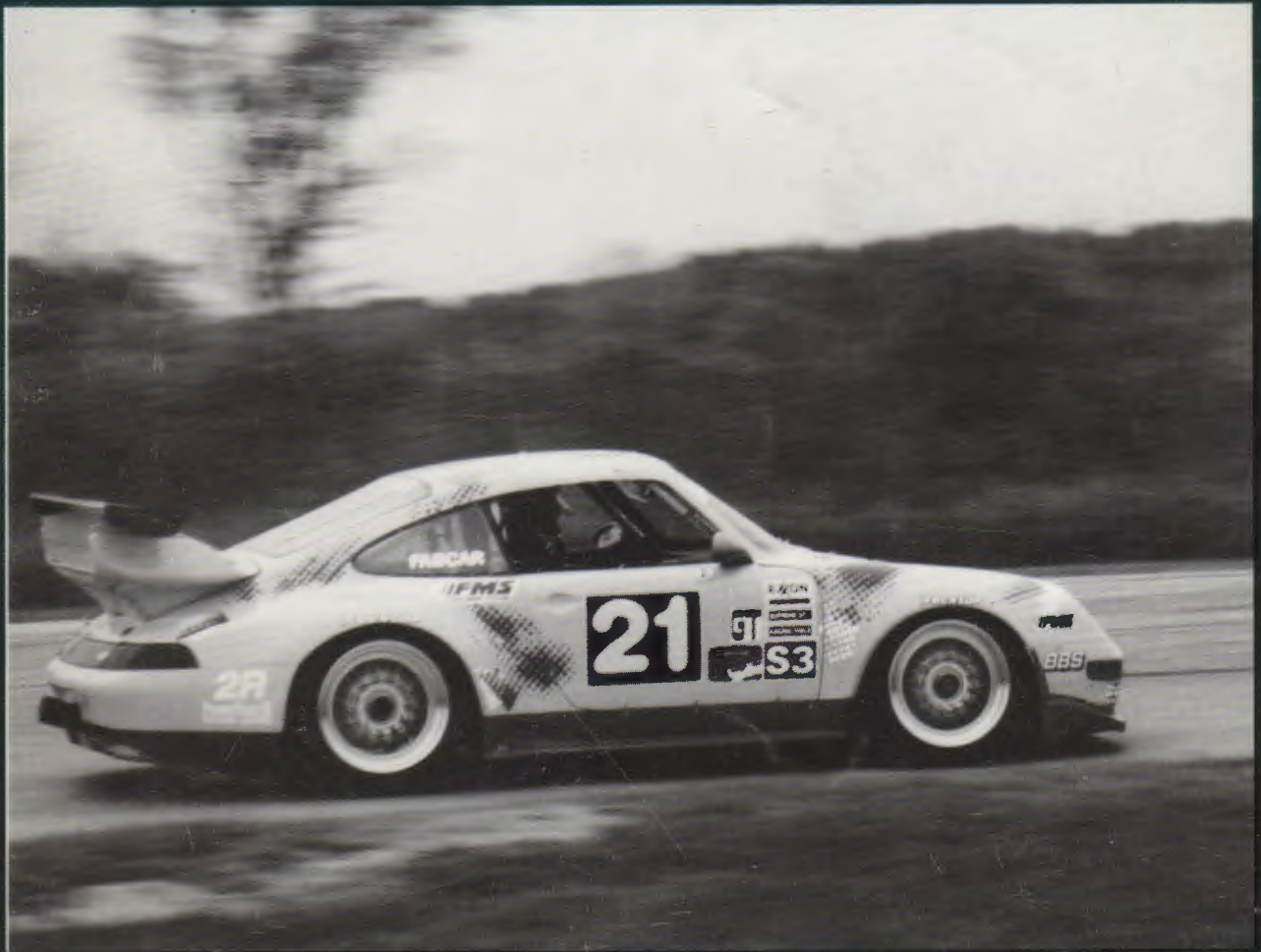


THE OFFICIAL PUBLICATION OF  
THE PORSCHE CLUB OF AMERICA,  
CHICAGO REGION



# Chicago Scene

DECEMBER 1997



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# Chicago Scene

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**Cover Photo:** Phillip Collin rapidly 'negotiates' Turn 7 at Blackhawk Farms.  
Photo by Steve Rashbaum

## Chicago Region 1997 Calendar

- January 5 Tobogganing/Hackney's
- January 19 Annual Meeting
- February 1 "Rock 'N' Bowl Bop"
- February 16 Go-Kart Racing
- March 2 Tech Session/Concours School Chili & Edible Art Tasting
- March 16 Rallye School
- March 23 Cafe 36 Restaurant Tour
- April 12 40th Anniversary Dance
- April 20 Rallye 1 - Gallagher's I & M Canal
- May 4 Drivers' School
- May 14 Blackhawk 1
- May 18 Autocross 1 - Lake Geneva
- May 24, 25 Road America 1
- June 1 Concours 1
- June 8 Rallye 2 - Apple Blossom
- June 15 - 21 Texas Porsche Parade
- June 18 Blackhawk 2
- June 21 Kane County Cougars
- June 29 Autocross 2 - Tres Chic, Rockford
- July 5 Golf & Dinner
- July 13 Autocross 3 - Rockford Rumble
- July 16 Blackhawk 3
- July 27 Potter's Picnic - Concours 2
- August 3 Autocross 4 - Hawthorne
- August 9, 10 Gingerman Raceway
- Aug. 30 - Sept.1 Road America II/Club Race Concours 3/Big Easy Party
- September 14 Rallye 3 - September '97
- September 17 Blackhawk 4
- September 21 Autocross 5 - Utica
- September 28 Concours 4 - Concours de Musique
- October 5 Rallye 4 - Cancelled
- October 11, 12 Blackhawk Octoberfest
- October 19 Rallye 5
- October 26 Bill Jacobs' Concours 5
- November 16 Tech Session/"Sauce & Cookie" Tasting
- December 6 Dinner Dance
- December 31 New Year's Eve Party

Susan Shire and Steve Rashbaum, Editors

Chicago Scene, 9507 Central Park Ave, Evanston, IL 60203-1103  
Phone: 847.674.2285 Fax: 847.679.8973 e-mail: SSHIRE9066@AOL.COM

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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 members, no charge; non-PCA, \$5.00 per ad.

**ADVERTISING RATES:** Business card: \$10 per month; Quarter page: \$35 per month/monthly, \$25 per month/annually; Third page: \$45 per month/monthly, \$35 per month/annually; Half page: \$55 per month/monthly, \$45 per month/annually; Three-quarters page: \$75 per month/monthly, \$65 per month/annually; Full page: \$100 per month/monthly, \$85 per month/annually; Back cover, inside front cover, inside back cover: \$110 per month/monthly, \$95 per month/annually. All requests for ad space must be made through the editor.

# 1997 Board of Directors

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Pager



**PRESIDENT**  
Dan Gallagher 708.784.0784  
11156 Indian Woods Drive  
Indian Head Park, IL 60525  
e-mail: porschedan@aol.com  
fax: 708.784.0785



**DIRECTOR**  
Keith Clark 630.690.3381  
733 Medford Drive  
Carol Stream, IL 60188



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Bruce Janecek 708.361.8421  
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Palos Park, IL 60464



**DIRECTOR**  
Chris Inglot 847.559.1126  
591 Greenwood Road  
Northbrook, IL 60062-2624  
e-mail: Cinglot@aol.com  
fax: 773.286.4811



**SECRETARY**  
Chuck Bittman 708.352.9505  
450 South Park Road  
LaGrange, IL 60525-6111  
e-mail: bman@mcs.net  
fax: 708.354.9505



**DIRECTOR**  
Bill Murrin 708.352.5719  
812 North Stone Avenue  
LaGrange Park, IL 60526  
e-mail: Bill386@aol.com  
fax: 708.485.0043



**TREASURER**  
Susan Brenkus 630.529.0911  
408 Cardinal  
Bloomington, IL 60108  
e-mail: NBrenkus@aol.com  
fax: 630.529.0931



**DIRECTOR**  
Steve Rashbaum 847.673.5218  
3500 Church Street, #405  
Evanston, IL 60203  
e-mail: srashbaum@lifetech.com  
fax: 847.673.9355



**PAST PRESIDENT**  
Arnold Zann 708.366.9064  
634 Ferdinand #1  
Forest Park, IL 60130



**DIRECTOR**  
John Ruther 847.639.1094  
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Cary, IL 60013

# 1997 Coordinators and Chairs

• **AUTOCROSS**

Jeff Girard 630.985.6739

**TIMING & SCORING**

Susan Brenkus 630.766.4734

• **BLACKHAWK TRACK EVENTS**

Dan Gallagher 708.784.0784

• **CHARITY**

Tom Burke 312.443.0223

Pat Yanahan 630.887.7605

• **CHICAGO SCENE**

**ADVERTISING**

Nick Brenkus 630.766.4734

**EDITORS**

Susan Shire 847.674.2285

Steve Rashbaum 847.673.5218

**CHIEF PHOTOGRAPHER**

Steve Rashbaum 847.673.5218

**PRINTER**

Bob Soske, Copyco Printing 847.824.4425

• **CHIEF DRIVING INSTRUCTOR**

John Ruther 847.639.1094

• **CONCOURS**

Patrick Yanahan 630.887.7605

Jim Jacisin 630.279.4835

• **DATABASE MANAGER**

Debby Leed 847.382.6911

• **HISTORIAN**

John O'Keefe 708.344.0911

• **MEMBERSHIP**

Bill Murrin 24 Hour Info. 773.769.8193

• **RALLYE**

Steve Rashbaum 847.673.5218

Susan Shire 847.674.2285

• **ROAD AMERICA & CHICAGO REGION CLUB RACE**

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Chris Inglot 847.559.1926

**REGISTRATION**

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Peggy Gallagher 708.784.0784

• **GOODIE STORE**

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• **TECH**

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Pete Hackenson 630.655.1629

• **CHICAGO REGION WEB PAGE**

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

Chuck Bittman, WebMaster

## In Gallagher's Gear

The driving season is over and so am I. There were tears in my eyes as I dropped the checkered flag, signaling the end of our last driving session, on Sunday at the Blackhawk Octoberfest. The two day event did not start as well as expected as the participants seemed to have forgotten what they had learned at the first four Blackhawks. After a second drivers' meeting things went well until a rain shower struck on Saturday afternoon. It was short lived and did not really bother us too much.

As messed up as Saturday was, Sunday was just the opposite: absolutely perfect. This was the way to end the driving season. At five o'clock, after the final flag, we had pizza and beer at the pavilion. It seemed that no one wanted to leave as we all realized that the summer was, sadly, truly over.

I want to thank all who helped make the Octoberfest such a wonderful event: Peggy, Kristy Kosinski, Lulu Clay, and Myra "Lonnie" Knoblauch for registration; Pete Hackenson and Bill Murrin for tech; Ed "No Lift" Barnicle and Gary Knoblauch for taking down the track; and, especially, Rich Noose for Race Control. What a great way to end the driving season.

Elsewhere in this excellent newsletter you will find the tentative 1998 calendar of events. Please note that we had to move our traditional season opening to Monday, May 11th.

Our last rallye of the year, The Sheridan Road Rallye, was as good as promised. Sue and Nick Brenkus had reworked an old David O'Bryan/Dan Gallagher, Jr. rallye that, as the name implies, took us up and down Sheridan Road and through the famous ravine area of the North

Shore. There were some very good 'tricks' in the rallye, but you could not get lost as the rallye didn't really cover as large an area as the usual 'out in the boonies' rallye. Dinner and award presentation was at Hackney's and all had a good time.

Thanks so much to Nick and Sue for putting the rallye on. I have said many times that putting on a rallye is the hardest job in the club. Thanks also to my son Daniel and his wonderful wife, Suzanna, who worked several checkpoints.

By the time you read these words of wit and wisdom there is a good chance that the Dinner Dance will be just a wonderful memory. The good lady Peggy and I are really looking forward to this gala event. I have a feeling that this will be one of the best ever because of the site, the Chicago Athletic Club, selected by event chairs Pat and Bonnie Yanahan. I hope to see you all there.

We have several other great events coming up. The New Year's Eve bash at Siebkens will be just the right way to end the old and welcome in the new year. It is no coincidence that we will be at my favorite saloon in the whole world. The event will sell out, so I would highly recommend you make your reserva-

tions immediately. We have planned a brunch and football watching (sorry, Barnicle - no Notre Dame this year) for New Year's Day.

They say that the third time is a charm. That being the case, then Bruce Janecek should have plenty of snow and mild weather for our third try at Tobogganing at Swallow Cliff Forest Preserve on January 11th. If the weather is uncooperative, again, we will still meet at Hackney's, at 127th and LaGrange Road, for an afternoon of good food and drinks, comraderie, and the NFL Playoff games. Bruce has personally promised that he and his sidekick, Harold Beach, will help our younger members get their sleds and toboggans back up the big hill.

Our President-elect, the lovely and talented, Susan Brenkus, has set our Annual General Membership Meeting for Sunday, January 18th at noon at one of our favorite places: Bacino's in Naperville. If you have any questions regarding your club or if you want to question the direction your club is going, this is your opportunity. Come join us for lunch (on the club) and learn what the coordinators and event chairs plan for next year. It is also a great opportunity to have a terrific lunch and enjoy the usual great Chicago Region comraderie. As the event will be the weekend before the Super Bowl there will be no football

on TV, so you might as well join us at Bacino's to learn more about your club, renew old friendships and make new ones, and meet the 1998 Board of Directors, coordinators, and event chairs.

Well, I have some good news for you. Maxwell Jeffrey Girard entered this world on October 24, 1997 weighing in at 6 lbs. 11 oz. My understanding is that he is better looking than his father, our autocross/safety chair and good friend, Jeff Girard. Congratulations



*Dan reflects upon another spectacular Chicago Region year.*

*Photo by Steve*



to Jill and Jeff. We hope to see all three Girards at all the driving events in 1998.

While on the subject of good news, we were happy to hear that Debbie Leed's surgery was successful. Debbie, a past president and great lady, recently had surgery to correct a problem with her lungs. Two hours before the traumatic event 'wonder dog' Nigel also had surgery (to correct a torn leg tendon). Husband and dog owner Ed must have been a 'basket case'! Deb and Ed have assured us that they will be attending the Dinner Dance, but she doubts that she will be doing much dancing.

Before I drive off into the sunset I want to wish Susan Brenkus and her new board all the best for the coming year. I know they will do a fine job. We are lucky in this club to have such a wonderful wealth of people who are willing to spend countless hours working for all of you and the benefit of the club.

I would like to thank all who did so much and without whom I would not have been anywhere near successful in my duties.

- Bruce Janeczek, my silent partner and Vice President, whose advice is always correct -
- Chuck Bittman who functioned so well as Secretary and whose efforts at Road America made the event so successful -
- Susan Brenkus who kept track of all the financial problems, wrote numerous checks, and kept my Blackhawk accounting on the straight and narrow -

- Arnie Zann who ran Road America, the most successful event in PCA history -
- Keith Clark, always a voice of reason, whose counsel is usually 'right on the money' -
- Chris Ingot who was such a major factor in the success of the Road America events -
- David O'Bryan, a fine son and a 'helluva' newsletter editor -
- Steve Rashbaum who adds such a voice of reason to the board and who, with Susan Shire, puts out the finest newsletter in the world -
- To John Ruther who always has his head on right and is one damn good driving instructor -
- To Bill Murrin who spends so many hours on membership, a valuable board member, and event chairman -
- To Jeff Girard who, along with Nick Brenkus, made sure all the autocross/gymkhana events ran well and safely and to Nick, once again, for handling the advertising for the newsletter -
- To all who did our Timing and Scoring: Susan Brenkus, Amy Murrin, "Sweetie" Shire, Jill Girard, Chuck Bittman, Chris Ingot, Lee Lichtenstein, and Greg Turek -
- To Pat and Bonnie Yanahan and Jim Jacisin who worked so hard on the concours events and to Pat once again for his work on the charity raffle -
- To T. J. Burke and his staff for all their work on the raffle -
- To Hari Matsuda for 'bringing in the green' on Road America Club

- Race Sponsorship -
- To Ed Leed for not losing any of our property -
  - To Pete Hackenson, Mike Gray and George Weathered who handled our Tech needs for the year -
  - To Linda and Rip Patterson for their continued fine handling of the Goodie Store -
  - To Debbie Leed who so well does the thankless job of maintaining the database -
  - To John O'Keefe for just being John O'Keefe -
  - To all that I have neglected to name specifically but who worked diligently none the less for the good of the club -
  - To all who served as event chairs and all who worked our events - THANKS!. It takes many people to make this club work and I want to thank them all.

I want to thank the membership for all the help and support they have given me over the last several years.

I especially want to thank the best social chair the club has ever had, the real worker behind the scenes, and the best wife a man could ever have, the good lady Peggy, without whom the last years could not have happened.

Well, it is time to say adieu. If you remember me at all, I hope you can all say he did the best he could.

Peggy and I wish you and yours the very best of the holiday season and a very Happy New Year. Hope to see you all in '98.!

*Gallagher*

<b>Are You Moving? Has Your Area Code Changed?</b>			
Name(s): _____		_____	
Old Address: _____		New Address: _____	
_____		_____	
Phones: (H) _____		(W) _____	
Area Code)	(New ?)	(Area Code)	(New ?)
Send to: Debby Leed fax 847.382.3562 (8:00 am - 8:00 p.m. only please!)			
37 Lakeview Drive			
Barrington, IL 60010-1949			

# November 30, 1997 - January 31, 1998

Chicago Region events in shaded boxes

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
November 30  <b>CR/Thunderhill</b>	December 1	December 2	December 3	December 4	December 5	December 6 ANNUAL DINNER DANCE <b>CR/Sears Point</b> <b>CR/Roebling Road</b>
December 7  <b>CR/Sears Point</b> <b>CR/Roebling Road</b>	December 8	December 9	December 10 SCENE DEADLINE	December 11	December 12	December 13
December 14	December 15	December 16	December 17	December 18	December 19	December 20
December 21	December 22	December 23 Happy Hanukkah!	December 24	December 25 Merry Christmas!	December 26	December 27
December 28	December 29	December 30	December 31 NEW YEAR'S EVE PARTY	January 1	January 2	January 3
January 4	January 5	January 6	January 7	January 8	January 9	January 10 SCENE DEADLINE
January 11 TOBOGGANING & HACKNEYS	January 12	January 13	January 14	January 15	January 16	January 17
January 18 GENERAL MEMBERSHIP ANNUAL MEETING	January 19	January 20	January 21	January 22	January 23	January 24
January 25	January 26	January 27	January 28	January 29	January 30	January 31

DE = Drivers' Education CR = Club Race/Track For info regarding non-Chicago Region events, contact the Region directly. (See Pano for Region phone numbers.)

## ANNOUNCING

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Something that's been missing from the Auto Insurance Market Place:  
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Have you thought about participating in P.C.A. Drivers' Education Events but were concerned about your automobile insurance company's exclusion of coverage when you take your car O.N T.RACK? "Oh, I'll just *self insure* it."

Have you thought about the premium savings of insuring your car through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions placed on the use of your car? "Whadya mean I can't drive my Porsche to work once in a while?!"

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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# Psst! Did you hear about ... ?

## Kick Butt at the 1998 Parade

The 1998 Parade is scheduled for July 19th - 26th in Steamboat Springs, CO. Here in the Chicago Region, during 1997, we have seen several of our new concours entrants showing ex-

tremely high-quality Porsches at our Region events. Many of these are as good as, if not better than, several of the cars that I have judged at previous Parades.

We are putting together a trailer load to ship our Porsches (concours,

rallye, race, etc.) to CO. I have commitments for three cars already. The more we can put together, the less it will cost each of us. If you want to ship your car to Parade, let me know.

Pat Yanahan  
630.920.1929

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# Aungahh!

The holidays and their traditions, in our 'blended' family, are a merging of the old and new as well as the what's his, the what's hers, and the what's ours. It is also a time to consider what was the best (and worst) of the past year, what we'd do (or not do) again, and where we've been and where we're going.

In advance of the holidays (and because of our publication schedule) we've also taken time to do the same with this newsletter. We're pleased with most of what we produced in 1997, but we're going to make some changes that we'd like to tell you about. The first is that we are no longer going to refer to this publication as a newsletter. A newsletter seems to commonly refer to 'an informal printed report' such as many of us send and receive at the holidays. We do not believe that this is an accurate description of the Chicago Scene which has been running at approximately 52 pages for most of '97. We are henceforth going to refer to it as a magazine.

In this age of instant communication via fax and e-mail, it is often frustrating to deal with snail mail, but snail mail is the vehicle by which the Chicago Scene is delivered to your homes. We have looked into putting the magazine out on the Web, but given its length, it would be a prohibitive download. However, we are working with our Webmaster to put some of our

locally authored articles on the Chicago Region Web page as well as many of the event pictures that we do not have room to put in the Scene. A year ago it was our desire to get the Scene into your mailboxes by the 1st of each month and we have tried to stick to that schedule, but it has become increasingly hard to do. We have discussed this with Bob Soski, our printer/publisher, and have formulated a new plan which will go into effect with the January '98 issue. The Scene will be mailed no later than the 5th of each month and should therefore arrive in your mailbox no later than the 15th of the same month. If you have NOT received it by the 20th, please call us.

The later mailing date will cause some changes in the copy deadlines. All space commitments for ad copy (not including The Mart) must be made by the 5th and the ad copy received no later than the 10th of the month for publication in the next month's issue. All ad copy (not including The Mart) must be either film or camera ready art. All ad copy for The Mart and any other copy material is due by the 10th of the month for publication in the next month's issue. This copy material is requested to be in one of the follow-

ing forms in order of preference: e-mail, a diskette, fax, or snail mail. We will NOT take any copy over the phone. Ads in The Mart are free to all PCA members or \$5.00 per month for non-PCA members. Ads in The Mart will be run for one month only unless renewed BEFORE the next month's copy deadline. Much of the preceding information will be found at the bottom of the first page of the January issue of the magazine, but it's in teeny, tiny print that only the Post Office and people under 18 can read.

Found in each and every issue of the Scene is an address change form. As the Post Office does not forward the magazine, we must pay the return postage on all issues not delivered. This seems to us a waste of money and magazines as the Post Office rips off the back page and throws away the rest. Please, if your addresses changes, notify Debbie Leed ASAP so that you do not miss even one exciting issue. On a related note, the Board of Directors approved a subscription rate increase to \$24.00 per year for all non-Chicago Region members and non-PCA members effective immediately for new subscriptions and upon renewal for existing subscriptions.

The Scene is created on a PC using Microsoft Publisher 97. We cannot use Macintosh files and we seem to have difficulty downloading most attached files from AOL. Material that is copied directly into AOL (or whatever your server) seems to come through the best. We can read Word, Word Perfect, and Works files on diskettes. Diskettes will be returned, if requested.

Event chairs are requested to submit their event information ASAP. Event announcement/registration forms will be created by the editors and submitted to the chairs for proofreading. In order to



Chicago Scene Co-editors Steve Rashbaum and Susan Shire.

Photo by Chris Inglot

give events their 'proper due', we will run announcement/registration forms for three months prior to the event. For example, we will begin to run the March 22nd Rallye School announcement in the January Chicago Scene. We appreciate, and will try to use, photographs submitted but we are not responsible for your processing expenses. We will try to return all photographs. Photographs, used or not used, are available to the membership by request, at the Dinner Dance, and the Annual General Membership Meeting.

In the January issue we will begin a question and answer column. Your questions may be about tech, concours, rallye, or club-related subjects. Questions may be sent to the editors by e-mail, fax or snail-mail, but will not be taken over the phone. Please include your name and phone number with your questions. The editors will solicit answers from various members who have volunteered (or been volunteered) to submit answers in a timely manner. We will also welcome different opinions regarding any given answer as long as we stay in the arena of friendly debate. This new column is not meant to be a grievance forum. As always, the editors reserve the right to determine the appropriateness of material to be included in any issue, to edit as necessary, and to print material on a space available basis.

We will run the Permanent Car Number List in the April issue. If you participated in more than 2 driving events in 1997, please call Ed Leed at 847.382.6911 to request a permanent car number. Not only does a permanent car number facilitate Timing and Scoring, it also allows us to identify your car in Scene pictures. You can order some nifty numbers to apply to your car rather than having shoe polish ruin your car's finish. Any numbers not used in a 1997 Chicago Region autocross, gymkhana, or drivers' event will be purged from the new list.

While we know that every mem-

ber has saved each 1997 issue of the Chicago Scene for future reference and enjoyment, we also know that it is frustrating to try to find an article about an event or a tech problem. Available upon request by e-mail, fax, or snail-mail (but not phone) is an index of all 1997 Chicago Scene articles.

Enough business. When you read this, depending upon the efficiency of the Post Office, the Dinner Dance may already be another wonderful 40th Anniversary year Chicago Region memory and the new Board of Directors will be in place. (Did you know that the Dinner Dance IS the December Board meeting?) It has been a pleasure working with the 1997 Board of Directors, Coordinators and Event Chairs. We join Dan in thanking them for their hard work on behalf of the members and the club. To those Directors and Coordinators that are retiring, we wish you well and look forward to seeing you (in the more relaxed state of participation rather than helmsmanship) in 1998. To the new Board of Directors, Coordinators, and Event Chairs we offer our support and help. We look forward to seeing you at the Board meetings and sharing post meeting libations. (It is our humble observation that this club could make a party out of washing socks!)

The proposed 1998 Calendar is in this issue. While some event dates may change (and we'll notify you if they do), 1998 looks like another terrific year for the Chicago Region. Counting the monthly Board Meetings (which are a party unto themselves), you will have 45 different opportunities to 'play nicely' with your fellow club members. New on the calendar for '98 are a St. Patrick's Day Party, a Gimmick Rallye (walking not driving), and a Halloween Costume Party. There are the old favorites: tobogganing, the chili tasting, and a restaurant tour. There are the newer favorites: edible art, bowling, golf, New Year's Eve at Siebkens, and the Kane County

Cougars. And there are the 'must-do' events: the weekends at Road America and GingerMan; the Drivers', Rallye, and Concours Schools; 5 Blackhawks; 5 autocross/gymkhanas; 5 concours, including a Zone 4 concours; 5 rallyes; 2 tech sessions; Potter's Picnic; and the Dinner Dance. Mark your calendars, our 41st year is going to be a blast!

We've done no holiday shopping yet, but have drawn up our Wish List. In case we didn't win a Boxster, we would 'make do' with a 996. We'd like to be less gray, weigh less, and have less stress. We'd like 20 seconds off our autocross times, perfect rallye legs, 2:00.00 Road America laps, 1:02.00 laps at Blackhawk, new wheels and R1's, a trailer and a tow vehicle. We'd like sunny cool days and calm mild nights for all our events. Throw in some good Cuban cigars, plenty of beer, and the company of our Porsche Club friends for good measure and life would be so very good! But, most of all, we'd like our kids and those they care about, our families and loved ones, our friends and acquaintances, and everyone else to have at least some of their wishes fulfilled and dreams realized.

Whatever holidays you celebrate and traditions you share with others, we hope that they are joyous. We wish you peace, well being, and all things good in 1998.

Happy New Year!

Steve and Susan

**Aungahh** ( a-úun-gaaa), n. [Skip Barber Racing School]. *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.*

# WIN

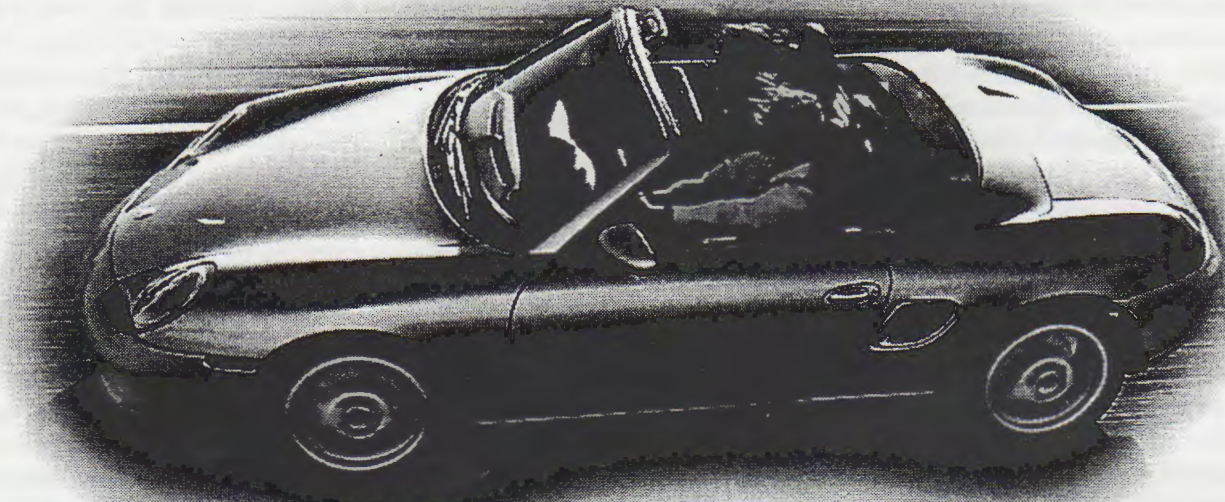
## 1 OF 2 1998 PORSCHE BOXSTERS

4,000 TICKETS BEING SOLD @ ONLY \$50 EACH

On December 6, 1997, at the Annual Dinner of the *Porsche Club of America Chicago Region*, a drawing will take place for two *Porsche Boxsters*.

Two people will be the lucky winners of these magnificent driving machines.

The winners will be chosen randomly via lottery ball method.



All proceeds from this raffle will benefit *The Buffalo Prairie Gang Camp*, a member of the Association of Hole In The Wall Gang Camps founded by Paul Newman.

Children attending *The Buffalo Prairie Gang Camp* suffer from cancer or another life-threatening illness. The Camp provides a rare opportunity for these children completely free of charge. The Porsche Boxsters in this raffle will be provided by

Bill Jacobs Motorsport in Naperville, Illinois for Spring, 1998 delivery.

They will be delivered at his dealership.

Winner need not be present to win and may not substitute the Porsche for cash. PCA Chicago Region reserves the right to cancel the raffle at any time by notification and full refund.

**Make checks payable to:** *PCA Chicago Region Charity*

**Send payment and completed form to:** *Buffalo Prairie Gang Camp, 900 Jorie Blvd. Suite 59 B, Oak Brook, IL 60523*

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_

No. Of Tickets: \_\_\_\_\_ Amount Enclosed: \_\_\_\_\_

# Our Chicago Region Annual Dinner Dance

## December 6, 1997



FIFTY-FIVE  
DOLLARS  
PER PERSON

RSVP  
BY  
NOVEMBER 26

To mark the end of 1997 and our yearlong 40th Anniversary celebration, we will dine, dance and honor each other at our annual Black Tie Dinner Dance to be held this year at the exclusive Chicago Athletic Association in Downtown Chicago. This private club is noted as one of the loveliest buildings in Chicago and has a national reputation for fine dining. We will have three large rooms: one for cocktails, one for dining and dancing, and a bar for smoking and after-dinner drinks. Only 200 reservations will be accepted and as it is on a first-come, first-served basis, we recommend that you do not wait to submit your reservations. Parking is available immediately in front of the Club at the Grant Park Garage. (Use the Monroe Street Entrance.) This garage has been totally remodeled and is now run by a private management firm. Security and an escort service available.

5:30-7:00 p.m. Open Bar and Hors d'oeuvres

7:00 p.m. Dinner

■ Combination of Salmon & Tenderloin of Beef with a Wild Mushroom and Madeira Wine Sauce, Chef's Accompaniments

Or

■ French Pheasant Stuffed with Force meat of Spinach, Basil and Pistachios topped with a Morel Mushroom and Armagnac Sauce, Chef's Accompaniments

8:00 p.m. Awards

9:00-1:00 a.m. Dancing, cash bar and coffee in the non-smoking room

It will be necessary for you to make your own hotel reservations. The Club is centrally located and within walking distance (or a short cab ride) of the Palmer House, Hilton Towers, Fairmont, Four Seasons, Westin and Marriott Hotels.

If you have a special meal or dietary requirement, please let us know.

Send meal selection and checks, payable to Chicago Region PCA, to:

Patrick and Bonnie Yanahan  
7754 S. County Line Road  
Burr Ridge, IL 60521

Questions: 630.920.1929 (before 9:00 p.m., please)

## Letters, Faxes, & e-mail

### **Porsche Cars North America to Relocate Headquarters to Atlanta**

RENO, Nev., November 3 --Porsche Cars North America, Inc. (PCNA), the exclusive importer of Porsche cars and parts for the United States and Canada, today announced it will relocate its administrative headquarters from here to Atlanta. PCNA will begin operating March 1, 1998, from its new 32,000-sq.-ft.-headquarters site.

Since its creation in 1984, PCNA has been based in Reno. In addition to being the site of its headquarters, Reno has also been the location of PCNA's national Parts Distribution Center and one of its three Service Training Centers. The latter two facilities will remain at their Reno locations.

(Courtesy Porsche Cars North America, Inc.)

### **Alan Friedman To Resign As Head of PCA Club Racing**

A note from PCA President Judy Boles states that Alan Friedman, head of PCA Club Racing, will resign the position effective the end of the year due to increased work and time demands. Monte Smith will assume the position as of January 1, 1998. Monte can be reached at 6756 North Fork Road, Liberty UT 84310 or e-mail: porsturbo@aol.com.

We join Judy in wishing Alan well and thank him for his years of service to PCA and especially PCA Club Racing.

### **Inattentive Driving**

(from National Motorists Association News, September/October 1997)

Fatigue tops the list as the type of distraction causing most accidents, according to a Wisconsin Bureau of

Transportation Safety survey of nearly 1,800 Wisconsin drivers. Fatigue was cited by 57% of respondents as the most dangerous distraction, followed by daydreaming (11%) and use of a cellular phone (9%). Looking out the window (6%), putting on makeup (5%), and using a radio, tape, or CD player (4%) finished out the list.

According to preliminary results of another study, driver inattention or distraction is the leading cause of crashes.

### **1998 Parade Info Website** (Larry Wilson/PCA-Editors)

Information about the 1998 Parade at Steamboat Springs, CO, July 19 - 25, 1998 is now available at the Parade website: <http://www.pca.org/parade>.

The registration fee is \$125.00. Registration opens Monday, January 26, 1998. Registrations postmarked before the opening date will NOT be accepted. 750 entrants will be selected based on postmarks. A Club Race will be held July 17th and 18th at a location to be determined.

The Parade registration form and other information will be included in the November 1997 issue of PANORAMA.

### **To Trailer Or Not To Trailer, That Is The Question**

The advantages of trailering your Porsche to various events are quite obvious. First of all it allows you to buy, as a tow vehicle, that monster 4x4 you've always wanted. Second, it allows you to buy enough tires, fuel cans, tools, jacks and associated stuff to support a LeMans entry. Third, it allows 'the companion' to buy and bring enough new outfits to keep up with the Amelda Marcos

Shoe Collection. (You still only get the original 1/2 suitcase you started with, but she gets the other half and brings three more! But, hey it's OK. All your money went for the 4x4, tires, etc so you don't have any clothes anyway.)

After factoring all these parts into the equation (\$\$\$), I figured we needed to buy a new trailer for under \$2,000. Not an easy assignment, but after some research, the trailer was found and purchased. Delivery is scheduled for late February/early March (store it over the winter) and if all goes as planned, we'll see you at Blackhawk on May 11th. Of course, the Porsche may not be back together by then, but you can come and look at the shiny new trailer hauling tires, equipment and, oh yes, suitcases!

If you're looking for an inexpensive trailer, contact me and I'll be happy to fill you in.

Tim Wiese  
Days: 847.548.1080  
Evenings: 847.223.1221

### **About Real Carreras** by Mike Robbins Central Indiana Region (from CIRCULAR)

Being a PCA member, you know of the automotive subculture of those interested in, if not addicted to Porsches. Within this Porsche world is a sub-sub-culture of enthusiasts for the four-cylinder, four-camshaft Carrera engine. In reference to its designer, it is sometimes called the Fuhrmann engine. Over the years your scribe has written several articles about these engines for the CIRCULAR. Built from roughly the mid-fifties through the mid-sixties, this family of engines was used in the 550, RSK, 904, etc. race cars as well as in top-level 356s. Over the years the displacement grew from a nominal 1500cc to a nominal two-liters. Other technical details were also changed along the way. Some of the devotees

of this engine family are indeed quite rabid.

In 1965, when the factory applied the name "Carrera 6" to the 906 race car, the Fuhrmann traditionalists were incensed. They felt that the "Carrera" designation was reserved for the Fuhrmann engine design or cars using the engine. In their mind it was sacrilege to apply the name they revered to this new car; one with a powerplant whose design had little in common with the object of their affection. About all that the new six-cylinder engine with single overhead cams had in common with the old engine was the "boxer" arrangement.

As time passed, those original traditionalists had been joined by newcomers who had that same feeling of reverence for the complex four-cam engine. They felt insulted in the 70s when the factory applied the good name to various limited editions of the 911. In 1983 these guys practically hemorrhaged as their pet name was hung on the standard 911. That's when T-shirts began popping up bearing various versions of the theme, "Real Carreras Have Four Camshafts." Some had just the phrase in large letters. Some had the phrase in combination with a cut-away view of the engine. Some had the phrase in small letters over the heart. . .the logical location for the true believer.

Although it didn't portray the militancy of those T-shirts, your scribe had a golf shirt embroidered with "Vier Nockenwellen" to at least display recognition of the four camshaft design. And at the 1978 Porsche Parade, I had Dr. Fuhrmann autograph one of the shirts that has the cut-away drawing. I don't wear that shirt.

So where is all of this discourse leading us? Well. . .have you counted the camshafts in the new 996 Porsche? Do you see the nameplate on the rear deck lid? Here's a car called Carrera and it has four camshafts. What are those T-shirt owners going to do now? It will be interesting to see what new T-shirts appear for the benefit of the old

timers. Will it be "Real Carreras Have Four Cylinders" or maybe "Real Carreras Don't Have Chains"? There are a lot of possibilities. I kind of like "Real Carreras Don't Drink Water". Let's watch the mail order catalogs and the promotional products developed for the few Fuhrmann engine builders to see what develops in the next few months.

Isn't history fun? Will these pages be cited ten or twenty years from now, and will there be nuclear powered cars or electric cars called Carrera?

18 Nov 97

In response to the article "Watch Out for Old New Tires" in the November Chicago Scene Tech Tips, there is a definite way to tell when a tire was made. This came about as a compromise between tire manufacturers who didn't want people to know (surprise!) and consumer groups who demanded that information.

Look at the last three (3) numbers of the serial number of the tire. The 1st and 2nd of these numbers refers to the week (01 to 52) and the last number refers to the year it was made. For example, if the last three numbers are xxx123 that means the 12th week of 1993 (or unfortunately it could also mean 1983, as only one digit is used).

By the way, within limits, age is not as detrimental a factor as exposure to sunlight (ozone). I'd much prefer a four year old tire that was properly stored inside, over a one year old tire stored outside and exposed to sunlight. Ozone "dries" a tire and will deteriorate it to the point of becoming brittle.

Ken Smoot (1969 911E)  
Chicago Region

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Electronic Board Directory  
Recent Event Results  
Region Point Standings  
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# Ramblin': Facing fear in fast lane

## High Speed Driving School

### Teaches Safety

By Dave Rasdal

SOUTH BELOIT, Ill. --Outta the way Jeff Gordon. Move over Mario Andretti. Don't pop the cork on that champagne yet, Michael Schumacher.

After one day in a high-speed driving school, I'm ready to join NASCAR, the Indy Car series and Formula 1 racing in Europe. Here's my resignation, boss.

Vrroooooooooom.

Just kidding.

But wouldn't it be great to drive as fast as you want? To peel around corners? To fly down straights? To stomp on the brakes and then on the accelerator?

You do that on I-380 on the way to work? Well, let me know exactly where you go and when. I want to be out of your way. Way out of your way. Because, chances are, you wouldn't get out of first gear at a high-speed driving school.

Driving fast is all about safety. And concentration. And geometric angles, hand-eye coordination, keeping both hands on the wheel, looking far down the road, smooth yet firm brake pressure, feathering the accelerator, tight seat belts and trusting other drivers to make perfectly predictable moves.

In theory it all sounds easy. In practice, it's sensory overload.

If you don't believe me, hop aboard for a visit to Blackhawk Farms, a twisting eight-turn road course, a 1.8-mile race track at the Illinois-Wisconsin border. We're going high speed driving.

Sunshine greets us at 8 a.m. after a stormy night threatened to turn a day of high speed driving into a day of high speed sliding.

Tom Phelan of Cedar Rapids leads the way around puddles of water in his red 1988 Porsche 944 Turbo S. He's followed by Phil Kennedy of Cedar Rapids in his black 1996

Porsche 911 Twin Turbo and me in my red 1974 Porsche 911. We sign in with a guard at the gate, then drive along a normal twisting country blacktop with tall trees and signs on either side. No other cars are visible.

Then, around one turn, there they are. A sports car fanatic's dream ... a new V-10 Dodge Viper GTS, a 1997 Chevrolet Corvette, a BMW M3 and one Porsche after another among the car trailers. People mill around groups of white buildings, polishing their cars, injecting air into tires and checking oil and brake pads. It is eerily quiet --the silence before the storm --as we drive to a grassy area just off the track between turns four and five. This is our pit for the day.

No matter how much you've studied about driving fast, no matter how much you think you already know, if you've never done this before the butterflies fill your stomach. You think everyone here knows what they're doing, that you're the only one who doesn't.

Tom learned to drive fast in 1981. He has been a high speed driving instructor since 1990 and will put me through the paces.

Phil came here for the first time two months ago. He's back to see what he remembers and to hone his skills. "I was scared to death about it," Phil admitted over dinner the night before. "Not about racing, but about being on the track with other cars."

On this, his second time, he can't wait for the green flag.

In the past two months, during other conversations, Tom has constantly reassured me that driving fast will be fun and safe. "You can abuse a car," he said, "but it's a lot more fun to use a car."

In Class C, for novices, the cars are released at intervals. There's no passing except on the two straight stretches. All drivers have instructors watching over them until the drivers' skills reach an acceptable

and safe level.

Yet, there are the technical sheets and the rules. You wear a helmet and long-sleeve shirts. Cars must have high-grade brake fluid to prevent brake failure. Fire extinguishers are not needed, but highly recommended. Everything that's loose in your car, from items in the glove box to floor mats, must be removed so it doesn't cause a problem in a rollover.

"Here's to another successful driving school," Tom had toasted us the night before. "Keep the rubber side down and no agricultural driving."

I peel my fingers off the inside door handle of my car after Tom has taken us around the track for three warm up/instruction laps. My stomach wanted to jump out through my throat each time we'd taken turn five.

I thought I saw the white dots on the track at each turn's apex, where you're supposed to turn in easy and let the car drift out for the next turn. But I'm not sure. The trees had whizzed by faster than any I'd ever seen.

"OK," Tom says. "Let's switch. You're driving."

My God. I'm not ready.

"Yes, you are," Tom says. "Let's go."

Did I say that out loud? I am not nervous. Tom locks his seat belt with a yank over the shoulder. I do the same. The belts will now hold us securely in place.

Dan Gallagher leans over the front of my car.

He will give the signal to go.

An hour earlier Dan had addressed the drivers with regulations. His Rule No. 1: "Don't piss me off." Just one bad mistake and you're out of here. Safety first.

And then there are the flags. Green is go. Checkered is cool down lap. Blue with an orange slash means someone wants to pass you. Yellow and red means debris on the track. Red is "Mayday." Black, you're in the pits, maybe for good.

Dan raises three fingers. Two fingers. I try to remember everything Tom has said during the instruction

session. He said he'll yell --loudly --to be heard through our helmets. One finger.

"Go!"

First gear, accelerate past the orange cones on the left. Second gear, faster. Third gear, into the right-hand turn. Think. Think. Both hands on the wheel at 10 o'clock and 2 o'clock. Keep the power on around the curve. Straighten out the apex. Drive over the white dot. Floor it. Be ready for the slight left-hand turn. Faster.

"Aim for the tree," Tom says. "Brake! Shift! Turn! Not so sharp! Let it drift! Get outside! Use the track! DRIFT! GAS! TURN!!!"

Man, I'm trying. The engine roars. Tires screech. His words pound in my head. The steering wheel kicks back. I'm sweating inside this helmet. My back is soaking wet.

"Keep your hands on the wheel! BRAKE! SHIFT! TURN!"

Around and around the words go. Around and around the track we go. I try to round every curve perfectly.

"You missed that one. NOT EVEN CLOSE!"

The tires squeal, then grab. We're around the corner safely.

Stop yelling. I'm not a kid. I know how to drive. What are you, my conscience?

"GAS! GAS!"

There's no time to regroup. I'm going 90 mph, but what's that? Two cars are coming through the rear view mirror.

"Is there anybody behind you? Let them pass. Good. GO! GOOOOO!"

Four laps? Has it been six? I'm not sure. "I've got to quit," I say. I am drained. I can't take any more.

"That's OK," Tom says. "Let's go in."

I sigh. We cruise past other cars into the pits.

"Don't be so hard on yourself," Tom says. "You'll learn."

I turn off the engine, calmly climb out of the car, remove the helmet. I am hot, dizzy and relieved.

"I'm a chicken at heart," I say.

"That's good," Tom says. "That's safe. You never hear of a chicken go-

ing over the edge. It's only the knuckleheads."

Suddenly, I am shaking like a leaf.

For a couple of hours all is calm. More experienced drivers in faster cars take the track. Every move they make seems so fluid. Nary a tire squeals. They are bumper to bumper. And I am not driving.

"Come on," Tom says. "Let's go for a ride."

We jump into his car. He knows it well. And the track. We shoot through the corners faster than before. We're 30 mph around a hairpin. We're 70 mph around a sweeping turn. We're 110 mph down the straight. WOW!

We brake at the last instant, then haul again. The car holds the track like it's on rails. I watch closely, even though my stomach hops around like it's on a roller coaster.

Down the side straight a metallic blue Viper hisses at our tail. Tom lets it pass as we charge toward the last corner. Its brake lights ignite as we close quickly. Finally Tom brakes. We make the turn to the main straight on its tail.

"This ought to be fun," Tom says as he floors it. The Viper slithers away, oh so fast.

A few more laps and the temperature gauge shoots sky high. Tom must stop. The engine is boiling hot. He pulls off the track and cruises the pits to cool the engine and turbocharger.

After we cool down, too, there will be more rides. More drives. And each one will be better than the last.

Too bad every driver in America can't go through a day like this. It would make us all safer. We would plan ahead, brake in time, accelerate smoothly and be able to trust the other drivers on the road.

No doubt about it. Driving in the fast lane is a riot. But a few words of caution. Don't try this at home. FYI Common high performance driving errors. (Condensed from ... Porsche Panorama magazine.)

1. Mental practice. Visualize the track before you drive. Go over it again and again and again.

2. Failing to scan the road. Look left, right, ahead and in the rearview mirror. Keep your eyes moving so you don't become hypnotized by the motion. Know what's going on all around you at all times.

3. Not looking far enough ahead. "Without proper visual perspective, 'high speed' can be like driving in a bank of fog where planning ahead is unthinkable, but critical." Looking ahead allows you to anticipate.

4. Surprising the brain. Be aware of "ground rush" and scan ahead instead of watching the ground. "Fear brings panic inputs." Don't think fear.

5. Unfinished business. The quickest indication of an unskilled driver is the hurried move. That doesn't come from starting a skill too soon, but from neglecting to finish it. "You must have confidence to take time to control the car."

6. Carry too much speed into a turn. Brakes slow the car to turn-in speed. "Speed is not the issue, control is." The "feel-fast" speed into corners may feel good, but it loses valuable seconds.

7. Overdriving. "To do something inefficiently requires more effort, like driving a car with an out-of-balance wheel."

8. Motivation. "Small failures lead to incremental improvements."

9. Out of 'zone' performance. The sensation of getting high speed driving right is art and science coming together like magic. It is performing within yourself.

10. Not recognizing fatigue. "When you become physically tired, the first thing to go is your sense of judgment. Driving no longer flows from one movement to the next. Use the three-mistake rule ... if you make three mistakes go into the pits and regroup."

(From The Gazette, September 28, 1997.)

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# Blackhawk Octoberfest

## Blackhawk Farms Octoberfest 1997 by Scott Lynn

Well, that's it. It's over. Finished. Kaput. The Octoberfest weekend at Blackhawk Farms was the final 1997 PCA Chicago Region track event of the season and if you're as addicted to drivers' ed events as I am, you're probably dealing with a bad case of the blues right now: knowing that the next track event isn't until May. It seems like an eternity from this van-

tage point but at least we have some great social events planned to help us get through the long winter months ahead until our veil of depression is blown away by the first lap of the 1998 season.

My wife Sharon and I feel that Octoberfest at Blackhawk is one of the most enjoyable events on the Chicago Region calendar and this year was no different. We love going to Road America and GingerMan, but Blackhawk has always felt like

home to us, especially during the Octoberfest weekend. Not only is it the final track event of the season, but the atmosphere is special. It's a time to enjoy the fall colors, meet old and new friends, reminisce about the season past, and enjoy a wonderful weekend at a great track.

Although Sharon and I had a great time, the weekend certainly wasn't perfect. The weather, which had been as close to perfection as possible during the past few Octoberfest events, was less than spectacular with overcast skies throughout most of the weekend and fairly heavy rain on Sat-



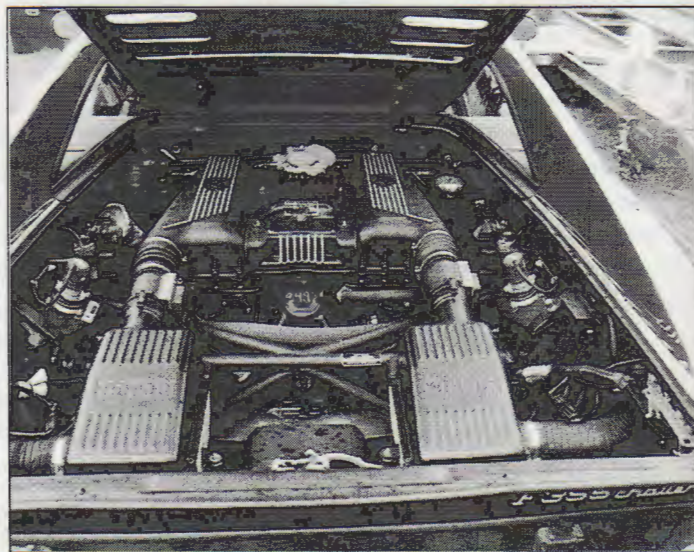
*An 'S' is ready to go ...*



*while an 'RS' gets ready.*



*Some horses get rested ...*



*while others cool off. (Oops, wrong marque.)*

Blackhawk Octoberfest photos by Steve Rashbaum

urday afternoon. But, just as Gallagher threatened to close the track for the day, the skies miraculously cleared and we all had the opportunity for some wet track practice.

Speaking of Gallagher, he was none too happy on Saturday as there seemed to be a multitude of Rule Number One violations. Most were minor off road excursions that simply delayed the schedule, although a red 911 did find its way deep into the rough on the front straight just after turn 7. Thankfully, the driver was not injured but the car is undoubtedly paying an expensive visit to the body shop. It took quite a bit of time to extract the car which required not only one of the Blackhawk Farms wreckers, but a chainsaw to cut away the large tree branch that came to rest on the 911. In addition, another large branch had to be pulled off a tree overhead as it threatened to fall and crush the 911 due to its precarious position. Once it was finally pulled back onto the track, we were all reminded of the excellent build quality of our favorite marque as the 911 started on the first try and limped back to the pits. Kudos to Nick Brenkus and his safety team who did an excellent job of coming to the rescue.

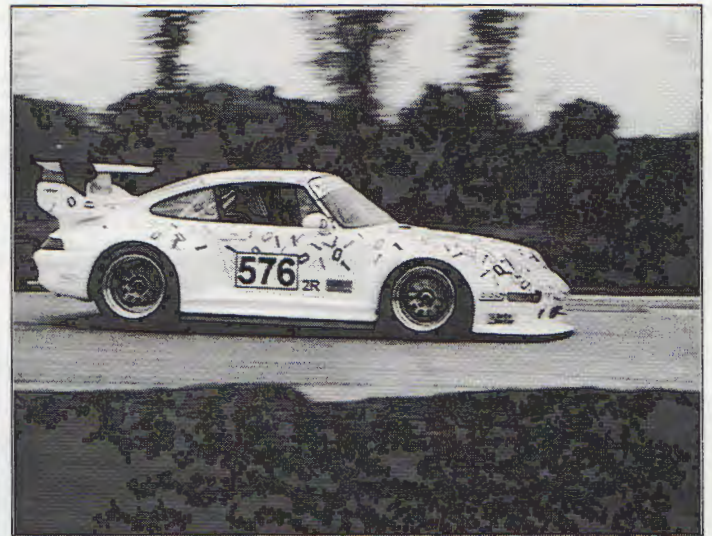
I'm happy to say that I did not violate Rule Number One at all on Saturday but did have an incident occur

after the track was closed for the day. As Sharon and I were enjoying a cold Heineken with the good folks Brenkus, Rashbaum, Shire and Inglot, one of those pesky bees that we were forced to share the track with all weekend found its way into my bottle and then subsequently into my mouth. Before I knew what hit me, that little sucker got its stinger into my bottom lip...Ouch! Luckily I'm not allergic to bee stings and was able to kill the pain with a few more 'greenies'.

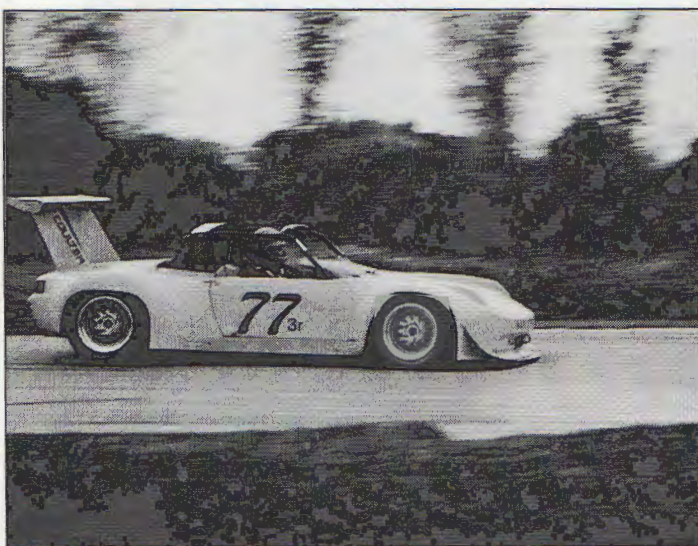
Sunday was a much more enjoyable day with somewhat improved weather. The only serious incident took place at turn 4 when a black 911 actually lost a wheel at speed. Miraculously, no one was injured and there was no damage to the car. (It seems that new brake pads had just been installed but the wheels had not been properly torqued.) When Gallagher announced what had happened

every driver at the track immediately checked their own wheels to make sure they were properly torqued. A valuable lesson for us all!

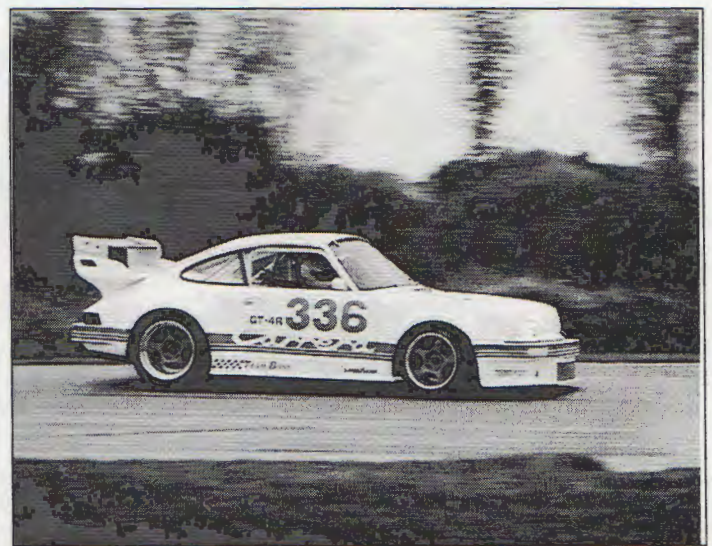
After my final session late on Sunday afternoon, Sharon and I said good-bye to our friends, packed up, and prepared to return home. As we passed through the main gate at I was overcome by a feeling of sadness, knowing that the 1997 season was now really over. But, by the time we reached the road I was already thinking about all the great plans I have for my 911 in preparation for next season and the drive back home wasn't too bad at all!



*On the track, Michael Seedman ...*



*Hari Matsuda ...*



*and Gary Boss run very fast.*



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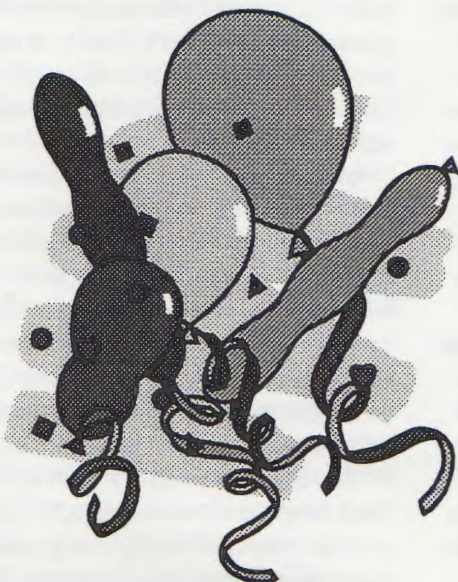
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# Tech Tips

## Porsche Winter Storage

by Bill Hawe (Northeast Region)  
Bill930@PorscheNet.com

For some of us the onset of winter brings that emotion laden task of storing the Porsche for the winter. This is a somber event. It is best done alone so one may share those last moments with the Porsche without distraction. And, this way if one gets too emotional about it the family and friends won't be there to witness it and become convinced you really have lost it.

There appear to be several very different schools of thought on winter storage of Porsche's. I've yet to see a definitive statement on this topic. In general the schools of thought cover increasing amounts of work, both in the Fall and the Spring. The schools of thought I've seen include:

*Drive it, don't store it*  
*Store it, but keep it alive*  
*Preserve it until Spring*

I'll cover each here. But I'll spend most time on preservation techniques. If you have any other suggestions, send them in and I'll include them here, with due credit of course.

### Drive It!

These people basically say that you do more harm than good by storing the car. They point out that storing a car encourages seals to dry out and so forth. They also observe that it's more fun to drive the car than look at it in a garage. They comment that the "fun quotient" for ownership of a Porsche is defined as the total number of hours you have driven it over its life divided by the length of time you have owned it. With that definition, the more you drive it the higher the fun quotient.

Others counter that in places such as the Northeast salt, sand, gravel, ground up car parts, etc. are used by

the Highway Department on the icy roads to increase both traction and business for body shops. Thus, they point out that the so called fun quotient needs to be modified based on "hours of paint chip-free driving". They also observe that one can obtain an interesting education in chemistry by watching what road salt does to the various aluminum alloys found throughout a Porsche.

It should be pointed out that there exists a minority of people who are oblivious to all this. They say that of course you should store your Porsche for the winter and then get out the "winter Porsche" and drive that one until Spring.

### Store it Alive!

The idea with this approach is to store the car (in doors of course) but try to keep it fairly operational. Basically this means periodically starting the car, running the air conditioner, etc. It may mean taking it for a brief drive if the roads are clear. The theory with this approach is to attempt to keep the car operational and prevent dried out seals, etc..

### Preserve It!

This is where it gets complicated. Here are a few suggestions based on my personal experience and comments from other owners. I offer no warrantee with these ideas. They are merely techniques I have used. Note that this is oriented towards short to medium term storage, such as the winter. Additional steps need to be taken to allow successful long term storage.

**CHANGE OIL:** It's important to put fresh oil and a new filter in the car. Otherwise, contaminants in the old oil will have a field day corroding the insides of your engine.

**GAS UP:** Make sure the tank is as full as possible to prevent undue air in the gas tank. Air (along with its moisture) will result in condensation

in the tank. We don't want that water in the gas and the injection system. Use a gasoline stabilizer such as Stabil. Put this in before putting in the gas. Run the engine a while to make sure that the stabilized gas has filled the entire injection system.

**OVER-INFLATE TIRES:** Inflate them to perhaps 40 or 45 psi. I have not seen any problems of flat spotting from storage with today's radial tires. However, if you feel more comfortable, you roll the car a little every 2 weeks or so. (Don't jack it up and rotate the tires. If you do, when you lower the car the suspension will be loaded up.) Check the pressure every few weeks to watch for slow leaks.

Some people put the car up on jacks. I don't. I've heard some say that this makes the suspension to sag and shouldn't be done. Perhaps that's true. I've noticed no problems from letting it sit (for the few months).

**CLEAN INTERIOR:** Spend some time and get everything really clean. Clean the glass, inside and out. Clean the carpets. Clean and condition the leather. Clean behind the pedal cluster. You won't believe the dirt you'll find. Clean all the nooks and crannies. Don't forget to also clean the trunk, etc. There is a full driving season of junk and dirt in the car. When Spring comes you won't clean it. You'll hop in and drive it. You might put some moth balls inside the car (more on this below). And you might put a bag or two of the silica gel which absorbs any moisture in the air.

**ADJUST SEATS:** Retract your security cover (944, 924, 968) and bucket seats. Notice how the security cover stays in place, does not sag and easily retracts into its holder (tension). Notice how the bucket seats spring forward when the adjustment lever is operated. The security cover and bucket seats use springs for tension. **SPRINGS** have memory and will lose their original tension strength if they are compressed for any period of time. Therefore, I always retract the security cover into its holder and I let

the bucket seats retract fully forward. This puts the least amount of compression on your springs.

**WASH CAR:** But... do not put it away wet! This is tricky if you try to drive the car right up to that first snow day. You should never put your car away wet unless you want to encourage rust to form everywhere the water collects. You might try anticipating the advent of snow and cleaning the car and driving it a little to dry it out before storage. But then how to get the dust off before storing it? Interesting problem, heh!? A gentle wipedown with wet/damp towels followed by drying (with towels not chamois) can work if the car is basically clean to start.

When you clean the car use this opportunity to make sure that all the drains work. It's not uncommon for drains to clog up during the fall with leaves, etc.. There are surprisingly more drains in the car than you think. Some have amazing routes they follow.

**WAX CAR:** Maybe... It may be difficult to get in a good waxing of the car depending on the temperature when you store it. High quality wax will be too difficult to put on when it's very cold. But, you may luck out and get this done.

**CLEAN WHEELS:** And we mean really clean them! Brake dust is very corrosive. You do not want this sitting on your wheels for the winter. Remove the wheels from the car. Clean the outside and the inside. The cleaning process is slightly different depending on the type of wheel you have. Some amount of wheel cleaner such as P21-S may be needed to get the insides really clean. Once they are really clean, wax them. Wax the both the insides and the outside. If you have Fuch's alloys you don't need to wax the black center. However, put a small amount of Vaseline on a cotton cloth and rub it into the black center until there is a nice sheen (with no build-up). That advice is straight from the owner's manual. Clear coated wheels should be waxed com-

pletely. If you are ambitious, put two coats of wax on them. If you keep your wheels waxed like this you will find that brake dust does not adhere to them as it otherwise might. They will clean up much easier year-round. You may not ever need to use chemicals such as P21-S if you follow this process.

**CONDITION RUBBER:** Use a good rubber conditioner to preserve all the trim you can find on the body. Some of the popular name brands from the auto parts stores tend to either put on greasy coatings of silicon (Ugh, we don't want that!) or tend to build up over time and actually make the trim worse over time! Silicon isn't particularly good for your paint at all. I'd stay away from that type of product.

As with waxes, we could get into the religions of what type of conditioner is best and what specific famous brand name he was talking about. But, we won't, for now anyway....

**COVER OPENINGS:** You should seal up the exhaust tips to help prevent rust, etc. inside the exhaust system. Close the heater vents, etc.

Now a question, do you store this car in a place where furry little varmints might decide to setup house keeping? Mice like to make nests on 911 cylinders. While the mouse may get blown away when you drive the car in the Spring. His happy little home will do a great job of preventing any cooling of the cylinder. You'll be tearing this engine apart for a rebuild before summer arrives! I've actually seen such a 911 engine. Not a pretty sight.

There are various critter defense mechanisms which can be employed. A cat works, sometimes. But keep in mind that the cat will like to roost on top of your car. And, that nice wax job we talked about will mean he has to work his claws fast and furious to scamper up the side of the car!

I have seen people encircle the car with moth balls on the floor.

And I mean surround it with a gap-less wall of moth balls in a ring of defense against unauthorized intrusion. The mice don't like it to cross this line in the sand. This can be augmented with some traps. But keep in mind that traps work by attracting the mice not scaring them away. I suppose you could try one of those "car bags" which completely encloses the car. However, I think that would do better at keeping dust out than mice. Mice like to chew through things like that and hide inside. If they get inside you'll never see them or their droppings.

This brings us to the topic of periodic inspection. Every 2 weeks or so, it's probably a good idea to take a look at the car. Have any leaks developed? Have any mice setup house-keeping?

**TO START OR NOT?** I'm of the school which says don't start the car during the storage. The reasons are starting it puts lots of thermal stress on the parts which are all probably sitting around 30 to 40 degrees. Most engine wear happens in those first few minutes when a car is started because the oil hasn't fully circulated. It's questionable that if started you will ever get the car hot enough to burn off the moisture, acids, etc. the car is creating while running. This stuff ends up contaminating that clean oil you put in the car. Have you ever noticed the inside of the oil filler cap when the weather gets cold outside? Did you ever notice any moisture or gummy residue? This stuff doesn't get burned off when it's too cold.

930 turbo owners should read their owner's manual carefully. There's a "maintenance item" in there which says (and I am not kidding about this!) that each time the car is run it should be either (1) run at highway speeds for a while, or (2) given a least one full throttle, maximum acceleration in first gear. Since the car comes from the home of the Autobahn we can only guess what they mean by highway speeds. The reason Porsche states for this procedure is to

assure that any moisture which has developed in the wastegate and wastegate exhaust is burned off. Way cool! "But officer, it says right here in my owner's manual that I am supposed to drive this way every time I take the car out! Really!"

This moisture will develop in your engine, transmission, exhaust, etc. if you just start the car and let it idle for a little while. So, I'm of the school which does not start the car.

**REMOVE BATTERY:** or several reasons you really should remove the battery from the car. Usually the car is stored in an unheated garage. The cold will do a number on discharging the battery and killing it.

Some people leave the battery in the car and plug in a trickle charger. I prefer to remove the battery completely and store it inside the house in reasonably warm place. But not a hot place. Don't store the battery on concrete. That will discharge it. Put a block of wood underneath it. Trickle charge the battery while storing it.

The other reason for removing the battery is so that you can clean the battery tray and surrounding area. It's not unusual for there to be some battery acid there. We want that out of there. If you store your battery inside your house, please keep in mind that the trickle charging will generate (explosive) gases. So don't store it near the furnace, sources of electrical spark, a heater, etc..

**BRAKE FLUID:** Guess what? You really should change the brake fluid. It is hydroscopic. This basically means it loves to absorb moisture. Moisture sitting in the equipment over the winter means corrosion. This means brake problems. Porsche, along with all car manufacturers, recommend changing the brake fluid at certain intervals. However, as was the case with the engine oil, storage allows contaminants to remain in the system without being burned off or flushed. Thus, it is important to put the car away with fresh fluids. If the car has been used on the track this is even more important.

It's probably not a bad idea to change the transmission (and differential) fluid as well. Although, I think this is perhaps less critical than the engine oil and the brake fluid. Certainly good maintenance will have you putting new fluids in the transmission, differential, brakes, etc. at least once a year anyway. So this may be the time to do it.

**COVER CAR:** Clearly the car should be covered to keep dust, and sunlight from a garage window, off the car. Also keep in mind that sunlight and ozone are very bad for rubber. While the car cover will protect the car from the sunlight, it may not cover the tires. In addition, ozone produced by sparks and electrical arcing from electric motors will deteriorate rubber. So, don't store tires, or the car for that matter, where it is exposed to this. Tire manufacturers such as BFGoodrich mention this in their storage procedures. Incidentally, the October, 1995 issue of the BFGoodrich Technical Newsletter mentions that BFG R1 tires may be stored over the winter with no ill effects. However, BFG cautions against exposure to sunlight and ozone as mentioned above.

**OPTIONAL ITEMS:** Some people suggest that each spark plug should be removed and the cylinder interior "spritzed" with a small amount of very light oil to prevent corrosion. Then the spark plugs are replaced. If you're motivated, go for it.

I have heard of people spraying a light oil such as WD-40 on the brake rotors under the theory that it will prevent them from glazing over with rust. They say it burns off in the Spring. I'm not so sure about this. I don't do it. I don't put away the car with the rotors wet. My rotors are not rusted in the Spring.

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**Car Care Clips: Paint Chip Repair**  
By Larry Reynolds  
Northern New Jersey Region

The repair of a scratch and a chip are

the same process (a scratch is merely a chip on uni-directional steroids). The only problem with a scratch is that the larger playing field requires more time and care to be able to blend in the new paint.

#### Items you need

1. Touch up or color matched paint
2. Compatible primer -I like Wurth Rustop primer
3. Organic cleaner -P21S Total Auto Wash or Wurth Citrus Degreaser
4. Solvent -Rubbing Alcohol or Prep sol or Enamel Reducer
5. 3M Imperial Hand Glaze
6. Meguiar Finesse Sanding Block 2000 grit
7. Car wash
8. 600 grit wet/dry sandpaper
9. Round undyed wooden toothpicks
10. Large lightweight cardboard boxes (large shoe box or bigger)
11. Several 100% cotton towels
12. Magnifying glass -help for we with older eyes
13. New Pencils with unused erasers
14. Rubber glue
15. Several heavy clean plastic cups
16. Roll of quality paint masking tape

Realize that paint chip repair is a learned skill and should be practiced on an area of the car that is not that visible. The hood and nose are two areas that should be tackled last. Test all cleaners or solvents on the paint prior to usage. I like to use the seam underneath the rocker panels. Apply a little cleaner or solvent to a cloth and rub the seam. If you do not get any color on the rag, then the cleaner/solvent should be safe for the paint. If you do get color on the rag, then you may wish to consider another solvent.

#### Chip Repair Steps

1. At least 24 hours before you want to start, use the rubber glue to attach small 600 grit sandpaper circles (the diameter of the eraser) onto several new pencils. The eraser must be unused and flat on top.
2. Step #1: Wash the car with a qual-

ity car wash and dry thoroughly.

3. Paint chips come in two flavors. The worst case has exposed the bare metal, while the less severe has left the original primer intact. Clean the area thoroughly with the or P215 or Wurth citrus cleaner. If there is rust on the exposed metal, clean off with the pencil eraser. Use a toothpick to gently probe the area and make sure that the edges of the chip are secure and not waiting to fall off and destroy your work. This is an optional step. If you do not feel comfortable with sanding, you may jump to step 5. Take a new pencil/sandpaper tool, dip into clean water and put a few drops of water on the chip area. \*SLIGHTLY\* rough up the chip and a small portion of the surrounding paint. Lightly turning the pencil will rough up an area the diameter of the eraser and this should be more than enough. Keep the roughed up area as small as possible, the object is to give the new paint approximately 1 mm of old paint to "grab" around the perimeter of the chip and not dig scratches. This step may be eliminated if you are uncomfortable with sandpaper around your paint. It will help the new paint adhere, but is not essential.
4. Move onto the next chip and repeat the above. Depending upon the amount of time available, you may wish to tackle 10-20 chips at one time. Try to stay within the area that may be covered by your box(es).
5. When finished sanding all your chips you are tackling at this time apply a small amount of Alcohol or Prepsol or Enamel Reducer to a rag and wipe each chip and surrounding area to remove any sanding dust and grease/oils. Use additional solvent and new area of the rag for each chip. Allow to dry (these are highly volatile and will evaporate quickly with no residue).
6. If the original primer is intact, and "pencil sanding" does not disturb the primer, then skip the next step and go directly to painting (# 9)
7. Make sure that the chip and sur-

- rounding area is clean. If not, re-clean with the Prepsol, Alcohol or Enamel Reducer. Pour or spray a small amount of primer into a clean plastic cup. Dip the point of a wooden toothpick into the primer to get a thin coating on the first 1-2 mm of the toothpick. If there is a blob on the end, gently scrape it back into the cup. Place the tip of the toothpick against the center of the chip and allow capillary action to literally flow a \*THIN\* coat of the primer into the depression of the chip. Move onto the next prepared chip. If you have finished priming all your prepared chips before two hours are up, cover with a box, taped down with masking tape and go have a beer. The key is to allow the first coat of primer to dry at least two hours. Dispose of your cup and start with a fresh cup and toothpick. Apply another thin coat of primer to each repair that needs primer. Priming is completed when no metal is visible and the level of the primer is \*BELOW\* the level of the surrounding paint. This is important! Cover and allow to dry for two hours or until dry.
8. Apply a small amount of Alcohol or Prepsol or Enamel Reducer to a rag and wipe the chip and surrounding area to remove any sanding dust and grease/oils. Allow to dry. Repeat for all the chips that are on today's list of victims.
  9. If you are using a Touch up, shake the bottle thoroughly. If you are using color matched paint, mix thoroughly and pour a small amount into a clean plastic cup.
  10. Dip the point of a new toothpick into the paint to get a thin coating on the first 1-2 mm of the toothpick. If there is a blob on the end, gently scrape it back into the bottle. Place the tip of the toothpick against the center of the chip and allow capillary action to literally flow the paint into the depression of the chip. Repeat for each chip. The key is not to use too much paint. Do not re-dip the toothpick. Use only the amount

that will flow from one dip. Temptation to add more paint with each application will be almost overwhelming. Fight it!

11. Cover with your paint box and allow to dry 2 hours and repeat 8-12 times till the depression is filled with paint and bulges slightly upward and covers the roughed up area with a thin coating of paint. The first 2-3 coats may not completely hide the primer. This is fine because you have many more coats to go. Fight that urge! The paint application is completed when the new paint bulges slightly upward (a fraction of a millimeter) and had covered the roughed up area with a thin coat of new paint. Allow the paint to dry for at least a week.
12. The Touch up paint has been applied to the surface and allowed to dry for at least 1 week, and resembles a minute mound ( \_\_o\_\_ ) (this is exaggerated) on the flat plane of the existing paint. The object is to remove the mound and make the surface of the paint one continuous flat plane. The Finesse Block offers the ability to gently remove only the high spot of the repair. Unlike sandpaper or polish on a rag, the five usable sides of the block are flat and act like a "wood plane" to remove only the elevated areas of the repair. The 2000 grit will not leave scratches.
13. Soak the Finesse Block in clean water for 24 hours prior to use. Put a small drop of car wash on the chip repair. This acts as a lubricant for the sanding block. Then gently "plane" the high spot on the paint. I prefer to "plane" in one direction (usually back to front -drawing the block towards me). If the block dries out, re-wet and continue use. When the new and existing paints are blended (smoothed to the flat plane) to your satisfaction, clean the area using a quality car wash and lots of water and then use a quality glaze to restore the high gloss finish. I prefer 3M Imperial Hand Glaze. Don't use a machine on your car, as it deserves to be caressed by hand. Use a machine on your

**Tech**

Yugo or SHO.

14. When applying either a glaze or a wax, apply to your soft cotton cloth or applicator pad (don't squirt the stuff on the car) and work in one direction only. Don't go around in circles like 'dear of dad'. Circles are many times the cause of "swirl marks." A front-to-back, back-to-front motion (the way the air flows over the car) will help minimize swirl marks or at least make them less visible. Buff out with a soft cotton cloth. If it looks good, wax with a quality hard wax and you are done.

15. Tip for applying wax. If you are using a quality carnauba based wax, try applying it with your fingers instead of a pad or cloth. Hold your fingers together and use your finger tips as an applicator pad. The tactile feedback from your fingers will tell you when the wax has been worked into the paint. If grit should lodge un-

der your fingers, you will know immediately and not grind it into the paint. A pad will not allow this tactile feedback and these devil grits become sandpaper. A circular motion of the pad will make a 360 degree swirl mark. All marks on paint are most visible at a 90 degree viewing angle. Thus the front to back marks are most visible from the sides, whereas a circle stands out from any viewing angle.

The question was also asked if clear Touch up should be used as a final coat to repair chips on a clear coat paint. There are two view points to this question.

1. The purist will say yes, the paint has a clear coat and thus, the repair should also. The process is the same as previously described, except the clear coat is substituted for the last 2-3 coats or paint.
2. The practical world says no. The

Touch up paint is different from the original paint and is formulated only as a Touch up paint. Once it is applied it should, according to the manufacturer, match well enough to be all but invisible. I have found this to be the case with the numerous repairs on the many cars/colors, I have completed. If you are using the original paint as a Touch up, then you may have to use the clear as a topcoat. The color coat of some paints will many times be relatively dull in appearance. These paints rely on the clear coat to provide the "shine."

Try one chip in an area that is not that visible. If the process works, then continue with the rest. If not try the clear coat top layer.

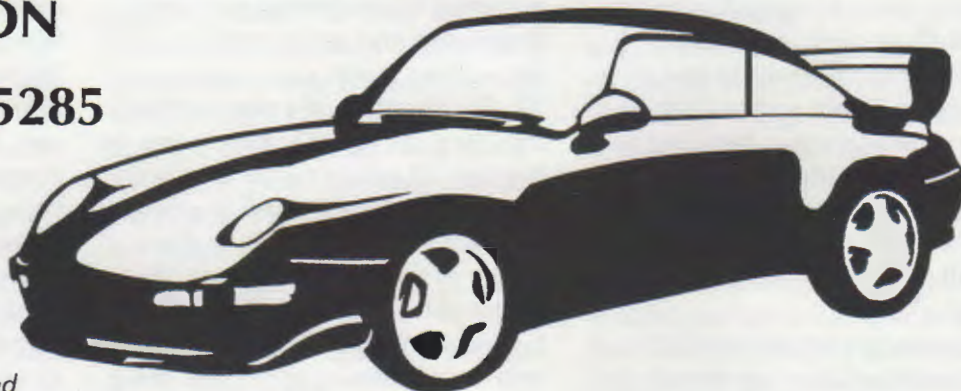
I hope that the above has added a little more food for thought on chips. (Or chips as a thought of food.)



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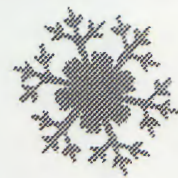
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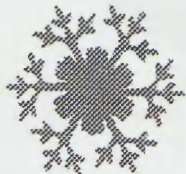
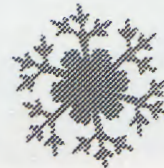
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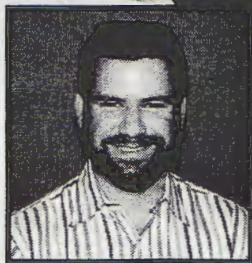
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*Appetizer*  
*Pizza*

*Killian's Draft*  
*House Wine*  
*Soda*  
*Coffee*



CASH BAR



# Sheridan Road Rallye

**Rallying and Running 'the Ravines'**  
by Jack Stephensen

It was a dark and stormy night. The contestants gathered from far and wide to do battle in their chariots of steel. Fear gnawed at the stomachs of drivers and navigators alike. What devilish tricks and treats would meet us along the way. Would everyone make it back or would some just disappear? Was this to be the remake of "The Legend of Sleepy Hollow?" Only the Rallyemasters (and The Shadow) knew for sure!

Maybe I should not have been watching all those Halloween Horror Movies. It wasn't a dark and stormy night but a beautiful fall afternoon. The contestants gathered not to do battle but to participate in the Sheridan Road Rallye previously part of Pete's Post-Parade Pleasantly Perplexing Panoramic Passage where pretty polished Porsches proceed along pristine paths of palatial palaces through northern places. (Enough of the P's already and who or what is Pete anyway).

We all gathered at the Porsche Exchange in Highland Park receive our

instructions and peruse new Porsches. It was great to see the large turnout for the last rallye of the year. There were 25 cars signed up to run the event. Everyone stood around nervously awaiting our drivers' meeting. The time came and Susan Brenkus gave us our instructions. The big question was did everyone know where Hackney's on Lake was, as this would be where we would meet for food and drinks at the end of the rallye and where we were to head if we became hopelessly lost. Then the inevitable question was asked, what is redundancy? After several attempts to explain it with various examples, we were on our way. After wishing everyone good luck we went to our cars to await our starting time.

The time came to start and we were off on the odd leg which took us to Loyola Academy in Wilmette. Nothing tricky yet. We left Loyola on the first timed leg of the rallye. The instructions did not seem too difficult so far.

We drove along watching the time and our CAST. Lets see, we have been traveling 11 minutes at a

CAST of 20. How far should we be? We were instructed to take the first left after the underpass. We passed through the underpass and started to make the turn. We saw the first checkpoint ahead. A sigh of relief went up that we have found the first checkpoint. But oh no what's that? It was a "No Outlet" sign. The road did not exist. We'd been had! We'd been trapped! After a quick U-turn we proceeded up to the next street turned left, headed down the street to a T, turned right and after another right, we came into the check point the correct way. We had avoided our first big trap. Unfortunately not everyone was so lucky as we watched several Porsches come into the checkpoint from the wrong direction.

After receiving our check point slip, we were on our way again. Executing an instruction that told us to pause 1 minute, we pulled to the side of the road next to a park along with a couple of other Porsches. We noticed the curious looks of several people in the park who called over to us to ask what was going on. Starting to explain to them that we were on a road rallye, we noticed that our pause time was nearly up. "Sorry, can't talk anymore", we said as we took off in mid-sentence. Didn't want



*Roger Horn and Nicole Schultz celebrate at Hackney's.*



*The winners smile for the camera.*

*Sheridan Road Rallye Photos by Steve Rashbaum*

to be rude, but we had to maintain our CAST

We came to the intersection of Sheridan Road and Ridge Road. Let's see, the Main Road Rule says North on Sheridan, but the route instruction says right on Ridge. What do we do? We remembered that the RI's take precedent over the MRRs so it was right on Ridge. Another trap avoided! This Rallye stuff can be tricky

We continued on course and came to Sheridan Road again. Do we go north on Sheridan at this point? No, not yet, as Sheridan Road was running east and west here, not north and south. So, we treated it as a T and went right. Pretty tricky that Pesky Pete.

Around and around and finally we were north on Sheridan Road past the Bahai Temple, Plaza del Lago, Pristine harbors, lovely shoreline, sandy beaches, pretty parks, and beautiful homes. A great road.

After the steep climb up the hill to Tower Road we began what would become our favorite part of the rallye; known to the locals as simply "the ravines". There, Sheridan Road snakes through the deep crevices whose twisted bottoms parallel the shoreline. Cool! This was what rallyes are all about: being able to drive our cars on great roads that we might not otherwise get to experience. Unfortunately, we ended up behind some cars who were actually going the speed limit. We would have to work out a different strategy the next time we went through there (and we would go through there again and again). The second time we slowed to let the traffic clear in front of us. Oh guess what, we had to make up time! With a diabolic grin that would make a Halloween monster proud, I clutched the steering wheel, settled back into my seat, warned my navigator to hold on, and plunged headlong down Sheridan Road into the ravines. What fun!

We made it through the rest of the instructions without incident, found ourselves at Hackney's parking lot

and passed through the final check-point. Now, for the second best thing about rallying: sharing food, drinks and a lot of laughs with our fellow rallye enthusiasts. Almost everyone made it to the restaurant following the rallying instructions: Ed "No Lift" Barnicle and Gayle Timbers had to get directions from the local police on how to get there, but they made it and we still don't know what happened to the Knoblauchs.

And so ended another season of rallyes. I would like to extend a note

for putting on this rallye. Thanks also to all of the '97 Rallyemasters who worked so hard to make this another fun year of rallying. We look forward to doing it again next year.

*(Ed. note: We live in the area near "the ravines" and have often employed the same method of traversing them at speed used by Jack on his second run through them. Whether a destination point or just a point along your route, "the ravines" are a fun place to test your driving skills and enjoy the fine handling of your Porsche.*

### Sheridan Road Rallye Official Results

Place	Driver	Navigator	Score	Car
1	Jack Stephensen	Dan Del Fava	713	911
2	Steve Rashbaum	Susan Shire	834	944 Turbo
3	Dan Gallagher	Peggy Gallagher	859	993
4	Andy Goldberg	Nicole Miller	1183	944 Turbo
5	Bill Murrin	Amy Murrin	1434	914
6	Doug Beshears	Tom Verachttert	1502	911
7	John Mueller	Scott Henderson	1524	944
8	Ron Micek	Cheryl Kiick	1529	930
9	Gene Urban	Susan Spehar	1583	911
10	Lee Lichtenstein	Chuck Bittman	1640	924
11	Ken Pesavento	Nikki Kroll	1869	911
12	Roger Horn	Nicole Schultz	1877	Boxster
13	Scott Sheffer	Beth Sheffer	1900	911
14	Raul Mosquera	Katie Mosquera	1982	993
15	Eric Gehm	Duane Sohn	2118	911
16	Margaret Ruthunde	John Lawson	2165	944 Turbo
17	Tray Anderson	Danita Anderson	3700	993 Turbo
18	Michael Haas	Anita Haas	4508	911
19	Eric Myers	Joy Myers	5000	911 SC
20	Rob Clarke	Carol Clarke	5000	911

of thanks to Susan and Nick Brenkus

**Michael Coglianese**, *Certified Public Accountant, P.C.*

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# Chicago Region Membership Update

Welcome to Maxwell Jeffrey Girard, son of Jeff and Jill Girard. Born 10.24.97, 6lbs. 11ozs., 20 1/2".

Speedy recovery wishes to Debbie Leed after her recent surgery.

Condolences to the family of Rick Schaefer on the death of his father Don due to complications from lung and brain cancer.

## October 1997 - New Members

Patrick Clerkin  
Macomb, IL  
914

Jeff Baker  
Deerfield, IL  
1989 911

Michael Davis  
Lansing, IL  
1993 968 Cab

Neil Ruffolo  
Oak Park, IL  
1985 944

Allen Dunn  
Schaumburg, IL  
1983 911SC Targa

Sam Menegas  
Palatine, IL  
1997 Boxster

Scott Jordan  
Chicago, IL  
1990 911 Cab

Tony Kremer  
Plainfield, IL  
1990 944 Cab

Mike Carroll  
Lisle, IL  
1989 944 Turbo

Ray Jovic  
Arlington Heights, IL  
1997 911 Targa

John Cline  
Arlington Heights, IL  
1991 911 C4

Stan Reed  
Madison, WI  
1989 911 Cab

Joe Enriquez  
Skokie, IL  
1987 944

Paul Radja  
Downers Grove, IL  
1993 911 RS America

We look forward to meeting you at the events and seeing your car.  
Bill Murrin, Membership Chair



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- Part Werks' new, specially designed Rackler Covers protect your 914 from the corrosive effects of moisture retaining dirt trapped by conventional rack covers. \$45 per side
- Part Werks' new Porsche® Map Center Cap Tool Set prevents damage to your original Porsche® 914 map center caps when they are being removed and reinserted. \$19.95 per set
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# Board Meeting Minutes

Porsche Club of America  
Chicago Region  
Board Meeting Minutes  
October 3, 1997

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

Voting members absent: Ruther, Zann, Clark, Bittman.

Vote by Proxy: None.

Coordinators present: N. Brenkus, Yanahan, Jacisin, S. Brenkus, D. Gallagher, Shire, Rashbaum, Murrin, Inglot, P. Gallagher, Hackenson.

Meeting called to order at 8:00 p.m. by D. Gallagher at the Park Ridge V. F. W.

**Secretary - Chuck Bittman.**

The minutes of the 9.5.97 board meeting were distributed. A change to the minutes was made to reflect a report presented by A. Zann and M. Pinkerton covering the Road America Club Race and Labor Day event.

An addition to the minutes was made to reflect the decision to purchase 6 additional radios. A majority of the voting board members (6) decided at the Utica Autocross to purchase the additional radios. The minutes were approved unanimously.

**Treasurer- Susan Brenkus.**

The income/expenses statement for September 1997 was presented showing a deficit of \$15,063.67 for the month. There was a surplus from GingerMan Raceway event. There are expenses related to the Road America Club Race which have not been received, but are expected soon. Unanimously approved.

**Vice President - Bruce Janecek.**

Janecek requested that all event chairmen return the completed event waivers to him.

**President - Dan Gallagher.**

Gallagher stated he had received letters from the Zone 4 representative, Paul Jones, PCA National President, Judy Boles, our insurance supplier and others commending the Chicago Region on a terrific Road America event.

Gallagher requested that anyone interested in applying for the Zone 4 representative position should see him.

Gallagher presented a 40th anniversary badge, to be attached to the Chicago Region flag, that he had received from PCA National.

**Autocross - Jeff Girard.**

Bill Murrin reported on the Utica Autocross which was held 9.21.97 with 62 cars participating. Each driver received a certificate of

'BLINDING SPEED AND UNSURPASSED AUTOMOTIVE BRAVERY'.

The event showed a surplus of \$496.00.

**Road America Club Race - Arnie Zann & Chris Inglot.**

Susan Brenkus reported that A. Zann has agreed to split the \$500 late exit charge with Kelly-Moss.

Ron W. Piper requested a refund for the Road America event due to the sale of his car. Denied unanimously.

**Road America Sponsorship - Hari Matsuda.**

It was reported that we received \$19,600 in sponsorship fees. Thank you Hari!

**Blackhawk Farms - Dan & Peggy Gallagher.**

The September event had 65 cars and a surplus of \$3218.50.

The 2 day Octoberfest event is typically a non-instructional event, however, several people have requested driver instruction. John Ruther will decide if he will supply instructors.

Corner Five will be manned as a flag station.

The Saturday night party will be at The Prime Spot. Sunday night, at the conclusion of the event, there will be a pizza & beer party for the corner workers and participants at the track.

**Chief Driving Instructor - John Ruther.**

No report.



The 1997 Board 'hard at work': Greg and Marla Turek read the Scene ... as Jim and Patty Jacisin, Myra and Gary Knoblauch 'listen' intently ...

**Goodie Store - Linda Patterson.**

No report.

**Rallye - Susan Shire & Steve Rashbaum.**

Rallye V - Sheridan Road Rallye - is Oct. 19th and will start at the Porsche Exchange in Highland Park.

**Social - Peggy Gallagher.**

Pat Yanahan reported that the annual dinner dance arrangements are proceeding well.

**Safety - Jeff Girard.**

No report.

**Technical - Pete Hackenson & Mike Gray**

Hackenson stated that the Tech

Session/work shop is scheduled for 11.16.97 at Midwest Eurosport.

**Chicago Scene - Susan Shire & Steve Rashbaum.**

The October issue was mailed on 10.2.97.

**Chief Photographer - Steve Rashbaum.**

No report.

**Property - Ed Leed.**

The Leeds would like a new computer. The Board decided no at this time.

**Membership - Bill Murrin.**

8 new memberships. 50 applicants on the Internet.

**Concours - Pat Yanahan & Jim Jacisin.**

Pat reported that the Concours de Musique was the best ever.

Concours de Musique Event Chair Tray Anderson reported that 48 cars participated: with cars representing years from 1957 - 1997 in honor of the Chicago Region's 40th anniversary celebration. Dan Bacin/Bacino's supplied a wonderful meal.

The French class "F" proved to be a success and it was suggested that we continue this class in future concours.

The Chicago Region presented



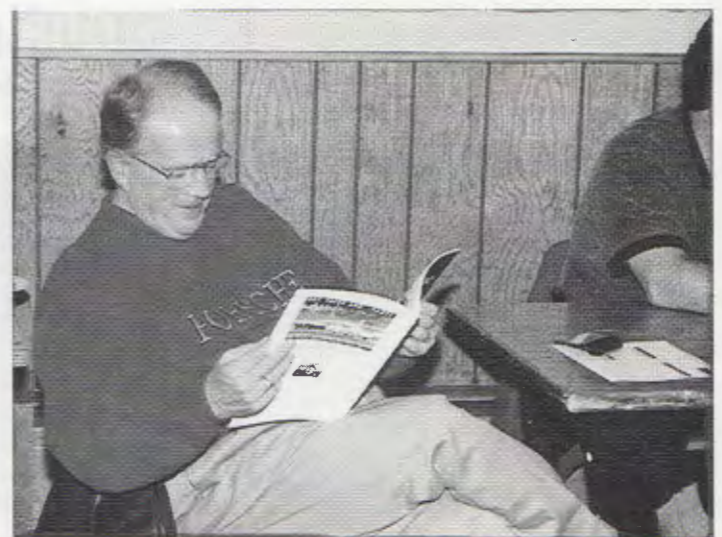
Tray and Danita Anderson with a pile of early holiday 'goodies'.



Only Chris Inglot and John Ruther review the agenda.



Bill Murrin tells Chuck Bittman a bad joke as Arnie Zann ignores them ...



while Ed 'No Lift' Barnicle peruses the Scene.



the Steinway Society with a generous donation at the conclusion of the event.

Tray Anderson presented a surprised Dan Gallagher with a "Certificate of Appreciation for Continued Years of Service" signed by Dr. Ferry Porsche.

**Timing & Scoring - Susan Brenkus.**

No report.

**Advertising - Nick Brenkus.**

Nick Brenkus reported that we have 22 paid advertisers in the October Chicago Scene. The \$940 monthly revenue helps to offset the \$2800 monthly cost of printing and mailing the newsletter. Janecek suggested that we charge higher advertising fees. We will review the rates for a possible change in 1998.

**Charity - T. J. Burke & Pat Yanahan**

Pat Yanahan presented a letter from an accounting firm suggesting ways for the raffle proceeds to be used to purchase the 2 Boxsters. Peggy Gallagher would like a legal opinion stating that the PCA Chicago Region has no tax liability with this raffle. Yanahan has spoken with a law firm, the Illinois Secretary of State office and an accounting firm. All state that the Chicago Region would have no tax liability.

Yanahan moved, Janecek seconded that, for this raffle, the Chicago Region purchase the 2 Boxsters and remit the remainder of the raffle proceeds to the charity. The Charity will authorize the Chicago Region to use their Illinois Sales Tax Exemption number for this purpose. Motion passed unanimously.

**Old Business.**

Murrin requested that we drop the requirement that new members attend at least one event as a prerequisite for membership. Rashbaum moved, S. Brenkus seconded. Motion passed 4 to 2.

**New Business.**

S. Brenkus advised that the calendar meeting be on 11.9.97 at the Wolf's Head Inn at noon to set the 1998 Event Calendar. Ingot was asked to check with Road America for their calendar.

A discussion of non-member participation in X class autocross events led to a motion by Ingot, seconded by Janecek that an X class participant must be a PCA member in a non Porsche or a guest of a member (in good standing); that there be a limit of one guest per member in attendance at the au-

tocross; that the guest be allowed to participate and win a trophy (if earned). However, no 4 door sedans will be allowed to participate. Motion passed.

Danita Anderson asked that the Lincoln Park Zoo be considered as the 1998 charity. D. Gallagher stated that that is a decision for the 1998 board of directors and discussion of the charity for 1998 was tabled until the 1998 annual general membership meeting in January.

Rashbaum asked that all Road America participants in the Labor Day event be sent a post card questionnaire requesting their comments on how the Road America event was run and their experiences. The expense would be approximately \$250 for the thank you note-suggestion card. The discussion was tabled until A. Zann could be contacted for his input,

**Adjournment.**

Janecek moved, Ingot seconded to adjourn. Approved unanimously. Next meeting Friday, November 7, 1997.

Respectfully submitted,  
Myra Knoblauch,  
Acting Secretary

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**1998 Board of Directors**

1 year term	President:	Susan Brenkus * (71 votes)
1 year term	Vice President:	Bill Murrin * (71 votes)
1 year term	Treasurer:	Chris Inglot * (71 votes)
1 year term	Secretary:	Chuck Bittman * (71 votes)
	Immediate Past President:	Dan Gallagher
	Director:	Keith Clark **
2 year term	Director:	Peggy Gallagher* (71 votes)
2 year term	Director:	Bruce Janecek * (71 votes)
	Director:	Steve Rashbaum**
2 year term	Director:	John Ruther * (71 votes)

\* Newly elected officers shall take office at the termination of the December meeting (Dinner Dance) and shall serve as specified in Article V., Section 4 of the Bylaws.

\*\* 1 year left of 2 year term.

As specified in Article VI., Section 1 of the Bylaws, the Secretary (Chuck Bittman) returned the received ballots unopened to the next regular Board Meeting (November 7, 1997). President Dan Gallagher appointed Chuck Bittman, Sean Young, and Gary Knoblauch to count the ballots and report the results during the same Board Meeting.

71 official ballots  
1 spoiled ballot (mangled by the Post Office)  
2 unsigned ballots

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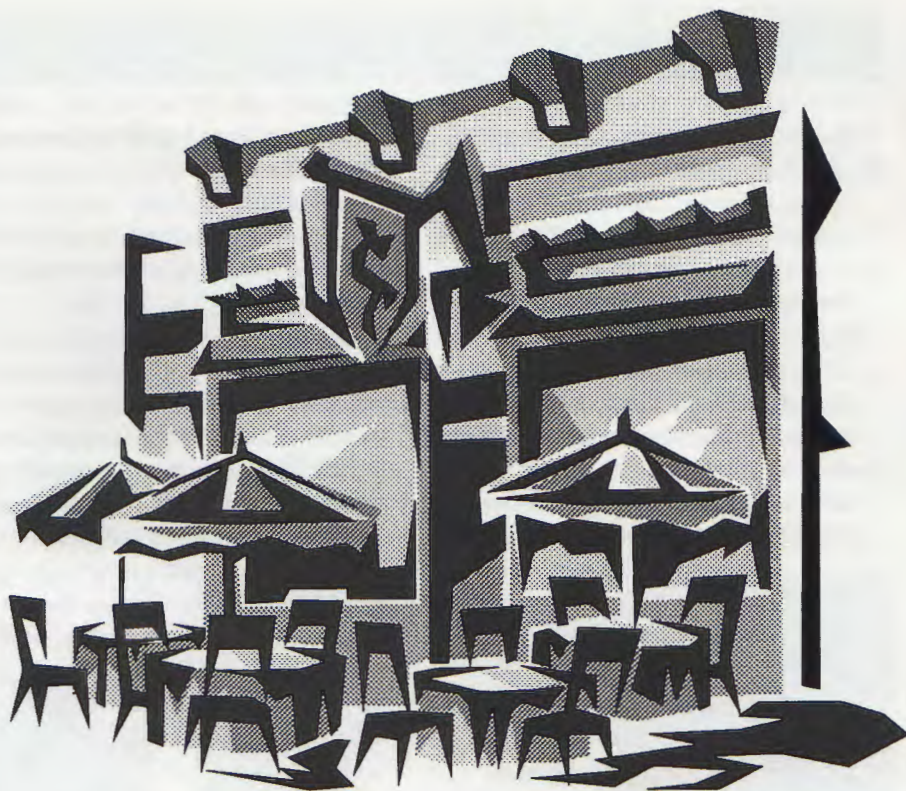
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# Restaurant Tour

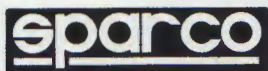
Sunday

February 8, 1998

More details in the January  
1998 Chicago Scene



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# 10th Annual Bill Jacobs' Concours

## Bill Jacob Motorsport Concours by Bill Browne

Winter pushed autumn aside for the Bill Jacob Motorsport 10th Annual Concours in Naperville; a fitting close of the concours season.

Fifty two mile per hour winds, cold rain with the threat of snow and a wind chill factor -yes, wind-chill factor -kept many autos away but could not keep us hearty Porsche owners home. Eighteen cars participated, some arriving as early as 9:00 a.m. to vie for the best showroom spots. Those who arrived later had to settled for spots in the repair shop. But all were in good spirits. With just a few short hours to make the rain splattered autos shine there was much polishing, waxing, vacuuming, cleaning and more cleaning.

The spirits were high with an estimated seventy five Porsche enthusiasts on hand to see cars, visit with friends, and support the contestants. A pizza/pasta party lunch (catered by Bacino's) was the prelude to the judging which began at 1:00 p.m. By 3:00 the winners were chosen and by 3:30 the crowd dispersed to put to bed another concours season.

## Testimonial of My First Concours by Art Branner

Question: what could be worst then sending your kids off to a two week summer camp, then finding out your mother-in-law is coming to visit for that same two weeks. Answer: driving your Porsche to a concours in the pouring rain, after you spent the previous day cleaning everything imaginable on your Porsche.

Since I had never attended a concours before, I had know idea what to expect. The day before the concours I was so excited> Man did I clean my car! After nine hours and one painful back, I quit dreaming of what my prize would be if I would be lucky enough to win.

Sunday came fast. The first thing I did was to look out the window to see what the weather was like. RAIN! Then I tried to strike a deal with the 'powers that be'. My mother-in-law can visit for three weeks if the rain would stop and the sun would shine. Just for today and I'll never ask for anything else! (I have nothing against the rain mind you, just not today) It was still raining. I considered going back to bed, forgetting about the entry money,

and not participating in the event. I couldn't remember when, if ever, I had driven my 'Baby red' Porsche in the rain. I'm sure that some of you readers may understand - it's a Porsche thing.

Deciding to 'bite the bullet', I consoled myself with: this will be two 'firsts': driving my Porsche in the rain and participating in a concours. The day had to get better.

Eager, but wet, I arrived at Bill Jacobs Motorsport around 9:45 a.m. After pulling my car inside and seeing everyone else drying, cleaning, and shining their exceptional cars, I decided to do the same. But before I could get started, a few folks stopped what they were doing to come over, warmly introduced themselves, and make me feel very welcome. Its hard to explain how much that meant to me. Nerves soothed, from that point forward, I felt welcome, comfortable, and at ease. This was going to be OK, despite the rain!

I had signed in as a Novice, but had no idea what I was doing or what to expect. After finishing with my car, I walked around to look at and drool over the other cars. (Isn't that why we joined the Club and attend the events?)

When the judges finally arrived at my station, I didn't know what to expect. A humbling, but a learning ex-



*A family affair: Kristen, Vanessa, Nicole, Chris and Monica Inglot.*



*Small people for small places.*

perience. The first thing one of the judges asked "Where was my Jack? We need to inspect it". Whoops. What jack? I had left it home, along with my other tools. There went six points, before he even got started on the car. Well I told myself, who cares about a trophy. I was having the time of my life, the food was good, the cars were admirable, and the people were great.

After pizza, salad, and meeting the other Club members, it was time for Pat Yanahan to announce the winners. After looking at all the entrants,

I thought I knew who would win and I had voted for the People's Choice. And in the Novice class, the winner was: From then on I don't remember a lot, I was just to excited about my first place. I was on cloud nine! After all the trophies were presented, they took pictures of the winner. You can easily pick me out of the group, I'm the one with the biggest and brightest smile!

If your spouse ever tells you that you pay more attention to your Porsche (dusting, washing, or polishing) then you do to her, you

should try a concours, and bring her along. What do you have to loose? Who knows, you may enjoy it. I did.

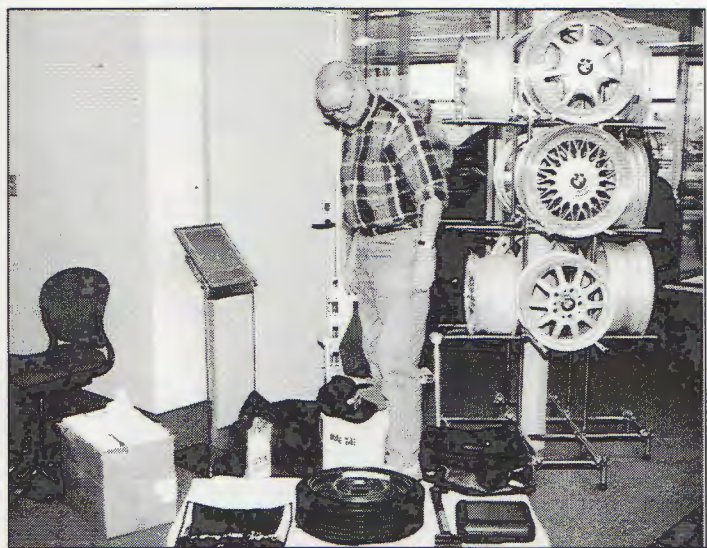
In conclusion, my first concours was fantastic. Just think what I would have missed if I had let the rain dictate what I wanted to experience. Thanks to Bill Jacob Motorsport. Thanks to the other club members who made me feel welcome. Thanks to Pat and Bonnie Yanahan for a wonderful event. Thanks to all for a day of fantastic cars, food and people.



*Shiny red cars with shiny motors ...*



*while A. J. Teller makes red wheels shiny ...*



*and Bob Cook ponders wheels.*



*The 'all round' winners.*

*Bill Jacobs' 10th Annual Concours Photos by Steve Rashbaum*

# Results

## 10th Annual Bill Jacobs

### CONCOURS **FIVE**

Where has 1997 gone? Our final Concours of the year was held once again courtesy of Bill Jacobs Motorsports in Naperville. This is our only indoor event, a good thing because this year it was a Monsoon. Even with the weather outside, well, frightening, there were 18 absolutely pristine Porsches parked inside under the lights. Bill Jacobs has become a year end tradition, a last grasp at warm weather and long days. It also is one of the more social events, as club members show up even if their cars don't, just to visit. Bacino's Pizza once again took great care of us with 3 fantastic tables of salads, pizzas and desserts. Thanks to all of the volunteers, workers and participants who made this our most successful season ... ever, despite the weather! We hope to see all of our old friends together again next year, along with all of the new faces who came out this year for the first time, that are now friends. Plans are already underway for next year. Wait until you see what we've got planned!

#### Class A:

1	<b>Bonnie &amp; Patrick Yanahan</b>	1995 993 Cabriolet	295
2	<b>Susan Shire &amp; Steve Rashbaum</b>	1986 944 Turbo	250.5
3	<b>Chuck Bitman</b>	1980 924	178

#### Class B:

1	<b>Richard &amp; Susan Laurie</b>	1989 944 Turbo S	237
2	<b>Shriley &amp; Bob Cook</b>	1988 911 Carrera	233.5
3	<b>Danita &amp; Tray Anderson</b>	1997 993 Turbo	221.5*
4	<b>Bruce Janecek</b>	1993 964 RS	221.5*
5	<b>Peter Hackenson</b>	1987 911 Carrera	219
6	<b>Michael Haas</b>	1987 911	208

#### Class C:

1	<b>Scott Musser</b>	1985 911 Cabriolet	180.5
2	<b>A.J. Tiller</b>	1989 911 Turbo	180*
3	<b>Jerry Matta</b>	1988 911 Slantnose Turbo	180*
4	<b>Andy Discher</b>	1986 944 Turbo	179

#### Class D:

1	<b>Harold Beach</b>	1973 911 Type T	151.5
2	<b>Bill Murrin</b>	1974 914	150.5
3	<b>April Brown &amp; Mike Millhouse</b>	1986 944 Turbo	149.5
4	<b>John Diwik &amp; Beth Luddy</b>	1985 911 Targa	147.5
5	<b>Bill Browne</b>	1978 911 SC	138.5

**Judges Choice:** Richard & Susan Laurie 1989 944 Turbo S

**Peoples Choice:** Bob Cook 88 911 Carrera

**Novice:** Art Branner 1987 911 Slantnose Turbo

\* Ties are settled using the highest exterior score.

**Special thanks to Chairperson:** Pat Yanahan **Scoring & Registration:** Bonnie Yanahan

IT WAS SO MUCH FUN LAST YEAR, WE'RE GONNA DO IT AGAIN!!!!



## 2nd Annual Bowling Party!!!!

Saturday, February 28, 1998

*Candlelight Bowl!*

*Mystic Light Show!*

*Sophisticated Sound System!*

*Arcade Games!*

*Billiards!*

*Dart Games!*

7:00 p.m.

Buffet dinner

8:00 - 11:00 p.m.

Bowling

**\$22.00 per person**

(Cash bar)

Bring your partner, bring the kids, bring your in-laws, or bring yourself. Just come and eat, drink, and bowl with your Porsche friends. You'll have a bowling good time! The \$22.00 fee includes a buffet dinner in the lounge (reserved area set aside for our group), equipment and shoe rental, and parking.

NuVision Entertainment Center  
1555 W. 75th Street  
Woodridge, IL

Directions to NuVision:

Take I-355 South to 75th St. in Woodridge. East on 75th 1/2 mile to NuVision on right

OR

Take I-55 South to Lemont Rd., go North to 75th St. Left 3/4 mile, make a u turn to NuVision.

**Reservation Deadline: February 14, 1998**

Questions??? Myra Knoblauch 630.325.1086  
(No calls after 9:00 p.m., please.)

Mail to: Myra Knoblauch, 10 S 060 Thurlow St., Hinsdale, IL 60521



Member     Applicant     Guest

Phone number \_\_\_\_\_

\$22.00



Member     Applicant     Guest

\$22.00



Member     Applicant     Guest

\$22.00

Please make checks payable to PCA, Chicago Region

Total # of bowlers \_\_\_\_\_ @ \$22.00 each

# Tentative Chicago Region 1998 Calendar

January						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

## January

- 11 TOBOGGANING & HACKNEYS
- 18 GENERAL MEMBERSHIP ANNUAL MEETING

## February

- 6 BOARD MEETING
- 8 RESTAURANT TOUR
- 28 BOWLING & DINNER

## March

- 6 BOARD MEETING
- 8 CHILI TASTING & EDIBLE ART CONTEST CONCOURS SCHOOL

- 15 ST. PATRICK'S DAY PARTY

- 22 RALLYE SCHOOL

## April

- 3 BOARD MEETING
- 5 SAFETY TECH SESSION
- 19 RALLYE I

## May

- 1 BOARD MEETING
- 3 DRIVERS' SCHOOL

- 11 BLACKHAWK DE

- 17 CONCOURS I

- 23 ROAD AMERICA DE

- 24 ROAD AMERICA DE

- 31 AUTOCROSS I

## June

- 5 BOARD MEETING
- 7 RALLYE II
- 17 BLACKHAWK DE
- 20 CONCOURS II GIMMICK RALLYE ZONE 4 CONCOURS
- 28 AUTOCROSS II

## July

- 3 BOARD MEETING
- 11 GINGERMEN DE

## July

- 12 GINGERMEN DE
- 25 KANE COUNTY COUGARS

## August

- 2 POTTER'S PICNIC CONCOURS III
- 7 BOARD MEETING
- 9 AUTOCROSS III
- 12 BLACKHAWK DE
- 22 GOLF & DINNER
- 30 AUTOCROSS IV

## September

- 5 CONCOURS IV - ROAD AMERICA ROAD AMERICA DE ROAD AMERICA PARTY

- 6 ROAD AMERICA DE

- 7 ROAD AMERICA CLUB RACE ROAD AMERICA DE

- 11 BOARD MEETING

- 16 BLACKHAWK DE

- 20 AUTOCROSS V

- 27 RALLYE III

## October

- 2 BOARD MEETING
- 10 BLACKHAWK OCTOBERFEST DE
- 11 BLACKHAWK OCTOBERFEST DE
- 24 RALLYE IV (DAY 1 OF WEEKEND RALLYE)
- 25 RALLYE V (DAY 2 OF WEEKEND RALLYE)

- 31 HALLOWEEN PARTY

## November

- 1 CONCOURS V
- 6 BOARD MEETING
- 15 TECH SESSION

## December

- 5 ANNUAL DINNER DANCE
- 31 NEW YEAR'S EVE PARTY

July						
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February						
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August						
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March						
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September						
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30	31					

April						
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October						
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30	31					

May						
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30	31					

November						
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June						
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30	31					

December						
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23	24	25	26	27	28	29
30	31					

# 1998 Calendar Planning Meeting



*President-elect Susan Brenkus confers with husband Nick ...*



*while Jeanne Ruther ...*



*Mike and Linda O'Meara ...*



*Myra Knoblauch and Bonnie Yanahan mark their calendars ...*



*as Pete Hackenson 'techs' the dates.*

*Calendar Meeting Photos by Steve Rashbaum*

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**PERFORMANCE ENGINES AND  
TRANSMISSIONS**

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**BREMBO BRAKE UPGRADES**

**SUSPENSION TUNING**

**ALIGNMENT & CORNER  
BALANCING**

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DISTRIBUTOR**



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SINCE 1979

# From Our Members

## He Can't Have Them All! by Taylor Shire

You know who they are. Those people that you can't buy gifts for. You can never find something that they don't already own, and if you actually do, they run out and buy it the day before you get a chance to give it to them. Steve (Rashbaum) is like that. He either has it, buys it or I (or he) can't afford it. The holidays are maddening. But this year *will* be different.

I work full time at a book store and he likes to come in and drool on the Porsche books. (I've had co-workers ask if he is prone to slobbering at other times. He is, especially if it's a 993.) I figured that there had to be at least one book that he doesn't have, so I hunted up this list. I thought I would share it, because I'm sure that there are many others who have a "Steve" lurking in their lives. It's listed from new to old. Happy hunting!!!

Automotive Design: Twelve ...  
Porsche  
Porsche 356, & 550: A Pict ...  
Porsche: Six Cylinder Sup ...  
Porsche 356 & RS Spyders  
Porsche Story  
The Three Fifty-Six Porsche  
Porsche 356 Performance H ...  
The Porsche 356: A Restor ...  
Porsche 922: The Complete ...  
Porsche 924 & 944  
Cit And Assemble Classic  
The Nine Fourteen Porsche  
Porsche 356, 1948-1965  
Porsche Turbo Race Cars  
Porsche: Off-Road & Rally  
Haynes Porsche 911 Owners ...  
The Nice Eleven-Nine Twelve ...  
Porsche 911  
Porsche 911 GT Purchase D  
Porsche 911 in All Its Fo ...  
Porsche 911: Guide to Pur ...  
Haynes Porsche 944 Owners ...  
The Porsche 911, 1963-198 ...  
Porsche Year, 1985-6  
Summaries of Safety Defec ...  
Porsche Brochures & Sales ...  
Secrets of the Inner Circle  
Porsche Factory Tour: Sum ...  
Porsche Year. 1982  
The ABCs & Nine Twelves ...  
Chilton's Porsche 924 & ...  
Porsche Owner's Companion  
Porsche Excellence Was ...  
Haynes Porsche 914 ...  
Porsche Sport 73  
Porsche Sport 72  
Haynes Porsche 924 Owners ...  
Porsche: Fast & Beautiful  
Porsche: Road Car Race ...  
Porsche: The Ultimate Dream ...

Barker, R.  
Schleifer, J.  
Rasmussen, H.  
Rasmussen, H.  
Maltby, G.  
Cotton, M.  
Johnson, B.  
Spencer, D.  
Johnson, B.  
Vivian, D.  
Cotton, M.  
Sinnott, A.  
Johnson, B.  
Zeichner, W.  
Bamsey, I.  
Butler, R.  
Haynes, J.  
Johnson, B.  
Conway, J.  
Porter, L.  
Harvey, C.  
Porter, L.  
Haynes, J.  
Zeichner, W.  
Miller, S.  
Miller, S.  
Pellow, Harry  
Singer, E.  
Miller, S.  
Pellow, H.  
Chilton, A.  
Post, D.  
Ludvigsen, K.  
Haynes, J.  
Rusz, J.  
Rusz, J.  
Haynes, J.  
Haines, S.  
Hicks, R.  
Cockerham, P.

Title	Author
Illustrated Porsche Buyer	Batchelor, D.
Porsche	Wood, J.
Porsche 356	Burnham, C.
Porsche 911 Story	Frere, P.
Porsche 914 & 914/6	Long, B.
Porsche Boxster	Becker
Porsche Racing	Sparrow, D.
Porsche: Fine Art of the	Lewis, L.
356 Carrera: Four Cam Pro	Scrogam, C.
Porsche 356	Long, B.
Porsche 356 Defined ...	Johnson, B.
Porsche 911 Performance	Anderson, B.
Porsche 911R, RS, & RSR	Starkey, J.
Porsche 944 1981 - 85	Clarke, R.
Porsche Legends: Inside ...	Leffingwell
Power, Performance Porsche	Miller
The 1974-1984 911, 912E & ...	Haab, M
The Original Porsche 356	Meredith, L.
The Original Porsche 911	Morgan, P.
Porsche	Leffingwell
Porsche 911 Forever Young	Aichele, T.
Porsche 911 Story	Frere, P.
356 Porsche Technical & ...	
Great Marques: BMW, Ferrari ...	Bladen, St.
Porsche 356 Gold Portfolio	Clarke, R.
Porsche 911 & Derivatives	Cotton, M.
Porsche 968	Sparrow, D.
Porsche High Performance	Elford, V.
Porsche 356: Driving In ...	Conradt, D.
Porsche 924, 928, 944, 968 ...	Vivian, D.
Porsche-The Road, Sports ...	McNamara, J.

*Ed. note: This is the "Books in Print" list which can be found at your local library or bookstore. We checked with John Ruther of Northstar Motorsports with regards to availability of these books and was told that Northstar has many of the books in stock and can order most of the others.*

# The Mart

PCA members are welcome to place ads of a non-commercial nature at no charge in "The Mart". The non-member fee for this service is \$5.00, payable to PCA Chicago Region. Ad material must be received by the 5th of the month for inclusion in the next month's issue, is subject to editing, and will run for one month only. Ads must be resubmitted each month. Please limit ads to 75 words or less.

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c/o Susan Shire  
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Evanston, IL 60203-1103

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E-mail: SShire9066@AOL.COM  
FAX: 847.679.8973

## FOR SALE

### PORSCHEs

**1971 911 Tangerine/blk interior.** Beautifully restored. \$14,000. Anthony Kremer 815.439.2717.  
**1971 911 T Beautiful condition/no rust.** 69K org. mi. Less than 1K mi on: new sepia brown paint (from bare metal), new Weber carbs, heat exchangers, muffler, clutch, wiring harness, brakes, all rubber trim and seats, carpet. Includes cover. A really nice car/priced to sell instantly. \$9,900. Scott (h) 847.328.6501, (w) 312.664.8800 x352.  
**1972 911 T Owned 10 yrs., 8700 mi.** On rebuilt 2.4 eng. With Carrera chain tensioners. 1991 work done by Jim Becker. Stainless heat exchangers. New: clutch, ignition, oil cooler, carpet, headliner, master cylinder, shocks. 2 year old wonderful black paint. No winters/racing. Over \$2K invested. \$18,900/OBO. Jim Spence (hm) 630.983.0449 (Naperville), (wk) 630.801.0063.  
**1973 T Club Racer GT-3 Class.** RS narrow body look w/ducktail. Johnson Autosport turn key prepared. 3.3 liter twin plug direct fire, headers, 46IDA Weber's, 300+ hp. 2120 lbs., lexan, 6pt cage and fuel cell. 7.5x16 &

10x17 Youngblood rims, S4f & 930r brakes w/bias control, 915 gearbox, RSR clutch. All new. 2 races, 2 class wins. \$60,000. John Waterbury (h) 612.429.0242 or (w) 612.944.9101. St. Paul, MN.  
**1973 911 T Tangerine/blk leather,** 40K mi. MFI. New in '96; Comp TA/ZR's, koni adjustables, 21mm frt. & 26mm rr. torsion bars, turbo tie rods, sport muffler, Robt. Wood 7x15" Fuchs, master cylinder. New in 97; H-4's & batteries. Carrera upgrade tensioners. "S" instruments, recent tune up, frt./rr. align., lowered & corner bal. at Midwest Eurosport. Beautiful org. cond. Must be seen to truly appreciate this classic. No winters/accidents/dings or A/C. \$20,000. Mike Southard 847.294.3689.  
**1980 911SC Dark brown/tan leather.** One owner. Pristine. 71K mi. A/C, sunroof, whale tail, recent tires & shocks. Don 414.529.5402.  
**1984 911 Carrera Coupe Ruby red metallic/black.** Owned & carefully maintained since '86. Sunroof, A/C, new Bilsteins, factory sport seats (driver's seat lowered for more headroom), 21/28 torsion bars, turbo tie rods, front strut brace, drilled rotors, front brake ducts, new tensioners, new dash, refinished 16" Fuchs, new Yokohama Nexus tires, new Blaupunkt, Simpson belts, harness bar. Porsche 2-piece nose bra & mirror bras. Momo Prototipo steering wheel & hub. Optima gel battery, Mobil 1, taillight lenses. Much more. Excellent drivers' ed car or potential club racer. \$18,000. Carter Dunkin 314.576.0593.  
**1987 911 Cabriolet Dark blue/dark blue leather/dark blue power top.** (Car is shade off of black.) 30,250 mi. Pwr. Mirrors/locks/driver's seat/windows. Bosch Euro headlights. 16" Fuchs alloy wheels. Nakamachi AM/FM cassette, pwr. amp., Sony 10 disc CD changer, MB Quart

speakers. Like new. \$31,500. Steve 630.654.8006.

**1987 911 Turbo Coupe Dark blue/gray leather.** 13.8K mi. Flawless inside & out. Bilstein sport shocks. Cambermeister strut brace. Dunlop SP8000 tires. #WPOJB0934H5051092. \$37,500 or consider trade for later model 928 GT or GTS. Mell Wostoupal 847.564.7799  
**1993 C2 Coupe Oak (dark) green/cashmere leather.** Options inc. sport seats/suspension, factory 17" turbo style wheels, limited slip, CD player, headlight washers. Professionally serviced (Porsche) & maintained. 22K mi. Immaculate. \$41,000. Mark Brettinger, 821 W. Windfield Place, Appleton, WI 54911. 920.739.9257.  
**1982 928S White/brown leather.** 5-sp. 45K mi. #WPOJAO927CS822244. Sun roof, chrome wheels. Full concours condition. 1st Place Chicago Region. No winters. Garaged. Cardex & brochures, bra & cover, new battery, tires, brakes, water pump & extras. \$16,500. John Brandt (h) 847.397.7238  
**1984 928S Blk/red leather.** 87K mi. New Pirellis. 5-sp. No sunroof. \$8,000. Quincy or Steve Adams 773.881.4199  
**1988 928 S 4 White/burgundy.** 316 hp, AT, frt. & rr. A/C, S/R, turbo replica wheels with 245/45/17 & 275/40/17 Dunlop tires. Superb handling. Striking appearance. Flawless inside & out. Only 35K mi. \$21,000. Jim Knupp (eve.) 847.729.4865 or (day) 312.715.1700.  
**1985 930 Turbo Red/blk.** 45K mi., camber truss, BBS, Borla, radio upgrade. \$26,000. Chuck 630.357.7852  
**1985 944 Black/black Porsche cloth.** Sunroof, 5 spd., 7x15 & 8x15 Fuchs, sport suspension. 51K mi. No winters (stored), org. owner/non-smoker. Had 45K service/all service history. Exc. candidate for 1st time Porsche owner. \$8500. Rich Rybar. (Wk) 630.954.2371 or (hm) 630.850.9553.  
**1986 944 Turbo Garnet/garnet leather.** Very nice car. Runs and drives like new. 67K mi. All updates/needs nothing. No winters. All op-

tions. \$12,500. Fred Howard  
815.389.1966

**1989 944 Turbo S** Fully equipped to Porsche club racing standards. One owner. 38K mi. All records. Garaged, cared for with love. Tow trailer; mags; extra wheels; tires; extras; red, of course; everything for your racing heart. Owned by well-known/active club member. Asking \$23,000 for all. Easy to see. 773.525.5214

**1989 944 Turbo S** Stone Gray/Burgundy leather. 68K mi. Loaded and then some. Never raced. Full service records. Mobil 1 3K mi intervals. EC. \$18,500. Dale Packard (h)

630.231.7015, (pg) 708.319.5335, e-mail dpackard@ix.netcom.com

**1989 944 S2** Black/burgundy leather sport seats. 62K mi. New clutch. Quaife, competition suspension (bars, shocks, springs, the whole ball of wax), lowered/chassis balance, chip. Car is well sorted out. Parade winner 1994, 2nd place 1996. Offered at \$15,995. Nick Brenkus (W)

847.540.2258, or (H) 630.766.4734.  
**1991 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 race car and has fabulous collective value. \$39,000. Deena 9am-5pm M-F CST 630.232.7487.

**1992 968 Cabriolet** Guards red/tan.blk top. Very good condition. All books/records. Blk boot. Pwr. Top/windows/seat/mirrors. A/C, AM/FM cassette/CD changer. Frt/rr remote radar. Heated/garaged. 4th car. WPOCA2960NS840174.

\$25,900/OBO. Roger Freitag  
815.476.2181 anytime.

**1996 993 C2** White/black. 19K mi. Warranty thru 2/99. Beautifully maint. All original, sunroof, CD, limited slip, ABD, Motor sound package, 17" wheels with gold crest, new tires. Non-smoker. Never raced. \$61,000. Denny Hall 815.675.3076.

## OTHERS/PARTS

**Tow Vehicle 1983 Chev. Suburban, Silverado**, 3/4 ton, 454, 9 passenger, heavy duty towing package, A/C, cruise, locking differential, pwr windows/door locks, no winters, previous 2 owners used summers only for towing boat. 144K mi. w/ very good service history. 2 tone bronze met/almond w/ tan interior. Exc. exterior, exceptionally clean interior. Mechanically strong. \$6,000.

937.436.1930 or e-mail

Racng911@worldnet.att.net

**18' Pace America Trailer** Ideal for racing or concours. Used only 4 events. Fully loaded: tire rack, elect. winch, tie downs, diamond plate, roof vents, torsion bars. Ready to go. Tows great. Cost \$8K, sell for \$5,000 firm. Jeff (w) 312.464.0500, (h) 312.266.8720.

**911 Motor Parts** 3.2 crank 74.4mm std good condition \$1600; Six turbo connecting rods \$75/Rod; Six 3.2 P/C 95mm pistons moly coated sides cyls cut nirosist rings \$700; 24 Dilavar case studs \$300; 3.0 case (requires matching) \$700; 3.0 oil pump \$200; 6 Euro 3.0 light weight wrist pins (CMW) \$200. E-mail: Racing911@worldnet.att.net or call 937.436.1930.

**911 Tires** 2 Michelin Pilot SX 255/40ZR17 9/32nds tread \$350 pair; 2 Michelin Pilot SX 205/50ZR17 10/32nds tread \$300 pair; 2 Michelin MXX3 205/50ZR17 7/32nds tread \$150 pair; 2 Pirelli Winter 210 205/50R17 8/32nds tread \$100 pair; 2 Pirelli Winter 210 225/45R17 6/32nds tread \$100 pair; 2 Goodyear Eagle 225/50VR16 8/32nds tread 160 pair; 2 Goodyear Eagle 255/50VR16 9/32nds tread (1 had a nail) \$100 pair. Ted Arneson 815.356.6762 (leave a message).

**Parts** BBS RS (black centers) 7x16 & 9x16 wheels; two Recaro SRD seats; 1" bolt-on rear wheel spacers; catalytic converter bypass tube; third light; matching maroon folding chair w/sack; L-shaped floor jack

adapters; 13" Bosch wiper blades. Carter Dunkin 314.576.0593.

**1985 Ruf 930 BTR-II Parts** Everything (less engine, trans and tub) must go. All body, interior suspension, BBS 3 piece wheels, new 008ASII Yokos. Would prefer to sell as a package. Would make great update/fix for early/tired 911. Also brand new **993 carbon fiber deck lid** and many other parts. Very low prices. Fed Howard 815.389.1966.

**944 Turbo Parts** Gas slotted rotor's 13" fits big red calipers part #928-351-045-01, \$150 per pair, used: BFG R1's 245/45/17 new; Manual steering rack, \$175; Complete interior w/electric seats out of Turbo S, partial leather (non-sport), blk, mint; ABS pump; air bags. Buyer pays shipping. Andy Mandell 847.433.8622 or (pg) 312.901.3649

**Classical Vehicle Storage For Rent** Heated, dehumidified, sonic, fire and burglary alarmed. Building fully insured. Cement floor raised 3' of ground, 45m S.F. formerly Al Capone Brewery. Walls average 18" thick. Reserve your space today. \$150 @ month rent. \$150 space deposit. Poss. 11/1. 150 spaces, Billed by MC. Warehouse loc., Chicago/Little Village, 15 min. so. of Loop. For more info (days) 773.277.4410, (eves) 847.673.9065.

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## WANTED

### PARTS

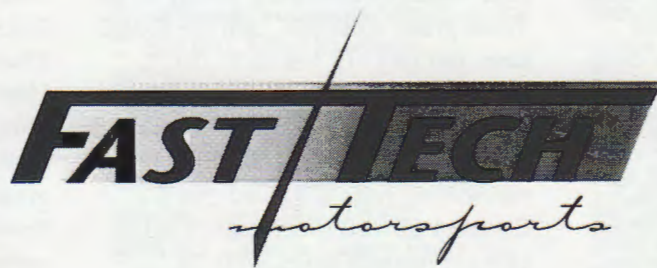
**968 Factory shop manuals.** George LaCross 708.422.5212

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- 911 Twin Turbo GT1-Track      •968 Track
- 911 Ruf Turbo Street/Track      •944 Turbo Street/Track
- 97 Boxter

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(Continued from page 52)

"She doesn't like it."

"It's one of those topics we don't talk about."

"She forbade me to go and I went anyway, so now she's hoping I get injured so she can say she told me so."

"If my mother found out I was here she'd disown me."

"She disowned me."

"My mother thinks I need to be smoother in Big Bend."

Of course there are all types, however it was clear that most mothers satisfied the archetypal social membership criteria for their class: worry.

That's right, mothers worry. It is their nature. It is their right. Who are we to deny them their due? It was this deep and profound insight that led me to calmly accept my mother's worries and try to work with them, rather than against them.

"Well, Mom," I said. "I have to do this. The track has become a part of me that I can no longer ignore. But I promise to be as careful as possible, and I promise I will upgrade safety before I upgrade performance."

"Safety Upgrades?" she inquired.

"Yes," I explained. "Racing seats and five-point harnesses, for exam-

ple. I will be installing them as soon as I save up enough money."

"Why don't you put them in now?"

"Well, they're expensive. I don't have the money right now."

In an unprecedented (and unexpected) burst of logic, my mother realized that she could not stop me from going to the track, but that she could make me safer.

"Let me buy them for your birthday."

My face betrayed my shock.

"Who are you and what have you done with my Mother!" I exclaimed.

"Better you have the safety now."

"Mom! Stop it! You're embar....errr...." I stopped my instinctive response in mid-sentence.

When I was a kid in school I was constantly embarrassed by things like having to wear three coats and a ridiculous hat because my mother thought it was cold, or eating only sandwiches made with brown bread because my mother thought that white bread wasn't good for you, or not having a bike with a banana seat because my mother read it wasn't safe, and so on. In fact, the list is quite long.

Would you believe I grew up in

the city and my mother wouldn't let me play in the street? She seemed to think that because we lived across the street from a park that I should play there. All my friends from school played in their streets.

Anyway, it was clear that I had paid my dues. Now, I was just discovering, was time to collect my pension.

"Oh. OK. I guess if you feel you must buy me this equipment, I won't stop you."

I installed my seats and harnesses with a combination of pleasure and disbelief. Later, at the track, someone noticed them.

"Hey, nice seats!"

"My mother got them for me," I said.

"Your mother? If my mother knew I was here..."

"I know," I interrupted. "But this is safety equipment."

Understanding dawned. Ignorant of the coats, the brown bread, the banana seats, he said, "What a perfect thing for a mother to buy."

Indeed. Somehow or another, my mother and I hit a chord. For Christmas I'm getting a roll cage. It's very safe, you know.

Thanks mom.

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Chevy Lumina Z34	Merkur XR4Ti	Chevy Corvette
Chrysler LeBaron GTC	Mitsubishi Eclipse	Chevy Corvette ZR-1
Chrysler TC Turbo	Mitsubishi Mirage Turbo	Chevy Corvette L98 Coupe
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Dodge Shadow Turbo	Plymouth RS Sundance	Ferrari-all models
Dodge Spirit R/T	Pontiac Grand AM Quad 4	Ford Mustang 5.0
Eagle Talon	Pontiac Grand Prix Turbo	Ford Mustang GT
Ford T-Bird SC	Pontiac Grand Prix Turbo STE	Ford Probe GT
Ford Taurus SHO	Pontiac Sunbird GT	GMC Sycamore
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# Oversteer

**A Christmas Carol**  
by John Hajny,  
Central NY Region  
(from the REDLINE REPORT)

Twas the night before Christmas, and all through the grudge... not a creature was stirring, nor a knock-off from Rudge. The Car Bags t'were installed and arranged with such care... sleeping beauties would breathe nigh of only fresh air. Floor to ceiling scrubbed clean, security lamps flashing... the sight of such things is to me all quite smashing.

Yes, the children were all snuggled in their bays without care... hoping soon some fair weather would warm the day's air. And I in my Nomex, with descriptive track map, had just settled down for a long Winter's nap. When suddenly from the drive, there arose such a clatter... that I sprang from the creeper to see what was the matter. "Such cacophony," I bellowed... "what in the name of heaven? Its... it's... Harm Lagaay?.. in a beat 911?!"

I stood and stared at his ride with confusion... "Last thing in the motor-pool," he apologized with profusion. Then he spoke not a word, but went straight to his work... I tried to be patient, not act like a jerk. He drew from his pocket a large lump of clay... and began to work it there in his way.

The lump it transformed from blob into shapely... smooth lines of allure; they excited me greatly. When he'd finished his task what he'd wrought was quite graceful... I stumbled yet closer to get me a face-full.

My movement he countered; from his ride there beyond... he drew a sparkling long black magic wand. A wave of his scepter, a flash it was

blinding... no dream from my past was this of me reminding. When smoke cleared, I stood dumb-founded... transfixed... For me he'd created a new Nine-Ninety-Six!

He rattled some discourse of how it saved them on shipping... I heard not a word... my chops they were dripping. He tossed me the keys, they laid at my feet...then he jumped in and started that 911 so beat. As it sputtered to life, the air was besmirched... and out the drive and on down the road he lurched.

A sharp curve ahead... I saw the whole thing coming... It bounced off the snowbank... the sad beast was still running! I heard him yell, "Damn rear-biased weight... I should have driven my Limited Slip Guards Red Nine-Two-Eight!" Still yelling as I saw him spin out of sight... "Merry Christmas Mein Freund... Hope the color is right!"

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**Moms**  
by Chris Welty,  
Hudson-Valley Region

Most track junkies will understand when I say here that my mother does not quite share my enthusiasm for driving at the track. This lack of sympathy dates back to my embryonic state. While other expectant moms would occasionally clutch their swollen stomachs and joyfully exclaim, "Oh, he's kicking," my mother would simply look confused and worried, "I don't know what he's doing in there."

It's called heel-toe, mom. Sheesh. When I was born the doctor slapped me to initiate my respiratory system, but I didn't cry. I said, "VROOOOM!" and began peeing all over him.

When I learned to talk I kept asking why the engine in our car was in the front.

My mother wouldn't let me watch "Speed Racer" because it was too violent, so I used to create elabo-

rate diversions (such as setting the house on fire) and then sneak into the TV room to watch it. She used to wonder why, when we were driving, I kept asking my father to engage the "saw that cuts up the wheels of the other cars."

When I was a little older and started doing PCA track events, I told my mother I was going to "driving school" to improve my driving. Most of you recognize that this isn't a lie, however I was well aware what she was thinking of when I said "driving school," and it wasn't a PCA drivers education event.

Then one day my parents, with no influence from me at all (really), bought a house in Connecticut. In the northwestern corner. About 15 minutes south of Lime Rock.

"YES!" I exclaimed. "That's perfect for when I go to the track." Oops.

"The track? Don't tell me you've started gambling."

"Gambling? No mom, not the track for horses, the track for cars." Oops.

"What?!?!? Ohmygod. You're going to get KILLED!"

"Mom. Don't be ridiculous. No one's been killed at the track in.... It's been at least...well...errrr... Never mind." Ooops.

"THAT'S SUPPOSED TO MAKE ME FEEL BETTER?! I forbid you to go."

"Mom. I am an adult. This is what I like to do. It's fun. Now give me back my rattle."

"It's not fun. It's dangerous. If you love your mother you'll stop going."

Grrrrr. Mothers. Hmph. I needed some sympathy. I needed to know that I wasn't the only one with an overprotective mother who was prone to worry, so one day at Lime Rock I talked to some of my track buddies to get a consensus about what their moms thought about it.

"I am forbidden to be here."

"I'm grounded."

"My mother doesn't even know I own a Porsche."

*(Continued on page 51)*



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