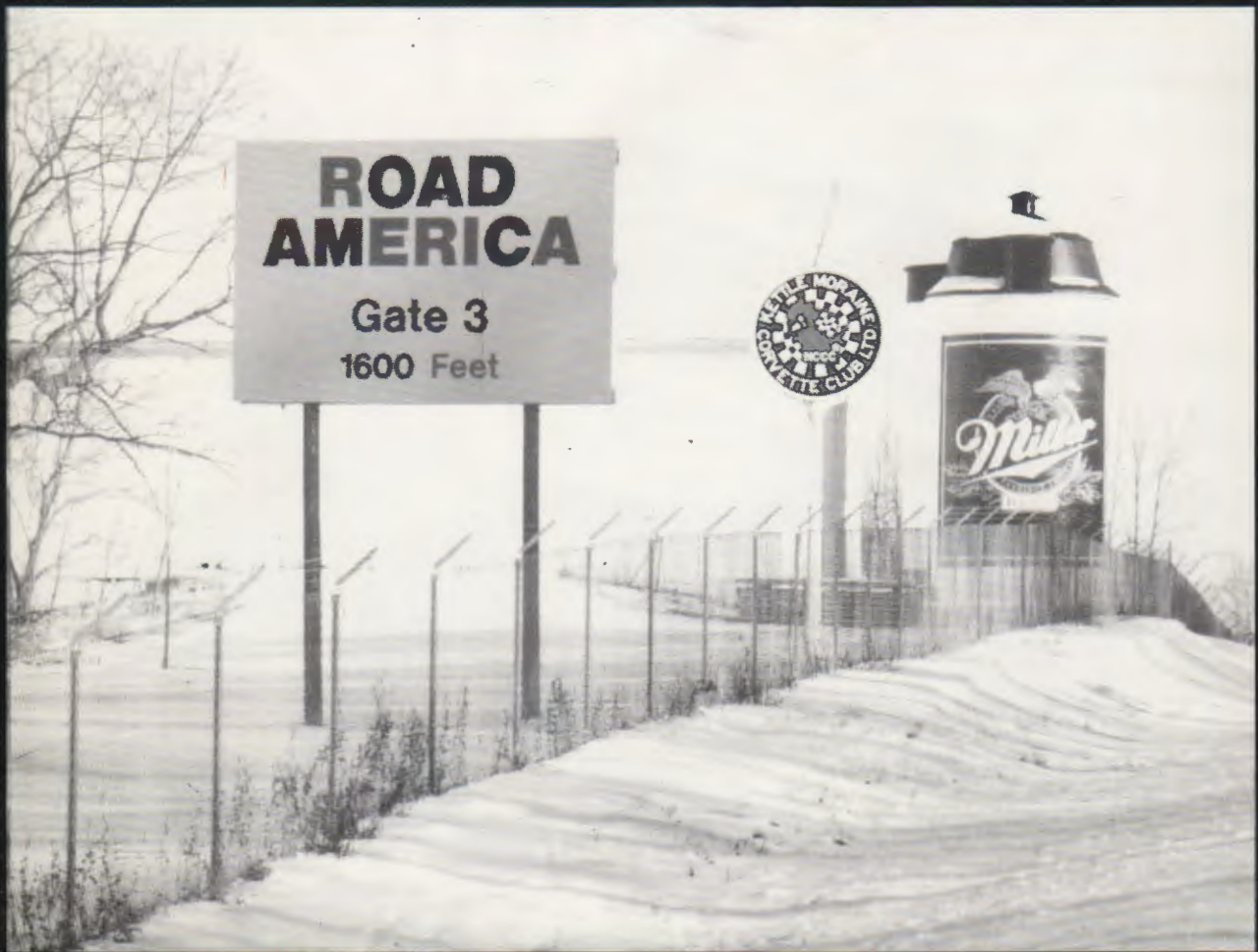


THE OFFICIAL PUBLICATION OF
THE PORSCHE CLUB OF AMERICA,
CHICAGO REGION



Chicago Scene

FEBRUARY 1998

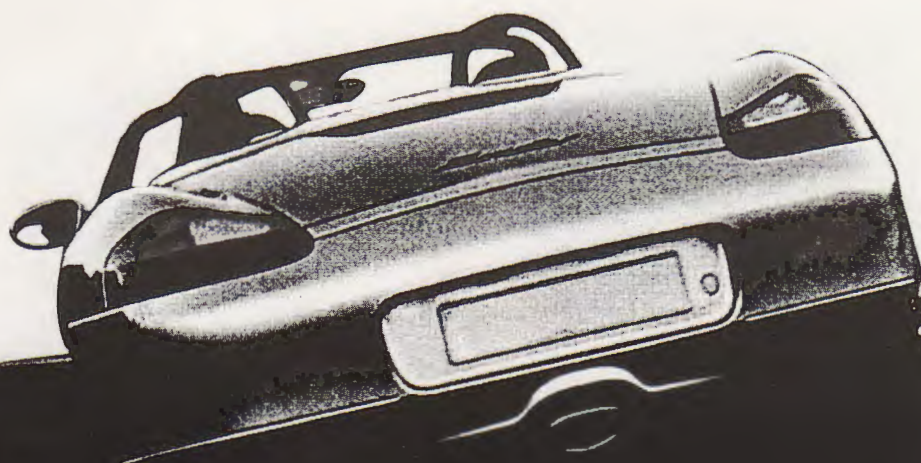


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Chicago Scene

February 1998 Volume 42 Number 2

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
June 28 Autocross II
July 18 - 19 GingerMan Drivers' Ed
July 25 Kane County Cougars
August 2 Potter's Picnic • Concours III
August 9 Autocross III
August 12 Blackhawk III Drivers' Ed
August 22 Golf & Dinner
August 30 Autocross IV
September 5-7 Concours IV (at Road America)
• Drivers' Ed • Trac 98 Club Race
September 16 Blackhawk IV
September 20 Autocross V
September 27 Rallye III
October 10-11 Blackhawk Octoberfest
October 18 Concours V
October 24 Rallye IV
October 25 Rallye V
October 31 Halloween Party
November 15 Tech Session
December 5 Annual Dinner Dance
December 31 New Year's Eve Party

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Cover Photo

"Country road take me home to the place I belong ..."

(New Year's Eve 1997, Elkhart Lake, WI)

Photo by Steve Rashbaum

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DEADLINE: Commercial ad space commitments must be received by the 5th of the month for publication in the next month's issue. Commercial ad, The Mart, and other copy material must be received by the 10th of the month for publication in the next month's issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in the Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

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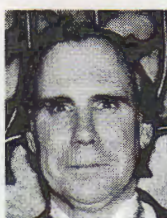
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Chuck Bittman, WebMaster

Aungahh!

The 951 is tucked away in the garage behind the snow shovels and Steve can't find any new motorsports on TV. So, when you can't drive your Porsche, what do you do? Well, we've been 'driving' the Internet and we've found some interesting places to spend time. Certainly this is not a complete list, but rather a place to start. As always, if you have Porsche-related addresses that are not listed below that you believe the other members would find informative or fun, please send them on to us at any of the addresses listed in several places in this magazine. We have not listed magazine web sites (*Car and Driver*, *Road and Track*, etc.) or the web addresses for the various 'special interest' clubs.

Some web pages we like are:

Chicago Region at

<http://www.mcs.net/~bman/pca>. Our WebMaster Chuck Bittman has updated our page and will soon be adding even more coverage of recent events, pictures and links to other pages.

Porsche Cars North America at <http://www.porsche.com>. The mar-que web page.

Porsche Club of America at <http://www.pca.org>. National's web page contains region listings and links as well as connections to other neat stuff: parade and club racing, among others. It is interesting to check out what the other regions are doing as well as their web sites.

PCA Club Racing at

<http://www.pca.org/clubrace>. Direct address of the Club Racing web site. The calendar listed is constantly updated and information is available as

to what is club racing and how to become involved.

1998 Parade at Steamboat Springs at <http://www.pca.org/parade>. Direct link to the parade info web page with almost everything that you need to know about Parade: calendar of events, things to do in Steamboat, when and how to register, etc.
North American Motorsports Pages at <http://www.na-motorsports.com>. A web page dedicated to motor-sports that has a Road Course section where you can find many tracks listed. The individual track listings link to a track article, often featuring maps, a hot lap, and the history of the track. It is possible to spend a great deal of time visiting this web site.

PorscheFans at <http://www.porschefans.com>.

PorscheFans^(tm) is a group discussion carried out via e-mail (often called a "listserv" or just "list") to a large group of interested Porsche owners. This is subscription site.
Northstar Motorsports at <http://www.northstarmotorsports.com>. John and Jeannie Ruther's web page for their Northstar Motorsports also has tech tips, product information, and one of the best listing of links to other auto/Porsche related web sites that we've seen.

We did go to Siebkens for the New Year's Eve Party. It was a fun evening with good Porsche friends and some rowdy "townies" who got more friendly as the evening went on. The dinner and accommodations at Siebkens were very nice, the band loud enough for a New Year's Eve Party, plenty of champagne at midnight, and unlimited strong coffee, 'headache cures' and breakfast 'goodies' the next morning.

As we drove by the track we were surprised to see that it was plowed. (Last year it was not and looked so silent and still: no whining engines and screaming brakes to shatter the winter peace.) We foolishly hoped that it was being used by snowmobiles and that we could

get in on 'the action'. No such luck! Given the mild winter, work was being done on the track. (Wonder if they were having backhoe races up the main straight when no one was watching?)

A gentle reminder that our copy deadline is the 10th of the month. Also, if we run your picture (or your car's) and you would like to have the original, please call and we'll set it aside for you. We are always left, at the end of the year, with many pictures of members and their cars. We will bring them to the next several events and you may look and take any you wish.

Speaking of events, while it is difficult not to be able to drive the 951, there are certainly enough Club events to keep us busy until it's time for the first driving event: the Rallye on April 19th. We urge you to attend all of the upcoming 'schools': Concours on March 8th, Rallye on March 22nd, the Safety Tech Session on April 5th, and the Drivers' School on May 3rd. There is a great deal of expertise in our Club on all of these subjects and members willing to share and teach.

Myra Knoblauch was lined up some terrific social events for 1998, some old and some new. Bowling and dinner was great fun last year and we're glad to see it repeated this year. The new St. Patrick's Day Party on March 15th should be a great time to be Irish (real or 'for the day only'), play billiards, enjoy good food, libations and good Porsche friends.


We'll see you at Cafe 36 where we'll sing Happy Birthday to Steve, at NuVision Entertainment Center for bowling and dinner, and most definitely at Napleton for the Concours School, Chili and Edible Art affair.

Happy Valentine's Day!

Steve and Susan

Aungahh (a-uun-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.*

February 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 Reservation deadline for Cafe 36 Restaurant Tour	3	4	5	6 Board Meeting	7 <div style="border: 1px solid black; padding: 2px;">Chicago Auto Show</div>
8 Cafe 36 Restaurant Tour	9	10 Scene Copy Deadline	11	12	13 <div style="border: 1px solid black; padding: 2px;">Club Race - Sebring</div>	14 
<div style="border: 1px solid black; padding: 2px;">Chicago Auto Show</div>						
15 <div style="border: 1px solid black; padding: 2px;">Club Race - Sebring</div> <div style="border: 1px solid black; padding: 2px;">Chicago Auto Show</div>	16	17	18	19	20	21
22	23	24	25	26	27	28 Bowling & Dinner

March 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6 Board Meeting	7
8 Concours School Chili Tasting & Edible Art Contest	9	10 Scene Copy Deadline	11	12	13	14
15 St. Patrick's Day Party	16	17 	18	19	20	21
22 Rallye School	23	24	25	26	27 <div style="border: 1px solid black; padding: 2px;">Club Race - Texas World Speedway</div>	28
29 <div style="border: 1px solid black; padding: 2px;">Club Race - Texas Wo</div>	30	31				

Briefly Brenkus

By the time you read this, our first two events of the year will be history. Tobogganing isn't looking too promising this Tuesday evening with January temperatures of 53 degrees. It's almost warm enough to take the Porsche out, except the 911 is at the shop and only George Weathered is brave enough to drive it on the street (ask him to tell you that story), and the 944 is "tucked away." (Note: True to form, Chicago weather dumped some snow but not enough on the south side to carry off the tobogganing.)

Nick and I received our Club Racing license renewals in the mail today with the 1998 schedule enclosed. There are 23 scheduled events for the year, with 4 more possible late entrants. That means we could be racing every other weekend! It does amaze me to see how quickly this series has grown in its few short years of existence.

While we were unable to attend, I understand the New Year's Eve party at Siebken's was a lot of fun. Great food surrounded by Porsche friends in Gallagher's favorite saloon. We'll be there to bring in 1999!

If you attended our General Membership Meeting, you heard about all the great things we have planned for 1998. Myra Knoblauch, our new Social Chairperson, following in the tradition of the lovely Lady Peggy Gallagher, has really worked hard to come up with some great outings for us this year. Bowling, golf, restaurant tours, baseball, a St. Pat's Day billiards party, and a Halloween parties are just some of the great things we have to look forward to this year. And if I know the Chicago Region, some more will be added throughout the year.

Early reports from event coordinators reflect things going smoothly for 1998. Our rallye coordinators, Dan & Peggy Gallagher report that they have rallyemaster identified for

each rallye (a big achievement). Concours coordinators Jim Jacisin and Pat Yanahan are promising some new, exciting sites for showing off our pristine Porsches, including a PCA Zone 4 event at Lincoln Park Zoo. Jeff Girard, our autocross coordinator, is working hard to ensure we continue to have our great sites to test the limits of Porsches "on the track" so to speak. One change this year, the driver's school will be at Hawthorne Racetrack instead of Arena Auto Auction where we have held it the last couple of years. More details in the March Chicago Scene. And, our track coordinators, Chris Ingot and John Ruther for Road America, Dan Gallagher for Blackhawk and Jeff Girard for GingerMan, all promise great times in 1998, with further reports as we get into the year. With all of this hard work, we'd sure like to see not only our usual members at each of our events, we'd love to see some new faces participating and volunteering to help out

Coming up February 28 is the Bowling & Dinner event, Myra has searched high and low to find a spot she thinks will appeal to all of us, so

come on out and join us. Even if you don't bowl (believe me, I would win every award: lowest score, most gutter balls, etc.) there'll be plenty of other activities to participate in. Also, March 8 is our Concours School and Chili Tasting/Edible Art Contest at Napleton Porsche in Elmhurst. This has become one of our most popular events of the year! So cook up a pot of chili or bake some cookies, come out and learn from the experts on how to best care for your car.

Looking way ahead, Dan and Peggy Gallagher have offered to chair a new and unusual social event: a Caribbean cruise for Chicago Region members and their friends in January 1999. The cruise information is in this issue. Should you have any questions or want more information, please call Dan or Peggy.

Well, Nick and I are headed off to Daytona to cheer on John Ruther in the 24 Hours of ... I understand from John and Jeanne that Mexican restaurant we went to last year after the race will allow us back again: big mistake on their part! We'll report on that event and others in the next newsletter.

Susan



President Susan and 'First Dude' Nick Brenkus.

Photo by Steve Rashbaum

Psst! Did you hear about ... ?

Trailer Load Of Porsches

Anyone wishing information regarding the availability and cost of shipping their Porsche by (truck) trailer to the 1998 Parade in Steamboat Springs, CO. may call me at 630.920.1929 (before 9:00 p.m. please).

Pat Yanahan

1998 Parade Info Website

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

Nelson Car Club Drivers' Schools

Nelson Ledges Road Course is sponsoring the Nelson Car Club Drivers' Schools in April, May, July, and Oct. with the proceeds going to fund further track improvements. For more information contact John McGill at Nelson Ledges Road Course at 216.548.8551.

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2nd Annual Bowling Party!!!!

Saturday, February 28, 1998

Candlelight Bowl!

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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)

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

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.

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



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Phone number _____

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Member Applicant Guest

\$22.00



Member Applicant Guest

\$22.00

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Myra Knoblauch To Look Into Cook Book

1.18.98

It has come to my attention that some of our members would like to put together a Chicago Region Cookbook of appetizers, salads, soups, main dishes, breads, vegetable dishes, pastries, desserts and miscellaneous dishes.

I would like to form a committee to look into this. Volunteers should please call me at 630.325.1086 (before 9:00 p.m. please).

Myra Knoblauch
Social Coordinator

Porsche's 50th Anniversary To Be Celebrated Throughout North America

RENO, NEVADA, Jan. 12, 1998 — A long awaited anniversary of one of the world's most revered automakers will take place during 1998. Fifty years ago, on June 3, 1948, the first production car to bear the Porsche name was completed in the tiny village of Gmund, Austria.

Created by Prof. Ferry Porsche and designated the 356, this initial sports car launched the Porsche marque in the automobile industry. As the first Porsche, it also laid the technical foundation for many succeeding and highly prized Porsche models.

Porsche's momentous 50th anniversary will be celebrated throughout the year at numerous worldwide activities including many of North America's premier automotive events. In America, Porsche will be the featured marque at the Amelia Island Concours d'Elegance (April 18) in Florida, the Meadow Brook Hall Concours d'Elegance and Historic Races (Aug. 1-2) in Michigan and the Monterey Historic Automobile Races (Aug. 14-16) in Northern California.

The Pebble Beach Concours d'Elegance (Aug. 16), the National Automobile Museum (April 20 - Aug. 9) in Reno and the Petersen Automotive Museum (Sept. 11 - Nov. 6) in Los Angeles will highlight special displays commemorating Porsche's golden anniversary. And Watkins Glen International will hold a unique Double Fifty Porsche Celebration (Aug. 28-30) honoring both Porsche's anniversary and the 50th anniversary of the rebirth of American road racing at the New York race course.

The Porsche AG Museum in Germany will provide a selection of outstanding historic automobiles for these North American activities, several of which are making their first appearance on the continent. In addition, track events will be attended by such famous Porsche race drivers as Hurley Haywood, Vic Elford, George Follmer and Brian Redman.

(Courtesy Porsche Cars North America, Inc.)

Prices For New Porsches

The following price list reflects the Manufacturer's Suggested Retail Prices (MSRP) for U.S. model Porsche sports cars.

1998 Models:	MSRP
Boxster	\$41,000
Boxster Tiptronic	\$44,210
1999 Models:	MSRP
911 Carrera Coupe	\$65,030
911 Carrera Coupe Tip	\$68,450

(Courtesy Porsche Cars North America, Inc.)

Porsche Introduces First All-New 911 In 34 Years

January 1, 1998 — After a model run of 34 years, Porsche Cars North

America (PCNA) today is introducing a totally new Porsche 911 Carrera at the 1998 Greater Los Angeles Auto Show and North American International Auto Show in Detroit.

According to PCNA President and CEO Frederick J. Schwab, this event was inevitable. "We had developed the original Porsche 911 design to the maximum, a point which put it at the epitome of sports car designs," he said. "But our commitment was to take the basic 911 concepts and produce the world's best sports car, and to do this we needed to start with a clean sheet of paper and incorporate newer development and manufacturing techniques. And, what better time than 1998, during our golden anniversary, to introduce, again, the world's greatest sports car!"

Developed concurrently with the Boxster to maximize production efficiencies and keep costs under control, the 1999 Porsche 911 Carrera shares many design, technological and engineering features with the two-seat roadster which was introduced last year. Among the shared features are totally new liquid-cooled engines, brake systems, optional child seats which can automatically deactivate the passenger air bag system and, clearly, a strong family appearance.

From both a design and engineering perspective, however, the new 911 Carrera is quite obviously a Porsche 911. As with every 911 model since its introduction in 1965, the 1999 Carrera is powered by a horizontally opposed, six-cylinder boxer motor mounted behind the rear axle. The new engine is more compact yet more powerful and fuel efficient than its predecessor.

The new six-cylinder boxer engine displaces 3.4 liters (207 cubic inches), has double overhead camshafts, Porsche's VarioCam valve timing system, resonance intake system, Bosch Motronic M 5.2 ignition/fuel injection controls, and

Letters ...

develops 296 horsepower (221 kW) and 258 ft. lbs. (350 Nm) of torque.

While the new Carrera's body is longer, wider and sleeker than any before it, offering greater passenger cabin space and refinement, its design distinctly is an evolutionary one, inspired by the car's heritage.

The Porsche heritage also is evident in the engineering beneath the new sheetmetal. The 911 has independent, aluminum-alloy front and rear suspensions, four-wheel disc brakes with anti-lock system (ABS), power-assisted rack-and-pinion steering and a six-speed manual transmission. (An optional new five-speed Tiptronic S automatic transmission is available.)

An automatic climate control system, power mirrors, windows and locks (with integrated security system and remote control), leather seating surfaces, AM/FM/cassette audio system, sunroof and cruise control are among the interior features standard on the new 911.

Rounding out the list of standard features for every new 911 Carrera sold in the United States and Canada is a four-year (doubled from two), 50,000-mile (80,000-kilometer) limited warranty.

Familiar Shape

Over the previous model's lifetime, its body had been refined several times. However, in the course of its 34-year life, the roofline and windshield had always remained the same as the original 1965 model. For 1999, the roofline as well as the windshield and every other body section is totally new.

The car's wheelbase has been increased to 92.6 inches (2350 mm), or 3.2 inches (78 mm) more than the previous model. Its overall length has grown to 174.5 inches (4430 mm), an increase of 6.8 inches (170 mm). Its width has grown 1.2 inches (30 mm), up to 69.5 inches (1765 mm) from 68.3 inches (1735 mm). Though the car stands the same 51.8 inches (1315 mm) tall, its laden ground

clearance is now nearly one inch (20 mm) less than before. In effect, it's taller as well. Besides more interior space, there is also more storage space thanks to a larger front luggage compartment and more stowage behind the rear seats.

By smoothing the 911's flanks, raking the windshield more, designing windows that fit flush to the sheetmetal, and minimalizing joints and seams, Porsche's designers have reduced the 911's coefficient of drag from the previous model's 0.34 to 0.30.

From its front bumper to the windshield, the 911 shares its look and contours with the Boxster. From the front A-pillars back, the Carrera is unique. The A-pillars have a more rakish angle than ever before, as the windshield angle has been revised from the previous 60 degrees to 55 degrees.

The car's body is largely constructed of high-strength steel and helps form the vehicle's structure. In fact, the new body is structurally stiffer than its predecessor. Torsional stiffness, or resistance to twisting motions, has been increased by 45 percent. Bending stiffness has been increased by 50 percent. These increases in structural rigidity increase handling performance as well as improving ride comfort and reducing interior noise. Predetermined deformability of the steel plate body helps to minimize loads acting on the car's occupants in an accident.

The quieter, smoother ride is complemented by the 911's new passenger cabin. Larger than before with more space in every dimension, the Carrera's passenger compartment offers a new dashboard design, instrument panel layout, dual front and side air bags, a telescoping steering column and an automatic temperature control system. Also noteworthy—for the first time, the 911 has suspended brake and clutch pedals. The accelerator pedal is still floor mounted.

Porsche's new Side Impact Protection System incorporates both energy absorbing door linings and

door-mounted air bags which cover the entire side areas regardless of driver and passenger seating positions. The design enhances protection of the driver's and passenger's head, chest, arms and hips.

With its additional wheelbase and increased length, the 1999 911 Carrera has more front and rear leg room as well as cargo space behind the rear seats. Thanks to the lower floor and reshaped roofline, there is also additional headroom. In fact, the new 911 with a sliding sunroof has more headroom than the previous model had without one.

Like the instrument panel of the Boxster, the Carrera offers redundant speedometers—a digital speedometer at the bottom of the prominent tachometer echoes the analog unit beside the tach—as well as a coolant temperature gauge.

New Engine

As has been the car's history, the 1999 Porsche 911 is powered by a six-cylinder boxer engine, mounted in the rear. However, for the first time in its 34-year life, the 911 engine is fully liquid cooled. Porsche engineers decided to use a six-cylinder horizontally opposed engine for the same reasons as previously: the engine's low center of gravity, compactness, smoothness and durability.

In its most modern form, the Porsche 911 engine displaces 3.4 liters (207 cubic inches). It has a compression ratio of 11.3:1 and develops 296 horsepower (221 kW) at 6800 rpm and 258 ft. lbs. (350 Nm) of torque at 4600 rpm, with 220 ft. lbs. (300 Nm) available between 2700 and 7000 rpm. This represents a five-percent increase in peak power despite a six-percent reduction in displacement. The engine's block and cylinder heads are constructed of pressure-cast aluminum alloy. The motor features dual overhead camshafts, four valves per cylinder, Porsche's Vario-Cam variable intake camshaft timing system, a dual stage intake system, Bosch Motronic M 5.2 engine management with a direct-ignition coil at each cylinder, and hot-film air-mass

sensing. Besides its basic configuration, the new engine shares many features and specifications with its predecessor. The 11.3:1 compression ratio is the same as before, as are its bore centers, which are spaced 4.65 inches (118 mm) apart. These are the same bore centers as the Boxster engine to allow efficient manufacturing and reduced costs. Efficiencies are further increased with the 911 engine's two cylinder heads being identical and interchangeable. However, unlike its predecessor, this engine's oil reservoir is integral with the engine, not a remotely mounted tank. Porsche refers to this design as integrated dry sump lubrication. Other innovations to the engine include a dual-stage intake system with a computer-controlled valve and the lack of an ignition distributor—each cylinder has its own ignition coil attached directly to its spark plug.

New Transmissions

The new Porsche 911 Carrera may be equipped with either a manual transmission or, as an extra-cost option, Tiptronic S automatic gearbox driving a limited-slip differential. Both transmissions have been substantially refined and changed from their predecessors. The manual gearbox is more compact than its predecessor, has six forward speeds with closer gear ratios than before, and is equipped with a hydraulically operated clutch and cable-actuated shift mechanism. The optionally available Tiptronic S has five forward speeds, a lock-up torque converter, revised shift console pattern from previous models, steering wheel spoke actuator buttons for manual operation, and five automatic shift mode programs for specific driving styles and conditions. As with the Boxster, the Carrera uses a dual-mass engine flywheel and a cable-type shift mechanism to isolate the driver and the shift lever from movement and noise from the manual transmission. The ergonomically designed aluminum shift knob follows a four-column shift pattern.

The six-speed gearbox features full synchronization, including

reverse, with external dual-cone synchronizers. To better take advantage of the new engine's torque and power characteristics, the 911's gear ratios have been altered from the previous model, though its final drive remains the same. Sixth gear is an overdrive, and the car's top speed is attained in sixth.

As on the previous 911 and the Boxster, the Tiptronic S offers the driver the choice of allowing the transmission to shift through the gears automatically or to manually shift up and down. For 1999, the Carrera's Tiptronic S, like the unit in the Boxster, has five forward gears, with closer gear spacing than before, for better use of the engine's power and torque. Fourth gear is a direct 1:1 drive, while fifth is an overdrive for reduced fuel consumption and noise while cruising. Leaving the gear selector in "D" allows the transmission to operate like other automatic transmissions, while moving to "M" means the steering wheel spoke mounted buttons control up-and-downshifts according to driving style and conditions.

When left in the fully automatic drive setting, the Tiptronic S bases its gear changes on inputs from several electronic sensors. There are five distinct shift "maps" programmed into the Tiptronic's electronic control unit. Based on the driver's style and the driving conditions, the control unit adapts the appropriate program. To further ensure smooth shifts, the electronic control units of the Tiptronic S and the engine work together to briefly suppress engine ignition during each shift.

For 1999, the Carrera may also be equipped with Porsche's automatic brake differential (ABD). This extra-cost option is a traction control system to help start the car moving on slippery surfaces. The system relies on both the ABS and engine management electronic control units to apply and release the brakes (cycling in fractions of a second) to prevent each driving wheel from spinning. ABD also prevents the two driving wheels from spinning

concurrently by adjusting both the ignition and fuel injection to reduce engine power.

New Suspension and Steering

As befits an ultra high-performance sports car, the new 911 has an independent suspension system. Like the Boxster and previous 911 models, the 1999 Carrera uses a MacPherson strut-type front suspension. The rear suspension is a unique five-link setup with Porsche's "Weissach" toe-in/toe-out correction for neutral behavior during cornering. In addition, the car features force-sensitive power-assisted rack-and-pinion steering as well as four-wheel disc brakes with ABS.

Both front and rear suspensions are made of forged and cast aluminum components and are attached to the car's structure via aluminum alloy subframes for improved isolation and chassis stiffness. Gas-charged shock absorbers are used front and rear. The steering wheel features a telescoping adjustment and can be moved approximately 1.6 inches (40 mm) toward or away from the driver to comfortably accommodate any driver from a fifth percentile female to a 95th percentile male. With the new steering gear, for the first time mounted ahead of the front axle to improve steering response, the 911's turning circle has been reduced to 34.8 feet (10.6 meters).

New Brakes

Furthering Porsche's signature braking ability, the new Carrera is equipped with vented, cross-drilled front and rear brake discs equipped with four-piston single piece (monobloc) aluminum calipers. The monobloc calipers represent a 21 percent weight savings over the previous design and provide better brake pedal feel and superior brake cooling. These brakes are derived from Porsche's LeMans race cars. To ensure lock-up free braking and continued steering control under emergency braking, even on slippery surfaces, the brakes are equipped

Letters ...

with the latest Bosch ABS 5.3 anti-lock system. The front rotors are 12.53 inches (318 mm) in diameter and 1.10 inches (28 mm) thick. The rear rotors measure 11.78 inches (299 mm) in diameter and 0.95 inches (24 mm) thick.

Wheels and Tires

Standard wheels are 17-inch diameter light alloy. Optionally available are 18-inch, hollow spoke wheels. The standard tires are 205/50 ZR-17, front, and 255/40 ZR-17, rear. Optional tires are 225/40 ZR-18, front and 265/35 ZR-18, rear. Tires are available from several manufacturers. The 1999 911 Carrera is equipped with a high-pressure spare tire, replacing the previous model's collapsible unit. And, due to an increase in its size, the front luggage compartment now easily holds a flat tire.

Warranty

Every 1999 Porsche 911 Carrera sold in the United States and Canada is covered by a four-year, 50,000-mile (80,000 kilometer), bumper-to-bumper limited warranty, which includes Porsche's roadside assistance program. The galvanized body and 26-step paint and anti-corrosion process enable Porsche to warrant each car against rust perforation for 10 years and unlimited mileage.

Leasing and Financing

Leasing, financing and balloon payment plans for new and pre-owned Porsche sports cars are offered by Porsche Credit Corporation. Conventional fixed rate financing is available for new and qualifying used Porsches with standard terms up to 84 months and 72 months, respectively.

For lease customers, the Porsche Preferred Lease program is available for new and qualified used Porsches with lease terms as long as 60 months. The Porsche Preferred Lease requires no security deposit and offers free gap protection. A single pay-

ment lease is also available.

Porsche Options, an innovative retail balloon loan, combines the economies of leasing with the benefits of ownership for new and qualifying used Porsches. Porsche Credit Corporation also offers conventional and Porsche Options financing to U.S. customers participating in Porsche Cars North America's tourist delivery program.

All Porsche Credit Corporation programs are subject to credit approval and available only through authorized Porsche dealers in the United States. Certain programs may not be available in all 50 states.

(Courtesy Porsche Cars North America, Inc.)

George McClelland Improving

I am happy to inform you that George McClelland, editor of Orange Coasts Region's Pandemonium, is making great strides recovering from a stroke. He wants to thank everyone for their cards

and letters. George's new e-mail address is ocrpca@exotico.com.

Bev Frohm
Acting Editor -Pandemonium

GingerMan Raceway Schedules Open Track Days

GingerMan Raceway, South Haven, MI has announced its Open Track Days schedule for Spring 1998.

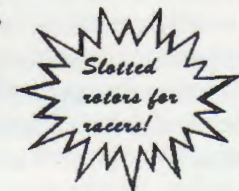
Sat.	April 4th	All cars
Sun.	April 5th	All cars
Sat.	April 24th	Race cars only
Fri.	May 1st	All cars.

The fees per day are per day: \$50 for half day/\$100 for full day. Please call (616.253.4445) or fax (616.253.4446) Dan Schnitta to make arrangements. Other dates may be available. Please call Dan for dates and fees.

Chicago Region Home Page

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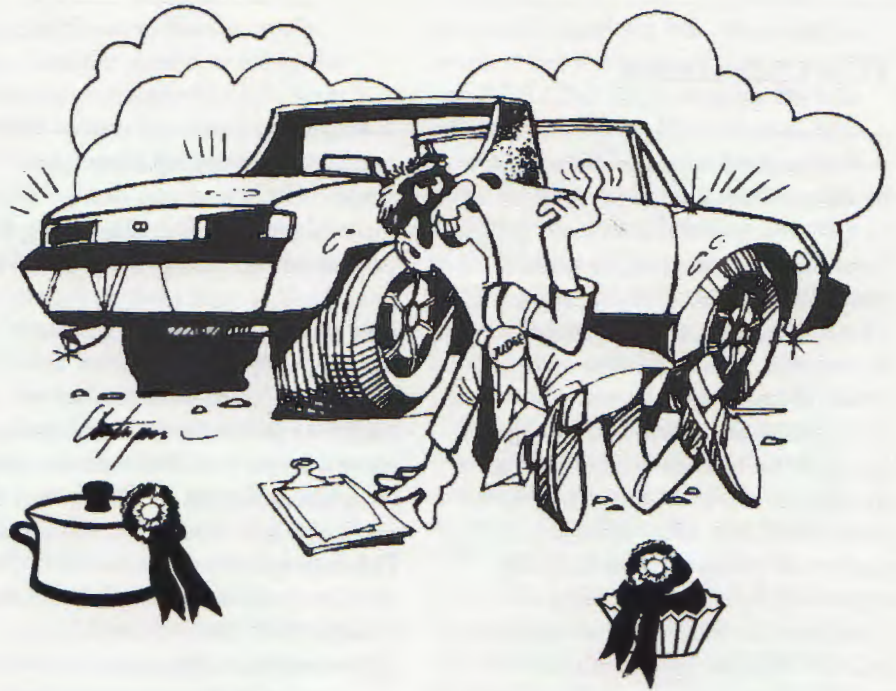
Sunday, March 8, 1998

10:00 a.m.

3rd Annual Concours School

Chili Tasting

Edible Art Contest



In our continued effort to appeal to everyone in the club, we are planning a spectacular event which will be hosted for the third time at Napleton Porsche in Elmhurst. If you're a "Clean Car Aficionado", a **free Concours School** will be presented by Chicago's very best when it comes to restoration and preservation. There are several people in the Chicago Region who have concoured (and done very well) at a national level who can give you all the tips on how to best prepare your car and present it for local or national competition. We will have our own experts covering interior, exterior, trunk and engine preparation. As an added bonus, this year's school will include the following guests:

- ◆ **Larry Emmons of Emmons CoachWorks** giving product demonstrations on how to cure a multitude of your car care sins.
- ◆ **Steve Kuchuris** will be demonstrating the proper way to handle a buffing tool to restore your paint to like-new brilliance.
- ◆ **Stan Chewining of DentBusters** will be demonstrating the Paintless Dent Removal System that can save you from tears and hundreds of dollars.

We will also holding a raffle for various products and services from these experts as well as our host, Napleton Porsche. All attendees will receive a raffle ticket, but anyone who enters the Chili Tasting & Edible Art Contests will receive any extra raffle ticket for their added participation.

For the "Gourmet Porscheophile", we will have our third annual **Chili Tasting Contest** along with an **Edible Art Contest** (translation: dessert with a Porsche theme). The Chili Tasting Contest will again be judged in the following categories: meatiest, beaniest, tomatoiest, hottest and best overall. We will provide chili toppings (cheese, sour cream, onions, crackers and Maalox, if necessary), tableware, beer, wine, and soda. Entrants need to provide chili and a crockpot. The Edible Art Contest will be judged on: originality, taste, and best overall.

Judging will begin at 11:30 am. Chili and Edible Art will be available for **general consumption** around **noon**. Trophies will be presented in all categories.

If you plan on entering the Chili Tasting and/or Edible Art Contest, please call Nick or Susan Brenkus at 630-529-0911 and just tell us you plan on participating so we know approximately how many entrants we will have.

Come on out and join us for what is becoming a great Chicago Region tradition and a great kick-off to the 1998 season.

Questions??

Concours School

◆ Jim Jacisin 630-279-4835

Chili Tasting & Edible Art Contest

◆ Nick Brenkus 630-529-0911

Directions to Napleton Porsche:

Napleton Porsche is located at the intersection of Lake (Rt 20) and Grand Avenue in Elmhurst.

PCA Club Racing

A Personal - Historical Perspective by Alan Friedman

Your editors asked me to write a piece about PCA Club Racing for the Chicago Scene and I am delighted to respond. I thought that an appropriate theme might be some personal perspective from when the program first got started. Basically I proposed the idea to the PCA Executive Council in 1989, and, after several years of study, the program was formally approved by the PCA Board of Directors in 1991. The first races were in 1992, and the program has been rolling along and growing well ever since.

Of course there was much more to it. But in looking back, I can say that there were three basic underpinnings that came together in generating the initial proposal. These were my commitment to PCA, my love of Porsches, and my love of racing. The first two should be self-explanatory: super Club and people, wonderful cars, and my association with both since buying my first Porsche and joining PCA in 1975 had been great.

When I joined PCA, I got involved in Drivers' Ed events pretty much from the git-go. Potomac Region's program grew dramatically after 1979, and I had two years as track chairman and two years as Chief Instructor in the early 80's. And - a lot of track miles. Some of my friends made the move from PCA Drivers' Ed to racing along the way and, while it seemed sort of appealing, my situation in that period was such that SCCA didn't appear to be for me. (Lots of my friends wanted to "rub fenders with me" when I made the switch, and this just didn't "turn me on".)

Anyway, I became the Zone 2 Rep in 1986 (I think). At a Chesapeake Region social event in the winter of 1986, I met Bernie Jennings, and had a delightful chat with him about motorsports in general. At that time he

had already hung up his professional helmet and was doing vintage racing. He couldn't sing the praises of the vintage scene loud or long enough: neat cars, neat people, low keyed, everyone racing with proper respect for the other driver's machinery. And, all I needed was an early 911 (so he said). A little more investigation revealed that this was true, but he forgot to tell me that the early 911 had to have Trans-Am or FIA history! (This was for SVRA, the dominant vintage group on the East Coast at that time.) After a great deal of soul searching and car searching, I did in fact find an appropriate 911 in late 1986, and, as they say, the rest is history. I did my first two SVRA races in 1987, and a full season in 1988, including a number of class wins and a very satisfying finish at Watkins Glen 2-hour enduro. Racing and Friedman had a very successful coming together. I liked the cars, the people, the vintage scene, and most importantly, the racing itself.

And it was clean - in almost 50 vintage events I've been tapped in the back once on a start, otherwise the paint is original back to when I took the flares off in 1987. I also liked the vintage racing 13/13 rule, which did seem to support the whole concept of clean, safe, fun racing.

What I found very appealing about this racing thing, as I was doing it in vintage, is perhaps different than you might expect. I was already in my 40's in 1987 with tons of responsibilities, and my love of cars and racing definitely, carefully, and permanently confined to that portion of my persona which was and is still clearly labeled "HOBBY". Obviously I like racing well and doing well, etc., but I wasn't out there to "kick butt", or get ready to move into the pro ranks, or otherwise demonstrate skills that I feel the Penske organiza-

tion had been overlooking for years. In fact, what I found most pleasurable about racing was that it provided a structure for the 2 or 3 days at the event which was appealing. Let me explain.

As we discuss at length during the Club Race Orientation meetings, the thing about racing which makes it different from Drivers' Ed is that the entire weekend is focused on getting yourself and your car prepared for the race. This is in contrast to Drivers' Ed where each on-track session generally has a similar set of goals, e.g., drive well, enjoy, make progress in certain areas, etc. You will find, for example, few racers who will tell you that they have had a great weekend when they have good practice sessions but then have car trouble and cannot make the feature race! After dozens of Drivers' Ed events, I began to find my interest waning in just driving at speed. But the race weekend's structure, and the resultant need to focus my energies on getting prepared for the Sunday afternoon feature race, really appealed. Further, I discovered that races tend to be unpredictable and that, for me, makes them really special. When the green flag drops, a lot of new, unplanned, and generally very fun things can happen. For me that keeps the excitement and satisfaction very high, even today after ten years of vintage and PCA Club Racing.

And, to be perfectly honest, I found this to be true, regardless of whether I was winning, just finding someone to race with and having a "good go", or even struggling to put together the required number of laps to get to the checker smoothly and consistently. (Although, as noted above, I definitely didn't find it true the few times my car broke and I had to sit out the feature race, usually towing home early!)

One other part of my racing psyche should be mentioned. The vintage

ideas of clean racing appealed to me from two perspectives. First, the obvious one, is that it means a lower racing budget, and more races started and finished. Even more important to me is that I believe the really great road racing drivers, at the top of their form, don't spin or crash. And further, that they have a reserve of racing craft to get the job done, without resort to getting in a few love taps just to rattle the competition. So, clean racing meant to me not only affordable racing, but highly skillful racing as well. That appeals a lot.

So, this is the love of racing that I brought to the starting line of PCA Club Racing. Not a macho, youthful vision of racing, but a pretty thoroughly worked over concept of what it takes to have a satisfying racing experience in the context of a weekend hobbyist with nothing more on the line than just a love of Porsches com-

peting fairly and cleanly on the track. And the desire to enjoy the racing experience to the hilt, which includes taking my shiny pride and joy home exactly the way I brought it to the event.

Of course all of the above does not directly answer the "if you were having such a great time with vintage racing, why did you start the PCA Club Racing program" question. That gets back to PCA and Porsches. The answer is that I found the best comraderie at vintage races with Porsche/PCA people, and really with the very small 911 crowd (of which there were about 6 in SVRA). So I thought - if this is so neat with 6 friends from PCA, then consider the potential if there was a similar racing venue in which a goodly portion of PCA's 30,000 members could participate!

Is Club Racing today true to this

concept? I think so, but you should check it out for yourself. Come out to any PCA Club Race, wander the pits, talk to your fellow PCA'ers (i.e., the drivers), scratch most of them a little more deeply, and I believe that you will find the overwhelming majority of the almost 1300 licensed Club Racers are pretty much in synch with the above philosophy. It's proved quite contagious since 1992.

(Ed. note: Alan Friedman has served at the PCA National level as a Zone Rep and on the Safety Committee. In 1989 he began formulating the idea for PCA Club Racing and worked with the Executive Council to make it a reality. He served as both Chairman and Chief National Steward from the beginning of the Program in 1992 until December of 1997. Alan will continue to be a PCA Club Racing Steward.)



The author (Car #67 lower right) at the 50th PCA Club Race, Mid-Ohio 1996, taking a break from Club Racing Committee duties and just being a racer - where the fun is!

Photo by Daniel Mainzer

Tech Scene

Upgrading To A Turbo Tie-Rod

by Ron Madaio,
Metro New York Region
(from PORSCHE POST)

The "Moose Test" is a high-speed steering maneuver designed to simulate an effort to dodge a moose that suddenly appears in the middle of the road. Although Porsche 911s have no trouble passing the Moose Test, this leads to thinking about a turbo tie-rod upgrade on non-turbo cars.

Tie-rods are part of our steering linkage. Non-turbo car tie-rods use a rubber isolation joint on the end that mounts to the steering rack. Turbo tie rods use a uniball in place of the rubber isolation joint. The absence of flexible rubber from our steering input gives greater precision.

The upgrade is simple, although some thought must be given to the undertaking. Turbo tie-rods may expose a weakness in the 911's front suspension A-arm bushing. Replacing these worn bushings usually leads to replacing rusted and pitted front torsion bars. Ball joints are also part of the system.

After completing the job, a streetable alignment using the "string" method will give you some time to get to the wheel alignment shop. When road testing in the left hand lane, remember that speeds 15 mph (or more) faster than everyone else will lead to instant eyeball attention. If the added positive feel of the road is annoying, buy a Mercedes SL.

Fuel Tanks, All Models

by Paul Lighthill, Riverside Region
(from PORSCHE GEDANKEN)

Older Porsches, particularly those that have sat idle for some time, are susceptible to fuel tank corrosion. This corrosion occurs inside the tank, is caused by moisture which condenses in the tank, and is detrimental to both carbureted and fuel injected

engines. Certain types of fuel, particularly the newer types formulated to reduce emissions, may also contribute to the corrosion and leave deposits in the tank which are not desirable. To reduce the possibility of both corrosion and deposits, leave your tank full if you plan to store your car and use a fuel stabilizer (such as Fuel Fresh, which is sold by Stoddard).

If you suspect that the tank is corroded, remove it from the car and inspect the interior with a flashlight. Some Porsche models have a filter screen in the tank outlet that may also be removed and checked for signs of corrosion or contamination.

If the tank is corroded, many radiator repair shops are equipped to dip the tank in an acid solution to remove the corrosion and then apply a sealing compound to the interior of the tank to protect from future problems. Quality is dependent upon the individual shop, and some shops will not accept the later 911 fuel tanks with the additional round chamber. Radiator shops that use the "Fuel Tank Renew" process will do these tanks, however, with satisfactory results and for considerably less than the cost of a new tank.

Be sure to replace your car's fuel filter annually and whenever the fuel tank is out for repair. At this time it is also recommended to replace any flexible fuel hoses between the tank and the body, and to inspect the rubber shock mountings for the fuel pump.

Big Brakes Or Big Bull

by Todd Meisner, Acadia Region

Since I have been attending more driving events, one comment I have heard repeated many times is that this car or that car has huge brakes on it and boy, does it stop quick. It seems that next to horsepower, large

calipers are next in line for must-have modifications. The popular thinking is that the bigger the brakes, the faster it'll stop.

I've always had my doubts about this but now thanks to an article by physicist Brian Beckman, titled 'The Physics of Racing,' I have some authoritative back-up. Excerpts from Brian's article state. . .

"Do brakes dissipate energy at a constant rate? My guess as a physicist is 'probably not.' The efficiency of the braking process, dissipation, will depend on details of the friction interaction between the brake pads and disks. That interaction is likely to vary with temperature. Most brake pads are formulated to grip harder when hot, but only up to a point. Brake fade occurs when the pads and rotors are overheated. If you continue braking, heating the system even more, the brake fluid will eventually boil and there will be no braking at all. Brake fluid has the function of transmitting the pressure of your foot on the pedal to the brake pads by hydrostatics. If the fluid boils, then the pressure of your foot on the pedal goes into crushing little bubbles of gaseous brake fluid in the brake lines rather than into crushing the pads against the disks. Hence, no brakes.

"We now arrive at the second way of looking at this problem. Let us assume that we have good brakes, so that the braking process is limited not by the interaction between the pads and disks but by the interaction between the tires and the ground ...

"The numbers (from a calculated table -Todd). . . are in the

ballpark of the braking figures one reads in published tests of high performance cars, so I am inclined to believe that the second way of looking at the problem is the right way. In other words, the assumption that the brakes are better than the tires, so long as they are not overheated, is probably right, and the assumption that brakes dissipate energy at a constant rate is probably wrong because it leads to the conclusion that braking takes more time than it actually does."

You see, how fast you stop is determined by your tires, not your calipers, at least in any Porsche. For one minute forget about threshold braking and think about braking with all four wheels locked (and with no directional control). Most any car can do this (that is, lock-up all four wheels). Once this happens you have shown that your brakes have a higher grabbing power than your tires. Your wheels have stopped moving and that is all your brakes can do. Now your stopping distance is a function of the friction between your tire and the road surface. A higher adhesion track or a stickier tire compound will shorten your stopping distance and nothing else. Well, lightening your car or changing the weight balance will also affect it, but that's a different direction.

Then why do the newest Porsches stop faster? Check out the tire and

wheel combinations and you'll see why. ABS also plays a key roll in a non lock-up situation. Take a new 911 Turbo and disable the ABS and then put the same tires and rims on a 1969 911S, run them both up to the same speed and lock-up the brakes and the 1969 911S will stop quicker due to its lighter weight, big brakes be damned.

If what I say is true, you ask, then why the big brakes on the new cars and on all race cars? Good question. The answer lies in the first paragraph of Brian's article. What I haven't taken into account is the heat generated by the brakes in the process of stopping the car. If we go back to my 911 Turbo vs. 911S example and keep repeating the test, the brakes on the 911S with their lower surface area and poorer heat dissipation qualities would start to fade and soon you could not lock-up the brakes and therefore couldn't stop as quick (soon you couldn't stop at all!).

One thing that fools a lot of people too is the feel of bigger brakes. Because bigger brakes can give a much bigger bite with less effort, they appear to brake better. Did you ever stall a car with power brakes? It seems like you'll never stop but the brakes are just as good, you just have to really PRESS. Many people just don't press hard enough on the pedal to approach threshold braking.

Another factor that can play a big part is the brake balance. In most

911s the balance is biased toward the front to prevent rear lockup. If, however, you take full advantage of the 911s rear weight bias and increase the rear braking forces to better match the car's weight transfer, your braking will improve. If one caliper setup is naturally sized to better take advantage of this, the braking performance will appear to be better. By simply adding a brake balance adjuster, things will again be equalized.

So, we have discovered the true reason you may need bigger brakes. If your car is driven really hard, such as in track events, and you encounter brake fade, you need to get better heat dissipation for your system so your fluid doesn't overheat or your pads don't go off. To correct this you can use a better brake fluid, get effective brake coolers, get better pads, or (finally) get BIGGER BRAKES.

So folks, the next time someone with the same BFG R1s as you with the big red calipers brags about how fast he can stop, you can just smile to yourself and brake with him into any corner, but maybe just not as often.

One last comment. If you take the proper route to stopping quicker and go with better/wider rubber, just remember this will put an additional strain on your existing braking system and you may (make that will) experience fade sooner. So be really careful on those long hard runs until you know your system can handle it. Better braking to ya.

Are You Moving? Has Your Area Code Changed?

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Old Address: _____	New Address: _____		
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	fax 847.382.3562	(8:00 am - 8:00 p.m. only please!)	

1997 Chicago Region Dinner Dance

One Enchanted Evening

by Kristy Kosinski

December 6th was an enchanted and memorable evening for Shawn and me. Not only did he formally propose (I got the little box with the ring inside!), but we also had the opportunity to see everyone showered and shined and not in their 'race wear'. Shawn was shocked, amazed and surprised to receive the New Member Enthusiast of the Year Award. (He got a big box with the award inside!)

The evening was perfect from

start to finish. The Chicago Athletic Association was an excellent location for this most elegant event. The selection of door prizes to choose from was awesome and it was difficult to not be able to put a ticket in each box. But, we all were 'winners' as at each dinner place was a small box with a silver 40th Anniversary commemorative fob on a key ring.

The hors d'oeuvres and dinner were wonderful. The band was fantastic and the company the best! The only one thing that could have made the evening more unforgettable

would have been to have won at least one of the Boxsters. Unfortunately we did not win, nor did anyone else from the Chicago Region. I hope that our unlucky raffle tickets are at least tax deductible.

On behalf of Shawn and myself, thanks go to Dan (Gallagher) for the New Member Enthusiast Award. We also want to thank Pat and Bonnie Yanahan, Gary and Myra Knoblauch and the rest of their committee for such an enchanted evening.



2nd Place Concours Winners, Bob and Shirley Cook ...



New Member Enthusiast of the Year Shawn Young and 1st Place Ladies Autocross Winner Marla Turek ...



Race Award Winner Dan Gallagher (left), George Weathered of Midwest Eurosport Racing, the Sportsman of the Year Award Winner and Race Award Winner John Ruther (right) ...

Bittman's 924 Takes Trophy at Bill Jacobs' Concours

By Chuck Bittman
1997 Enthusiast Of The Year

This headline haunts Gallagher on a daily basis. O.K., so it was last place in group A, but I still went home with a trophy. If you know my car, you'll realize that to even enter it in a concours is an accomplishment.

I'd been a member of the Porsche Club for 9 years before I entered my first concours. While I've attended numerous autocrosses, drivers' education, rallies, and social events, all that remained was concours and club racing. Last year was my first concours, next year maybe club racing?

The Porsche Club offers many

different activities so that there is always something for everybody. All events are tailored to welcome novices. If you have never driven your Porsche competitively, you might want to try the autocross school on May 3. If you enjoy cleaning and maintaining your Porsche, take the first step by taking the concours school on March 8. For those of you who wish to challenge your mind, try our time, speed, distance rallye school on March 22. Or, if speed is your thing, and you want to become a better, safer driver, come to Blackhawk Farms on May 13, and/or Road America on May 22 - May 24. All of these events are designed to familiarize novices with the different events offered.

The common factor you'll find at all events is the great people you'll meet. Every Porsche Club member is glad to help you learn more about your Porsche and how to enjoy it more. There's usually a get-together after each event to give you the opportunity to meet people involved with the club.

The more events you try, the more people you'll meet, the more fun you'll have. You might find one type of event you like more than others, so you should make an effort to try as many events as you can. I'm sure that everyone will find something they enjoy. Who knows, maybe you too will go home with a trophy you didn't expect.



1st Place Rallye Winner Dan Gallagher (left) and Chuck Bittman, Enthusiast of the Year ...



Presidential Award Winner and Men's 1st Place Autocross Co-winner Chris and Vanessa Inglot ...



Director Keith and Karen Clark ...

1997 Chicago Region Dinner Dance

Photos by Steve Rashbaum and Chris Ingot



Race Award Winner Hari and Judith Matsuda ...



Presidential Award Winner Lee Lichtenstein (left) and Bruce Janecek ...



Newlyweds Suzanna (left) and Dan Gallagher, Jr. and Jill Girard ...



Presidential Award Winner Myra Knoblauch (left) with Gayle Timbers ...



Danita Anderson and Roz Finkenhoffer ...



and Tim and Ardis Poisson enjoy the festivities.

Chicago Region Membership

February Membership Anniversaries

1981	George A. Estrada M. Bradley Wood	Eve M. Estrada Colleen Wood	Ronald A. Micek Americo F. Silva	Amei Micek Tina Silva
1983	Jean-Henri Bernard	Jeanine Bernard	Reinhard Barthel	Sue Barthel
1988	Roger Briggs William G. Fischer Jr. Gary S. Kovener	Marilyn Briggs Jane Fischer Sharon Kovener	Corbett Kull Robert E. Sloat Michael B. McGill	Wallis J. Sloat Susan McGill
1989	James A. Ladwig Gene Urban	Paula Ladwig Bill Urban	Jerry A. Mejdrich Matthew L. Minnick	Lois Ann Mejdrich Julie A. Minnick
1990	John R. Kissinger Theodore A. Boundas	Patricia A. Kissinger John Boundas	1996 Peter H. Faehnrich Rocco Armocida	Romy Faehnrich Anthony Armocida
1991	William Monte Edward B. Vaughan Jr.	Donna Anderson N. Leigh Vaughan	Michael G. Allen H. Edward Barnicle Jr.	Gayle Timbers
1993	Gary A. Busse John Gerald Matta Carl Mahrenholz R. Gordon Lowery Christopher J. Kawa Terri L. Gardner Erik C. Zeier Michael R. Southard Alan A. Petrucci Michael S. O'Meara Terrence L. Hubbard Jody Lift	Diane M. Busse Cindy Matta Nora Kawa Monica Zeier Audrey M. Southard Patricia Petrucci Linda L. O'Meara Leslie Hubbard	James B. Mansfield MD Gordon A. Smith Robert M. Splendoria Robert E. Durkee John J. Casey 1997 Martin Glusberg Paul Joyaux Jack Stvan Jay MacDougall Clint K. Eager Louis R. Ybarra Steven M. Barger Robert Shallenberger Jr. Bill Levine Denny F. Verza Charles A. Racic	Karen Mansfield Lynn Boeker Erni Durkee Mary Jo Stvan Johnsie MacDougall Miki Eager Cynthia L. Barger Traci Shallenberger Vera Levine Liz Verza
1994	Geoffrey L. Selwyn William R. Micheli	Karla Selwyn Sheila A. Micheli		
1995	Fermin A. Adames Andrew K. Stobnicki Robert W. Klatt	Fermin Adames Chris Klatt		

Welcome to our New Members for January 1998!

Rod Anthony Clarendon Hills, IL 1987 911 Cab	Rich Flansburg Wheaton, IL 1984 944	John L'Heraule Chicago, IL 1998 993 Targa	Suzanne Sharpe Palatine, IL 1998 Boxster
Seijo Daito Chicago, IL 1985 911 Cab	Kevin Kapov Westchester, IL 1979 930	Gary Neale Dune Acres, IN 1963 356B	Brad Weber Mt. Prospect, IL 1998 Boxster
Steve Dry Chicago, IL 1991 911 C2	Stewart Karge Downers Grove, IL 1997 Boxster	Mark Peter Oakbrook, IL 1998 Boxster	Robert Wilson Wheaton, IL 1992 911C2

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

Ed Barnicle, Membership Chair

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Northstar's John Ruther won Class GT2r, PCA Club Race, GingerMan Raceway in the Northstar Porsche RSR 3.8

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Northstar's showroom not only has one of our Porsche factory racecars on display, but is chocked full of a large assortment of the finest in safety equipment and accessories. In addition, we have a large boutique, library and viewing room that offers something for every car enthusiast, racer or not.

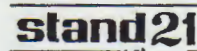
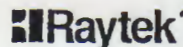
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An idea whose time has finally come!. The Chicago Region throws a ...

St. Patrick's Day Party

Sunday, March 15th

2:00 - 6:00 p.m.



On Sunday, March 15th the Chicago Region is going to celebrate St. Patrick's Day at Bonnie's Country Cafe and the Illinois Billiard Club. Our members will have exclusive use of the Billiard Club and Cafe for our afternoon of entertainment, games, prizes, and dinner buffet.

Bonnie's Country Cafe 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 smokefree room is filled with six pocket-billiard tables and two carom (pocketless) tables covered with imported fabric. 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.

Even if you don't play pool, come for a tour of this fabulous billiard club and enjoy the dinner buffet. Don your green duds, grab your pool cue, and be Irish for the day at our Chicago Region St. Patrick's Day Party.

Bonnie's Country Cafe
&
the Illinois Billiard Club

8442-46 Archer Avenue
Willow Springs, IL
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 (Route 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

Corned Beef and Cabbage
Red Skin Potatoes
Vanilla Ice Cream Dessert
Coffee or Tea
Cash Bar

Reservation Deadline: March 6, 1998

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

St. Patrick's Day Party

Mail to: Myra Knoblauch, 10 South 060 Thurlow Street, Hinsdale, IL 60521

					\$30.00
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					\$30.00
Name	Member ()	Applicant ()	Guest ()	Phone	
					\$30.00
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Please make checks payable to: PCA Chicago Region Total # attending @ \$30.00 each \$ _____

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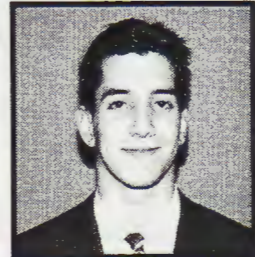
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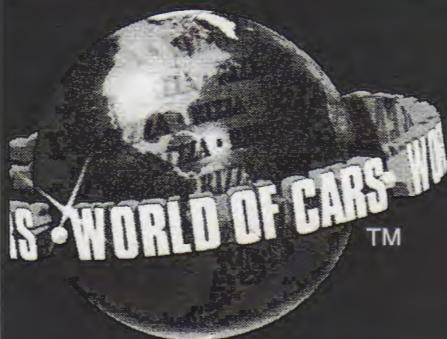
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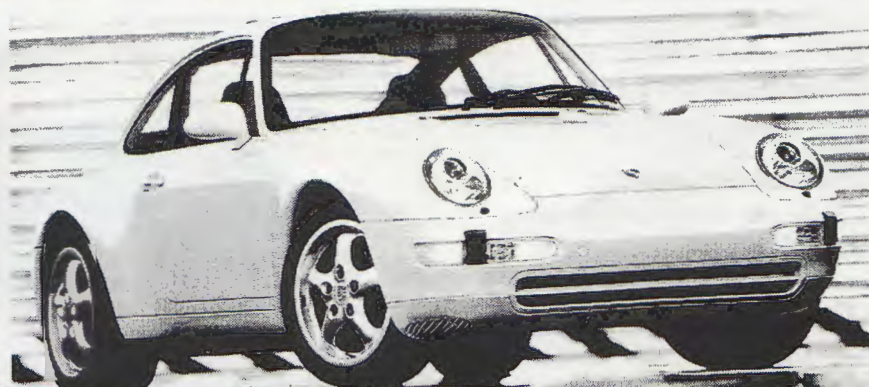
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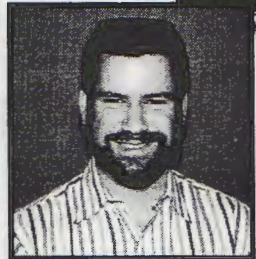
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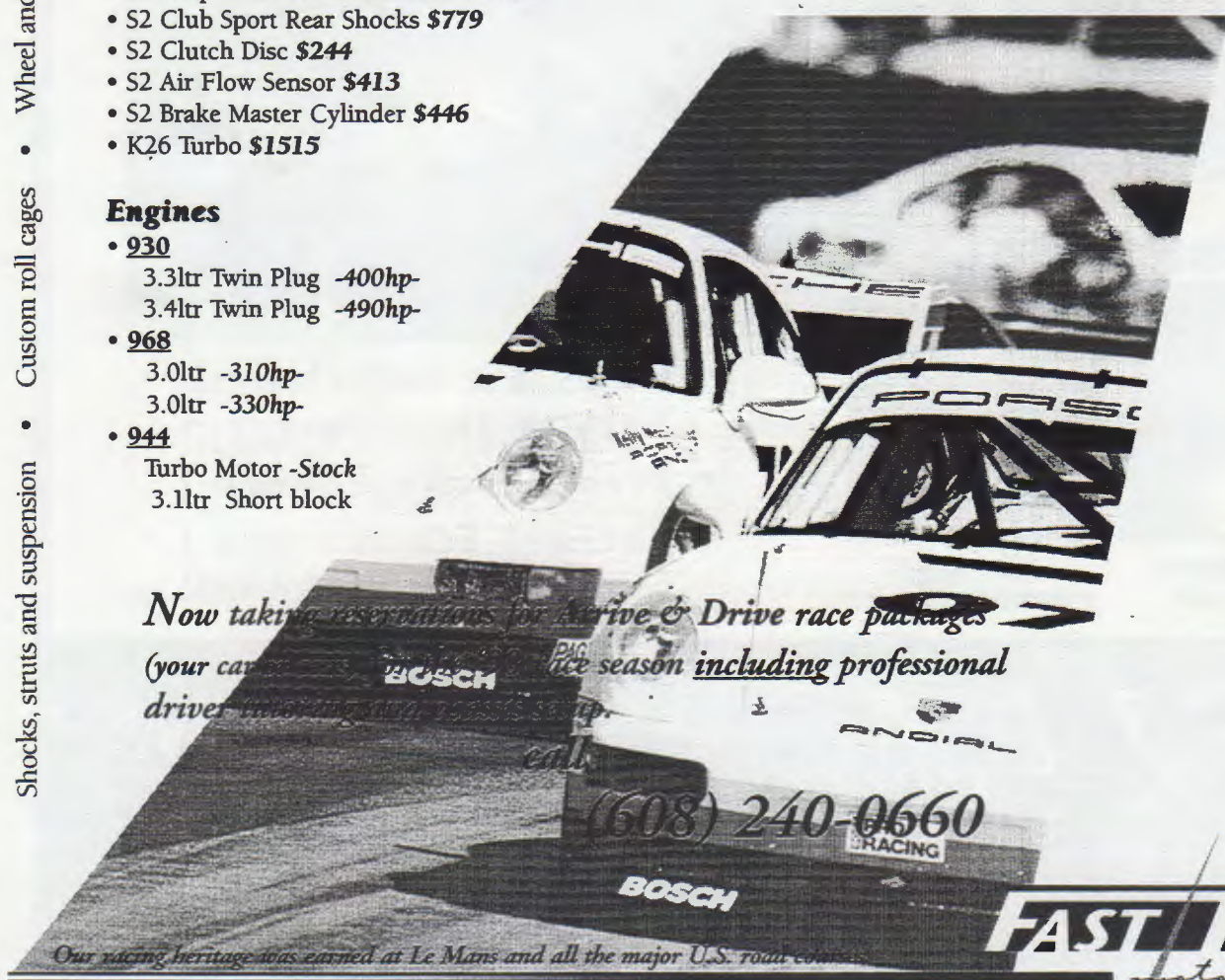
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This does not have to be you
and your rallye partner on

**Sunday,
March 22nd**

1:00 p.m.

Instead, you and your rallye partner could
join us for pizza and fun at . . .

The Rallye School

Don't know what the "Main Road Rule" is?

Want to know what "second opportunity" means?

What's a "T" and should you go left or right?

1998 Rallye Coordinators **Dan and Peggy Gallagher** are ready to answer these and other questions at the Rallye School scheduled for Sunday, the 22nd of March at Rosati's Pizza in Schaumburg, IL.

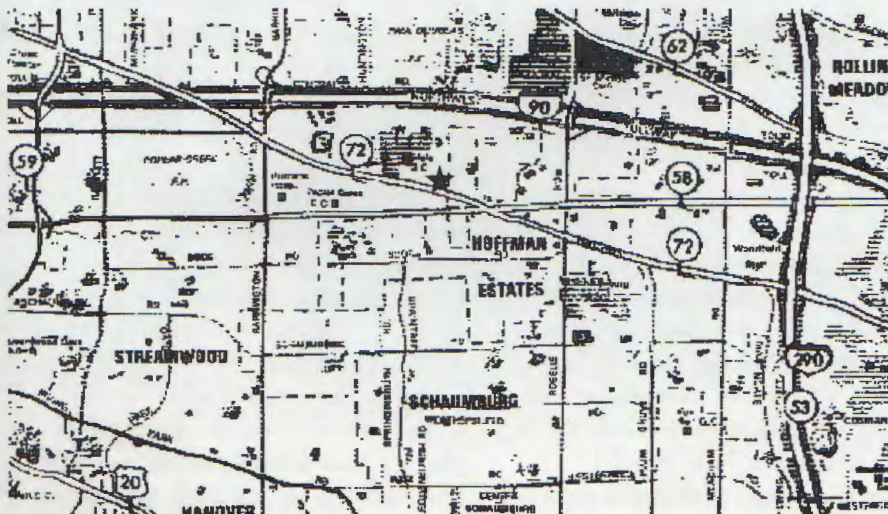
Bring your questions, paper and pencils. Dan and Peggy will take you through a 'paper rallye'. This is a school for the novice rallyist as well as the experienced participant.

Reservations are not necessary, but a courtesy call to Dan and Peggy at 708.784.0784 would be appreciated so that we can give Glen Spiegler, our host at Rosati's a 'head count'.

\$10.00 per person

Pizza
Pasta
Pop
(includes tax and tip)

CASH BAR



From O'Hare:

- Take 90 West to Roselle Rd. (west of Rt. 53).
- Exit Roselle Rd. South.
- Follow Roselle Rd. south to Golf Rd./Rt. 58.
- West (right) to Higgins Rd./Rt. 72.
- Right on Higgins Rd./Rt. 72 for 1/4 mile.
- Look for Churchill Square Shopping Center on South (left) side of side.

Rosati's Pizza
829 West Higgins Rd.
Schaumburg, IL

From Our Members

Reflections On A 993 And The Key From Hell

by Dan Gallagher

Forgive me Ferry for I have sinned. It has been three years since my last 911. I have sinned by believing that a water cooled 928 could be as much fun as the real thing, a 911. I realize that I must do penance. I ask only that you do not condemn me to the 'briar patch' of having to drive this last of the air cooled 911s till either it expires or I do.

Let me explain. It was summer 1997 and my '88 928S4 was getting a little tired (120,000 miles) and I really missed the high pitch whine of a sohc flat six hitting a 7200 rpm. Not that the 928 wasn't a great car, because it was. If I wanted to get from my home in suburban Chicago to California fast and comfortably, it would be in a 928. A highly underrated automobile: the best GT I have ever driven! But, not the best sports car. The 928 was too heavy and plowed too much for the autocross series I subjected it to. But, a really great daily driver. I will miss it.

So, what do I replace a really great car with? I know that I have written in previous articles in this magazine that a 911 should never be ordered with a TIP (manually shifted automotive gear box). But, during my thirty year membership in this club I have noticed that my left knee does not work as well as it used to and my autocross skills have dulled a little. I'm still driving some 30,000 miles a year and my whole adult life has been centered around Porsches and PCA. So, I decided that it was time to eat 'some crow' and put out the word that I *might* be interested in a '96 993 TIP.

Several weekends later, while Peggy and I were speaking at a Beanie Baby convention in Nowhere, IN, the portable phone in her BMW rang. It was Ken Betts from Motorwerks (in Barrington). I've known Ken for more than ten years because of

the business association with the Porsche Club. Ken explained that he had heard that I was interested in a 993 TIP. He was, he went on, that very afternoon taking in a '96 coupe that was being traded for a '97 wide body. The car, as he described it, was black with gray leather interior,, sun roof, 17 inch wheels, TIP, flawless, no dings, and only had 10,000 miles as the present owner only kept cars a year before trading for a new one. But, the car was about to be put out on the lot for all to see (and some lucky person to have). It surely, he said, won't last long on the lot. After talking for quite a while, (Ken really wanted to put the President of the Chicago Region PCA into THIS car), he shot me his best price. I've never bought a used car that I have never seen or driven, but it sounded like just what I wanted: I knew that I had to have the car. Sight unseen I said I'd take it and not to put it out on the lot.

I had a short day on Monday so I drove the forty miles to Barrington to see the (my?) car. It was even BETTER than I thought it would be. Not a ding or a scratch. Perfect!

Ken and I took it for a ride. I HAD TO HAVE IT! Porsche lust was once again in my heart. (The good lady Peggy would comprehend that I had to have the 993 even though she had not seen the car. She's a good Porsche wife and a damn good autocrosser and I knew that she would understand.) We agreed on a price for the 928, I took my personal crap out of the S4, and away I went in the 993.

Ken had driven the 993 fairly hard and very well, but not as hard (or as well) as I did on the way home. It was so easy to drive fast. The instrumentation was the familiar five dials with the big tach right where it should be. Everything was just like a 911 should be. God, I didn't remember how much I missed the sound of that flat six. I

enjoyed the roar of that big twin cam V8 and its massive amount of torque that the 928 delivered, but God I LOVE that six.

I had never driven a TIP 911 before. I had decided that I wanted a '96 over a '95 because I could shift it from the steering wheel or the shift lever and it had a much better torque band than the '95 which better suited the TIP. Still, I really didn't own the car unless the good lady Peggy liked it (and approved). But what was not to like? Six thousand rpm in high gear, an indicated 140 mph on the dial (not bad!), and less wind noise than in my 930 though the front end had a tendency to feel light at high speed, where the 928 did not. I decided that it passed my inspection.

Finally home, I pulled into the garage and yelled for Peggy. While she didn't hesitate for a minute, I was not overly happy when she jumped into the driver's seat, put her foot to the floor, and was gone (for what seemed like hours). All smiles when she returned, I had the approval of my wife. The deal was done. The car was ours! Would I have bought it anyway, you be the judge as I don't like sleeping alone.

I always wanted to be a feature writer for *Car and Driver* or *Road and Track* and say what I wanted to say about certain automobiles after an extended use report. As I have owned eight previous Porsches and have logged 12,000 miles on my 993, I feel I am qualified to write a road test report on the 993.

Well, how is it? Simply the best all around Porsche I have ever driven because it is also the newest I have driven. Porsche does continue improving. Is it as fast as my 930? No, but more about that later. Is it as sexy and attract as much attention as my 356D convertible? No!

When you enter a 993 everything seems so very familiar and right in place. I have already mentioned the five round gauges across the instru-

ment panel. I realize it is out of date and will be changed in the 996; but I like it. The seats are wonderful, comfortable yet very supportive. The car has the adjustable steering wheel (up and down) and, no, the instrument panel does not move with it like in the 928. I have not moved it because I like the traditional nearly straight arm 911 driving position.

While on the subject of gauges, the oil level gauge is very accurate. If (when the engine is warm and not under load) it tells you that you are down a quart, you are. You know that you can trust the gauge, which is nice because it is difficult to check the oil level by the dip stick method.

The ignition switch is still on the left but is even more trouble than before. No matter what interior lights are on, there is always a shadow on it. As the "key from hell" no longer has a built-in light, it is hard to get the key in. After proper insertion you will probably have to jiggle the steering wheel several times to get the key to turn. (This problem may be particular to TIP models.) The keys to the 993 are large and contain the battery to electrically open and close the car. If you use the car to go shopping and unlock it to put your groceries in, you have 90 seconds to start it. If you don't, you must exit the car and lock it and then unlock it twice before starting it again successfully.

(This is something that Peggy learned the hard way.) I very much prefer the old-fashioned key and theft protection system.

Another electrical idiosyncrasy is the battery. If for any reason it goes flat or to take it out to replace it or to concourse your trunk, be careful. If power is cut off your car and its radio will think that they are being stolen. When power is returned, to successfully start the car you must use the key from hell twice in the lock to unlock sequence and then you still have to reprogram your radio code to get the radio to work. This took me three days to accomplish. You that you can avoid this hassle by finding our your radio code in advance (no easy task - but the dealer should have it on his computer) or by placing your battery charger on the cables BEFORE disconnecting the battery from the car. These are minor inconveniences for a much improved 911.

One of the rotten tasks a track event chair must do is to check out the track before the event (when no one else is on the track) to make sure that the corners and flag stations are still where they are supposed to be. When Peggy and I did this at Blackhawk Farms Race Track on Friday afternoon of our Octoberfest weekend. I was running two seconds faster than in my '79 930. I admit

that it's a short track so that the 930 never really got on boost and that the 993 has better tires. But, you must also take into account that I am older and Peggy adds weight, so I figure that the 993 is faster around Blackhawk. (Road America may be a different story.) It handles so much better from corner one thru seven, particularly in the esses (3 to 4). The car is just that much more stable and predictable and you don't have to worry about sudden turbo boost.

I did not think that I would like the 993's assisted steering, but I love it. Just the right feel and much less steering kick-back on the corners. John Ruther recently added it to his 993 RSR and likes the improvement. He claims it reduces fatigue and the steering rack is much faster than the manual, allowing for fewer corrections and quicker turn-ins. I have found that it is also improves straight line stability on the highway. (Yes, this 911 is also susceptible to cross winds, but the stability seems improved.)

The big brakes are just what you would expect from a 911: fabulous! The 930 had much larger brakes than the standard 911 so I really didn't notice any difference. I am sure that it would be drastically different if I were comparing a non-turbo 911 to the 993. The ABS is a significant change. We both had a hard time



Dan and Peggy Gallagher (with GearHead Garcia.



One of the few things that Dan and Peggy won't do: take their 993 down the toboggan run.

Article photos by Steve Rashbaum

Members ...

learning how not to lock up the brakes. But now, with the help of the computer, just mash the brakes as hard as you can and you stop.

The mid-range torque with the variable cams is as good as it gets. A much improved torque curve; even with only four gears you always seem to have plenty. I am sure it is even better with the six speed manual.

The Tiptronic has it's good and bad points. The bad are obvious: it has only four forward gears. I would absolutely recommend this car as a 'daily driver. For sporting use I'm not so sure as the gears are rather widely spaced and sometimes you just do not have enough of them. I also would not recommend that anyone drive the TIP in full automatic mode as it just shifts too early. Instead, move the lever to the right so that you can shift it up or down yourself. The car seems to like being shifted in the 3000 rpm to 3200 rpm range for daily driving (not the 2200 rpm in full auto). The '96 993 can be shifted by either hitting the buttons on the steering wheel up or down or by pushing on the shift lever. The transmission will not allow you to down-shift. It will over-rev and then it will automatically upshift when it hits the red line. While I feel this has is a disadvantage, Peggy loves the feature for autocrosses.

Speaking of autocrosses, do not try to-shift from the steering wheel as it is damn-near impossible to be working the wheel that fast and shifting on it at the same time. It's much easier to slap the stick up and down. Taken all together, it's not a bad transmission. Too bad it does not have five cogs like the Boxster or the new TIP in the 996. With the extra gear even I would have a hard time buying the six speed manual unless all I wanted to do was sport driving.

The 993 is also much improved in the 'creature feature' area. Although I seldom use it, the cruise control is a nice addition. And although heat was never a problem in a 911, the air-conditioning was never worth a

damn. The 993 is the first six cylinder Porsche I have ever driven that will keep you cool when it's 95.

Since buying the car six months ago I have driven almost 12,000 miles and the dash board computer tells me that I have averaged 32 mph and 17.2 mpg. Not bad for a very high performance car with only four gears!

We all know that a 911 (993) carries 12 quarts of oil. A 993 has two oil filters (one of which is a real bitch to change) to enable the car to go the 15,000 miles between oil changes that the factory recommends. Wrong! You might run out of oil first. My Carrera 2 burns a quart of Mobil 1 every one thousand miles. It does not leak oil or emit blue smoke, so where does the oil go? I recommend about 7,500 miles between oil changes. I know that changing the oil that often is expensive and you still have to add several quarts of synthetic oil between changes, but better safe than sorry!

Other expensive items are the headlights. I have been informed that those beautiful 'babies' cost \$600 each (as you cannot get a replacement glass cover). Therefore, I recommend a clear plastic cover. You cannot tell that they are on and readily available at Northstar Motorsports.

Finally, there is the matter of snow tires for my wonderful daily driver. ZR or VR tires are not

designed for cold weather even if the roads are dry. These high performance tires are deadly in the cold and worse on snow. I bought an extra set of wheels so I could use snow rubber (or in the summer R1's). The owner's manual calls for 225's on the rear of a TIP. Be aware, no matter whether it is a manual or a TIP, if it has 9 inch tires, the 225's stretch too wide and will roll over on a corner causing instant oversteer. Put the 225's on eight inch rims and 245's on the optional 9 inch rims unless you want to crash.

In conclusion, the 993 is 'by far' the best Porsche they have ever made. You can still hang the tail out but the dreaded oversteer is greatly reduced. (I would still not lift on hard corners.) The horsepower, torque, handling and brakes are better, while still being a 911. It's by far the best Porsche (or best anything) that I have ever driven. My only problem is that I know that the 996 will be probably even better.

So please forgive me Ferry. I know that my sin is very great. I will do whatever penance you require just please don't throw me in the 'briar patch'...

(Ed. note: Dan Gallagher has previously written "Reflections On A Carrera2 (4 cam)", "Reflections On A 356 Convertible D", and "Reflections On A 928 S4". Perhaps there will be a "Reflections On A 996" some time in the future.)



The Heineken/Beanie Baby Racing '96 993 with crew.

SAFETY TECH SESSION



April 5, 1998

11:30 a.m. - 4:30 p.m.

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Countdown To The 1998 Track Season

Featured Speaker:

John Ruther Chicago Region Chief Driving Instructor,
1998 Road America Co-Coordinator,
USRRC, SportsCar and PCA Racer

Assisted by:

Ed Leed SCCA and Historic Racer,
Chicago Region Autocross and Track expert

Jeff Girard Chicago Region Safety Coordinator,
Autocross and Track expert

Chris Inglot: 1998 Road America Co-coordinator
Autocross and Track expert

Todd Conforti Chicago Region Race Tech Coordinator

Pete Hackenson Chicago Region Tech Coordinator

As the new track driving season is about to begin, it is important to make sure that both the car and the driver's equipment are up to the job. This tech session will provide drivers with important checklists of what equipment is mandatory and what is optional. We will discuss equipment expiration dates as well as what works, and what doesn't.

Two Porsche factory race cars will be on display to demonstrate what equipment the factory uses, as well as a complete discussion of drivers' personal safety equipment.

John Ruther's in-car videos of the 1998 24 Hours of Daytona will be shown.

Pre-registration for the Safety Tech Session is not required, but a call to Tech Coordinator Pete Hackenson would be appreciated so that we may give our hosts at Northstar Motorsports, John and Jeannie Ruther, a 'head count'.

Directions to Northstar Motorsports:

From the East:

Route 22 West to Kelsey Rd., Left on Kelsey to Pepper Rd. (approx. 1/2 mile), Left on Pepper Rd. to Industrial Ave., Left on Industrial, 2nd building on left.

-OR-

Route 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), Right on Pepper to Industrial Ave., Right on Industrial, 2nd building on left.

-OR-

I-90 West to Barrington Road Exit, Exit Barrington Road North, West on Rt. 14 (Northwest Highway) to Pepper Rd. (approx. 3 miles West of Rt. 59), Right on Pepper Rd. to Industrial Ave., Right on Industrial, 2nd building on left.

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From the South:

Rt. 59 North, to Rt. 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), Right on Pepper Rd. to Industrial Ave., Right on Industrial, 2nd building on left.

Club Racing Scene

1998 Club Race Schedule (Updated January 12, 1998)

Date	Track	Host/Region(s)
Feb 13-15	Sebring	Gold Coast/Suncoast
Mar 28-29	Texas World Speedway	Lone Star
Apr 18-19	Road Atlanta	Peachstate
May 2-3	Las Vegas	Intermountain
May 8-9	Lime Rock	Connecticut Valley
May 16-17	Mid Ohio	Mid Ohio
May 30-31	Putnam Park	Ohio Valley
June 6-7	Pocono	Northern New Jersey
June 13-14	Mt. Tremblant/ Ste Jovite	Rennsport
June 21-22	Brainerd	Nord Stern
June 26-27	Summit Point	Potomac
July 4-5*	GingerMan	SE Michigan
July 17-18	Second Creek	Rocky Mtn/Alpine Mtn
July 25-26	Mosport	Upper Canada
Aug 8-9	Portland	Oregon
Aug 15-16	Pocono	Riesentoeter
Aug 21-22	Indianapolis -IRP	Central Indiana
Sept 5-7	Road America	Chicago
Sept 26-27	Willow Springs	Los Angeles
Oct 3-4	Thunder Hill	Sacramento Valley/Golden Gate

Oct 3-4 Watkins Glen
Riesentoeter

Oct 10-11 Heartland Park
Great Plains

Oct 31-Nov 1 Memphis
Mid-South

Dec 5-6* Sears Point
Golden Gate

Dec 5-6* Roebing Road
Carolinas

* means dates are based on 1997
schedule; no final confirmation
date has been received from the
host region

Other Possible events:
Grattan -Western Michigan Region
Charlotte Motor Speedway
Blue Ridge Region
A Fall Lime Rock Park Event

Do's And Don'ts Racers
by Jim Scott, Woodbury, CT
PCA Club Racing News
Vol. 96.3, July, 1996

Much like tennis and golf, there is a standard for driver conduct and etiquette in amateur racing. In those ball-oriented sports, your partner can take you aside and explain the civility to be observed in practice volleying or the proper place to stand and way to behave on the tee or green. What about racing? Certainly we haven't seen great examples from some of the pros, but amateur racing is a class sport and our behavior should be exemplary. Here are my observations on the niceties, or courtesies if you will, to be followed at the track:

- Do sign up early for an event.
- Don't wear your driving suit to breakfast.
- Don't wear your suit with the top down and your bare chest showing.

- Don't race your motor in the garage or on the pre-grid.
- Don't drive fast in the paddock or in pitlane.
- Don't cheat on the specs for your racing class.
- Do apologize if you misunderstand the rules.
- Don't remove your helmet, gloves or belts when you are on the track, even if the race is over and you are in tow.
- Do wave to all the corner workers on the checkered-flag lap.
- Do have a clean uniform.
- Don't hang your dirty suit or other laundry at someone else's trailer.
- Offer refreshment to drivers who visit you in the paddock.
- Don't drink the night before a race, and especially don't drink during the event. Ever.
- Don't talk business at the track.
- Do share driving experiences and funny stories.
- Don't hog the paddock, the air bottle, or the conversation.
- Do introduce all your crew members to visiting drivers.
- Do invite your crew to join you and your friends for dinner.
- Be sure your crew has plenty of healthy stuff to drink during the day and acceptable rooms at night.
- Don't bring your spouse and kids unless they want to come.
- If your spouse is at home, do be sensitive about bringing "friends" - don't embarrass other drivers and their spouses.
- Don't park your spouse at someone else's paddock and go off.
- Don't tell your spouse in public how much things cost, especially other people's things.
- Don't block - ever.
- Don't pass under yellow.
- Do quickly but safely catch up to the pace car under full yellow.
- Do signal faster cars by and let the lapping train go around.
- Don't cross the line when

- being passed but do hold your side of the track when about to be lapped.
- Do allow your competitors racing room in the corners, and don't follow too close - what if the driver in front lifts or alters his/her line?
- Do congratulate your fellow drivers.
- Don't publicly berate another driver for what you consider to be bad judgment, but do

- have a private talk if you think it's warranted.
- Don't cuss, especially when making your point to officials.
- Do fully explain your point of view on an alleged infraction, but then let it go.
- Do accept any punishment you receive as a gentleperson.
- Do acknowledge a black flag by signaling and giving the "pit in" sign.
- Do go into the pits with caution.

- Don't insult the organizing region if you didn't enjoy the event.
- Do take a shower before coming to my motel room for an after-race beverage or getting on the plane.
- Do thank the organizers and sponsors for a job well done.
- Do encourage an organizing region to repeat the event if it went well.
- Do have a lot of fun.

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Track Scene

The Lost Gold Of Grattan

by John R. Mueller

Where did I first hear of Grattan Raceway? I can't quite remember now. I think it was my friend Dave from Minneapolis. He really wanted to go there because everyone who had been there said it was a lot of fun. The track had many elevation changes and challenging turns. Other drivers would talk about it with that far away look of fond remembrance in their eyes and says things like, "It's the best track in the Midwest."

Several Chicago region members have been to Grattan. In the distant past the Chicago Region even held an event there. Now all that was left was the luster of golden memories. I was intrigued. Dave had gotten me started in PCA and has been driving for twenty years. If he was impressed by the tales of a golden mother lode of driving fun then so was I.

In my mind, a dream image of the place grew. Grattan: the El Dorado of the Spanish Conquistadors, a far off place of golden splendor and endless wonder. And, like El Dorado, rumors of its riches were matched by tales of its dangers.

- There's a dangerous hill crest where the cars become airborne. Years back, a Mercedes came down with its front wheels turned and went cartwheeling into the woods.
- An innocent looking turn was flanked by a precipitous drop off.
- The natives are unfriendly and want outsiders from Chicago region to stay away.
- The numbers of entries are limited and it's tough to get in.
- There were also enigmas like, there's no place to pass but the main straight and no one knew for sure how many corners there were. Some said nine and others said ten. Even the name was a puzzle. Until I saw it in print I thought the name was Grotton.

Grattan is located near Grand Rapids Michigan. In the past, I had traveled to Brainerd Raceway in Minnesota and Road Atlanta in Georgia to try fun new tracks, so going to Grattan should be a simple trip. I told Chuck Bittman of my interest in Grattan. He had also heard of the legend of Grattan and was eager to go with me. That's just what I was hoping for: a friend from the Chicago Region to join me in the adventure. But Grattan, true to its nature, was not an easy place to find out about. Little written information was available. I was panning that stream of information known as the Internet when I came across some nuggets about Grattan. First, I discovered a write-up about the track, then another and later I discovered the site for the Western Michigan Region of the PCA. At this site was an e-mail address for the region events chairman, Craig Ackerman. The location of these nuggets are listed at the end of the article.

The first track description was a help but contained sinister warnings about where not to go off the track. I pictured the place like Road Atlanta with steep hills and some rough terrain at trackside. Some time later I came across the second track description and here the golden side of Grattan was laid out. Panoramic pictures of a rolling green course were displayed and the pleasures of driving the track were detailed. As soon as I saw those pictures, I knew that Grattan was not as severe as Road Atlanta in its elevation changes. My mind was eased and I looked forward to going to Grattan more than ever. I e-mailed Craig Ackerman and he mailed me some registration and tech forms. Soon Chuck and I were signed up to go.

The Grand Prix of Grattan was a three day event held on the last weekend of September. I left Chicago at noon on Thursday. The weather was mild and sunny. Traffic

was light and I made good time. It was about a three hour trip. Chuck was going to meet me at the motel. And, as in any good adventure, we were to meet interesting people along the way. Bill Murrin was in Michigan on a business trip and arranged to meet us. He, too, was curious about Grattan. I had just unpacked the car and was walking back into the lobby when Bill walked in the front door. He was going home in the morning after his long business trip.

In a couple of hours Chuck arrived and the three of us had dinner together. Bill had driven by the track on his way into Grand Rapids. Through the fence he saw half of the track. It looked like a fun track to him and he wetted our appetite for some fast driving. Chuck told us that Gary and Myra Knoblauch, Rip Patterson and Ron Goldstein were coming from the Chicago Region. Our own little cadre would assault Grattan Raceway.

The event chairman, Kirt Wirth, is a charming silver haired gentleman with silver mustache and a noticeable German accent. I ran into him at our Labor Day event at Road America as I had teched his very clean silver 356 cabriolet. He is a friend of Rip Patterson and had convinced Rip to come to Grattan. On Sunday afternoon there would be an autocross at the track and Kirt wanted enough 356s to make up a class. Rip was bringing his red 356 cabriolet and had convinced Ron to come to Grattan with his white 356 coupe.

Being in the eastern time zone, Friday morning was cold and dark with some low hanging fog as Chuck and I left for the track. Driving east on Michigan route 44, we drove directly into the rising sun. The sunlight diffused into the ground fog and turned it golden. A small side road took us through the tiny town of Grattan. We turned left just outside of town and drove down a narrow country lane between fields of corn which seemed

Track ...

to grow right up to the pavement. On our left the track appeared with close-cut green grass, a ribbon of black asphalt and a small white shelter for a corner worker. The entry road paralleled the main straight to a gate. From there, we crossed the track into the paddock. The paddock is located on a hill in the middle of the track. The sun was still low and patches of fog obscured portions of the track. Parked, we unpacked, registered, teched, and then set out to walk the track.

I can't say if Grattan is the best track in the Midwest or not, but it is without a doubt the prettiest track I've seen. From the bleachers at the far end to the paddock, you have a panoramic view of over 180 degrees and can see about 85% of the track. The grounds are rolling green hills with ponds dredged out in some low spots. A few graceful trees have been planted next to the ponds. Small white shelters are placed around the course for the corner workers. You half expected to see a foursome of golfers waiting beneath one of them to tee off. A mist hung over the still water of a pond where a heron stood motionless. As Chuck and I approached the bird spread his large wings and, with one motion, leapt silently into the air. After a few long strokes of his wings, he flew over the tree tops and was gone. Coming up to the esses which rise uphill, the sun projected a perfect little rainbow in the fog before us. It seem to sit just behind the crest of the hill.

By the time we had finished a lap on foot, the fog was lifting and it was time to start driving. After watching group "A", I lapped with an instructor and was, finally, on my own. The first corner I learned to like was turn one. After some pretty heavy braking you turn into this right-hander. The fun part is the exit which is up hill and allows you to carry a lot of speed out of the turn. It is almost as if the exit of the turn has high banking. The very short straight leads to turn two. This is another fun turn that steps

down to the right. Since the turn is over a small rise it leaves you searching first for a braking reference point and then for the apex which is tucked away down the hill on the right. Next is turn three, the fabled "Off Camber". This turn takes you half way down a hill and then back up turning off camber across the face of the hill. Of course, true to the nature of Grattan you can't see the turn as you begin braking and is not as spooky as I thought it would be. Just do your braking, tuck in tight and stay there. A short burst uphill and your turning again: this time down hill and to the right. This gives you a fast downhill run at "The Jump" just before turn five.

The Jump is a small hillock and you approach it with a lot of speed. On the far side you immediately enter the braking zone for turn five. My instructor cautioned me to keep my wheels straight as I approached and advised me to brake a little before the hill until I was comfortable with this section of the track. The hill blocks your view of the far side and all you see before you crest the hill are the distant trees. You come down and "Oh boy!" there's turn five. You've got to brake but the car is light until it's fully settled and you don't feel you have time to sit around and wait. In fact, turn five is fairly broad and pretty fast but, I always felt I was just making it. You don't leave the ground at the Jump. In recent years, the track was widened and the crest of the Jump shaved down so you stay on the ground.

My favorite part of the course turned out to be corners four through six. In this section you are faced with the Jump immediately followed by the esses: shear terror followed by a demand for absolute finesse, a true emotional roller coaster. First, pump up your bravery for the Jump then settle down your heart and then open up your senses to feel your way through the esses and the bowl. It's an exquisite bitter-sweet driving experience.

Next comes my least favorite cor-

ner, turn seven, a long irregular sweeper down to the hairpin. The corner drops downhill after a second kink. Approaching and leaving this kink, the track is off camber. The sweeping nature of the curve calls for lots of speed but, since, it tilts to the outside, you can find yourself on thin ice, if you go too fast. The hairpin is a fun and challenging corner that straddles a bump in the landscape.

Following the hairpin is the steepest rise on the course. At the crest of the hill the track turns right and then left on to the main straight. Just before cresting the hill you have to turn in. You pop over the hill and with luck you're heading for the apex. It's important to get this apex right because it sets you up for the last turn that leads on to the straight and you want to be flat out through the turns and on to the straight. There is still doubt in my mind if these two turns are properly called nine and ten or just nine. I guess I'll have to go back to Grattan to solve this mystery.

On Friday, my red 968 coupe felt loose and I was disappointed I couldn't go faster. Saturday, I adjusted the tire pressure and the car felt much better. I went faster and was having a lot of fun. The day was gorgeous. High wispy clouds floated across the azure sky imperceptibly slowly shifting their shapes.

If the course looks like a golf course then it surroundings look like a nature preserve. Along the south side of the track stretches woods which are interrupted by wetlands which lead back to a lake. The woods continue around the lake on the far side and then back to the track. From turn seven to around turn eight, a tall dense hardwood forest is just beyond the Armco. Past turn eight there is a second lake next to the track with wetlands on it's far side. While at Grattan I saw swans on both lakes.

Sunday morning brought more enjoyable weather and driving. An autocross was scheduled for the afternoon but I was planning to start the drive back to Chicago early. Chuck convinced me to stay and I'm glad he did. During the lunch hour,

the track was open for parade laps. In support of a local children's charity a donation of five dollar was collected from everyone who paraded. The track was open to all comers so, people took their vans, pickups, and even a Rolls Royce out on the track. For a ten dollar donation you could ride in a race car or sponsor the ride of one of the charity's kids. An anonymous donor donated money for any kid who wanted to ride. Myra Knoblauch took a ride with Rick Riley of the Western Michigan Region in his race prepared 911 painted with purple flames on a yellow background. Rick found enough open track to give Myra a taste of a very high performance car. I made a donation and choose of ride with the event chairman, Kirt Wirth, in his 1965 silver 356 cabriolet. For parading Kirt could run with the top down. He made me finish my hot dog before I could get into his clean and shiny cabriolet. I stuffed the last third of the hot dog into my mouth and we were off. It was beau-

tiful: the wind blowing over the windshield, the low throaty sound of the engine right behind our heads, the chrome finish on the grab bar and windshield frame gleaming in the sunlight. While putting the car through the turns fast enough to warrant the use of the grab bar, the charming gentleman praised the fidelity of his automotive companion of thirty some years.

Preparations for the autocross under way, a few ominous dark clouds drifted in from the west. By the time my run group staged, I was relaxed and fairly comfortable with the course. As my temperamental Hotlap timer was not working until Sunday morning, my lap times were an unknown to me. But, my first autocross run was my best run of the weekend at 1:40 and change. I was happy with this respectable time. I was lucky that all my runs were on a dry track as many of the autocrossers had to run on a track that was wet.

The most pleasant surprise of the weekend was when Kirt Wirth handed me a trophy for winning second place in my class: my first trophy at an autocross. Rip Patterson won first place in his class and Chuck Bittman and Ron Goldstein also won trophies. The Western Michigan Region was a wonderful host and Chicago Region members were able to bring back home a little of the lost gold of Grattan

Grattan Raceway:

<http://www.na-motorsports.com/Tracks/Grattan.html>

Grattan Raceway Information:

<http://www.wmr-scca.gen.mi.us/grtinfo.html>

Western Michigan Region PCA homepage:

<http://members@aol.com/ou812haha/porsche.html>

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Concours Scene

Mr. Clean

by Pat Yanahan

As a new column in the Chicago Scene, we will attempt to present Concours preparation as well as regular cleaning and maintenance tips for our Porsches. The purpose of this column will be to share with everyone regular as well as *secret* techniques that have allowed many of our members to win local as well as national concurs. A clean Porsche is a happy Porsche, and whether you are a Q-tip fanatic or someone who takes pride in driving a clean Porsche, we hope that our comments and tips will be useful to you. Please feel free to send your questions to me or to the editors of the Chicago Scene, as well as any special tips you may wish to share with us.

In this column you may read several different answers or solutions to the same question or problem. Different experts have special techniques and favorite chemicals, cleaners and polishes that they prefer over others. In no way do we endorse any one product over the other, but merely are sharing with you what we have found works for us. If we can't find an answer to a question or problem from our local experts, we have friends in other regions who will be glad to offer their expert advice.

The questions for this column were submitted by John R. Mueller.

How can I remove:

- **black marks from bits of tires that have been thrown up against the car**
- **dead bugs that have hit the windshield at 100 m.p.h.**
- **tar?**

There are several cleaning materials that are both bio-degradable and gentle on the wax and paint. My favorites are Simple Green, Wurth's Citrus Based Solvent Degreaser #89092, and Rainex's new Super Glass Cleaner.

Simple Green is available at any hardware or general merchandise store. For really tough dried-up bugs as well as tar, I prefer the best degreasing product ever made for a concours nut, Wurth's #89092. It is available from Stoddards as well as directly from Wurth's. I have found Rainex's new Super Glass Cleaner to do an exceptional job of cleaning glass without leaving streaks.

What should I clean the car with: a brush, a cloth or a sponge?

Never bring a brush near your Porsche except for mild use on the carpeting. I prefer a cloth and specifically an old terry cloth piece of towel to wash the car. A white cloth allows you to see when you are picking up dirt so you can rotate the cloth to a clean part and gently continue working on the car in the direction the car travels, not in circles. The best soap that I have found is Sonax Gloss Shampoo Concentrate. A pint bottle will last you

at least five years. P21S Total Auto Wash is great for the engine and wheel wells; but be careful as it does attack the wax. This also answers the question as to which car wash solution to use that will not remove the wax. Do not use any household cleaners such as laundry detergent or dishwasher soap and flood the area with lots of clean water.

Hint of the month: Wurth's Citrus Based Solvent Degreaser #89092 is the best product I have found for cleaning the baked-on food residue on kitchen stove tops. Just give it time to soak-in. This also helps justify to your mate why you are spending so much money on Porsche-care products.

(Ed. note: Concours questions may be sent directly to either the Chicago Scene editors or to Pat Yanahan: at phone 630.920.1929 (before 9:00 p.m. please, fax 630 920.1935 or e-mail pyanahan@mcs.com.)

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Downhill Racer - The Sequel

Tobogganing And Hackney's by Susan Shire

Last year, when reporting about this event, we wrote "It was a very cold and blustery day. Not fit for man, woman or Porsche to be out. No Porsches, but some hardy men and women braved the cold and wind and made it to Hackney's ... Maybe next year we'll have snow!"

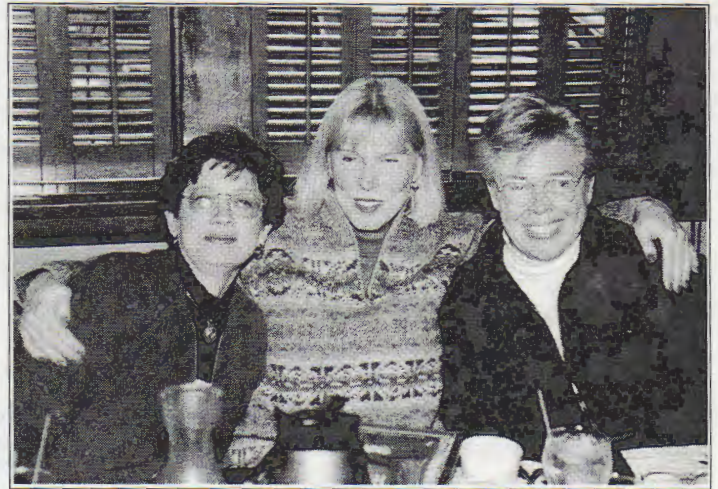
We considered just rerunning that event review, with the addition that there was one Porsche (Gallagher's), but still not enough snow for toboggans. (We did try to talk Gallagher into taking the 993 to the top of the hill and running it down, but he would have no part of it.)

Among the hardy members who did join us this year at Hackney's

were the Brenkus', the Tureks, Bill Murrin, the Hackensons with Brandon, the Yanahans, the Knoblauchs, Ed Barnicle, the Clarks with Brandon and Brittany, Shawn Young and Kristy Kosinski, Peter Petrikas and Angela Gomez, the Gallaghers, the Beachs, Mike O'Meara and the event chair, Bruce Janecek. Who needs snow and toboggans with such good company!



There was no one at the toboggan run, but there were many members at Hackney's.



Among them were Bonnie Yanahan, Social Coordinator Myra Knoblauch and Karen Hackenson ...



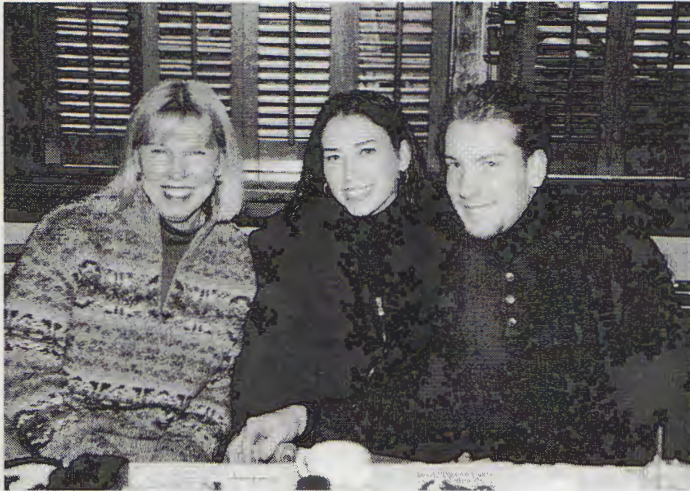
Tech Coordinator Pete Hackenson ...



Vice President Bill Murrin ...

Downhill Racer - The Sequel

Photos by Steve Rashbaum



Myra Knoblauch (again!), Kristy Kosinski and Shawn Young ...



Director Keith Clark (background) and Mike O'Meara ...



Angela Gomez and Pete Petrikas ...



Lois Beach ...



Harold Beach ...



and Greg Turek

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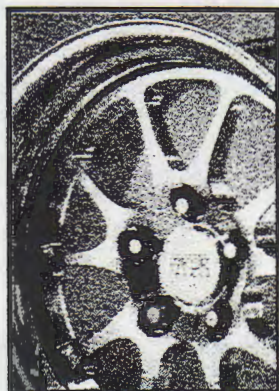
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1982 928 Silver/blk leather. 5 spd., 220hp V8 from Traynor Motors, Fairfield, CT (3/23/82 have org. window sticker). 36+K org mi. Runs great! Factory sunroof, AM/FM/cassette. Pwr steering/locks/windows. A/C. Cruise, tilt wheel. Premium alloy wheels. New clutch @ 29K mi., new Dunlop 225/50ZR16 tires @ 31K mi. No smoking/racing/accidents. Includes bra, full car cover, org. Liter can of paint. \$9,995. (Serious only) Tom 630.627.5465.

1983 944 White/dark brown. 5 speed. Blaupunkt, A/C, sunroof. Well maintained, runs great, less than 1K mi on top-end rebuild, many new parts. \$6,000/OBO. Mark 773.271.1220.

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Oversteer ...

(Continued from page 48)

my checkbook, okay?" I ask, edging toward the door. Two mechanics are gathered around my old car, pondering whether they should fix it or burn it. The engine turns over with noisy

complaint-it had understood it wouldn't have to do this anymore. I stomp on the accelerator, pulling out of the lot as quickly as possible. This baby is probably good for at least a few thousand more miles.

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Searching the moon and stars for the details?

April 19th	Rallye I
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May 17th	Concours I
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May 31st	Autocross I



Find all the details in the March issue of the Chicago Scene!

Oversteer

The Cameron Column # 58
by W. Bruce Cameron
(from The Cameron Column)

WARNING: The following column contains actual dialogue from inside a car dealership. Children should not be exposed to these words unless they've had prior experience with, say, congressional speeches. Read on if you must, but the writer assumes no liability for sweaty palms or insomnia.

"Buying" a car differs from being "run over" by a car in that it takes longer and you have to talk to more people. I try to avoid buying vehicles altogether, but a recent conversation with my mechanic, Melvin Walldrainer, convinced me it would be cheaper to enroll my aging GMC Jimmy in Yale than to fix everything that ails it. Per Melvin, "The engine and transmission is broke" meaning that if I try to address this sad situation I will be in similar straits.

Seized by some sort of madness, I begin watching local TV ads for car dealerships, thinking maybe I should break from my tradition of buying pre-owned, pre-repossessed, pre-stolen automobiles and purchase one still crisp from the factory. In my favorite commercial, a dealer with a Caribbean tan and a pinky ring stands in a Superman costume and declares, "No one can beat my super deals." Now come on, he has to be honest, right? People might stoop to a lot of lows, but no male would ever, ever besmirch the cape and red "S" of Superman.

So, my vehicle billowing smoke as if attempting to cremate itself en route, I pull into the dealership, where my car door is immediately yanked open by a young man who

appears to place an awful lot of faith in the beautifying properties of hair oil. Looking him over, I decide to invest all of my money in cologne manufacturers and cigarette stocks. He drags me across the showroom and throws me against a new Mustang convertible. "This is the car for you, right? Want to impress the women, right? They love this car. They'll love YOU in this car."

(Ok, yes, I want to impress women. I've ALWAYS wanted to impress women. However, a youth full of experimentation has convinced me that there is nothing I can do to accomplish this goal short of wearing a red "S" and a pinky ring. Certainly driving a neon blue Mustang will elicit nothing from them but the observation, "there goes another old guy in a convertible." Besides, I've been married for a long time now, and if I pull in the driveway with a brand new sports car, my wife will be a lot of things, but "impressed" will not be among them.)

The car salesman appears excited to the point of rabies. "Okay, I can see you want this car. How about if I drop my drawers for you, I mean really show you what I've got?"

"I have no idea what you are saying to me."

"Okay, I can see you are a hard bargainer. I can respect that, I really can. I tell you what I am going to do, I am going to cut my commission out of the deal altogether, I mean, because I like you."

"Um... "

The Salesman rolls his eye in a grand mal seizure expression. "Man, you are really Balls to the Wall on this! Okay, and this is the best I can do, I might be fired for this and probably go to jail, but for you, I will sell this car to you at a five hundred dollar loss. That's it, I can't cut the price any more."

"But I don't want this car."

"Okay, look, I might as well lay it on the line, my manager will not, I repeat not, let you leave without

buying this car."

"You mean I'm kidnapped?"

"Maybe if I apply the rebate and give you the discount financing, I'm not supposed to do both but for you I will, I'm going to give you this car for practically free."

"Is there anyone here who speaks English?"

"Hey man, what is this? Are you leading me on or what? You're not a tire kicker, are you? I mean, have I wasted all this time, or are we going to do a deal? Make me an offer, any amount, is what I'm saying. I don't care how low, we'll make it happen."

"Very well," I sigh. "I'll give you a thousand dollars for this car."

"Whoa! Okay, I'll talk to my manager, and see what I can do. I'll really go to bat for you on this, but it's going to be tough. Blood on the floor, you know what I mean? But you're my buddy, right? I mean, I'll do my best for you, and you'll do my best for me, right?"

"I've never had a better friend in my life," I state carefully to this madman.

He's gone for less than thirty seconds. His expression looks as if my offer so enraged his bosses they retaliated by shooting his dog. "Oh man, I tried, I really tried, but my manager says that even though we value your business, he can't accept your deal. I mean, the guy was literally crying, there were tears and everything."

"Yes, crying involves tears," I agree.

"So here's what's up. We're almost there. We are so close, we are pennies away from you driving out of here in the car you have wanted your whole life. Your thousand gets the job done, didn't I tell you I'd go to bat for you? All we need to do is finance the balance, and we got a deal. I've got the papers here."

"And how much is the balance?"

"Twenty seven thousand dollars."

"I'm sorry, I didn't realize that a house came with it."

"Ha! You're a funny guy, I love you man."

"I'm going to go to my car and get

(Continued on page 47)



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