1986 928



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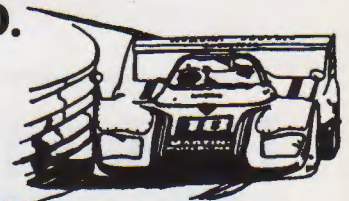
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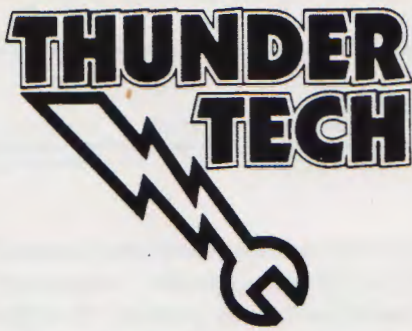
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THE FAST LANE

By: Dick Badler

You say you keep finding funny mail-order catalogs lying dog-eared around the house, open to odd Brookstone-esque objects that are mysteriously circled in red ink? And, late at night, just as you're about to nod off into that endless pit straight, your significant other starts trying to get a rise out of you by whispering questions about whether you need a new jacket, or tie or pull-over or moccasins?

Ah yes, of course, it must be Holiday gift buying time again. And, once again, you're falling into that "hard to get something for, because I just don't know what you want" category. The solution? Make a list, check it twice and leave a few copies in strategic locations around the house -- on her pillow, in the microwave, next to the phone. Hey, it's the least you can do. You don't get anything if you don't ask. I've done mine, and it's my pleasure to share it with you. Feel free to build on it.

1. The Porsche Design chronograph that's made of titanium. You know the one, where the stopwatch buttons are embedded flush with the crown, and it says "Titan." I can't wait to wear one to my next staff meeting, and then watch all the darting eyes, getting eyestrain from trying to read the manufacturer's insignia. When your better half checks the price and begins to swoon, tell her it'll be double next year, when they bring out the carbon-fiber sandwich monocoque version. And the rumor for the following year is the world's first timepiece made from "unobtainium." It's not a watch, it's an investment in time.
2. A gift collection of tee shirts, in assorted colors, with an accompanying stencil/iron-on kit, so you can create your own Porsche mottos. Wear a different shirt every time you take out your car. You can tell her this one has "family fun" written all over it. Be creative and make a game of it with the kids. Here are a few starter ideas. For sis, "My dad still makes me sit in the jump seat of his Porsche, and I don't fit anymore." And for her, "Porsche - you can't drive a fur coat or a diamond ring."
3. An all-expense-paid trip to Pomona, CA for the annual Porsche swap-meet that's advertised every year in "Panorama." It looks like fun, especially when the wind chill back home is in negative figures. Tell her, sure there's great shopping. It's as big as The Mall of America, only outdoors. They can do that in L.A. If she still won't go for it, hum a few bars of "It Never Rains In Southern California."
4. She wants to go abroad? Fine, let's go to Europe! Just us. We'll see all the sights -- London, Paris, everything. You can see a lot from 30,000 feet. We'll land in Stuttgart, see, where there are some great museums. And we'll visit another museum in Munich, too. Art museums, absolutely. With sculptures, rolling sculptures. And, of course, we'll rent a car to get from one museum to the other, something like a ... you get the idea.
5. A camera. Any camera. As long as it's light and loaded with very fast film, the fastest sold. Tell her you'll need it for the European trip. Now, when you get into your, uh, rental car, and get on the autobahn entrance, give her the camera and gently explain that you are about to bury the speedometer and tachometer needles and you want a record of the event. Her job is to stretch back over your shoulder and shoot the dashboard and the road ahead. Be sure she knows to get a German road sign in the frame. Tell her to focus on the "Titan" letters on your watch. It's for the album, the family photo album.
6. No gift list is complete without a book. Actually, I want a register, one that details every celebrity who owns or has owned a Porsche. We can start with Steve McQueen, James Dean, John Dean, Robert Redford, Jerry Seinfeld. This item has tremendous potential for solving arguments over which movie to see, what to watch on TV, whom to vote for and assorted purchasing

decisions. Need a computer software program? Bill Gates has a 959. My man!

7. Another book I want -- an owner's guide to car waxes. Which one is best? Zymol? Malm's? And how should they be used? In a swirling motion? Straight lines? Small sections at a time? All over the car in one fell swoop? And while we're at it, how about a guide to cleaners, rubber treatments, leather preservatives, glass de-foggers, floor mats, driving lights? There's a real need here.
8. Never mind. Just get me the Zymol wax that Ralph Lauren used on his Bugatti at Pebble Beach. My dear, you have your hair coloring, I want my wax. I'm worth it.
9. A highlights video, of the greatest car stuff from the silver screen. Think of it. The chase scenes from "Bullitt," "The French Connection" and "The Blues Brothers," along with all the in-car camera work from "Le Mans," "A Man and a Woman" and "Grand Prix," all edited together in Hi Fi VHS, with Surround Sound. With a tape like that, you may never need to go racing again -- or to the movies.
10. All right, all right, all right. If all else fails, a new Porsche. Any new Porsche. Any model, any color. In the true spirit of the Holidays, it'll be our little gift of joy to those in real need, the people at the factory.

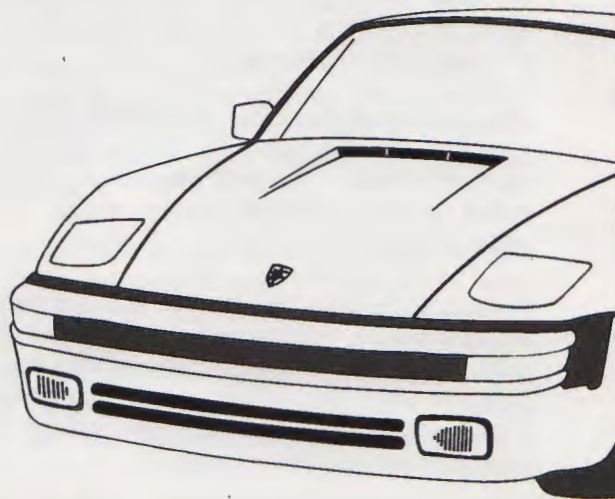
No, dear, I'm not difficult to shop for. Not me.



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THERE IS NO SUBSTITUTE

By David O'Bryan

The '92 season is almost complete. The Bill Jacobs' Concours is now over and it's time to put all those clean cars away for the winter. There remain but a couple of events, neither demanding the car for which "there is no substitute."

There really is no substitute for your pride and joy. After graduating college, yours takes the shape of an '88 GTI 16V. What a blast that little car can be until one day when you are driving to work and some lady in a rusty Datsun decides to run a red light. What a blast it (repaired) still is when a cabbie decides to pull from the left lane into speeding traffic on the Kennedy on Mother's day.

There must be something about that car. It's not quite James Dean's Spyder, but why risk it. You are determined to make it work for you, but you think a vacation from it will be best for awhile. You put the car away, far away, 100 miles far away. Not so oddly enough, your summer's weekend get-a-way spot happens to be there. Well, you don't want it to forget you. The odometer reads about 10k. You call your insurance agent and tell him to make your Jeep the primary vehicle. A nice big boring ride.

That big boring ride takes you through the next ten months or so. You're ready. The car is ready. The weather is ready. You call your insurance agent to switch the primary vehicle on your coverage. That car still is a blast!

Gallagher's first Blackhawk of the year is in early May. Michael has his '87 European 16V now and you are ready to duel. You don't tell anyone that you had a BIG anti-sway bar put in the front during the last repair, or that you ordered an upper strut tie bar for added security and it's on its way.

You are at work the day after your birthday - not pleasant to begin with. Making your way to lunch, you follow your sister down the stairs and to the door. She exits and turns to you quickly, panicky asking you where your car is. You reply that it's in your assigned parking spot. She disproves this, dragging you out the door.

You call the police and then go down to the station.

You can't recall a more depressing day. When you make it back to work, everyone consoles you. It doesn't help. The receiving dock calls to tell you a big UPS package just arrived for you. You have to send it back. You hope Gallagher will refund your money.

You can't live on Jeep alone. The summer is just beginning and you need a car to substitute your lost GTI. Porsche! You want a Porsche. You can't afford a 911, nor would you torture one with being your commuter. After all, you want a fun car you can drive every day. Enter the 914. A six falls prey to the excuses above. You begin shopping for fours. After shopping all over Chicago and suburbs for weeks, you find one in the neighborhood in which you were raised. It's perfect for you.

You are in love. There is no substitute. So what if it was originally a 1.8, it's a 1.9 now and it is yours. Its engine is behind you as you captain it, It has Webers. It has a Norris cam. It has been lowered and sits on Mahle wheels wrapped with 195/50s. It has Turbo tie rods. It has 110# rear springs with Konis all around, It has your name on the title.

You drive it and it feels great. Those Webers sound great. People look at you and ask what the h-e-double hockey sticks it is.

After about two months of push starting it when the engine is hot and the mood is right, you add on the Ford starter relay you bought at Napa for six bucks that Performance Products from California sells for twenty-five. Now it is reliable too. You still want more. You add Bursch exhaust. Now it really sounds good.

You take it to Blackhawk and blow the engine. You're thankful that at least you still have the car. Fischer builds you a 2.1 liter. Definitely more pull. You picked the car up on Friday night from Fischer's. Saturday is Blackhawk Oktoberfest. Nothing like breaking in an engine for fifty miles before takin' it to the track.

After another month of commuting, away it goes for the winter. During this time you replace the stock heat exchangers for stainless steel. You strip the underside and wheel wells, repainting and recoating. You don't plan to concours this car, but you think it has earned it. You strip the wheels and give them a new finish. Then you mount Yokohama A008 racers on them.

You replace the front inserts with adjustable Konis. Then you feed this beast the best there is, Bosch Platinum, Redline, Mobil One.

The first Blackhawk approaches and you are ready to eat some track. The afternoon before, you are roaring up Highway 41 in Highland Park. You spot a lowered RX7 ahead of you. You notice the exhaust sound from his car is not stock. You are side by side at the next light.

The light changes and you both have it to the floor. You take him with ease to 70 miles per hour until your short gearing gets the better of you. This is repeated at the next light. Again you take him easily.

He pulls up to you at the next light and asks if that is still a one-eight. You respond by asking him what he thinks.

The car sticks like glue at Blackhawk. The new turns really seem to suit your car. You become mildly perturbed at the horsepower junkies who slow you down through the turns.

Returning from Wisconsin one Sunday night, you are toyed with by a hick in a Monte Carlo heading down Highway 50. You don't give in until you close in on the next combination of turns. When he hears you downshift, he responds in turn. The corners ahead approach quickly as your speed goes to 100. The Monte Carlo is right next to you and will have to slow down any second. He does. You don't. After the turns, your passenger, the younger co-owner of the first place B-Class concours winner at Bill Jacobs, advises you to slow down and wait for the 912 soft window behind us. Well, the older co-owner was at the wheel and you don't have to wait any longer than it took to think about it. There is no substitute, for even four cylinder Porsches.

You have rallied in the car and done well. After all, you did capture second overall last year, your first year out. The episode from those enough to fill these pages. The car handles great at Blackhawk. Michael makes a deal with you to trade a session in his 16V at Blackhawk for an opportunity to be a second driver in your car at Utica. You have never autocrossed before but he tells you the car is ideal for it. Deal.

You celebrate your girlfriend's birthday on July 7th. At work the next day, you remind yourself to schedule more days off following birthdays. You walk down the stairs and out the door at the end of the day with a friend from work. As you turn the corner to the park-

ing lot you see nothing. You see nothing where there should be a shiny black 914. Same parking spot that swallowed the 16V. Losing the GTI was one thing, but this VW had P-O-R-S-C-H-E across the engine lid. You feel worse than ever. What is happening to this world? You're almost used to it. NOT!

Condolences abound. The most notable a fax from London the very next morning. Danny writes that it's sad that our Porsches have to be for weekend use only. He and Michael have just experienced a blown engine in the 912 only days before Potter's Picnic. They can write that story.

You hop in the company van and head to the police station. You tell the lady in blue behind the desk what happened. She asked from where and was there a sign about towing unauthorized cars. You can't believe that she doubts you. You know the car was stolen and you tell her so. Instead, she tries to run your plate on the computer to check if it was towed. She can't get it to work and calls over Sergeant So-and so. He comes to you and asks where it was towed from. You tell him she thinks it was towed, you know it was stolen. He responds in a tone of voice as though it will be too much of a hassle to do and that you might as well just walk away and forget it. He tells you that you'll have to fill out a report. Why the hell does he think you're here?

You feel as though you are stuck inside a really bad movie. You want to cry out like a mother whose child has just been kidnapped, but you have lived in the city long enough to know that whatever you say will not bring out the S.W.A.T. team you want searching the area until your baby is found. Now you wish you were in that movie.

No Porsche. No way. You open the *Scene* to the back pages. You can't recall seeing a 914 back there for two years, but this issue has one and it sounds great on paper. You call. You meet. You are asked not to mind the dust for it's been inside for ten months. You notice Webers, stainless steel exchangers, Bursch, Konis, strut bar, five-point harness, the car has been lowered (a lot), and it's black. You need it. You buy it two days later. You're thankful you don't have to check with your wife.

This car will never know where the office is. Perhaps, as a result, you'll learn to substitute once again.

When I sat down to write this column, I intended to write about Club Rallies. With the deadline here tomorrow, I will have to defer that until next month.

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REAR VIEW MIRROR

BILL JACOBS PCA/BMW CONCOURS

By Michael Gallagher

Last driven, our 912 was running smoothly, finally on all four cylinders, through the Wisconsin countryside. Top down, rear window out because it's a soft window Targa, blue skies and sun were upon us. This was Porsche weather and Labor Day weekend could not have been any better.

One week later Danny and I resumed working on the Porsche for the next concours. Boy, the car was a mess. Our '67, nicknamed "Softy", was filthy; rain, cowshit and dust was everywhere. I even found some of my girlfriend June's hair in the glove box. Danny assured me that the other cars at the concours were also dirty from the trip home.

For the next six weekends we used over 2,000 Q-tips in our attempt to clean our car. The bottom of this car is cleaner than Christie Brinkley's body and it's not even judged in our group! Danny even went so far as removing the aftermarket AC system. He said, "Who needs it anyway, besides the car must be a little faster now!"

Driving the car to Bill Jacobs for the fall concours was a winter experience. Snow was falling on this "fall" day. "This is not Porsche weather," I shouted to Dan. In all, over fifteen Porsches gathered for an excellent concours organized by Bill Garvy. As usual, competition was fierce, with all the cars looking great.

Many thanks to the various PCA members who came to see all the clean cars, the Windy City BMW Club, and to Bill Jacobs and his helpful staff. Also, thanks to Dan and Linda Bacin for providing their tasty Bacino's pizza and to Bill Garvy for another great event. I also must thank my girlfriend, June, for putting up with this silly car stuff for over two years.

Come out to next year's events; you can take much pride in a really clean Porsche, and enjoy the aspects of concouring. Besides, even Roger Penske believed that a cleaner car was faster than a dirty one. Rumor has it that he would wax the bottom of Mark Donohue's winning 917 Can/Am car, at least that's what he told the competition!

WHEN WE WERE YOUNGER WE ALWAYS FOUGHT

By Daniel J. Gallagher

My brother Mike and I have been members of the Porsche Club since we were born. In our youth (does 26 qualify as middle age?) we would fly around the infields of Blackhawk and Elkhart on our mini-bike and go-kart emulating the cars of our elders. Two years ago we finally bought our first Porsche, a white 912 Soft-window Targa "Babe Mobile".

My Father had driven us up to Wisconsin to pick up the car. After giving Cy Ling our entire life savings, we got into our 912 and told Dad we'd see him in Chicago. The car wasn't fast, but it was beautiful. It was ours.

Since that time Mike and I have spent countless hours completely restoring everything on the car except the exterior paint. We agreed to keep our costs to an absolute minimum, but to use our maximum effort. We thought that with our Porsche experience, a restoration project would be easy. We were wrong.

At first the going was slow, we didn't know where to start. Our work was awkward, and it felt like the car was digressing. I went to London for a year of law school, Mike was left alone with the car. The engine was completely rebuilt. Mike finished scraping the bottom and completely repainted it. I don't know how many hours he spent on his back.

When I arrived home I recognized our beauty, but soon realized she was a new machine. As I looked closer, I began to point out minor flaws to Mike, he was furious. We began to complete what we thought were "the final touches".

We forced our girlfriends to assist us with cleaning duties, something neither of them felt was funny. The "Babe Mobile" only elicited phrases of care; "Don't touch that!", "Take off ALL your jewelry before going out to the garage", and "Watch your feet!", are hardly the words that make women purr with joy. In September we took her to Elkhart Lake; we brought the girls along also. As the girls slept the morning of the concours, Mike and I were behind the hotel cleaning the car. Somebody asked us if we were entering the concours, we told him we were pre-teching the car for wheel-to-wheel racing.

What we thought was a completed car took third place. The judges pointed out the flaws in our car for us (it seems Myron Walters found some cheese crumbs in the interior). David O'Bryan, rallyist extraordinaire, our best friend and honorary brother, showed up with his new 914 and told us he intended to enter Class C at the next concours. Dave thought it would be easy, Mike and I grinned. Then Mike and I took turns driving the women around the track on parade laps, the top was off and the window was down. She still wasn't fast, but she was beautiful.

After Elkhart I came home from Notre Dame every weekend to work on the car with Mike. We did everything the Elkhart judges had told us to do and more. We taped signs up in the garage, such as "Beat Yanahan", designed to inspire us to win Class B. We took out the seats, repainted the floor, and replaced every screw in the interior.

We took off all the wires in the engine and cleaned them. We forced our 13 year old sister, Kelly, to put her little hands into the crevices we could not get at (we knew Rip Patterson was double jointed). The closer we got to perfection, the more the minor flaws stood out. The law of diminishing returns was at work. Still, a few beers and a tin of Kodiak chewing tobacco were all we needed to spend hours laboring. Each time we stepped foot in the garage, Mike and I knew that this was special time we would spend together. After sharing a bedroom for 24 years, you would think we'd run out of things to talk about. Never; Mike is not only my brother, he's my best friend.

On November 8th we woke early for the "Bill Jacobs' Concours". Mike yelled at me for taking too long to respond to the call of nature brought on by the triple strength coffee. No girlfriends this time; just Mike, myself, and a Porsche we now call "SoftT" (pronounced "Softy"). On the way out to Bill Jacobs we got lost, again. We had also gotten lost the morning of Elkhart. It started to snow, Mike and I almost cried.

We pulled into Bill Jacobs to find a concours extravaganza. Fifteen Porsches ranging in age from Dale Moody's '59 Convertible D to Bruce Janecek's brand new RS America, and fifteen inferior German automobiles graced the halls of the Bill Jacobs dealership. A crowd of spectators ogled the fine German art while they munched Bacino's heart healthy pizza provided by Dan Bacin. "Excuse me kid, please don't drool pizza slobber on my car, it chashes with the white paint", was uttered silently.

Dave O'Bryan and his expert assistant Jeff Arnold

hadn't gotten lost, and their smiles reassured us of our mission. Inside Mike and I finished detailing our baby, and then the judges tore her apart (judging is always fair, but sometimes it is tougher than others). We lost points on the engine and interior we had labored over. When Bill Garvy told me we had won 1st Place in Class B, I couldn't believe it. I held out on Mike in a moment of cruelty (payback for his morning interruption of my sacrosanct ritual), and hugged him after the official announcement was made.

As Mike and I drove home in elation, we realized that there were a number of thank yous to be made. Our Dad deserves credit for 24 years of Porsche training and for helping us pick out little "SoftT". His lady Peggy deserves credit for keeping him off our backs during the last minute detailing before each event. Our Mother and sisters deserve many thanks for allowing us the use of her garage, including all the tobacco juice which has been deposited there, and for tolerating occasional forced labor. Our girlfriends deserve credit just for putting up with us, among the other blessings inherent in their nature. Our dog, once a welcome creature in the car, deserves credit for his gracious understanding of his banishment from the garage once we began to work on the interior of "SoftT".

We thank Rip Patterson, Chuck MacKay, Dale Moody and George LaCross for their never-ending patience in answering our perpetual questions about "SoftT". We thank Bill Garvy, the Concours Chairman, for putting on some wonderful shows this year. And we thank those who have judged our car, Myron Walters and many of those already mentioned, for taking the time to explain to us exactly what it was they deducted points for. The drive for perfection demands criticism.

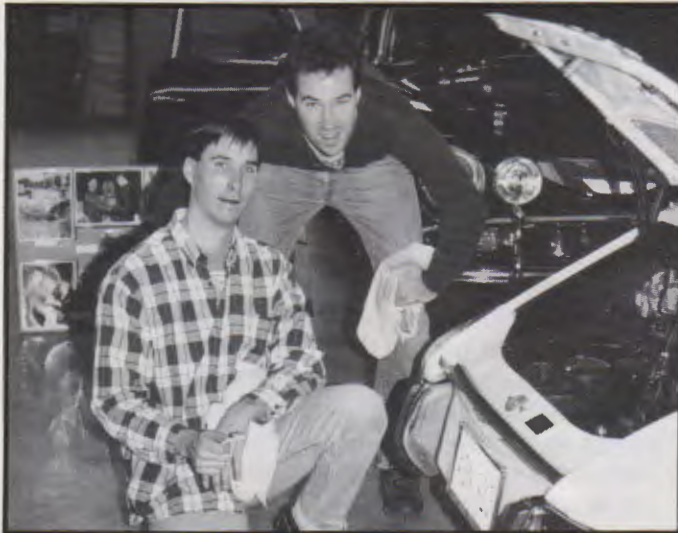
Bill Garvy has asked Mike and I to co-chair the 35th Annual Potter's Picnic Concours next year. I think Bill is hoping some of our Father's lucky Blackhawk weather will rub off on us. We consider it an honor and a privilege to oblige Bill, and we hope that we will see all of the Chicago Region members out there.

Some of you may think concouring is a "sissy" event. It's not; Mike and I have scrubbed metal with sandpaper until our hands were raw. We've dripped paint all over our bodies, and washed it off with hazardous chemicals. We've scraped our knuckles, entrapped our hands in minute crevices, and ended the day with aching backs. Lastly, we have weathered the peril of angry women who've attacked us for loving "SoftT" more than we love them. Concourists damage themselves, racers usually only damage their cars.

A clean Porsche is a beautiful Porsche, they were designed that way. There are classes available for everyone to join in the fun. If you can wash and vacuum your car, you can enter Class D, there is no need to go as crazy as Mike and I did. We have made new friends in PCA through concurring. We have restored a piece of art to its proper state of natural beauty. And, best of all, we've had a lot of fun along the way. For Mike and I, brotherly love is now the rule and not the exception. Come out next year and do your car proud. Porsche Uber Alles.



David O'Bryan's 1976 914

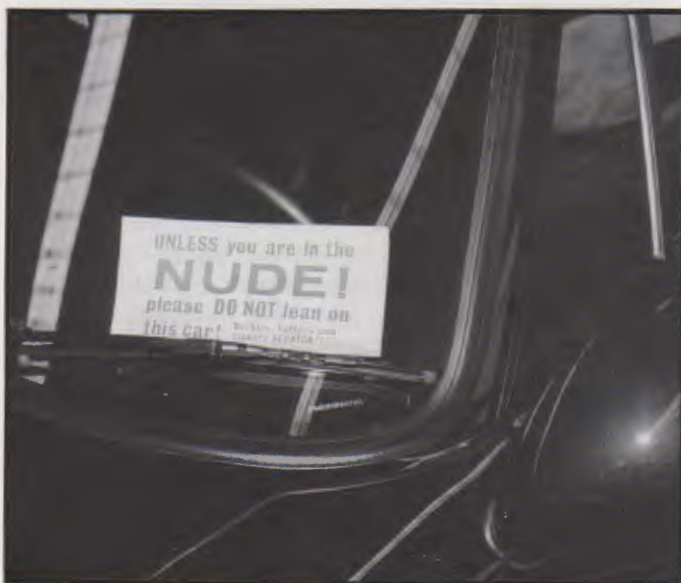


Michael & Danny Gallagher with "SoftT"

Chris Inglot



Bill Garvy's 1965 356C Coupe



Words of warning!



Bruce Janecek's 1992 911 RS America

BILL JACOBS MOTORSPORT FALL CLASSIC CONCOURS

Class A

| | | |
|---------------------|------------------------|------|
| 1. Dale Moody | 1959 356A Coupe | 303T |
| 2. Reinhart Bartell | 1961 356B S90 Roadster | 303T |
| 3. Dale Moody | 1959 Convertible D | 300T |

Class B

| | | |
|-------------------------|------------------------|--------|
| 1. Mike & Dan Gallagher | 1967 912 Targa | 215.0T |
| 2. Bruce Janecek | 1992 911 RS America | 208.1T |
| 3. Bill & Phillip Garvy | 1965 356C Coupe | 199.0T |
| 4. Mike & Sharon Metts | 1987 911 Carrera Targa | 197.5 |
| 5. Jim Jacisin | 1987 944 Coupe | 197.4 |

Class C

| | | |
|------------------|------------------|--------|
| 1. Myron Walters | 1986 911 Carrera | 179.5T |
| 2. Alan Boe | 1979 930 Turbo | 176.0 |

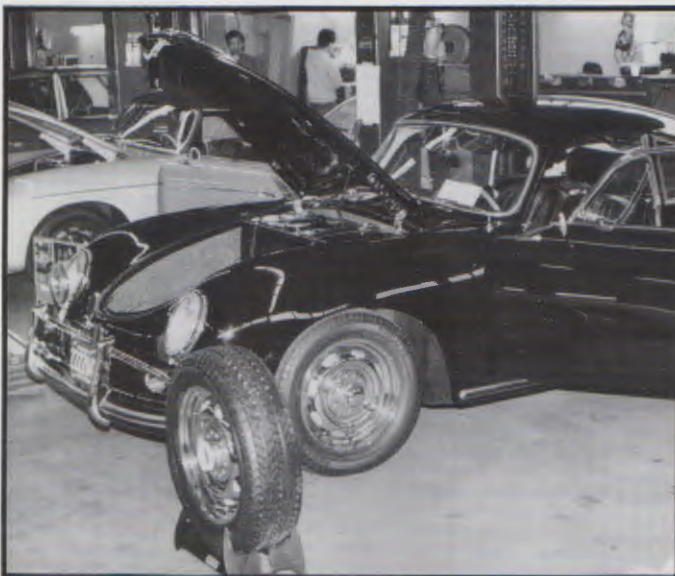
Class D

| | | |
|--------------------|----------------|--------|
| 1. Peggy Gallagher | 1979 930 Turbo | 143.0T |
| 2. Craig Stasney | 1985 944 Coupe | 136.5T |
| 3. David O'Bryan | 1976 914 | 131.0T |

People's Choice per votes of BMW Club: Dale Moody, 1959 356A Coupe

PCA Judge's Choice: Dale Moody, 1959 Convertible D

Judges: Class A: Bill Garvy
 Class B: Myron Walters & Rip Patterson
 Class C: Bruce Janecek
 Class D: Jim Jacisin



Dale Moody's 1959 356A Coupe



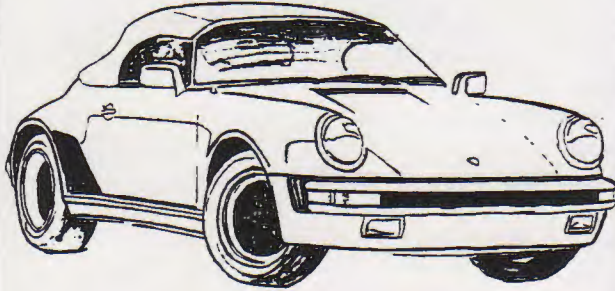
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Ahh, that warmed wine takes off the October chill



Bob Neal & Mike Mullins toast their toes



Jeff Girard checks out Dan Bacin's NSX



John O'Keefe shows his true personality

A FRIEND PASSES

By George Mueller

On November 5th, 1992, in the very early morning, Chicago PCA member and chief instructor, Russ Iser died. He was 68 years old, taken from us due to asbestos-related lung cancer.

I knew Russ before he purchased his first Porsche, a 1979 924, and joined the club. He talked about Road America, Blackhawk, parking lots, tech talks and dinners, but mostly he talked about his friends and their love for this automobile.

As years went on, Russ traveled to different Regions to drive, then instruct; Mid-Ohio, Road America, Blackhawk, Grattan, Nelson Ledges, IRP, and more. He was a much sought-after instructor with a knack for trimming down lap times - he worked with more than a hundred of us, helping us become better drivers. He was always there with a pat on the back and a smile when we did well, and another few laps when we didn't. I remember him watching tapes, reading about the racer's fast line, getting the latest tire and suspension information - not just for himself but also to share with his friends, because to Russ, his friends came first. There were no secrets with him, just ask and he'd tell you. He always took the time.

As years went on, we watched Russ buy and sell a few Porsches, still traveling to different driving events, dinners, and the like. And then about two and a half years ago he slowed down some, coming only to our Region's

events, not driving himself, but working nonetheless. At about this time, in late 1991 the Chicago Region Porsche Club decided to name Russ Iser its Chief Instructor, a position he held until he died.

In early 1992 Russ was diagnosed with inoperable cancer. The man who gave so much and taught so much to his friends was in trouble, and many, many PCA members were going to be there for him in his time of need. They visited him at the hospital and his home, they transported him to dinners and parties, they bought, then sold his 944 Turbo, wheels and tires, and called almost every day. They did not let this man forget that he was loved. They remembered all that he did for them.

With tears in our eyes, we paid our last respects to Russ. This was the best of our best friends, and he is gone. But maybe we can still picture him somewhere in his driving suit and straw hat, apexing perfectly, braking hard, never more than two wheels off, an easy FTD every time.

Russ Iser was born on May 27th, 1925 and died on November 5th, 1992. A Veteran of World War II, Lieutenant on the Hometown Police Department for thirty-eight years, husband of Evelyn, father of Russell, Randy, Gail, Sherry, and the late Sharon, grandfather of six, founder of the Illinois Fraternal Order of Police Lodge #3 (now named Russell Iser Lodge), and friend to many.



Russ Iser and friends, 1991

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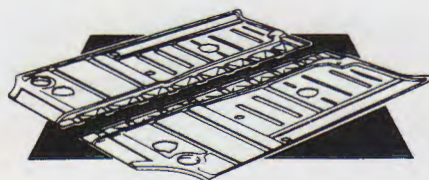
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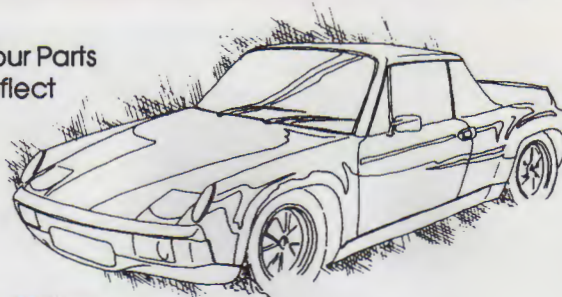
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BEHIND THE SCENES

In four years of writing this column I am often at a loss for ways to fill it. This time will be easy - there are so many people who have contributed so much to the *Scene's* success in the last four years.

Our 1992 crew did a great job! Thanks to Dodie Mueller, my co-editor, for her creativity and new ideas; to Dick Badler, our contributing editor, for his always timely articles; to Jeff George, for the great printing job; and to all of you who pitched in and helped with the photography during John Bohlander's illness. And, a BIG thank you to our Treasurer, John O'Keefe, who did such a wonderful job keeping track of our advertisers. Thanks, guys, I couldn't have done it without you.

In the last couple of months I have spent some time going through old files, photographs and all the memories of four years of *Scenes*. One thing I can certainly say is that it was never boring. When I volunteered for this job it was with the intention of meeting everyone. I think I accomplished that goal with some unexpected fringe benefits. I learned a lot - about the Club and all that goes into its successful operation, about my car (I swear I really do know how to open the hood now), and through trial and error, how to put a newsletter together. I like to think the *Scene* has come a long way in the last four years. The first year was really a learning experience as we explored new and easier ways to put the newsletter together. Once all the computer hardware and software was in place, it became much easier. Then I could concentrate on the fun part - the creativity of putting it all together. One of the great pleasures of this job is getting to read all the interesting articles that members write. Invariably, those people who say, "Oh, I can't write", when asked to write about an event, come up with some of the most humorous and entertaining articles. To all of you who contributed articles, photos, help and suggestions - A HUGE THANK YOU!

Although I won't bore you by trying to name individually all those contributors over the past four years, there is one board member whose support is critical to the success of the newsletter. I'm referring to the Region President. I have had the good fortune to work with

three of the best. To Howard Yefsky, the President in 1989 (my first nerve-wracking, nail-biting year), thanks for your invaluable support and encouragement, I would never have survived it without you. To Debby Leed, for being so wonderfully well organized, always having articles in on time and even helping me coerce members into writing articles, and for her patient driving instruction during my first times out at Elkhart (now there was a nerve-wracking experience - especially for her!). To Dan Gallagher, one of the most prolific writers around (he faxes me to death - and now he's putting his kids up to it!), and one of the hardest working of our board members, he is sensitive to the wishes of all the members. Under that gruff, Irish exterior beats the heart of a special friend. I will miss you all very much.

Coming on board the *Scene* for 1993 we have some new faces. Kristen George will be the new editor. Kristen and her husband, Jeff (who is conveniently the *Scene's* printer) have been members slightly over a year, so Kristen will be working at somewhat the same disadvantage that I did four years ago. But she will be ably assisted by Dodie Mueller, who is staying on as co-editor. Dodie is a long-time PCA member and former editor from Minneapolis who is a real creative genius. Dick Badler will be staying on as contributing editor with his always interesting and thought-provoking columns. Chris Ingot will be the *Scene's* official photographer, and has already been helping us this year. I know you will join me in welcoming the new crew. I think we have an enthusiastic group who will bring you a fun, informative newsletter. I am certainly looking forward to it showing up in my mailbox - especially since I don't have to do any of the work anymore!

Seriously, folks, I have had a great time. There are those who say that the newsletter editor's job is a thankless one. I don't agree with that at all - I think there are some real rewards. PCA has given to me much more than I could ever give back.

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Doris

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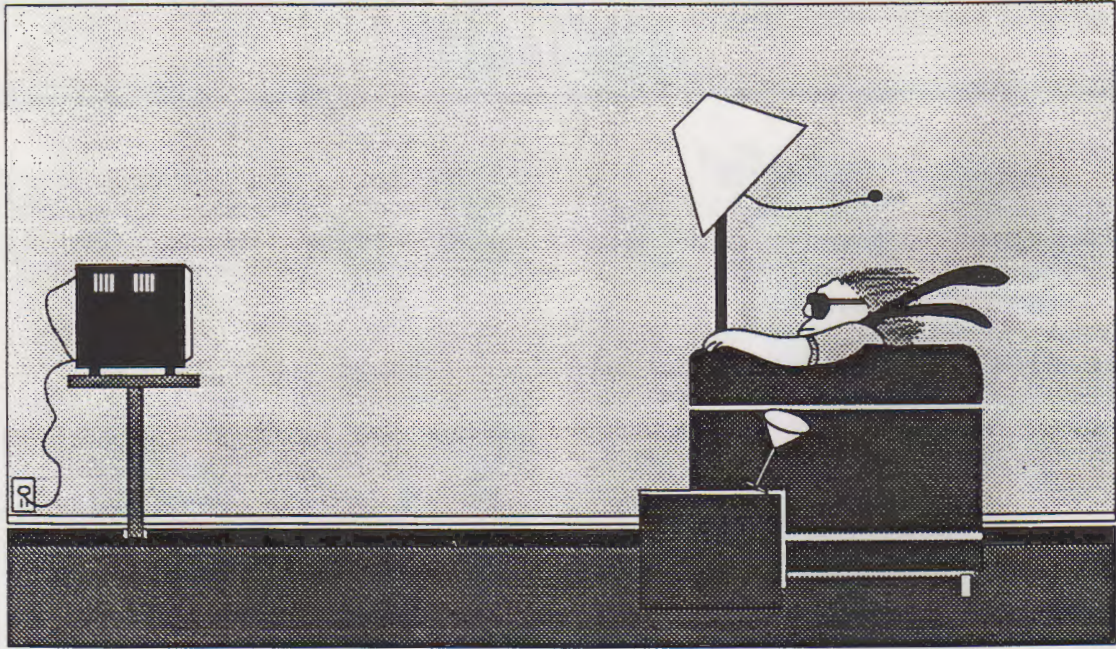
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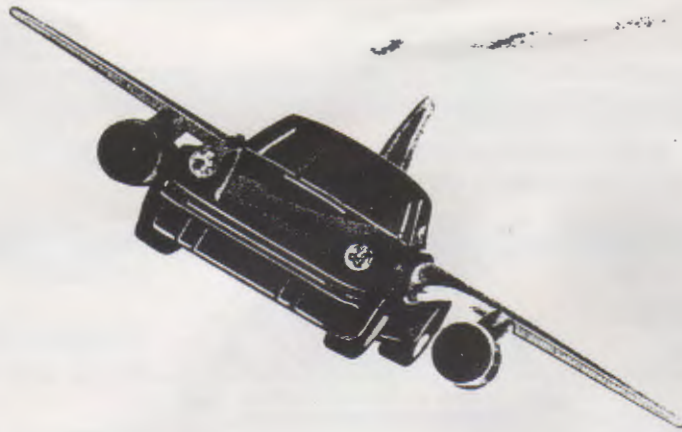
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