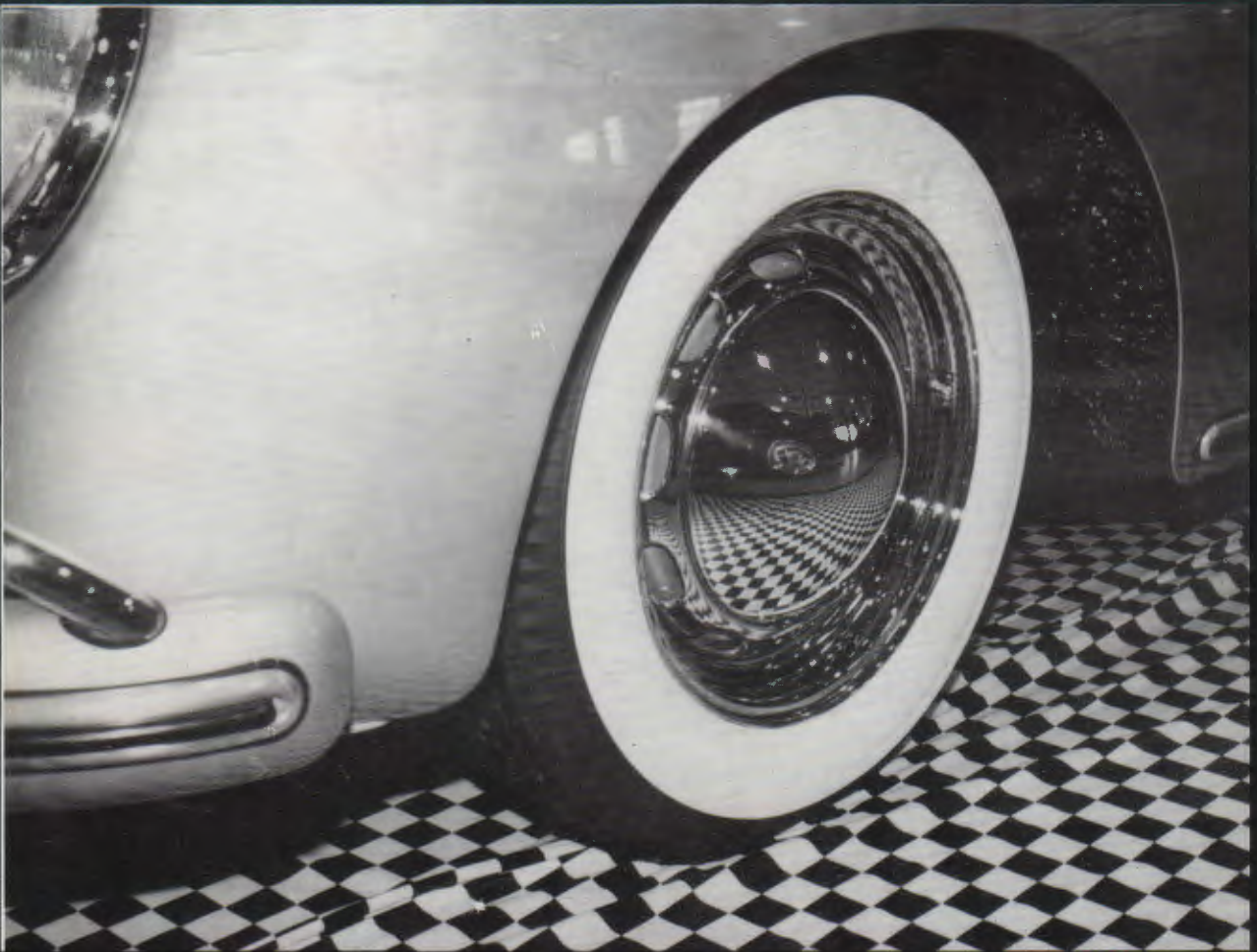


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Chicago Scene

DECEMBER 1998



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Chicago Scene

December 1998 Volume 42 Number 11

Chicago Region 1998 Calendar of Events

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

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Cover Photo: Reflections on a 356 - Pat and Bonnie Yanahan's
1958 356A at Concours V.
Photo by Steve Rashbaum

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Aungahh!

Some final thoughts about our adventures this year. Now that the 1998 driving season is over, Steve has had an opportunity to further reflect on the adventure of racing and the place of Drivers Ed in his track life. To repeat the mantra of the past several months, he really loved racing this summer. It was dramatically different than anything he had experienced on the track and was the fulfillment of a fantasy held since childhood (Ford GT40's, 427 Cobra's, Sterling Moss, Jacki Stewart, Mario Andretti). While "relaxing" is certainly not an adjective that can be applied to racing, the focus and intensity of racing makes the experience all the more fulfilling. It is not, however, for everyone - a sentiment expressed to us on more than one occasion this past year.

Some other racers have remarked to Steve that now that they race they feel no passion for Driver's Ed (or even autocrosses) - all of the fun is gone since there is no passing in corners and they have to 'contend' with non-racers. Steve definitely does not share this sentiment and still very much values and enjoys Driver's Ed. In fact, enjoys it more now that he has had some limited experience racing. We 'like' the more 'relaxed' atmosphere at a Drivers' Ed event - both on and off the track. Steve finds that it is the perfect opportunity to practice new techniques, to learn the correct racing line, and to practice driving off-line (although the corner workers might begin to worry about the 'skill' of the driver who practices off line). For instance, Steve feels that

he has never driven Blackhawk very well. The conventional wisdom is that it is very hard on brakes - to which we can testify as Steve has 'fried' several sets of front rotors there. At Octoberfest this year, he thought that he would try a new technique: not brake as hard in corners but rather brake a bit earlier instead. The thought was to scrub speed without as much trauma to the brakes and to enter corners with as much speed as possible. As the rotors made it through the weekend without a hint of warp, we assume that this was a successful experiment. Beyond that, Steve was able to 'keep up' (if one can call it that) with his 'benchmark' Chris Ingot. Steve tried some different lines through corners and found that some seemed better and some were disasters. At any rate, the seat time was invaluable to becoming a better driver. Applied to racing: it is a lot easier if basic technique is sound as Steve still has much, too much, information to process and knowing the track and the car better will allow him to pay attention to other, necessary, inputs.

In order for the 951 to be ready for the two-day rallye to and from New Glarus, it was at Perfect Power on the Sunday of Concours V at Napleton. We did attend however, and were quite amazed by some

of the 50's outfits - Bonnie Yanahan in a 'poodle skirt' was quite stylish! The concours cars were, as usual, incredible and it was a great event. Event Chair Pat Yanahan 'donated' many of his 'oldies but goodies' 45's as trophies - a fitting carryover of the 50's theme of the day. We found the 50's trivia questionnaire to daunting even though 'we were there'. Kudos to Howard Yefsky who 'nailed it'. Thanks to Bonnie and Pat Yanahan for a fun event.

The Rallyes To and From New Glarus were incredible. The great weather, fantastic roads, good friends, lap and a half around Blackhawk made for a wonderful weekend, and a fantastic conclusion to the rallye season. Jack Stephenson, Chuck Bittman, and Lee Lichtenstein deserve a round of applause as well as our thanks for the many hours of work they put in to put on the two wonderful rallies.

For those of you that did not attend the Halloween Party, you missed a fun evening. Several of our members obviously spent a great deal of time and thought on their costumes. While we did not go 'in costume', Steve did don a 'racing collar' and, in the name of friendship (?) and as a show of support, went as Gary 'Crash' Knoblauch. After just one evening in a 'soft collar', Steve has greater



Steve Rashbaum (left) as Gary 'Crash' Knoblauch and Gary 'Crash' Knoblauch as himself at the Halloween Party.

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Photo by Richard Shire

Aungahh ...

sympathy for Gary and hopes that he is soon out of his 'hard collar'.

As winter looms ahead, we have begun to muse about the Porsche, our experiences this year, what we hope for next year, and the Chicago Region in general. It has been 'way cool' fun this year to add another venue to the things that we love to do in the 951. We look forward to next season's autocrosses, rallies, track events, club races, and even the dreaded concours. Part of the anticipation of these events is, simply, getting into the car and driving (or having a clean car). It is our plan that next year will find Susan on the track in the 951 as well as Steve. Rallies, both driving and planning, continue to be our most favorite shared event; albeit some more amicably than others. The balance of the anticipation of Region events is seeing old and new friends. We know we always talk about this but comments by new members support the contention that it is not the car but the people. We love to hear from first time participants that everyone was so helpful, so friendly, so supportive that they can not wait to attend another event. From our perspective, it is the hallmark of the Region that we love to share our enthusiasm for the marque and one another.

Are you looking for some way to help the club? If so, we have an assignment for you. We need new autocross/gymkhana sites as many of the large open areas that we have used in the past are no longer available to us and so we need new ones. If you know of a large open area - parking lots without light posts are perfect - please call our Autocross Coordinator Jeff Girard with the address and, if possible, the name of a contact person. Our Region is large enough that there must be some place out there for us to have an autocross/gymkhana other than Rockford Speedway.

Hopefully the next issue will bring the news that we have won one of the Porsches at the Dinner Dance. If not us (and we see no good

reason why it shouldn't be) at least someone from our Region. The January issue will also be accompanied by the 1999 Membership Directory. We encourage you to review the updated Autocross and Gymkhana Classes and Notes, the Concours Classes and Notes as well as the Rallye Classes, Notes, and Definitions in the Directory. We also encourage you to attend the General Membership Meeting now rescheduled for January 24th at Pazzo's. This meeting is a good chance for you to meet the 1999 Board of Directors and Coordinators, review the planned 1999 Calendar of Events, and ask any questions you might have about our Region.

The Holidays are here and we hope that whatever you celebrate, you do so with joy and with those that you care about the most. May the New Year bring us all peace, love, and joy!

We'll see you at Siebken's on New Year's Eve and then, on Sunday, January 10th, at Hackney's after tobogganing.

Steve and Susan

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



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December 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5 Dinner Dance CR/Roebling Road CR/Sear's Point
6 CR/Roebling Road CR/Sear's Point	7	8	9	10 Scene Copy Deadline	11	12
13 Happy Hanukkah 	14	15	16	17	18	19
20	21	22	23	24	25 Merry Christmas 	26
27	28	29	30	31 New Year's Eve Party at Siebkens		

January 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 New Year's Day	2
3	4	5	6	7	8	9 Caribbean Cruise
10 Tobogganing & Hackney's Caribbean Cruise	11 Scene Copy Deadline	12	13	14	15	16
17	18	19	20	21	22	23
24 General Membership Annual Meeting	25	26	27	28	29	30
31						

Briefly Brenkus

I want to start out this month by thanking everyone who has been involved in any of our events in 1998. The year has seen record turn-outs for many events. It was great to see new faces throughout 1998. There are a lot of people who helped pull off another great year for the Chicago Region, and you have my sincere thanks.

My last report took us through our very successful Labor Day weekend at Road America. Shortly after that, we headed off to Lake Geneva for our final autocross of the year. Mike O'Meara was our event chair and would be happy to tell you how much fun he had putting on the event. This was Mike's first time chairing an autocross for us, and he did a great job! This event culminated in my achieving a personal goal I have been chasing for many years, and I want to thank the women autocrossers of the Chicago Region for creating a spirited atmosphere of competition while being very supportive of each other. We saw an increase in women drivers this year, and I'm hoping for even more next year. Thanks also to Jeff Girard, our Autocross Coordinator, for all his hard work this year. Getting good sites for autocrosses continues to be a challenge, and I know we all appreciate Jeff's efforts.

Steve Rashbaum and Susan Shire's rallye in late September took us through some picturesque areas of southern Wisconsin. Susan continues to live up to her nickname (which is unprintable in this family magazine but you can ask Dan Gallagher who blessed her with it) when it comes to being a rallyemaster. "Sometimes", Susan has told me, "you find yourself on a rallye where you are just not in synch with the thought process of the rallyemaster and it's all you can do to just finish the rallye." Next year, I plan on beating this demon by pre-running and working a checkpoint for the Shire/Rashbaum rallye! All kidding aside, putting on rallyes

that are easy enough for novice rallyists and challenging enough for experienced rallyists is very difficult to do. Thanks to Susan and Steve for another good rallye and all their hard work.

Unfortunately we were unable to attend Gallagher's infamous and always successful Octoberfest at Blackhawk. I understand from many who were there that the track conditions were great, the weather, as usual, was spectacular and all had a great time. This event was the culmination of 29 years of running Blackhawks for Dan. It's because of his hard work that the Blackhawk events continue to be so well attended with several midweek dates selling-out this year. I can't thank Dan and Peggy enough for their continued commitment to putting on these events.

Concours V hosted by Pat and Bonnie Yanahan at Ed Napleton Porsche was a great event. A good number of people showed up in 1950's attire, participated in trivia contests, dined on shakes and burgers, and cleaned up their cars for the last showing of the year. The final standings named Bob Cook the over-all concours winner for the

year. I remember when, a few years back, Bob decided to try concouring his beautiful Turbo and here he is winning overall! It goes to show you that anyone can do it. Once considered by many members the 'odd event' only for the 'clean car nuts', concours have become 'the family event' to attend. Thanks to Jim Jacisin, Pat Yanahan and all their event chairs this year for coming up with some pretty unique sites and continuing to look for ways to build the interest in this venue for the club.

The New Glarus Rallyes put on by Jack Stephensen and the team of Chuck Bittman and Lee Lichtenstein took us down some of the most amazing roads. Every time Nick and I would comment on "what a cool road", we'd find ourselves on one that was even better. Jack's rallye on Saturday up to New Glarus was really enjoyable. While he had plenty of tricks in there for us, we stayed on course the entire time (or were looped back on to the rallye route). We began the rallye with a 1.5 lap of the track at Blackhawk. My husband and David O'Bryan spent more than several moments trying to figure out how



Nick (background) and Susan Brenkus at the 1999 Calendar Planning Meeting

Photo by Steve Rashbaum

much of a pause we'd have to make if we increased Jack's CAST of 45 mph to 80 mph in order to drive the track at speed. We didn't as we didn't have helmets with us, but it was very tempting! (Later at dinner, more than one rallyist who had never been on a track before wanted to know what was needed in order to drive the track again!)

The end of the rallye found us in the lovely little town of New Glarus (Little Switzerland), WI in time for a walk through town. Dinner and rallye review got us back to the hotel at a decent hour in order to rest up for the next day's rallye.

The next morning Chuck and Lee got us on our way with little change in the General Instructions from the previous day. Just when I thought we had discovered all the great roads on Saturday, we discovered many more. Again there were great tricks that slowed us down or sped us up, but we found ourselves on course all day and finished up in Woodstock for dinner and rallye review. Rallyes take a tremendous amount of time and effort to design. Often the rallye-master must drive two hours to get to the start point in the pre-running stages. Thanks to Jack, Chuck, and Lee, as well as this year's other rallyemasters and Rallye Coordinator Dan Gallagher.

The Halloween Masquerade Party that Myra Knoblauch put on was great fun. Some of our Chicago Region members showed a great amount of creativity: Napoleon, Count Dracula, Stevie Wonder, Tina Turner, Inspector Clouseau and the Pink Panther, a king and jester, and clowns were just a few of the unique costumes. It was great fun guessing who was in the costume or, in some cases, what the costume was. I hope this is the beginning of another great tradition for our region. While I'm mentioning social events, I want to thank Myra for all her great efforts this year. She came up with some really great new social events for the club and I know she has some great things planned for 1999.

We've had our 1999 Calendar Planning Meeting and we have another jam-packed year of great

things 'penciled in' for 1999. We will print the calendar in the newsletter as soon as we have more of the dates 'firmed up'. While we've kept many of our 'oldies but goodies', some new fun things we're considering are an early May weekend at Blackhawk including a "ladies only" driving session, three days at Road America over Memorial Day instead of our usual two, and a Friday night 'under the lights' autocross at the Rockford Speedway. Hopefully, we've planned something that appeals to you and you'll come out and join us next year.

The date of the Annual General Membership Meeting has been changed to Sunday, January 24th as so not to conflict with the football Championship Games and there-

fore provide any excuses for not attending. Pazzo's is centrally located, and has ample parking. Several of our very dedicated members have sampled the fare at Pazzo's and have assured me that we will not only enjoy each other's company, but also the buffet (which is on the Club) that Myra has planned for us. Any member who might be interested in presenting a charity for consideration as our cause for 1999 or any other topic for discussion should call me prior to the meeting so that we make sure to schedule it on the agenda. I hope to see many members there.

The happiest of holidays to you and yours!

Susan

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Porsche 356, 1948-1965	Zeichner		
The Porsche 911, 1963-198 ...			
Porsche Turbo Race Cars	Bamsey.		
Porsche: Off-Road & Rally	Butler		
Haynes Porsche 911 Owners ...	Haynes		
Haynes Porsche 944 Owners ...			
Haynes Porsche 914 ...			
Haynes Porsche 924 Owners ...			
Porsche 911	Conway		
Porsche 911 in All It's ...	Harvey		
Porsche 911: Guide to Pur ...	Porter		
Porsche Owner's Companion	Post		
Porsche Excellence Was ...	Ludvigsen		
Porsche Sport 73	Rusz		
Porsche Sport 72			
Porsche: Road Car Race ...	Hicks		
Porsche: The Ultimate Dream ...	Cockerham		
Porsche: Precision, Balance ...			
Videos/CD's			
Drive to Wein with Mario Andretti			
Skip Barber's Going Faster			
"Grand Prix" - The Movie			
"Winning" - The Movie			
Porsche: The Racing Legend Video			
Sportscar World Review 1996			
Fast Laps In-Car Video (2 tapes)			
Sounds of Motor Racing CD			
Porsche GT-1 CD			
Instructional Books		Author	
Prepare to Win		Smith	
Tune to Win			
Engineer to Win			
Drive to Win			
Principles of Race Driving		Senna	
Speed Secrets		Bentley	
Bob Bondurant on Hi-Perf ...		Bondurant	
Going Faster		Skip Barber School	



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New Year's Eve Dinner

**Cash Bar
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Choice of Fish, Chicken,
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Live Band

Dancing

Midnight Champagne

Concours V: 50's Costume And Dance Party

Six Days In October

by Mike Haas

I'm always impressed with the turnout of participants and spectators, for the concours events. Pat and Bonnie Yanahan did a wonderful job with Napleton Porsche on October 18th preparing for all of us. This concours was even more exciting as it was a week after Oktoberfest at Blackhawk Farms Raceway. If you've never driven a track event, you cannot imagine how dirty every part of your car can get, even if you can manage to keep it on the track and off of the grass. Fortunately it was a dry and sunny weekend at Blackhawk.

So, with only six days to prepare for the concours I had to start right away. I always have trouble deciding where to start. Do I clean the engine compartment first ... or the trunk ... or the interior ... or the exterior? This time I decided to start with the engine compartment, then the trunk, the interior, the exterior, and finally the fuel filler (for AJ).

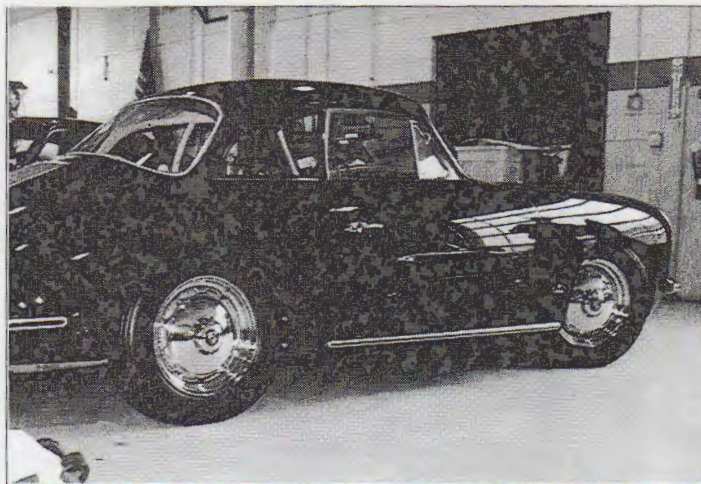
With the support of my family (bringing meals to the garage and forcing me to take time out to eat them) I spent all of my time cleaning, cleaning, and recleaning.

Saturday (the day before the event) it rained all day. It was the kind of day that forced you to question your sanity after spending countless hours cleaning only to have to possibly drive it in the rain.

Well, Sunday was dry. I arrived at Napleton early enough to clean the car AGAIN and enter Class B.

With six minutes to judge each car things were going well with the judges until they checked the backside of the cooling fan blades and found DIRT! Despite the deduction I scored enough points to finish 4th against some really nice cars.

I've decided to spend the winter preparing for the first concours in the Spring. I hope I have enough time.



Cy Ling's '62 356B.



Classic profiles



Jerry Matta's '88 911 Turbo

Concours photos by Steve Rashbaum

Concours V Results

Event Chairs: Pat and Bonnie Yanahan

Class A

- 1 Bob Cook '88 911
- 2 Jim and Patty Jacisin '90 944S2
- 3 Pat Yanahan '58 356A

Class C

- 1 Andy Discher '86 951
- 2 Scott Musser '85 911
- 3 Cy Ling '62 356B
- 4 AJ Tiller '89 930

Class E

- 1 Howard Yefsky '59 356A
- 2 Bill Murrin '86 911
- 3 Rod Anthony '87 911

Class B

- 1 Robert LeFevra '87 924S
- 2 Jerry Matta '88 911
- 3 Rich Laurie '97 993
- 4 Mike Haas '87 911
- 5 Bruce Janecek '93 964
- 6 Dan & Peggy Gallagher '96 993

Class D

- 1 Harold & Lois Beach '73 911
- 2 Mike & April Milhouse '86 944
- 3 Tim Matta '85 944
- 4 George Binder '82 911
- 5 Mark Basso '87 911
- 6 Rich Swiderski '89 911
- 7 Van A. Larson '98 996

Novice

- 1 Van B. Miller '74 911
- 2 Joe Battista 911

Judges' Choice

- Van Larson '98 996

People's Choice

- Rich Laurie '97 993



No dirt escapes Concours Judge Bruce Janecek



Class C winner Andy Discher and his '86 951



Event Chairs Pat and Bonnie Yanahan



Concours winners display their '45' trophies

Machining and fabrication • Fire safety systems • Electronic ignition and wiring • Chassis modifications and set-ups

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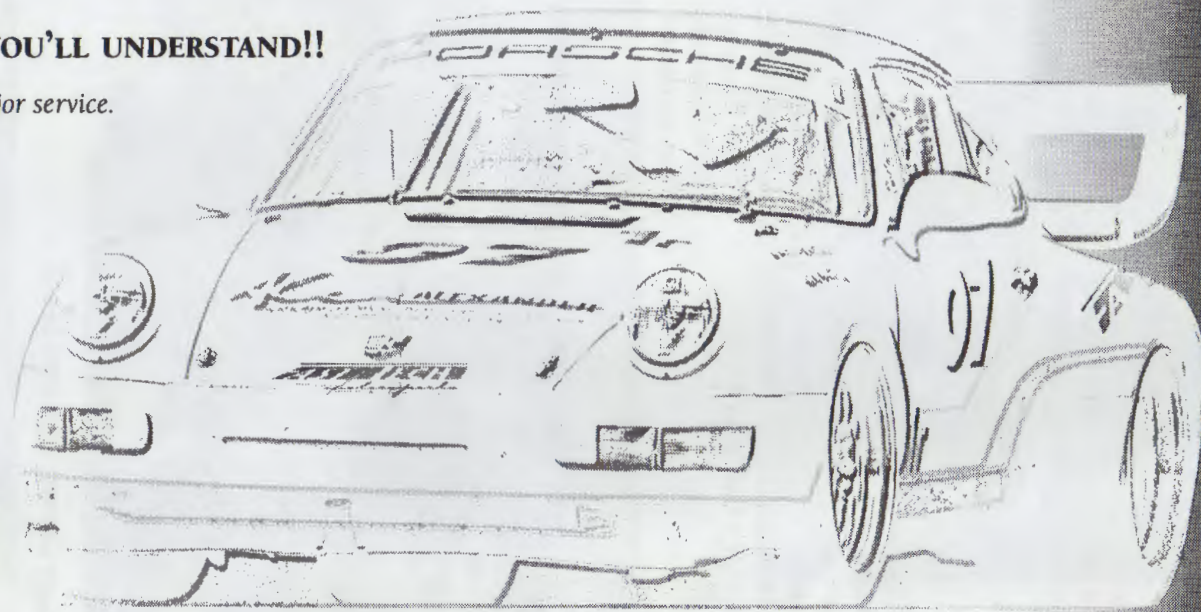
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Our ship will be the one year old **Dawn Princess**: 77,000 tons and 900 feet in length. Because we are going as a group (eight or more rooms), we will save approximately 20% off the regular rate. If we get 16 or more rooms, the price will drop approximately \$50 more each. A terrific time for Chicago Region PCA members and their friends at a price that can't be beat!

All prices are based on double occupancy and include: Air Fare from O'Hare, tax, ground transportation, food, room, and transfer fees. Only alcoholic beverages and tips are extra.

If you need to cancel, you may do so at no charge until 60 days before sailing. After that time, a sliding refund scale will apply.

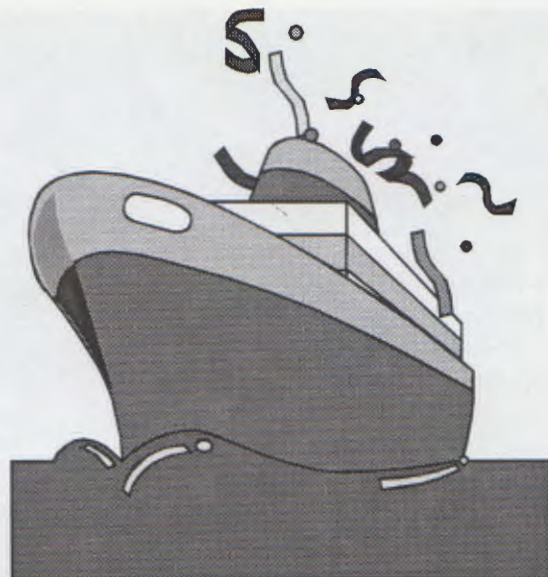
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Please use one form per couple.

Rallyes IV And V: To And From New Glarus

An Open Letter To The PCA Chicago Region Members

by Jack Stephensen

I have been a member of the club since 1994. Over the past years I have had the chance to attend and enjoy many events that the club sponsors. I have participated in the Road America driving schools, tried autocrossing and attended several social events. What I have really enjoyed and participated in on a regular basis are the rallye's. Over the past 4 years I have been a regular at most of all the rallye's.

This past October I had the privilege of being the Rallyemaster for the "Rallye To New Glarus": my first attempt at actually putting on a rallye. Up until then I had only been a participant in the rallyes. Like so many others, I showed up on Sunday morning, paid my fee, and went out to have a great time.

In looking back I never gave a whole lot of thought to the amount of preparation and work that the Rallyemaster had to go through to make it possible for us to just 'show up and drive the event'. I had known it was a lot of work, but I never realized just how much work it was ... that was until now!

Now, after having been responsible for a rallye, I can see just how much work and effort goes into putting one on. Because of this new awareness, I feel the need to openly thank all those people in the club who, year after year, put so much effort into planning and running the Club's rallye events. In many cases it is the same people, year after year, putting on these events. We owe all them our deepest thanks for all the work they do. I now see the work involved and personally extend my thanks to all those rallyemasters who have run the rallyes in which I have participated. I will never again take lightly the job that you do.

On a more personal note I would like to thank Dan and Peggy Gallagher, Chuck Bittman and Lee Lichtenstein for their support, help

and advice. I would also like to send a special thank you to Steve Rashbaum and Susan Shire, who after 'drafting me', kept assuring me that I was ready to run a rallye, for letting me use them as a sound-ing board, and for giving me all kinds of support.

And thanks to all those people who came out to run the rallye.

The Top Ten Reasons We Loved The Rallyes To And From New Glarus

by Susan Shire

- 1 Bruce Janecek in his lederhosen.
- 2 The end of the rallye beers, the 'heart attack on a plate' food at the New Glarus Hotel, and the dinner companionship of our fellow rallyists. (The same held true for breakfast the next morning at the Chalet Landhaus without the beer.)
- 3 The higher than usual CASTS on roads, hills, and curves just made for Porsches on a wonderful old rallye that has been reworked to almost perfect.

- 4 Falling for Lee Lichtenstein's 'sign trap' that we and he fell for on the National Parade Rallye this year. We knew it was a trap but we missed the sign and so incurred the time penalty.
- 5 Dan Gallagher falling for yet ANOTHER trap spawned by the misspelling of a road named Kreuger and then Dan having paying up on the beer bets that he made with us.
- 6 Any weekend that we can drive not only one, but TWO rallyes.
- 7 Making up time in the 951.
- 8 Any 0 point legs.
- 9 Any lap and a half at any speed at Blackhawk Farms Raceway.
- 10 The wonderful rallye roads in rural Wisconsin in the fall on a beautiful weather weekend with trees so vivid that even the air seemed golden.

Thanks Jack, Chuck, and Lee for a wonderful weekend of rallying.



Bruce Janecek in his lederhosen

Rallye photos by Steve Rashbaum

Rallye IV Results

Rallyemaster: Jack Stephensen

Driver	Navigator	Place
Steve Rashbaum	Susan Shire	1
Lee Lichtenstein	Chuck Bittman	2
Nick Brenkus	Susan Brenkus	3
Dan Bacin	Linda Bacin	4
David O'Bryan	Heather O'Bryan	5
Dan Gallagher	Peggy Gallagher	6
Robert Riegel	Laura Riegel	7
Ken Pesavento	Nikki Kroll	8
Ron Micek	Martha Kuffel	9
Rod Anthony	Jeff Whiteman	10
Michael Haas	Anita Haas	11
Kevin Schilling	Gary Schilling	12
Bill Murrin	Amy Murrin	13
Steve Olson	Sharon Gregor	14
Sharif Nijim	Faris Nijim	15
Jim Jacisin	Cindy Jacisin	16
Brent Earl	Alex Vircol	17



Saturday's Rallyemaster Jack Stephensen (left) with Bill and Amy Murrin, and Sunday's Rallyemaster Lee Lichtenstein (far right)



New members Laura and Bob Riegel

Rallye V Results

Rallyemasters: Chuck Bittman and Lee Lichtenstein

Driver	Navigator	Place
Steve Rashbaum	Susan Shire	1
Dan Gallagher	Peggy Gallagher	2
David O'Bryan	Heather O'Bryan	3
Nick Brenkus	Susan Brenkus	4
Ron Micek	Martha Kuffel	5
Steve Olson	Sharon Gregor	6
Tom Shafer	Jack Stephensen	7
Alex Vireal	Brent Earl	8
Rod Anthony	Jeff Whiteman	9
Ken Pesavento	Nikki Kroll	10
Mike Haas	Anita Haas	11
Kevin Schilling	Gary Schilling	12
Sharif Nijim	Faris Nijim	13
Robert Riegel	Laura Riegel	14



The Drivers' Meeting Sunday morning outside the Chalet Landhaus in New Glarus, WI

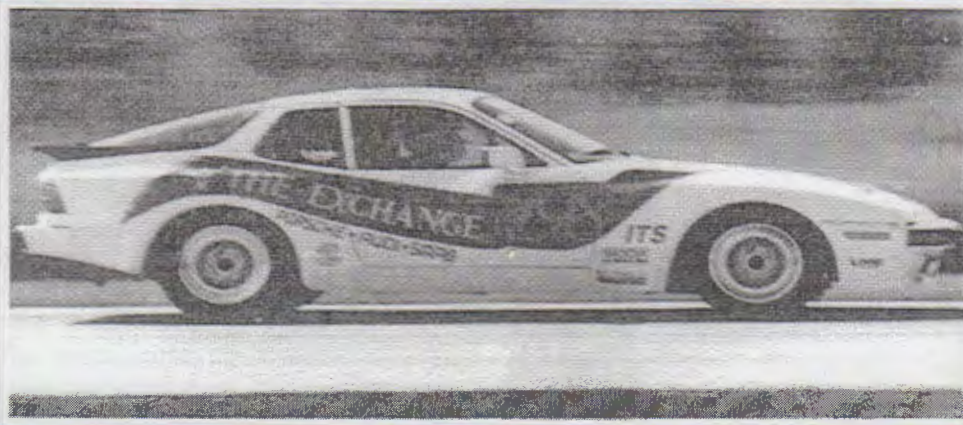
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Perhaps this time we'll actually have snow! Stay tuned to
your local weatherson for the latest conditions. The slide
needs 4" of snow and overnight temps of 20° - 25° to open.

Bring your own toboggan or rent one (\$1 per hour fee) on the premises.

Sunday, January 10, 1999

Noon - 3 p.m.


Swallow Cliff Forest Preserve




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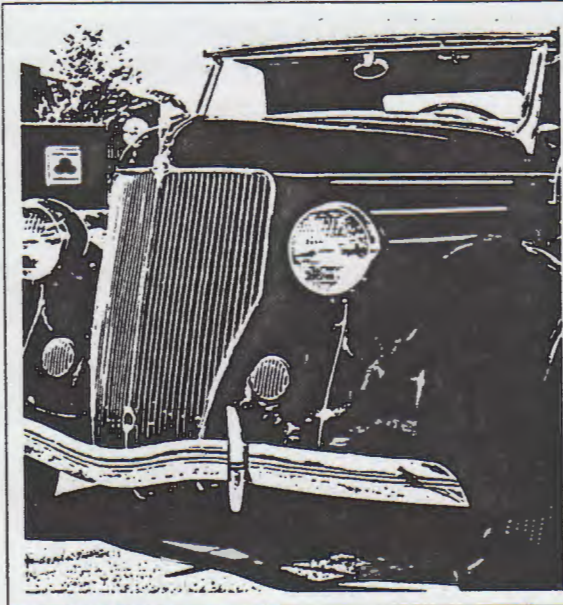


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Club Race Scene

1999 Tentative Club Race Schedule (as of 11/22/98)

Date	Track	State	Host Region
February 12 - 14	Sebring	Florida	Gold Coast/Suncoast
March 27 - 28	Texas World Speedway	Texas	Lone Star
April 10 - 11	Road Atlanta	Georgia	Peach State
May 1 - 2	Putnam Park	Nevada	Ohio Valley
May 1 - 2	Las Vegas	Indiana	Intermountain
May 8 - 9	Lime Rock	Connecticut	Connecticut Valley
May 15 - 16	Mid Ohio	Ohio	Mid Ohio
May 21 - 22	Lime Rock	Connecticut	Connecticut Valley
May 29 - 30	Hallet	Oklahoma	Maverick
June 4 - 6	Portland	Oregon	Oregon (Event #1)
June 5 - 6	Pocono	Pennsylvania	Northern New Jersey
June 19 - 20	Brainerd	Minnesota	Nord Stern
June 26 - 27	Grattan Raceway	Michigan	Western Michigan
July 3 - 4	GingerMan	Michigan	SE Michigan
July 10 - 11	Mosport	Canada	Upper Canada
July 17 - 18	Second Creek	Colorado	Rocky Mountain
August 6 - 8	Portland	Oregon	Oregon (Event #2)
August 14 - 15	Mt Tremblant - Ste Jovite	Canada	Rennsport (Parade)
September 4 - 6	Road America	Illinois	Chicago
September 18 - 19	Nelson Ledges	Ohio	Northern Ohio
September 25 - 26	Willow Springs	California	Los Angeles
October 1 - 3	Indianapolis (IRP)	Indiana	Central Indiana
October 9 - 10	Summit Point	West Virginia	Potomac
October 9 - 10	Heartland Park	Kansas	Great Plains
October 30 - 31	Memphis	Tennessee	Mid South



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Board Meeting Minutes

Porsche Club Of America Chicago Region Board Meeting Minutes October 2, 1998

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

Vote by Proxy: None.

Coordinators present: Barnicle, Bittman, D. Gallagher, P. Gallagher, Inglot, Janecek, Jacisin, G. Knoblauch, M. Knoblauch, Rashbaum, Shire, Yanahan.

Meeting called to order by Murrin at 8:20p.m. at the Park Ridge V.F.W.

Secretary - Chuck Bittman.

- Bittman presented the minutes from the September 11th Board Meeting. Inglot moved, Rashbaum seconded, to approved the minutes as presented. Approved unanimously.

Treasurer - Chris Inglot.

- Inglot presented a treasurer's report which included a balance sheet as of 10/1/98; a cash flow report for the period from 9/11 to 10/1/98; a prepaid expense report as of 10/1/98; a cash flow report for the "Riot in Rockford" autocross; a cash flow report for the Road America concours; a cash flow report for Blackhawk 4; a cash flow report for the Lake Geneva autocross. Rashbaum moved, Bittman seconded, to approved the treasurer's report as presented. Approved unanimously.

Vice President - Bill Murrin.

- No report.

President - Susan Brenkus.

- No report.

Autocross - Jeff Girard.

- It was discussed that the AMC proving grounds near Burlington would make a great autocross facility for next year.

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

- Inglot reported that all Road

America bills have been paid. Kelly-Moss Motorsport again departed late causing a fine of \$1,500.00 from the track.

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

- No report.

Road America Club Race Registration - Nick & Susan Brenkus.

- No report.

Road America Sponsorship - Steve Rashbaum.

- Rashbaum reported that 4 of the 11 sponsors still have not paid.

Road America Volunteers -

Gary Knoblauch.

- No report.

Blackhawk Farms - Dan & Peggy Gallagher.

- D. Gallagher reported that there were 70 cars at the September Blackhawk.
- Currently there are 44 pre-registered for the October Blackhawk weekend.

Chief Driving Instructor -

John Ruther.

- No report.

Insurance Coordinator -

Bruce Janecek.

- No report.

Concours - Jim Jacisin &

Pat Yanahan.

- Jacisin reported that there are 7 pre-registered for the Concours at Napleton Porsche.

Rallye - Dan & Peggy Gallagher.

- Shire reported that there were 32 cars at Rallye 3 to Wisconsin. The event should show a surplus of about \$500.00.
- Bittman reported that everything is ready for the 2-day Rallyes to New Glarus, WI. Day 1, chaired be Jack Stephensen, will depart from Blackhawk farms. Day 2, chaired by Chuck Bittman and Lee Lichtenstein will end at Deeter's in Woodstock.

Social - Myra Knoblauch.

- M. Knoblauch reported that payments are coming in for the Dinner Dance.
- The cruise still needs an eighth couple to meet the minimum for the discounted rate.

- The New Year's Eve Party will be at Siebken's in Elkhart Lake.

Membership - Ed Barnicle.

- Barnicle presented 18 applicants for membership into the region. Clark moved, P. Gallagher seconded, to accept the applicants into our region. Approved unanimously.

Safety - Jeff Girard.

- No report.

Technical - Pete Hackenson.

- The November technical session will be a tire test at Nives-Rizza Porsche.

Goodie Store - Linda Patterson.

- No report.

Charity - Tray & Danita Anderson.

- It was reported that about 1,800 of 4,000 tickets have been sold.
- The Buffalo Prairie Camp appears to be using our mailing list for their own raffle. It was suggested that we seek the advice of a copyright attorney about pursuing the matter.

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

- Shire reported that the October Scene will have 64 pages with 77 pictures, 1 free and 25 paid ads.

Property - Ed Leed.

- No report.

Historian - John O'Keefe.

- No report.

Timing & Scoring - Susan Brenkus.

- No report.

Webpage - Chuck Bittman.

- No report.

Old Business

- None.

New Business

- It was pointed out that Vice-President Bill Murrin did a great job chairing the Board Meeting.

Adjournment

- Clark moved, Rashbaum seconded to adjourn. Approved unanimously. Next meeting November 6, 1998 at Park Ridge V.F.W.

Respectfully submitted,
Charles Bittman, Secretary.

THE GOOD NEWS *and* BAD NEWS!

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

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

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

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

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

The Good News: Simple, one page application.

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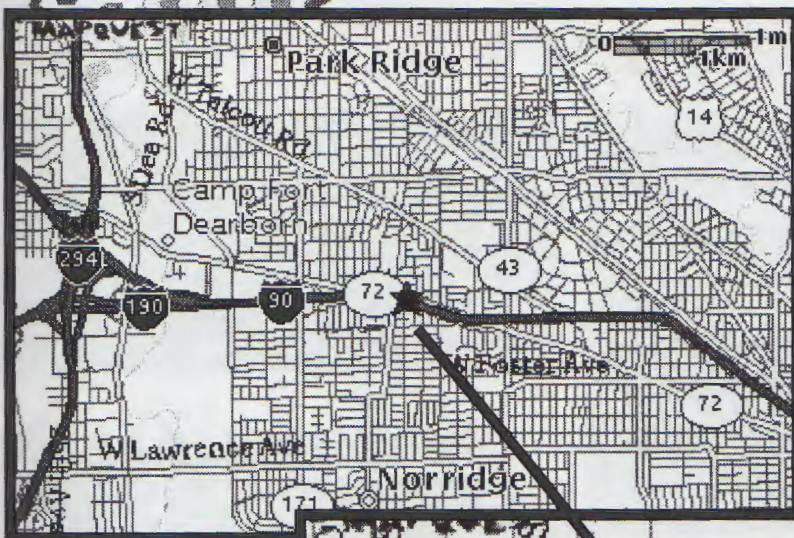
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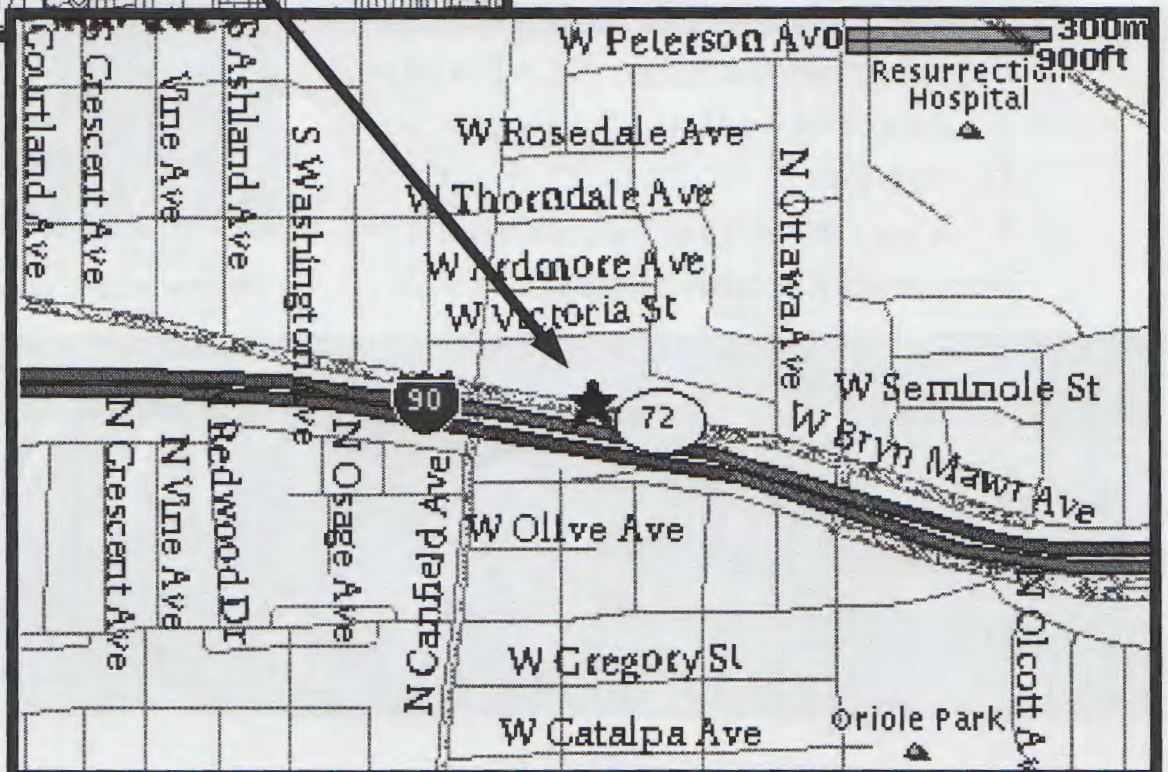
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Membership Meeting**

**Sunday
January 24, 1999**

Noon – 4:00 pm



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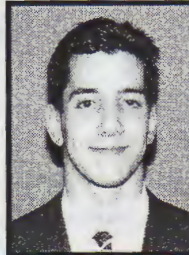
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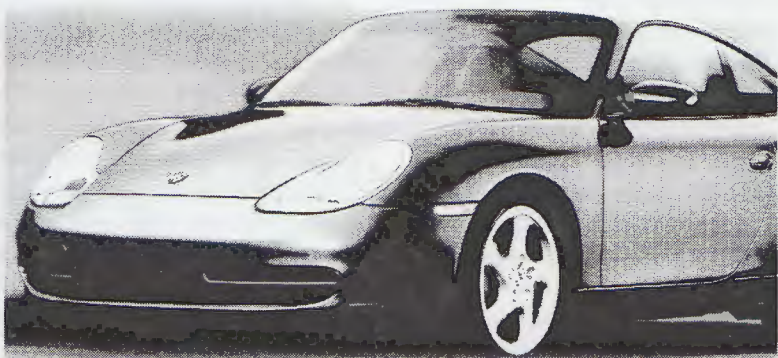
Combination!



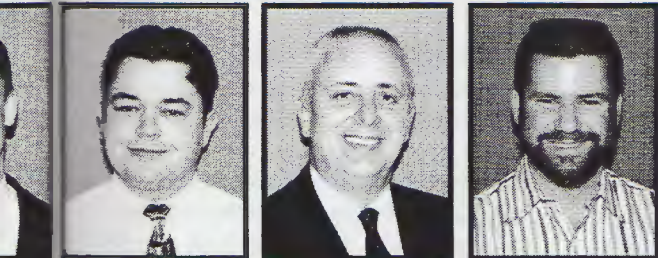
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Letters, Faxes, & e-mails

Heart O' Dixie Region Presents 7th Annual Dixie Tech

The Heart O' Dixie Region is pleased to announce Dixie Tech '99 on February 20 and 21, 1999 in Huntsville, AL. Again this year four PCA Technical Committee members (Bruce Anderson, Dave Seeland, Steve Southard and Dave Miller) will be speakers in addition to Mike Valentine of Valentine Research and several other experts.

For further info please contact Jon Lowe, Event Chair, at 256.464.0802, e-mail: jonlowe@aol.com.

Porsche In The News (PCA Editors News Service)

Porsches At Vintage 1870

YOUNTVILLE, Calif., Nov. 1 -- Fifty of the finest Porsche autos in Northern California's Bay Area went nose-to-nose at the Vintage 1870 Concours d'Elegance in the Napa Valley vineyard region at Yountville. On Sunday, November 1, the Redwood Region of the Porsche Club of America and Sonnen Motors judged the "best of the best" for 1998. "We exhibited Porsches starting from the 1956 model 356 through this year's liquid cooled model 996. Some of these cars look better than when they left the showroom floor years ago," said event organizer Al Schafer.

Surrounded by picnic gardens and cobblestone walkways, the 125 year-old Vintage 1870 winery complex provided a breathtaking event backdrop. A collection of 37 specialty shops, galleries and a wine tasting cellar complement a variety of indoor and outdoor cafes. Vintage 1870 is located just 1 hour northeast of San Francisco in Yountville, Napa Valley.

Porsche: Market Barometer in Canada

TORONTO, Oct. 14. -- Feeling the bite of a lingering bear market, Canada's once-booming investment

banks are cutting staff and costs in a trend that could worsen unless share prices recover. "A lot of people are worried here on the street. There's certainly fears of continued layoffs. If market conditions continue this way there's no doubt there will be further layoffs," said one veteran trader at a bank-owned brokerage.

Another trader joked the best indicator of tough times at brokerages is a slowdown in Porsche sales. A Toronto Porsche dealer confirmed he has already seen a decline recently. A car salesman said, "The big time is coming when they get their bonus. I don't know what the situation is with the bonus this year. I heard it's down by about 25 percent."

Porsche Carrera, Z Car Tie

CARSON, Calif., Oct. 12 -- What's your favorite sports car of all-time? A cyberpoll sponsored by The History Channel Online (www.historychannel.com) recently posed that question, and nearly 20,000 people responded to the informal survey, which ranked the 1970s Porsche 911 Carrera RS and the Z car tied as the top-rated import sports cars.

To view the full results from the "Dream Machines" cyberpoll, point your web browser to <http://www.historychannel.com/sweeps/finalresults.html>.

Davenport Loses Porsche

FILDERSTADT, Germany, Oct. 11 -- Lindsay Davenport suffered a surprise defeat in the final of the Filderstadt Grand Prix tennis tournament by the unseeded French player, Sandrine Testud. Davenport lost the tournament title, but worse yet, a Porsche sports car worth about \$85,000.

"It is such a big change from before here," said Testud. "I think I will only believe it when I drive the Porsche."

Ohio Mechanic Wrecks Customer's Porsche

CLEVELAND, Oct. 29 -- A Cleveland tire store agreed to buy a new, \$80,000 1999 Porsche for a customer whose prize sports car was wrecked by a mechanic who took it for a joyride. The customer, who filed a lawsuit earlier this month, said he had driven his 1996 Porsche 911 Carrera 4S to the tire store to have new tires installed.

According to police reports, a store mechanic drove the car at more than 75 miles an hour on Interstate 271 before losing control on an exit ramp. The car sustained \$14,000 in damage that involved all four wheels, passenger doors, right front fender, right rear quarter panel, exhaust system, transmission and numerous other components.

The tire store owner explained the settlement, "Ultimately, we just thought about it and realized that if he was that upset, we wanted to make him happy."

Porsche Customer Race Teams Take Home Post-Season Honors

ATLANTA, November 3 -- Porsche customer race teams were the recipients of a number of post-season awards from two American road racing series in 1998. From the recently concluded WSC/GT Championship, sanctioned by Professional Sports Car Racing, Porsche teams figured prominently in four championships.

Leading the list of honorees was Schumacher Racing's Larry Schumacher, who captured the GT2 driver's crown -- his third consecutive Sports Car driver's championship. He also won last year's GTS-2 title and the 1996 GTS-2 title (now known as GT3). Along with co-driver John O'Steen, the Cincinnati resident drove his familiar #99 Porsche 911 Turbo to a win at the Sebring Classic and four second-place finishes. Additionally,

Schumacher Racing's James Avery captured the GT2 Team Championship trophy.

In Sports Car's GT3 ranks, the Alex Job Racing Porsche 911 RSR team swiped two awards. Driver Darryl Havens, who teamed with Cort Wagner and Kelly Collins for most of the season, was named Most Improved Driver. The Seattle resident was part of the winning driver trio which won the GT3 class in the season finale at Laguna Seca two weeks ago. Job was also named GT3 Technician of the Year.

One Porsche customer team secured a pair of championships in the United States Road Racing Championship, sanctioned by SCCA Pro Racing. The Champion Porsche 911 GT1-97 team won the GT1 team title, while Champion driver Thierry Boutsen grabbed top honors in the GT1 driver's points race.

Customer team success also translated into three manufacturers' titles for Porsche. The German-based manufacturer pocketed first-place hardware in Sports Car's GT2 class and in the USRRC's GT1 and GT2 classes.

(courtesy Porsche Cars North America, Inc.)

911 vs. Viper vs. Corvette

by Mike Killian, Carolinas Region
(from TOBACCO ROADS)

For those among us who may have our heads buried just a little too deeply in the Porsche sand, it might be a good time to take note of some recent road racing developments from Detroit. Yes, Detroit. The place in Michigan.

It may seem to the casual observer that the primary mission of the U.S. auto industry these days is to blanket the planet in SUVs. They're doing a damn fine job of it, too. In spite of the current emphasis on those vehicles, or perhaps because of it, there are groups within the Big Three who still labor mightily in pursuit of success in the racing world. While we tend to think of Detroit's involvement in racing in

terms of NASCAR, that is not their only venue. A case in point is the current dominance by Chrysler's Dodge Viper in the production-based grand touring class (GT-2) of the FIA's worldwide GT Endurance Series.

The GT-2 class, formerly the exclusive domain of the Porsche 911, has now become the property of the V-10 Viper of Chrysler's factory development team, Viper Team ORECA of France. The Vipers have pounded the Porsches for two years running, claiming the class championship in both 1997 and 1998. Wishing to share the wealth, as well as earning some more of it, Viper Team ORECA recently announced that it will begin selling customer cars in 1999.

Hot on the heels of the Viper's latest success (they clinched the 1998 class championship with three races left in the 10-race series) comes word that General Motors, the lumbering giant, will field a factory entered Corvette in the GT-2 class in 1999. Code named R99, the composite bodied Corvette will be built to Le Mans specifications and will be powered by a 6.0 liter V-8.

This development raises both the certainty of a Chrysler/General Motors duel in International GT racing, and the introduction of head-to-head competition with Porsche in this highly visible international series.

Those in the Porsche camp may be blase about such matters, having already been numbed by the whipping at the hands of the Vipers in GT-2, the AMG Mercedes in GT-1, and in this country, by BMW in GT-3. So long as some Porsche, any Porsche (or any combination of large parts, some of which may once have been from a Porsche) can win at Le Mans, most Porsche loyalists will be satisfied.

Satisfied or not, the introduction of Corvette to the mix may help rekindle some of the brand loyalties that used to make it fun watching the Porsche giantkillers battle with the thundering Chevys. We had a variation on that theme in the 1980s when Porsche's 962s faced off

against the GTP Corvettes in IMSA's prototype class. Porsche won, usually, but with a car that bore no more resemblance to a 911 than the Corvette did to its namesake. The beauty of GT-2 is that Vipers look like Vipers, 911s look like 911s, and Corvettes will look like Corvettes.

The stage is being set for a major confrontation in the production sports car ranks. Technology may have softened the differences between the makes, but there are still big differences in approach. Endurance racing has always separated the men from the boys, and the upcoming battles in GT-2 will be no different. It's going to be fun to watch in 1999.

Porsche SUV Moves Ahead (PCA Editors News Service)

Stuttgart/Germany, November 23 -- Porsche AG announced today its launch of a 500 million mark company-backed seven-year bond that will allow it to fund development of its new sport utility vehicle. The company said it would be guarantor for the bond to be issued by Jersey-based SUV Funding Ltd. SUV Funding had been established by Porsche as an independent company, outside the Porsche group, and the move will allow it to tap finance at current low-interest rates, Porsche added.

In June, Porsche announced plans to build a new four-wheel drive off-road vehicle with Volkswagen AG to hit showrooms by 2002. The company plans to invest around one billion marks in the project and to produce around 20,000 a year, VW more than 80,000.

Development work on the new Porsche sport utility is now in full swing. About 200 staff have already moved into new offices in the Hemmingen industrial estate close to the Porsche research and development center in Weissach, which will be used to carry out SUV tests and trials. Porsche rented the Hemmingen office complex due to the lack of space available at Weissach. The Porsche SUV

Letters ...

development team will be increased by more than 100 staff in the next few months, and Porsche said it is recruiting for additional engineers from all disciplines but particularly from the body and electrical/electronics development fields.

The new Porsche SUV will have off-road capability and permanent four-wheel drive. It will be based on the same platform as the new off-road vehicle planned by Volkswagen AG, and powered by engines developed and built by Porsche. A decision on the production location will be made within the next few months.

1999 American Le Mans Series Schedule

(PCA Editors News Service)

LAS VEGAS, NV, November 5 -- Don Panoz, owner of motorsports' newest series, the American Le Mans Series, announced today an eight-race schedule for 1999 including a seven-race live programming package with the NBC networks utilizing state of the art equipment and the highest quality production practices, including multiple in-car cameras.

"I am very excited and pleased to be able to release the TV package and proposed schedule so early," said Don Panoz, founder of the American Le Mans Series. "It's encouraging to be able to make this announcement sooner than it has been historically in sports car racing."

The American Le Mans Series (ALMS) features prototype sports cars, GT-1, GT-2 and GT-3 class cars with teams such as Panoz, Porsche, Ferrari, BMW, Dodge and Chevrolet. The races will be of varying lengths including the Petit Le Mans, a 1,000 mile endurance event to be held October 16 at Road Atlanta.

All races will be sanctioned by Professional Sports Car Racing ("SPORTS CAR"). Michael Gue, President, Professional Sports Car Racing said, "This aggressive step by

the American Le Mans Series to announce a schedule and TV package for 1999 at this early date further confirms Don Panoz' commitment to the sport, the fans, sponsors and competitors."

ALMS rules will be the Automobile Club de l'Ouest (ACO) rules for the 24 Hours of Le Mans with adjustments for parity between FIA and U. S. sports cars. Alain Bertaut, vice president - sports, ACO will lead the rules committee. All ACO class winners at the Petit Le Mans will not be required to pre-qualify for the 24 Hours of Le Mans the following year.

The American Le Mans Series is one of the first sports properties targeted by CNBC that matches the demographic profile of its viewers. "We are happy to be a part of the resurgence of sports car racing in North America by welcoming the American Le Mans Series to the NBC Sports lineup," said Jon Miller, senior vice president of NBC Sports. "Close competition between top factory teams and independents with Le Mans-style racing will provide our viewers with an exciting brand of motorsports programming."

Dave Maraj, owner of Champion Porsche said, "Champion Racing will support the series 100 percent. The television package and race schedule will give sports car racing in America the kind of exposure it needs and deserves."

Alwin Springer, Director, Porsche Motorsport North America said, "For a global manufacturer of race cars such as Porsche, it makes perfect sense to have one set of regulations for international sports car racing. By adopting Le Mans rules, the American Le Mans Series is endorsing this concept. As a result, racing fans will have the opportunity to experience the same excitement of international sports car racing in America as they have in France for the past several years. This should provide a great benefit to fans, competitors and manufacturers alike."

Herb Fishel, Executive Director, GM Motorsports; Dan Davis,

Director, Special Vehicle Operations, Ford Motor Company; and Scott Doniger, M Brand Manager, BMW of North America, Inc., all agreed that sports car racing is back in the U.S., and the ALMS will provide a good platform for sports car racing and manufacturers' product presentations.

Bill Donaldson, executive director of the series said, "We're building on the successful model of the Petit Le Mans last month. The television package will be the strongest TV undertaking in the history of sports car racing in North America. With the SuperStars of Auto Racing Series also being announced today to join the Women's Global GT Series, we feel the diversification of the show will be an attractive package to the fans," he added.

Minimum purse for each of the eight ALMS races was announced as \$200,000, distributed to privateer, non-factory teams. Visit www.petitlemans.com for additional information on the American Le Mans Series.

AMERICAN LE MANS SERIES 1999 Schedule/Television Coverage

March 20	Sebring, FL	ESPN
April 18	Road Atlanta, GA	CNBC (live)
June 27	Mosport Park, CAN	CNBC (live)
July 25	TBA	NBC (live)
August 1	Portland, OR	NBC (live)
September 11 or 19	TBA	NBC (live)
October 16	Petit Le Mans Road Atlanta, GA	CNBC (next day)
November or December	San Diego, CA	CNBC (live)



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OR

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

7:00 pm Buffet dinner

8:00 - 11:00 pm Bowling

\$22.00 per person
 Cash bar

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Please make checks payable to PCA, Chicago Region Total # of bowlers _____ @ \$22.00 each

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Concours Scene

Concours Explained

by Kathy Golik,
Allegheny Region
(from RUNDSCHAU)

A Concours d' Elegance is an event during which owners of restored and highly maintained cars compete to determine which entry is the cleanest. So, let's see...it all began back when...

Concours d' Elegance is said to have begun in the late 1800s as an event for the social elite. Actually, back then, the car and the entire family were judged. Competition in the Rolls-Royce category in England became so stringent that beautiful models were hired to wear specially designed dresses that matched the interiors of the cars. In addition, some competitors set up picnic tables nearby with linens and accessories made to complement the color of the cars. Eventually, the purpose of these events became blurred, with the cars being overshadowed. Today, Concours d' Elegance events are held all over the world. In the United States, the interest and participation in these events has increased over the past several years. And as a result, detailing shops and car care product manufacturers generally have experienced great growth.

There are essentially two types of concours competitions. The first and most involved is the "full" concours. In these events, everything (and I do mean everything!) on the car is judged: body, paint, underbody, engine compartment, interior, and luggage compartment. Parts and crevices in your car that you may never have taken notice of before will be judged. Obviously, this category involves the very, very serious concours enthusiast; because who else would actually attempt to disassemble their Porsche, clean everything very thoroughly and then reassemble it? Yes, most of these people actually do this. A new car, right off the showroom floor, would have a tough time

winning the show. Most experienced concours judges will tell you that a new car never driven may, on average, score half the points of a concours winner! In this type of competition, the entrants trailer their prized possessions to the site, unload them to be judged, and then load them back up to go home.

The other type of competition is the "topside only" or "street" concours. This is the type we usually hold in Allegheny Region. In this event, you are essentially seeing judging based on what one would see if they were just viewing your car; specifically, the exterior, interior, and luggage compartment. Some events may include the engine compartment in that list. Essentially, everything except for the underbody may be judged. People who enter this type of concours are those who generally drive their vehicles on a regular basis. Consequently, there is also a real challenge in this kind of competition to see how well you can maintain a car that you do drive. For example, how clean and well-maintained is your 1987 911 with 75,000 miles on it? It is really something to see a car like this that looks as though it is still brand new.

And as far as judging is concerned, each car is placed in a class according to model and/or year. Each car is then evaluated by a team of judges, each concentrating on one area of the car, using a point system. For example, wheels and tires may have a maximum of 5 points. The points are then totaled in each class and the car with the highest number of points in that class wins.

Many people may look at those who participate in Concours d' Elegance events as being "fanatical,

perfectionistic, cleaning nuts." I know that I get some strange looks from my neighbors when they see me working on my car a couple of weeks prior to an event. They probably say to themselves, "Geez, she really ought to get a life!", or, "Why is she still working on that car at 3 am?", or "No, it really can't be that she is scrubbing inside her engine compartment with a toothbrush, could it?" Yes, others may find some concours participants strange, but it is a great and enjoyable hobby and passion for many. It's such a great feeling to finish your car and just stand back and admire the sheer beauty of your automobile.

For all of you who are new to this type of event, do not be intimidated. I have either spoken to or heard of those who don't feel they can enter concours events because their car is not "perfect" enough to be judged. Right now, let's put that misconception to rest. My philosophy for my region involves topside-only concours. Indeed, there is a challenge in having a car that is both driven and shown successfully. Everyone can participate. These events will be low-key and fun. I believe that no one ever loses in a concours, because just prepping your Porsche for a show will get it cleaner than it may have ever been and even bring to your attention potential problems that otherwise may not have been uncovered.

Concours events first and foremost, are a lot of fun. So, detail your car and enter a topside-only concours scheduled in your region this year. These are not just competitions -- they provide you with beautiful examples of our marque to enjoy.

Happy Holidays !!!



Café 36

Sunday, February 28th

Details in the January Chicago Scene



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Winter Storage Tips

Cosmetic Treatments For The Coming Season

by Matt Zakarian,
Metro New York Region
(from PORSCHE POST)

As winter approaches, so does the time when many of us choose to put our beloved Porsches into hibernation. But before we put them away, we must take some steps to make sure they stay in perfect condition (or at least don't get worse). In this column, I will focus on cleaning and conditioning of the car for storage, but leave the mechanical aspects for others to address.

Wheels are the first area to work on. To clean them the right way, remove them from the car and clean the inside as well as the outside. Finally, wax both inside and outside. (I suggest using a carnauba wax to achieve maximum durability.) While you have the wheels off, take some time to wash the wheel wells, brake assembly (making sure it's cool), and undercarriage. This is where a pressure washer really pays off. As a last step, dress/wax the wheel well plastic.

Next, clean and condition the interior. Remove all spots and stains from carpet, fabric, vinyl and leather. Just like your laundry, the longer a stain has time to set, the tougher it will be to remove. Then, vacuum the interior thoroughly. (Don't forget to get into the seat cracks.) Next, shampoo the carpet, mats and fabric, taking caution not to soak them. (You don't want to promote mold or mildew or loosen the glue.) Then clean the leather and vinyl.

After all the hard surfaces are clean, warm up the interior of your Porsche. Finally, condition the leather with a high quality cream. Spread it evenly, with a light touch, but this time don't buff it off as you usually would. If your seats are very dry and have become stiff (BMW leather tends to do this), then this is the perfect opportunity to soften them up, since no one is

going to sit on them for some time.

As a last step for the interior, treat the vinyl surfaces with a high quality vinyl dressing. I also suggest putting in some bags of desiccant. Always place them on a plate or in a bowl, never directly on leather or carpet. Instead of desiccant, you could use an electric dehumidifier to keep the interior dry.

Now the final question everyone seems to have: "Should I use a cover?" The answer is yes, but will your Porsche hibernate indoors or be exposed to the elements? For interior storage, I recommend a 100% cotton cover with a flannel lining. (If you have a cabriolet, skip the flannel unless you enjoy cleaning lint off your soft top.) For exterior storage, I suggest a Noah or Ultraweave cover that is custom made for the best fit. Another alternative is a sealable bag that you drive your Porsche into and seal as you would a Ziploc storage bag. These work very well (especially at preventing rodent infestation), but as far as I know are made only for interior use.

Tip of the Month. In prepping for storage, plug the exhaust system to prevent mice from making a home in your Porsche's tailpipes.

Preparing Your Car For Winter Storage

by Stoddard
(from The Voice from the Trunk)

- Clean the vehicle thoroughly inside and out.
- Clean engine and engine compartment.
- Under carriage and chassis components should be free of dirt and salt deposits.
- **Fuel Tank:** Fill up and add "Fuel Fresh" or other type of gas preservative and stabilizer.
- **Tires:** Leave on car. Increase pressure to 58 psi. It is NOT recommended to lift the vehicle, due to the possibility of corrosion on shock absorber pistons.

Instead, place carpet or boards under the tires. Move the car slightly every 4 weeks, to prevent flat spots on the tires.

- **Engine (water cooled):** Check antifreeze concentration. Correct if needed.
- **Engine (all models):** Change oil and filter. Run engine several minutes. When cool, seal the air intake ducts and the muffler tailpipe with towels or tape.
- **Windshield/Headlight washer:** Check and correct antifreeze/cleaning solution level, as needed.
- **Electric:** Remove battery and store in a cool dry place, not on a cement floor. Recharge battery periodically. If battery stays in the car with cables connected; check, remove and recharge the battery every 2-3 weeks. Do NOT fast charge batteries. Charge batteries at a rate of 4-8 amps till fully charged. Caution: not following this procedure may cause battery sulphation and render the battery unusable.
- **Interior:** Must be dry, especially the floor carpets. Recommend using drying agents (Silica-Gel) with leather interiors and in areas with high humidity. Recommend 3 fabric bags of 500 grams each place on the carpet. Windows, doors, lids and top must be closed. On cars with manual heating/ventilation systems, air flaps should be open.
- **Brakes and Shifting:** Completely dry brake disks and pads to prevent corrosion. No NOT apply hand brake. Keep in gear to prevent shift rod corrosion. (1st or 2nd on 4 cylinder cars, 2nd or 4th on 6-8 cylinder cars.
- **Body:** Clean and wax. Treat all rubber seals. Cover with car cover.

Chicago Region Home Page

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

Halloween Masquerade Party

A Spooktacular Event

by Ken Pesavento

Our first, and I hope, now annual Halloween Party kicked off at Rupert's in Schaumburg at 7:00 pm on Halloween. Once again Myra Knoblauch organized a wonderful evening for all.

After cocktails and a great dinner, the costume judging began with Roz Finkenhoffer's (as Tina Turner) wonderful rendition of "What's Love Got To Do With It". After judging we danced to music provided by a DJ. The evening was great fun and I hope to see more club members attend (in or out of costume) next year.

Most Original Costumes

Ed Barnicle Inspector Clouseau
Gayle Timbers The Pink Panther

Scariest Costume

Mel Westoupal Count Dracula

Funniest Costume

Karen Clark Court Jester

Best Overall Costume- Tie

Pat Yanahan & Michelle Yanahan Biker and Biker Chick
Keith and Karen Clark King and Court Jester

Best Dancers In Costume

Chris and Vanessa Ingot Clowns



Road Kill (John Mueller) and Serial Killer (Pat Foltz)



Dracula (Mel Westoupal) and Ilene Westoupal



Jester (Karen Clark) and King (Keith Clark)



Inspector Clouseau (Ed Barnicle), the Pink Panther (Gayle Timbers), Flapper Girl (Bonnie Yanahan) and Biker (Pat Yanahan).



Event Chair Myra Knoblauch as a Flapper



Tina Turner (Roz Finkenhoffer) entertains



Role Model (Shirley Cook) and Army Guy (Bob Cook)



Stevie Wonder (Tray Anderson) and Mexican Lady (Danita Anderson) with Tina Turner (Roz Finkenhoffer - right)



Is this the 'real' Pat Yanahan?



Clowns Chris (left) and Vanessa Inglot

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St. Patrick's Day Party

Saturday, March 13th

Bonnie's Café & The Illinois Billiard Club

8442-46 Archer Avenue
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708.839.5820

From the north or south:
I-294 to 75th Street
75th Street west to Willow Spring Rd
South (left) on Willow Spring Rd to Archer
Avenue (Rte 171)
Northeast (left) on Archer Ave - 1 mile.

From the east or west:
I-55 to LaGrange Road (Rte 12/20/45)
LaGrange Road south to Archer Avenue
Southwest (right) on Archer Ave - 1 mile

On Saturday, March 13th the Chicago Region will again celebrate St. Patrick's Day at Bonnie's Café and The Illinois Billiard Club. Our members will have exclusive use of the Billiard Club and Café for our evening of entertainment, games, prizes, and dinner buffet.

Bonnie's Café has a 92-seat dining room featuring dark paneled walls, cut mirrors, soft lighting and antique wood theatre seats which once occupied the balcony of the former Oak Park Club. The dining room is connected to the playing room of the private Illinois Billiard Club.

The Illinois Billiard Club is quite a contrast to the image of the old-time pool room. Members will find no scoundrels or slit-eyed hustlers stubbing out their cigarette butts on the floor. Instead of grimy windows, there are etched glass and mirrors. Elegant mahogany chairs line the walls, floors are spotless, and the smoke-free room is filled with six pocket-billiard tables and two carom (pocketless) tables covered with imported fabric and valued from \$8,000 to \$25,000 each. Just imagine the privilege of playing on such historic tables as one designed by Frank Lloyd Wright that's valued at \$25,000 or a 1961 Brunswick Gold Crown specimen once owned by former Cubs pitcher Milt Pappas. For those who equate pool halls with seedy havens, The Illinois Billiard Club will surely disappoint.

Even if you don't play pool, don your green duds, come for the dinner buffet, and be Irish for the evening with your Chicago Region

Cocktails & Appetizers: 6:00 – 7:00 pm
Buffet Dinner: 7:00 pm

Corned Beef and Cabbage
Red Skin Potatoes
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Coffee or Tea
Cash Bar

**Reservation
Deadline:
March 9, 1999**

\$ 35.00 per person

**Questions ?
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St. Patrick's Day Party

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Tech Scene

The String Alignment Method

by Paul Lighthill, Riverside Region
(from PORSCHE GEDANKEN)

There are times when it is necessary to perform a cursory front wheel alignment, such as to allow a car to be driven to an alignment facility after replacing a suspension component or when participating in a PCA driving event or vintage road race. Although setting caster and camber is best left to a professional with the proper equipment, toe-in, which is the major factor in tire wear, can be set expediently in the field without special equipment.

With the car parked on a level concrete area, turn the steering wheel and count the number of turns lock-to-lock. Divide this number by two and turn the wheel exactly this amount from either right or left lock. For example, if you have three and one-quarter turns lock-to-lock, turn the wheel one and five-eighths turn off full lock; use the instruments as an index. This process will center the steering rack and insure that the car will have the same turning radius both to the right and to the left. If the rack is not centered, the car will turn sharper to one side than the other and there is a possibility for increased steering rack wear.

With the rack centered, note the position of the steering wheel. If the steering wheel is not centered, it will be necessary to remove it and re-install it in a centered position. After centering the wheel, re-check the centering of the rack by verifying that there are an equal number of turns both to the left and to the right.

After the rack and steering wheel have been centered, note the positions of the two front road wheels and loosen the jam-nuts on the tie-rod ends. Have an assistant hold a piece of string 12 feet long across the rear tire at the center of the axle with the assistant's hand on the rearmost tread.

Run the string forward and hold

it across the front wheel through the center of the axle, maintaining the imaginary straight line created by having the string drawn across the rear tire. Adjust the tie-rod ends until the front tire touches the string equally, with no larger gap between the tire and the string at either the leading or trailing edge of the tire. Tighten the jam-nuts and re-check the string. This will produce a setting of approximately zero toe, which is what Porsche recommends for most models.

Once the toe setting is established, verify that the steering wheel is still centered and have the alignment verified as soon as possible.

Sloppy 944 Shifting

by Steve Grosekemper,
San Diego Region
(from Windblown Witness)

A common and often overlooked problem with 944 models is shifting that is vague, and not as crisp as it once was. This problem, fortunately, is neither difficult nor expensive to repair. The problem is caused by excessive wear in the shifter pivot pin. The remedy is as simple as replacing the shifter. With the shifter costing only \$41.70 (PART # 477.711.205.D), this may be the least expensive transmission repair on record. The most expensive repair of course, would be the one right after that missed shift. You know the one, should have been 4-3, but you got 4-1 instead. How many R.P.M.'s is that? Well, lets just forget the math and replace the shifter.

- Lift shift boot up and over shift knob.
- Remove large circlip from bottom of shift knob and pull off.
- Remove circlip from shift rod pivot and separate shifter from shift rod.
- Unbolt shifter at base from torque tube. (Below foam insulation)
- Remove bushing and mount

from old shifter.

- Lubricate ball/socket bushing and install on shifter.
- Mount new shifter assembly to torque tube.
- Lubricate shifter pivot pin and attach to shiftrod, using new circlip (PART # 900.016.005.02 - 20 cents)
- Reinstall shift knob, shift boot, and associated hardware.
- Test drive thoroughly

Note: Lubricant must be able to withstand high heat and pressure. C. V. joint or wheel bearing grease work well. Good Luck

Technical & Safety - 911 Starters

by Lee Rice, Orange Coast Region
(from PORSCHE
PANDEMONIUM)

An early-911 owner asked recently about installing a larger-capacity starter on his up-graded 3.0 SC engine to help hot-starting problems. The starter, on occasions refuses to crank the engine - seems to happen when you least need it to.

Yes, the higher capacity starters do help spin the engine in cold weather and when they are hot. I have installed the later 911 starter with 1.5 hp. This evolved from the early 0.8-hp starters that worked okay for engines up to 2.2 liters. The factory installed 1.5-hp starters in the beginning of 1972, then in their wisdom reverted back to the 0.8-hp starter in May of 1972, using these until the beginning of 1974 when all production 911 cars came with 1.5-hp starters.

The 1973 Carrera 911 RS 2.7 came with a 1.5-hp starter and was available on special order. There are specialty retailers offering even greater hp starters for the Porsche. Some of these use Japanese starters with a Porsche-type frame mount. These have very small-size motors with very high output from geared reduction. They are compact and reliable.

The factory 1.5-hp starter also came with another critical improvement. The battery starter lead was increased in size from 25mm/2 (cross section) to 35mm/2, (these had a yellow stripe applied around the cable at approximately 800mm from the starter end). This cable enlargement was necessary to carry full battery capacity to the starter to enable it to deliver full cranking horsepower. While a 3.0 SC engine will need a 1.5-hp starter, it will probably not get 1.5 hp worth of battery power until you have the correct cable size to transmit it.

Having experienced the need for more power to the starter on my little blue Turbo car, I realized the need to up-grade my old starter cable. I bought a good, used cable from Best Deal in Stanton, CA (714/995-0081) and started the project by disconnecting the battery (and installing a 9-volt radio code-saver in the cigar lighter). Here are the steps:

- Remove the driver's seat, carpeting on the floor, center tunnel cover, console, floor board under the pedals, and transaxle tunnel cover. The trunk carpeting needs to be pulled back a little.
- Jack and safety-stand the rear of your Porsche to allow plenty of room to access the starter area. Using a good flash light and a mirror, inspect the old cable and push away the plastic-covered body wraps that hold the cable in place from all those pedal controls, wiring, fuel lines, and shift linkage.
- If you find other junk in there, it is a good time to remove it. Also inspect the throttle-rod plastic bushings. They turn yellow with age and deteriorate. If the throttle pedal feels sloppy, etc., this is a great time to replace them.
- The shifter and hand brake need NOT be removed.
- Start in the trunk by removing the battery cable end. Solder a "end lug" onto the copper cable. Next, wrap wire through the newly soldered cable-end and the new cable 35 mm/2 starter-end. This

will enable you to pull the new cable through the body structure and have the new starter-end lug arrive at the starter.

- You will need to coax the cable through with a little "encouragement" because the new cable is about 11.5mm in diameter and the old one is 10.2 mm -- get it? It takes time, but when the new cable is installed on the starter you can back-track forward pulling a little slack from the front as you go from rear to front to smooth out the cable routing. Secure the body wraps and work up to the trunk.
- The cable may need to be shortened at the battery-end to avoid too much extra cable-length flopping around. I would recommend a new battery connector,

anti-corrosion felt washers, and dielectric paste on the connections.

- Remove the radio code-saver 9-volt battery (from the cigar lighter), and you are ready to try your full 1.5-hp starter system. I noticed a immediate improvement in the starter sound. The pitch of the motor was higher, and the starter cranked faster at every start. I also observed a higher voltage at the voltmeter (an add on) as soon as the alternator was charging. I have also noticed brighter headlights at night, and the two fuel pumps run a little quieter. This may not solve a sick starter problem, but it is a must to gain anything from a improved capacity starter and battery.

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1972	Dr. Charles H. Ekstrom		Joel A. Haber	Bonnie Haber
	Gerald E. Dunn	Karen Dunn	Ronald F. Hayden	Nancy Hayden
	Daniel J. Gerow	Samantha Stichter	Phillip I. Holland	
1973	J. Edgar Leed	Deborah S. Leed	Jerry Kowalczyk	Marianne Kowalczyk
1974	Richard Koenig Jr.	Debra Koenig	Bohdan J. Kroczek MD	Krystyna S. Kroczek
1976	Owen C. Johnson	Lauren Johnson	Linda H. Bein	Bill Bein
1979	Bob Law	Cynthia Law	Jim Beltrame	Gwen Beltrame
1981	Guy Revesz	Marilyn Revesz	Gary B. Tatje	Joan Tatje
1982	Richard J. Grant	Ann Grant	Thomas A. Verachttert	Marilyn Verachttert
1985	Kurt Hipke	Mary Beth Hipke	Casey Wisniewski	Suzanne Wisniewski
	Dominic J. Cece Jr	Dominic Cece III	1993	Wiley Short
1987	Julie Badel	Russell L. Kratowicz	Avi Bernstein	Melanie Short
	Anthony Lisanti		Marion Austermeier	Nancey Bernstein
1990	Michael T. Forni	Jody W. Forni	Ralph E. Lambka	Lutz Austermeier
	Jordan F. Lohn		1994	Margaret Lambka
	Mike Eklund		U. Karl Augustin	
	John M. Kramer		Bruce R. Sents	Margaret Sents
	Margaret Rathunde		Walter Lytwyn	Nancy Lytwyn
	Martin D. Jurasek	Mary Mone-Jurasek	John E. Malone	Nancy Malone
	Phillip Wesa	Chad Wesa	Mark S. Rutter	Sandra Rutter
	Douglas J. Jenson	Candice Jenson	Dale C. Packard	Linda Edral
	William G. Dobrin	Phyllis Dobrin	Larry L. Emmons	
	Phillip W. Collin	Donna L. Collin	1995	John Hughes
	Michael W. Gregg	Jon Gregg	Claude A. Brouzenq	
	Robert A. Neal	Nancy J. Neal	Joseph E. Kuhel Jr.	
	Thomas E. Murphy MD	Tim Murphy	Frank Kruesi	Barbara Kruesi
1991	Craig Stastny		Timothy B. Billimack	
	Thomas J. Meyer	Maureen Meyer	Susan Carpenter	Juan Navarro
	Peter Fischer	Janice M. Jacobs	James Reif	Diane Reif
	R. Michael Cox	Maria Sheehan	Vin Berzins	Anita Berzins
	Jeffry K. Boston	Anne F. Boston	Jake Hamid	Kristen K. Hamid
	Carl L. Backer MD	Julia Backer	Peter M. Drozt	Jennifer L. Drozt
	Peter Tinucci		David F. Dunaway	Judith R. Dunaway
	Michael Coglianesse		Jack M. Katz	
	David S. Goltermann	Betsy Goltermann	Richard A. Weissner	Kurt Weissner
	Joseph T. Purpura Jr.	Jeanne Purpura	Eric Seedman	
1992	Trent W. Ole	Laura Oler	1996	Joseph F. Fraczek
	Chuck Canale		Hans W. Becherer	Robin Fraczek
	James Oppenheimer	Jim Oppenheimer	Martin J. Carmody	Michele Becherer
	Martin Saltzman MD	Nancy Saltzman	Tom Skinner	Laura Skinner
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	Richard E. Sturm		William J. Meyer	Karen Marie Meyer
			Terry Mollan	Todd Mollan

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

Ed Barnicle, Membership Chair

Welcome To Our New Members For November 1998!

Patrice C. Al-Saden Chicago, IL 1999 996	1999 996 Arthur R. Kardatzke, Jr. Darien, IL 1998 Boxster	Rockton, IL 1974 911 Michael P. Oloier Oak Lawn, IL 1997 993C2S	Timothy J. Taylor Roscoe, IL 1999 996Cab Christiaan Van Duer, Jr. Highwood, IL 1983 911
Frederick Au Naperville, IL 1996 993C2	Michael K. Keefe Lake Geneva, WI 1988 911	Jeffrey K. Schuppel Chicago, IL 1987 930	Hans H. Van Mierle Naperville, IL 1999 996
Timothy D. Benson Oak Park, IL 1988 911	Kurt A. Konrath Inverness, IL 1987 911	Charles E. Shimkus Chicago, IL 1988 944TS	William D. Van Norman North Aurora, IL 1981 911
Dietmar E. Breuer Geneva, IL 1998 Boxster	Thomas A. Kuhn Darien, IL 1991 911C4	Richard A. Slovy Downers Grove, IL 1997 Boxster	Alan W. Wendorf Naperville, IL 1998 Boxster
R. Peter Carey Evanston, IL 1998 Boxster	Daniel P. McGuigan Willow Springs, IL 1996 993	Thomas D. Stemen Naperville, IL 1998 Boxster	William G. Zerbinopoulos Chicago, IL 1986 944T
Dennis Costis Schaumburg, IL 1987 911	Van B. Miller Mundelein, IL 1974 911	Terrence C. Sutte Chicago, IL 1998 Boxster	
Peter H. Cruiming Chicago, IL	Lee W. Minogue		

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1963 356B 1600S Coupe Bali blue/red leatherette. 64K mi. All records & books back 25 yr. Orig. from CA (have orig. black plate). Very nice performing/driving/looking. Car needs nothing. All numbers match. Certificate of Authenticity. \$16,450. Michael Benét (Peoria) 309.692.2911.
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1967 911S Red/black. 70K mi. Good condition. Not all original. Recaro sport seats, Webers, 2.0S eng. #307603 \$6,200. Brendan Connors 312.886.0311 ext. 3611.
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1982 911 SC Targa Sapphire. Garage kept/summer car. 74K mi. Great orig. cond. Bilstein, Yokohama. \$16,500. Phil (day) 847.247.7976, (eve) 847.543.9502 or e-mail: pablocon@aol.com.
1986 911SC Cabriolet Burgundy/gray leather. 56,800 K mi. WPO#EA0915DS171125. Mint cond/always garaged/non-smoker. Comp. Records. Chain tensioner. No accidents. Drives/looks like dream. John Marozsan 847.735.0785 or e-mail: marozsaj@cch.com.
1986 911 Turbo Coupe Guards Red/black. 15K orig. mi. All orig. except CD player/amp/speakers. In last 2K mi new tires/complete tune-up/valve adj./braided brake lines/battery/frt. & rr. hatch gas struts/volt reg. \$35,990. Tom. Lake Forest. (7-9 pm) 847.295.7807 or e-mail: Tfflint@Hewitt.com
1986 911 Turbo Black/blk w/tan carp. 48K mi. WPOJB0936GS050220. No sunroof or A/C. Kokeln inter-cooler, B&B headers, exhaust & oil cooler in 930S air dam, K-27, sport clutch & light flywheel, Dougherty roll bar, Sabelts, Recaro SRDs. 8.5x17 & 10x17 Fikeses w/fresh BFG R1's. Hollow 22mm & 29mm torsion bars, 22mm vision adj. anti-roll bars. All work by Midwest Eurosport & car can be seen there. \$40,000. John Kramer, 510 W. Wellington, #1-O, Chicago, IL 60657. 312.855.6232 or john.kramer@abnamro.com.
1988 911 Targa Rose Metallic. 54K mi. Exc. cond. All options. \$23,000. Gene 847.501.4569
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1987 944 Turbo Red/blk. 51K mi. 2nd owner. Very good condition. Serviced by Midwest Eurosport. No accidents/winters. Gary

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1989 944 Turbo S Baltic blue (navy)/Linen. Body & int. exc.

Engine & turbo rebuilt 15K mi ago. O-ringed, Web Cam #274 (very little turbo lag), Auto Authority Stage II, Factory M-030 sway bars, competition alignment. Very fast, 300+ hp. (0-60 in 5 sec.) 170 mph. Car has not been raced. NEW PRICE \$20,750.

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'73 911 Parts (1) 7x15 Fuchs. (1) 7x15 white Fuchs. Orig. 6x15 Fuchs with Pirelli. Fuel tank. '74 alum. trailing arms. F&R torsion bars complete. Rear seats brown. Seat belts with covers. Other misc. Ed Duffy 630.305.0779/9141 fax.

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Parts New set of Mintex brake pads for '79-89 911 Turbo/944 Turbo \$75. Intercooler from '86 930 \$250.

The Mart ...

Intercooler from '86 930 \$250.

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911 SC Parts SC bra \$75. Sport muffler/great sound/extra HP/exc. condition \$150. Ed Duffy 630.305.0779/9141 fax.

2.7 "7R" case All work completed by Jerry Woods Enterprises Feb. '98: Resurface, line bore, case savers, anti-shuffle pins, clearance case for C2 oil pump. Sell at my cost, Case \$1560. **New C2 oil pump and drive** \$735.00. Here's the base for the perfect RS engine. Mike Southard 847.294.3689.

'86 944T Parts Brey-Krause Harness guide bar \$250. Stock A' arms, torsion bars - best offer. Buyer pays freight. Steve 847.673.5218.

944 Parts 944 front Koni Gas sports struts KO-1136LS & KO-1136RS fits 944 '85-'89 and 944 Turbo '86-'88. Also 200 lb. frt springs for same application. Automotion list for setup is \$919.96. Will sell for \$600. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm).

Garage Doubler car lift. \$900.00 Stuart Acker (w) 708.865.2727 or (h) 630.587.8250.

Private Chicago Region Porsche Only Storage Facility in western suburb. Heated, in/out privileges, secured, private. Steven Wagner 708.738.5775.

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1987-88 924S 5 speed. Prefer documented car with reasonable mileage. Must be close to mint/as close to stock as possible. Prefer Diamond Blue (Special Edition) but will consider all. John Diwik (w) 312.986.6533 or (h) 630.904.9915.

911 Race Stuff Non-sunroof clip. 2 Racing seats. Front spoiler mount oil cooler. Carrera oil pump. 2.7 twin plug heads. ElectroMotive ignition.

Hot Lap timer & display. Lexan front windshield - Coupe. Doug Coup, Sleepy Hollow, IL 60118. 847.426.8093 or e-mail: dcoup@dnhmarketing.com. **'74 914 2.0L Parts** Stainless steel heat exchangers. Tube between heat exchanger and flapper box. Newer Koni, Bilstein or KYB shocks. Rear 140# springs. Tach. Front drivers'-side black carpet. Porsche after-market mats. Push rod tubes and seals - complete set. Fuch alloy center piece. Harness bar and other performance parts. Also: good used trans for '86 VW Jetta GLI. Jim Meyer (w) 630.355.7404. (h) 630.357.5412, (fax) 630.355.8033 or e-mail: M451@aol.com.

Set of Weber carburetors for 911. Would consider complete carburetor engine. Ken Smoot 773.784.6292.

Targa Seals Would like to receive a recommendation for someone to replace the Targa seals on our '80 911. Would like to hear from member who can vouch for this work having been successfully performed for them. Much appreciated. Scott Sheffer, 524 S. Highland Ave., Arlington Heights, IL 60005 or e-mail: sheffer@home.com



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Oversteer ...

(Continued from page 46)
big flares and a tail,
Boy, old Santa has money.

When he fired it up,
the power was awesome,
when it came on the boost
we just about lost him.

But he was heard to exclaim
as he roared out of sight:
"Merry Christmas to all
and to all a goodnight!"

Happy New Year !!!

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Oversteer

The Interview

by Chris Welty
PORSCHING

Hudson-Champlain Region

What follows is a recent interview I did with Santa Claus:

CW: First of all Santa, thank you for granting me this interview instead of Barbara Walters.

SC: You're welcome, you've been a good boy this year and Barbara hasn't.

CW: I see. Of course that could be because she's not a boy.

SC: Ho ho ho. Hurry up because I've got Larry King at 11.

CW: Right, well, my first question concerns your name. It has always been a source of confusion for me. "Santa Claus" sounds Spanish, but I happen to know you are German.

SC: Ho ho ho. Don't feel bad, many people are confused by my name. I am actually Saint Nicholas, and I am from a region of western Turkey called Lycia. I became famous during the height of the Roman Empire. I was known for my generosity, and most particularly for saving young girls from lives of prostitution. My fame spread quickly through the Empire (which is most of modern day Europe) when I was canonized, and was made the patron saint of children.

CW: But I thought you were German.

SC: Ho ho ho. Many Americans associate me with Germanic

cultures because I was brought into this country by the Dutch, in whose language my name is pronounced, "Sint Niklaas". The dutch language has a very rhythmic quality, and the English speaking Americans thought they were hearing "Santa Claus." That is where my name comes from in your country.

CW: If I understand you correctly, you're trying to tell me you're not German.

SC: Not in the least, no ho ho. In fact, my association with Christmas is equally accidental. Saint Nicholas Day is actually December 6th, and the tradition on that day was for someone to dress up as me (I used to wear a red robe lined with white fur due to my station as a bishop of the Catholic Church) and give gifts to children. After the protestant reformation, most Europeans decided they didn't want to give up this holiday, so it was merged with the pagan winter festival which had already become Christmas.

CW: This is going to cause a bit of confusion. Why would I interview you for a magazine dedicated to German cars if you're not German?

SC: Well I ho ho hown a Porsche, if that helps. In fact, the designation "SC" on the 78 through 83 911 stands for "Santa Claus." I have a white 78 SC coupe, and I'm having the elves prepare a 73 RS for Club Racing.

CW: That's a bit of a stretch - what about Kris Kringle? Is he German?

SC: Ho ho ho. I suppose he is, in a way. You see, Kris Kringle is another Anglicized Dutch word. The Christmas celebration revolves around the "little Christ Child," which in Dutch is, "Christkindle." Americans heard this as, "Kris Kringle." By that time I was already associated with Christmas and so the name became associated with me.

CW: Well that's just great. Isn't there anything German about you?

SC: I have a summer cottage in Heidelberg. Ho ho ho.

CW: Bingo! That's the connection we'll use. By the way, a few more sessions on the "stairmaster" wouldn't hurt there Nick.

SC: Ho ho ho. Tell me how to keep fit after you've lived two thousand years.

CW: Two thousand...wow. That first thousand must have gone pretty slow without Porsches.

SC: Ho ho huh?

CW: OK, that's a wrap. Thanks again Santa, and don't forget those "S" piston/cylinders I ordered for Christmas.

SC: Ho ho ho. If we're done then please get off my lap.

The Night Before Christmas - Porsche Style

by Paul Rossmo,
Canada West Region
(from PORSCHE TIMBERLINE)

'Twas the night before Christmas and all through the shop, the project was finished, the pounding had stopped.

"At last a new sled" said the jolly old elf, who had smudges of grease all over himself.

"By tomorrow morning the whole world will know, I've finally built a sled that will go!"

The sled was wild, It had all that it takes: A three-point-three turbo, nine-seventeen brakes,

A body by Kremer, the runners were Koni,

(Continued on page 45)



PORSCHE

48

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