

A blue silhouette of the Chicago skyline, featuring prominent skyscrapers like the Willis Tower and the Trump Tower. The skyline is set against a light, textured background.

CHICAGO SCENE



JULY 1992

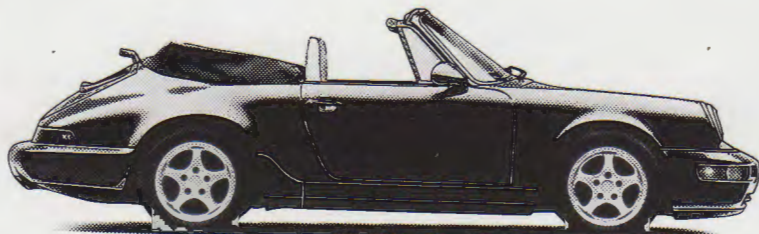
The Official Publication of the Porsche Club of America, Chicago Region



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Lake Bluff**



"CHICAGO SCENE"

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DEADLINE: Material must be received no later than the 10th of each month for publication in the next 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 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.

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

ADVERTISING RATES:

Quarter Page: \$20.00/mo. yearly, \$30.00/mo. quarterly; **Half Page:** \$40.00/mo. yearly, \$50.00/mo. quarterly; **Full Page:** \$75.00/mo. yearly, \$90.00/mo. quarterly.

All requests for advertising space must be made through the editor.

CHICAGO SCENE

1628 Southhampton Court
Wheaton, IL 60187
(708)462-0451
(708)510-0849 FAX



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COVER: Nick Brenkus smokes his brakes at the May 3rd Drivers School. Photo by Neiland Pennington.

CHICAGO REGION 1992 CALENDAR OF EVENTS

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

WHO'S WHO



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Dan Gallagher
(312)616-1416



VICE PRESIDENT
Rip Patterson
(708)740-3562



SECRETARY
Chuck Bittman
(708)246-9505



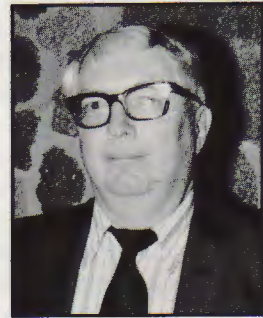
TREASURER
John O'Keefe
(708)344-0911

1992 COORDINATORS

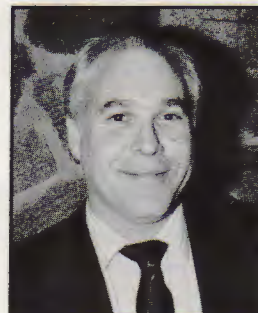
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Jeff Girard	(708)971-8144
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Lee Lichtenstein	(708)577-1550
24 Hr. Member Info	(312)769-8193
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Jeff Girard	(708)971-8144
George Weathered	(708)357-4033
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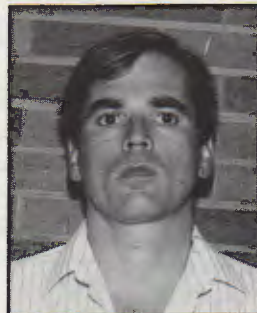
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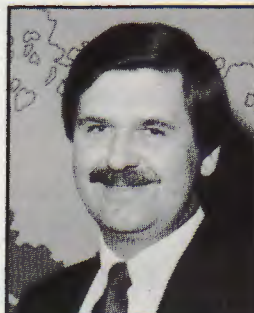
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Bruce Janecek
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DIRECTOR
Nick Leicht
(815)338-4854



DIRECTOR
Greg Turek
(708)961-2439



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Arnold Zann
(708)386-2864

IN GALLAGHER'S GEAR

Summer is supposed to be the time for Porsches, beer and sunshine. Unfortunately, we forgot to make an offering of cheese and cow patties to the God of Wisconsin's weather. Memorial Day weekend at Elkhart may have been the best ever, however, it was cold. How cold was it? So cold that the event chairpersons Arnie Zann and George Mueller never took off their driving suits. It was too bad because the event was superb. One hundred and six Porsches plus their drivers had a great time. I really have to compliment them because no one bent anything and everyone had all the track time they wanted. Damn fine job.

While we are on the subject of weather, the old gray fox Gallagher did it again. It seems that the biggest summer storm in ten years decided to arrive on the day when the boys and girls play with their Porsches at Blackhawk. Tornados, hail, and 1 1/2 inches of rain hit northern Illinois June 17th. They hit everywhere but at Blackhawk. It rained for approximately fifteen minutes which did break my twenty-three year record of perfect weather but really had no effect. The event and dinner by Chef Karl was terrific. Fifty-seven cars believed Gallagher had paid off the weather gods and came out for a near perfect day. The participants enjoyed our old friend, Chef Karl's dinner so much that he was persuaded to repeat his performance at the August 5th Blackhawk event. Thanks to the ladies, Peggy and Kelly, for handling registration.

I still cannot believe the ever increasing interest in our concours. Twenty-nine Porsches, which included eight 356 models, showed up to battle thirty Ferraris at Lake Forest Sportscars. The weather was absolutely perfect as were the cars. It was a lot of fun to inter-

mingle with the Ferrari people and to view some really expensive fine automobiles. Thank you, Dale Moody, for a job well done.

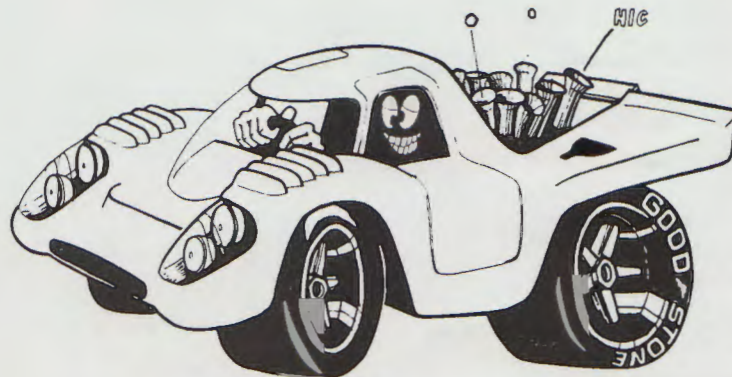
As I have mentioned in the past, I view the purpose of this column is to keep you up to date on what is going on in your club. I can tell you that at the last board meeting absolutely nothing of importance happened. I guess you should not have a board meeting on a night when the Bulls are playing in the NBA Finals. We did approve reimbursing the individual who tows our timing trailer to and from our events \$1.00 per mile to cover expenses. In the past Mr. Lichtenstein and Mr. Leed have provided this service out of the goodness of their hearts.

From all appearances at this time it seems that our Odyssey Summer Dinner Dance will be a sell-out. I have been watching this event with great interest. Not only is this the first time we have ever done anything like this but the woman I love is putting the event together.

By the time you read these ramblings, our second gymkhana, the Governor's State Autocross, will be history. I hope you all came out and observed our new state-of-the-art timing equipment in action.

Time is going by so swiftly we are almost to July, Potter's Picnic and the Parade. I want to wish the best of luck to our Parade goers, make us proud. I hope to see you all at Potter's. Not only is it the oldest continuing event in the club but also one of the most enjoyable.

Dan



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UP & COMING

ROAD AMERICA - September 5 & 6

CHAIRPERSON
John Laidlaw
(708) 438-3043

REGISTRARS
Bob & Shirley Cook
(708) 945-3391

The second Road America Driving School of the year is soon to be a reality. The usual procedures will be in place...run groups alternating every half hour of open track lapping. Plenty of track time to practice those turns, learn those lines and have fun.

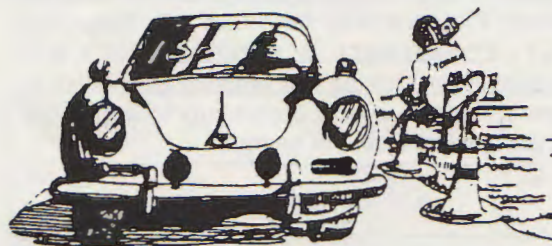
On Saturday, the novice drivers will be required to attend a half day Skip Barber Drivers School to learn the proper driving techniques for cornering, braking, safety practices, and the safe negotiation of the track. The novices will then have the opportunity to drive the track while being observed and critiqued by the Skip Barber instructors and then they will be able to join in the alternating run groups for the rest of the weekend.

Again, all corners will be staffed by professional SCCA corner workers. The corner workers will be strictly enforcing the rules of passing (restricted to certain straight aways), with no passing being allowed in the braking areas or turns.

Using your Chicago Region Tech Sheet, it is your responsibility to thoroughly check your car yourself, or have it checked by a competent service organization immediately prior to the event. Be sure to pay close attention to the specifics on the Tech Sheet concerning brake fluids and brake pads.

The mandatory clothing requirements:
A 1985 Snell approved helmet....PLEASE NOTE..WE REPEAT.....A 1985 SNELL APPROVED HELMET, a long sleeved shirt, long pants and socks... all made of a non-synthetic material, and closed toe shoes. Recommended, but not mandatory, are drivers suits and driving gloves made of nonflammable materials, fire extinguisher, and a safety harness. Also, due to local ordinances, all cars must run with mufflers.

Once each day there will be an opportunity to run Parade laps with your family or other passengers. Speed will be limited to 75 mph and any make of car is acceptable.



There will be a **MANDATORY NOVICE DRIVERS MEETING** at Siebkins promptly at 8:00 PM Friday evening. The novices will meet their instructors and receive pertinent information as to the format and rules of the event. **All novices MUST attend this meeting or they will not drive.**

The **Saturday and Sunday MANDATORY DRIVERS MEETINGS** will be at 8:00 AM at the track. **ANYONE WHO MISSES THESE MEETINGS WILL NOT DRIVE.**

Registration opens at Siebkins on Friday afternoon at 4:00 PM. The tech crew will be on hand to scrutinize your car. If your car is not teched at Siebkins on Friday, it must be teched at the track on Saturday morning starting at 7:30 AM. No car will be allowed to run without a tech sticker.

A sellout is a "sure thing" for this event, so register early. You will be notified by mail from the registrar of your acceptance. Remember that you must present a **VALID DRIVERS LICENSE** at registration.

Siebkins will again be the "headquarters" for the non-track meetings. Contact Siebkins directly for lodging reservations (414) 876-2600. Dinner reservations for Saturday night can be made at the same time as room reservations, but please no later than Friday evening, Sept. 4th. Dinner choices (\$17.50 per person) are Weinerschnitzel, Duck, Prime Rib, and Fresh Fish if ordered in advance.

Continental breakfast at Siebkins will be available at 6:00 AM, with full service starting at 9:00 AM. Siebkins is attempting to provide a full breakfast earlier for the drivers, but this information will only be available at registration.

Hopefully .. we will be organizing a swap meet and also the commercial participation of dealer, mechanics and parts sources in a specially roped off area. Full details will be in the August issue of Scene.

It worked out so well at Elkhart I, we've decided to do it again. A professional photographer will be available to "shoot" your car on the track. He will be set-up near registration at Siebkins on Friday evening and near the start-finish line on Saturday morning for sign-up. **Pictures will be taken on Saturday ONLY. Pre-payment is required.** Proofs will be available for viewing and ordering on Sunday at the track. This is a great opportunity to have those "fast guy" pictures taken of yourself.

Other places to stay:

Budgetel Inn
Sheboygan, WI.
(414) 457-2321

Crest Hotel
Plymouth WI.
(414) 893-6111

Imperial Motel
Sheboygan, WI
(414) 458-3578

American Inn
Plymouth, WI
(414) 892-2669

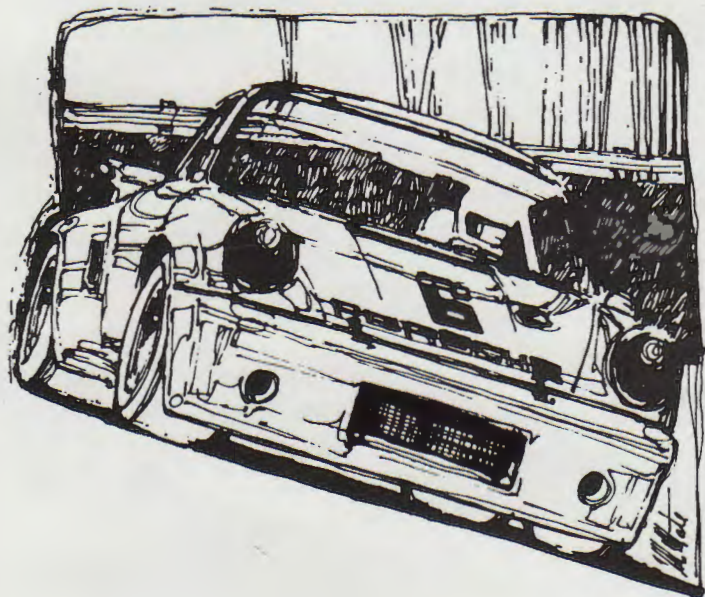
Holiday Inn
Manitowoc, WI
(414) 682-6000

Starlight Motel
New Holstein, WI
(414) 898-4216

Super 8 Motel
Sheboygan, WI.
(414) 458-8080

Thanks....hope to see you all there.

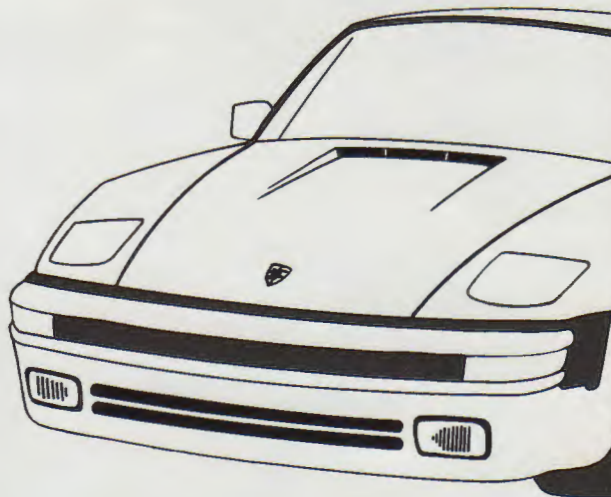
John Laidlaw



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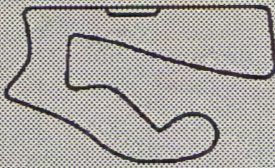
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**Registration Form
PCA Chicago Region
Road America Drivers School
September 5 and 6, 1992**



First Driver	
Name:	
Address:	
City:	
Evening Phone:	
Member <input type="checkbox"/>	
<Fastest A <input type="checkbox"/>	

Second Driver			
Name:	X		
Address:			
City:		State:	Zip:
Evening Phone:		Day Phone:	
Member <input type="checkbox"/>		Region:	
<Fastest A <input type="checkbox"/>		Requested Run Group B <input type="checkbox"/>	Slowest C <input type="checkbox"/>

----- PCR Class -----

Production Improved Modified

Permanent Car Number : N/A Requested Car Number : 59

Drivers must attend the Skip Barber classroom instruction unless they attended at a previous event, or have very strong driving credentials and receive approval from the event chairman.

<u>First Driver</u>		<u>Second Driver</u>	
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Did you receive Skip Barber Instruction at a previous Chicago Region PCA Road America event?

If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted.

To help us better classify car/driver combinations please specify your driving experience, including # of track days per year, professional driving schools attended, and tracks driven with typical lap times.

_____	_____
_____	_____
_____	_____

Fees: One Driver \$175, Two Drivers, same car \$220 . Total amount enclosed: \$ 175.00

Make checks payable to "PCA Chicago Region." Mail the registration form and check to:
Shirley and Bob Cook, 50 Kildare Lane, Deerfield, Illinois 60015.
(708) 945-3391 Evenings. No refunds for cancellations after August 28, 1992.

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REGION TECH INSPECTION SHEET

COLOR RED CLASS D
 ENG. DISP. ZIS ENTRY NO. 59

ENTRANT PRIOR TO EVENT:

Passed Failed

- | | | | |
|-------------------------------------|-------------------------------------|-----|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1. | WINDSHIELD - No cracks. Functional wipers with good blades. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 2. | MIRRORS - At least one securely mounted rear view mirror. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3. | BRAKE LIGHTS - Functional. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 4. | PEDALS - Free return & in good operating condition. Firm brake pedal. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 5. | SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five point harnesses recommended. |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | 7. | ROLL BAR - All open cars except 914's, Targas, and cars in the Production class. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 8. | HELMET - 1985 SNELL or later required (sticker <u>must</u> be attached inside). |
| <input type="checkbox"/> | <input type="checkbox"/> | 9. | BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| <input type="checkbox"/> | <input type="checkbox"/> | 10. | BATTERY (IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 11. | DRIVE BELTS - Tight & in good condition. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12. | THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 13. | LEAKS - No leaks of any fluid - oil, gas, brake, or coolant. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 14. | RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 15. | FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 16. | REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 17. | WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 18. | ENGINE - Check for odd sounds and satisfactory exhaust. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 19. | BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 20. | WHEELS - No cracks. No bends. All lug nuts torqued to 90-92 lbs. Valve stem must have airtight cap. Hubcaps removed. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 21. | TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 22. | FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 23. | GAS CAP - Gasket intact & cap tightened. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 24. | LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 25. | APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended. |

In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car or its occupants as a result of any such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car. I hereby certify that I have no physical or mental problems which could jeopardize myself or others if I participate in this event.

ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE WHICH WARRANTS COMPLIANCE.

DRIVER'S SIGNATURE *[Signature]*

WITNESS TO DRIVER'S SIGNATURE _____

DATE _____

UTICA AUTOCROSS

DATE: Sunday, August 23, 1992

PLACE: Utica Raceway, Utica, IL

TIME: Registration & Tech 9:30 AM, Timed Runs 11:00 AM

Come out and join us for a fun-filled day at Utica Raceway on Sunday, August 23rd, 1992. Utica Raceway is a 0.6 mile go-kart track that will allow you to test the acceleration, braking and handling of your Porsche. And for some of us, to see how well our cars can pick corn!! This will be the only timed event that PCA/Chicago will have at a "Race Track". This track will be run with NO PYLONS and promises to be exciting for everyone. Registration and tech will begin at 9:30 AM, timed runs will begin at 11:00 AM. Depending on attendance, everyone can expect at least five timed runs.

To drive at this event, you must have a 1985 or later Snell approved helmet, full length pants, a long sleeved cotton shirt and socks - all of non-synthetic material. You will also need closed shoes. No open shoes will be allowed. Better yet, driving suits are recommended. Drivers must also be at least 18 years old (driver's license will be required at registration). NO alcohol may be consumed at the track. Please consult the 1992 Chicago Region Calendar for Gymkhana/Short Course Classifications. We will also need people to work timing and start/finish line.

Directions to the track: Take I-55 South to I-80 West (approximately 45 miles), to 178 (Utica-Starved Rock exit), left on 178 three-eighths of a mile to the intersection of 178 and 6.

UTICA AUTOCROSS REGISTRATION

First Driver _____
Name _____
Phone _____
Member Applicant Guest

Second Driver _____
Member Applicant Guest

Gymkhana/Short Course Class _____
\$18.00 Pre-registration, \$21.00 at the track, \$8.00 Second Driver
Amount Enclosed _____

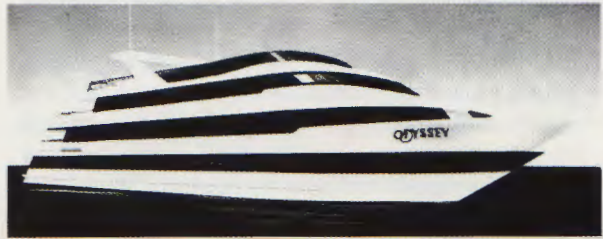
Mail registration and check (payable to PCA/Chicago Region) to:
Lad Sanda, 4741 Central, Western Springs, IL 60558
Questions??? (708)246-1937

Odyssey Summer Dinner Dance Cruise

ODYSSEY
A TASTE OF WORLD-CLASS CRUISING

Navy Pier - Chicago
Sunday, July 26, 1992
Black tie optional

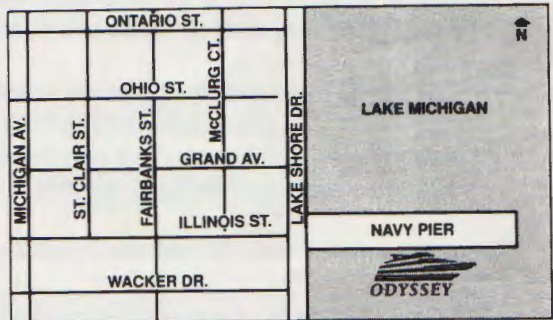
Time: 5:15 PM - Boarding pass distributed by Dan & Peggy
5:30 PM - Boarding
6:30 PM - Departure
9:30 PM - Return



Join us for a gala dinner dance cruise aboard the luxury yacht Odyssey for what promises to be one of the most memorable social events of the year.

\$80.00 per person includes choice of 3 appetizers, choice of 3 entrees - beef, chicken or fish, an array of delicious desserts, call brand beverages, gratuity and tax. Mandatory pre-paid registration, limited space available - 80 people maximum.

Free parking - South side of Navy Pier
Army Corps of Engineers, Chicago Locks



Odyssey departs from the south side of Navy Pier.

Mail by June 20, 1992

Name _____

Telephone # _____

Number attending _____

Number attending @ \$80.00 per person \$ _____ enclosed

To: Dan Gallagher, 360 E. Randolph Street, Apt. 2202, Chicago, IL 60601
Make checks payable to PCA/Chicago Region

Questions??? Peggy (312)616-1416

BLACKHAWK XXIII

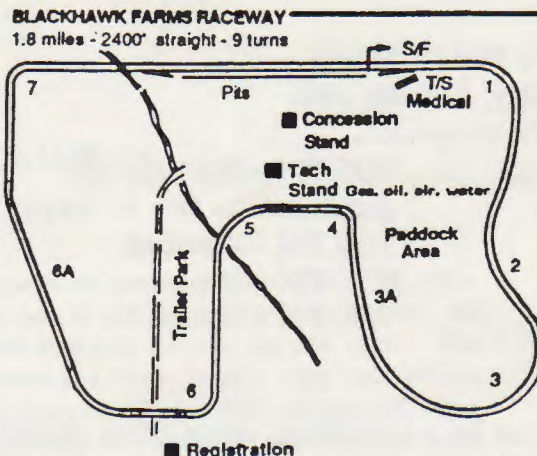
DATES: August 5, 1992

TIME: 8:30 - 5:00 ** Registration Closes at 11:00 AM

PLACE: Blackhawk Farms Race Track, So. Beloit, Illinois

Beat the mid-week blues, play hooky from work and check out the fun at Blackhawk!

Here's your opportunity to practice all that you've learned in drivers school in the complete safety of an enclosed high - speed track. Blackhawk is an eight turn 1.8 mile track that is located just outside of Rockton, Illinois close to the Northwest Tollway. Learn to drive your Porsche or other vehicle at high speed in complete safety. At these events we allow cars other than Porsches to participate. We are not suggesting that you bring the family station wagon, but sports cars and sporting type cars that pass tech will be permitted.



The concession stand will be closed on Wednesday. We recommend that you bring a picnic lunch or plan to go into town to McDonald's. Alcoholic beverages are not permitted during the event. Afterwards, plenty of cold drinks and a great dinner will be held at one of the club's favorite spots nearby.

The entrants will be divided into three classes so that the slower cars and/or novice drivers will not be on the track at the same time as the faster cars. **Please remember that the club's insurance requires all drivers to wear long sleeved cotton shirts, long pants and a helmet at all times while on the track.**

There is a 10:00 AM mandatory drivers meeting for all entrants who have not run this event previously. REMEMBER - registration closes at 11:00 AM!

**** To save time at the track - you may bring a letter from a recognized Porsche dealer or mechanic stating that your car has been prepared for the track. Tech begins at track at 8:30 a.m.**

Change your oil, brake fluid and brake pads and come on out and have a great time.

Directions to Blackhawk: Northwest Tollway (190) North to IL 75 (just South of Wisconsin line), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T(Prairie), left about 1/4 mile to track entrance on right.

August 5th BLACKHAWK/CHEF KARL DINNER REGISTRATION

Mail to: Dan Gallagher, 360 E. Randolph, #2202, Chicago, IL 60601

Name: _____

Member Applicant Guest

Car Make: _____

Model: _____

Driver: Experienced Novice

\$80.00 Preregistered / \$90.00 At the Track

Dinner following the event \$16.00 Adults / \$8.00 Children

Beer, wine and soft drinks included

Amount Enclosed _____

Questions???

Dan Gallagher (312) 616-1416

RALLYE II

By David O'Bryan

I have been an official member of the club for a little over two years now. However, I have been a car nut since conception and a lover of this marque since uttering my first "ga-ga." You'll notice that "Porsche" and "ga-ga" sound very similar. I attribute this to more than just coincidence.

Anyway, on St. Patrick's Day in 1991, my navigator, Geoff Arnold, and I attended our first ever rallye. He had never heard of a rallye before and the only rallye experience I had had was riding with a club member's son in a 1984 GTI a number of years back somewhere in southeast Wisconsin. We had not registered but had route instructions. We were not paying attention to time. We thought it was cool to pass all those Porsches on those lovely country roads. Silly kids.

Last March, however, was different. We were attending as participants and we wanted to have FUN. So, we completed the odometer check and arrived at the meeting place. We drank some coffee, ate some donuts, read the generals, and picked up a few pointers from our beloved president Dan, who laughed at the results of our ODO check. Before we knew it, we had our route instructions in hand and headed for our car.

"Which end of the parking lot are we supposed to exit?" I asked. Geoff shrugged and we both laughed out loud. "I'll just follow that other Porsche."

After a few instructions, we found ourselves parked along the roadside, waiting. "This must be where they'll start us."

"Must be," said Geoff.

After a few minutes, a Porsche takes off. "Hey, they didn't even wait for the starter to get here," I said.

"Idiots. Don't they know what they're doing?"

One minute later, another is on its way. "What's going on? How come they aren't waiting for the starter?"

Another minute passes. Another Porsche zooms away. Then, two cars leave almost at once.

"We must be at the wrong place! Let's go!"

I ran through the gears, speeding away. "We have to

make up for all that time we were sitting there."

Meanwhile, Geoff is leafing through all our papers, trying to find the correct starting point. "Arrrggh!" he shouts and then reads, "This is a self starting rallye. Your start time is equal to your car number plus..." That means we are actually way ahead of schedule. >@#%\$&!"

I slowed the car. "Let me see that. &*%\$#@!. Good trick. I wonder how many others missed that." For us, everything was a trick. We continued on, following the instructions, constantly reminding ourselves what instruction or instructions we were looking to execute and of all the "onto's" we had open. A note pad had been filled with scribbles.

After a few hours, we finally arrived back at the restaurant. The rallye was over. With the help of Mr. Gallagher, we tallied our score sheet. "Well, you %\$#@#%'s beat us. You'll probably win with that score," he groaned. As it turned out, we did. FUN.

Then, last fall, during the after rallye dinner at the Como Inn for Gallagher's First Annual Loop Rallye, Dan asked me if I would be interested in being a rallye master next year. I must have had a few too many "green meannies" in me because I said "Yes."

The rallye is on **Sunday, August 2nd, 1992**. We will meet in the southwest corner of Gurnee Mills parking lot at 10:00 A. M., across from the Wal Mart at Hunt Club Road and Grand Avenue. This will be a FUN, easy rallye. Plan on attending this one.

Rallying is FUN. This rallye will take us down some terrific "Porsche" roads and through some beautifully scenic areas. Since Mr. Gallagher has assured me that this event will receive the same weather for which his Blackhawks are famous, I highly recommend a Targa or Cabriolet. By the way, I have noticed that a 914 is just about the perfect rallye car.

For those of you who have never before entered a PCA rallye, this is the one to enter, and now is the time. Club attendance in the past has been low. The club has even mentioned (gulp) dropping these great events. For all of us who have been rallyists before, we must now rally for these events and let other members know what a blast these events really are. Send in your registration form NOW.

REGISTRATION FORM PCA / CHICAGO REGION 1992 RALLYE II SUNDAY, AUGUST 2ND, 1992	
DRIVER: _____	MEMBER: <input type="checkbox"/> YES <input type="checkbox"/> NO
NAVIGATOR: _____	CAR: _____
MAIL TO: DAVID O'BRYAN 1133 W. PATTERSON STREET CHICAGO, IL 60613 (312) 929-1943	FEE PER CAR: \$15 PRE-REGISTERED \$18 ON SITE MAKE CHECKS PAYABLE TO PCA / CHICAGO REGION

POTTER'S PICNIC & CONCOURS 1992

TRADITION! TRADITION!

There have been times when I've sat down to write this article that I've felt all it needs to say is:

Potter's Picnic
Same Time
Same Place
Same Fun

Understanding that this type of article might leave a few members (especially those who are relatively new to the Club) a little short on details, I will indeed elaborate on the above Picnic/Concours article. So, here is the low-down on our July Concours.

EVENT: Potter's Picnic and Concours

DATE: Sunday, July 12, 1992

TIME: Concours entrants may arrive around 11 AM for final clean-up. Concours judging starts at 1 PM, Picnic: Noon to about 5:30 PM.

COST: \$7.00 each adults, \$4.00 each children ages 4-17, Children ages 3 years and under are FREE.



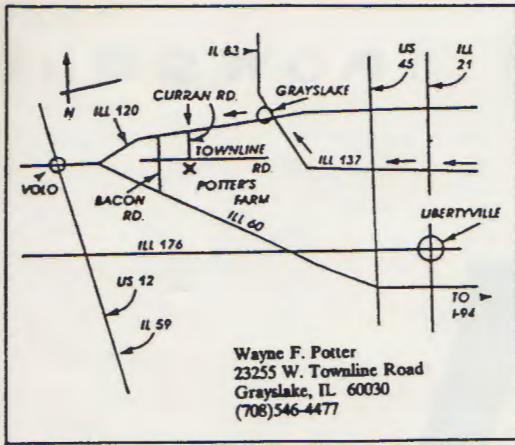
Location: In all the years of Potter's Picnic/Concours, Chicago Region hasn't varied this detail. Wayne Potter and family have offered the use of their farm for this event. There is plenty of grassy lawn for displaying your Porsche, playing games, or just relaxing with friends.

Bill of Fare: Our traditional veal bratwurst or hot dogs grilled to perfection by happy, smiling volunteer cooks (all volunteer cooks can call Linda at (708)740-3562. On the spot training will be provided if needed). Cold tap beer and soda pop (all the soda flavors you can imagine), potato chips, condiments, etc. First brat off the grill at about 12:30 PM.

Activities: Concours; Can you imagine your car in the perfect setting of an idyllic, grassy meadow; dazzling in the July sun, surrounded by other shining Porsches? Neat picture, isn't it? Shine that beauty to within an inch of its life and show it off a bit. We will be using the Chicago Region's four Classes A - D for concouring. See the Region Calendar/Directory for class definitions. Judging will start at 1 PM sharp! (Keep in mind - all that grass we mentioned needs to be mowed just before the picnic. Volunteers can call Rip at 740-3562 or Wayne at 546-4457).

Games: For kids of all ages. From everybody's hot afternoon favorite - you guessed it - waterballoon toss - to some games we can't mention here (cause your mother might read this). There will be plenty of things to do with family and friends. Soccer, volleyball, and horseshoe equipment will be available, plus there is a swing and slide set. Those of you who have them to bring will find space to run radio controlled cars or roller skates. (Help with games is always needed. Volunteers can call Linda at 740-3562).

Pre-registration is not required, but would be appreciated. See map for directions. Please leave your pets at home for this event.

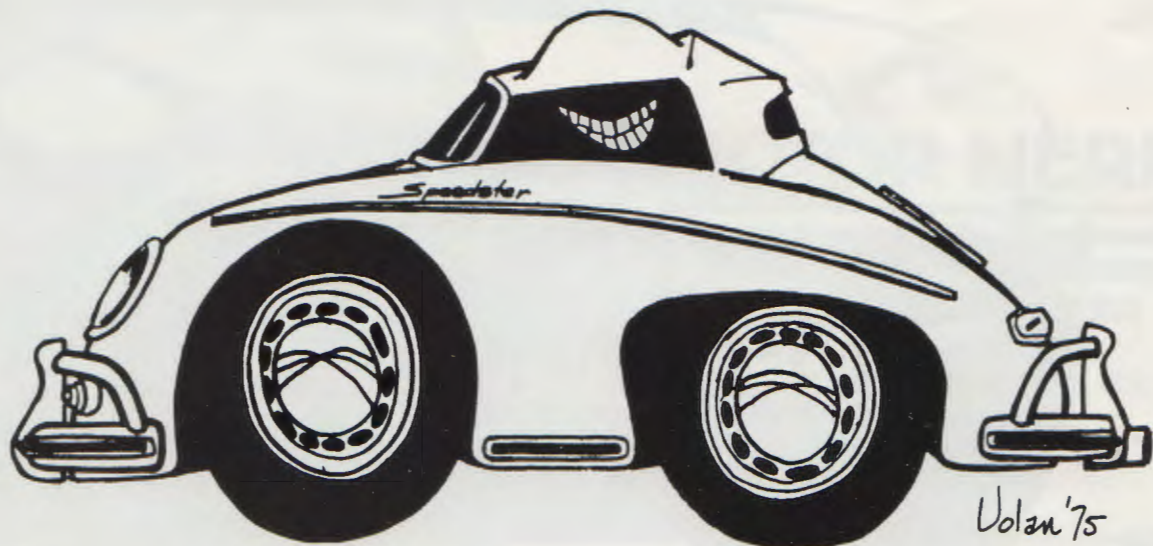


Registration Form Potter's Picnic

Name _____ Member Applicant Guest

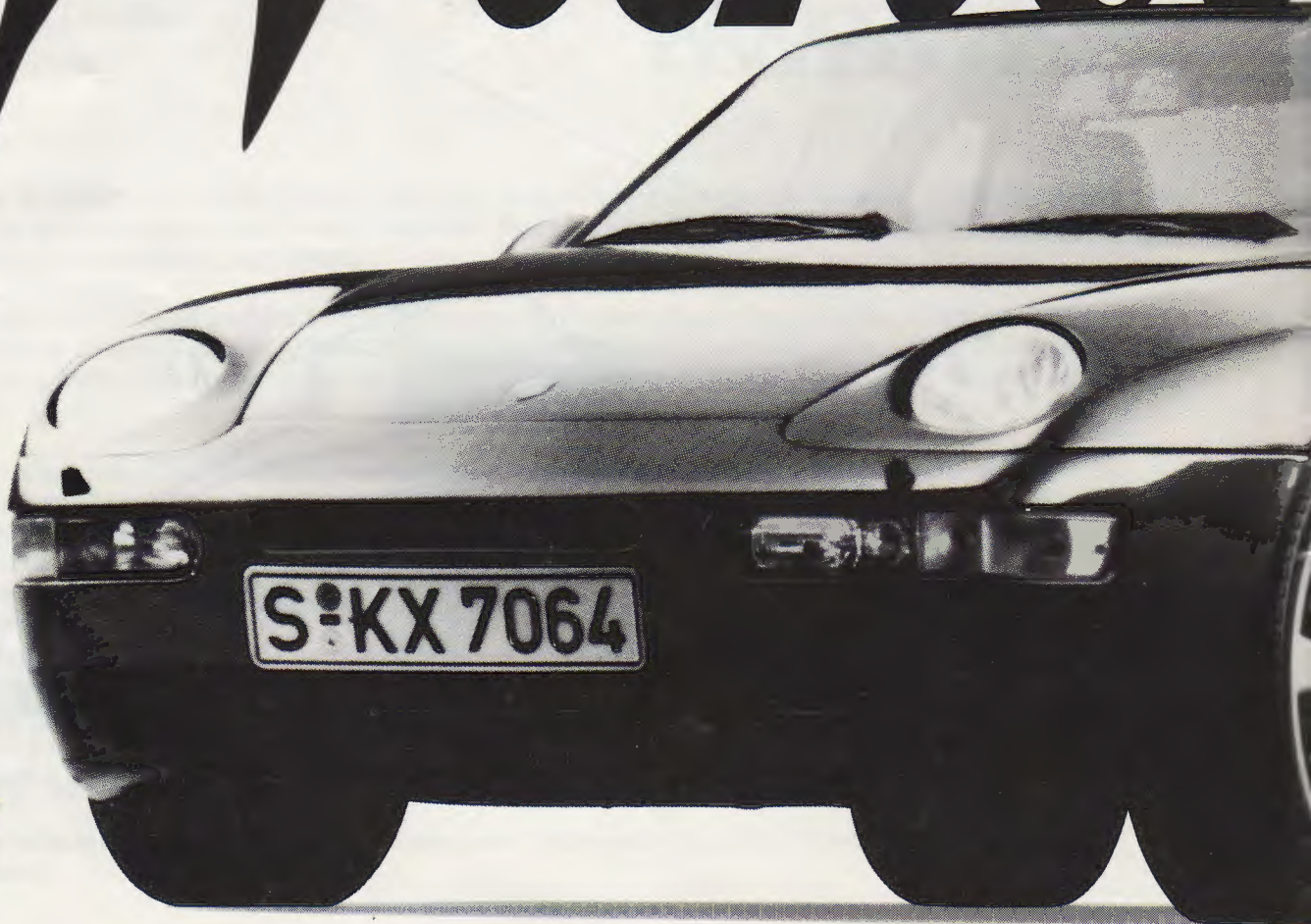
PCA Region (if not Chicago) _____
 Number of adults @ \$7.00 each _____
 Number of children (4-17) @ \$4.00 each _____
 Number of mini-kids (0-3) FREE _____

Concours Class _____
 Linda Patterson, 24397 Cherokee Trail, Grayslake, IL 60030
 Mail to: _____
 Make checks payable to: PCA/Chicago Region
 Questions??? (708)740-3562



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THE FAST LANE

by: Dick Badler

One of my people came into my office, carrying one of those *Edmund's* books on car prices.

She said she wants to get a new car. Trade in her four year-old Ford Escort. Just paid off. Under 30,000 miles. Not a nick on it. Too boring. She wants to live it up.

She asked me what she should get.

How about a Porsche?

Ha! What are they, 50? 60? 100? I don't want a monthly payment that's more than the mortgage on my condo.

How about a used Porsche?

I don't want a used car. What if something goes wrong? With my luck, it will happen as soon as I write the check and drive away. Besides, I'm single. I don't have some motorhead around to take care of it.

Many Porsche dealers will give you a year's warranty on a used Porsche.

Sure, and they'll rake me over the coals on maintenance. They'll charge me what they charge their high-roller customers who can afford your \$100,000 rocket ships. You know what I make. Any big raises in my future?

You can take it to a private shop that specializes in Porsches.

Right. And when they tell me that the thingamajig broke, what do I do for a second opinion? Call you on Saturday morning? I've heard your techno doo-hickey-speak, and I can't understand a word you're saying.

So what are you thinking about buying?

With that, she started thumbing through her *Edmund's*. She said Preludes, Integras, MX-6's, Probes, Mustangs, Eclipses, Celicas, 240SX's.

Let me give you four words; nothing even comes close.

Close to what? Where am I racing? Where's the fire? Next, I'll be coming to you for recommendations on radar detectors.

Actually, that's a good idea. And, besides, Porsches have... breeding.

Breeding? What am I, a dog trainer? Look, I'm tired of my Escort. I want a fun car, a car that's quick, economical, handles well, rides well, is reliable, won't rust, will get me through the winter, has at least a sunroof and a back seat.

It really is the ultimate driving machine.

You can't be serious. What about insurance? I heard some insurance companies won't even write you up, except maybe if you put your house, your life, your first born on the same policy.

Have you called your insurance agent yet?

I'd be afraid to. Porsches are a magnet for thieves. If I take it into the city, what do I do, hire an armed guard to come along for the ride? No, I'll need Lo-Jack, or High-Jack, or whatever that satellite alarm locator thing is. No thanks.

A P-car really is your ticket.

To where, jail? The Morgue? And that's another thing. Every Porsche I see is red. Steal-me red. Ticket-me red. Like the color of blood. I think you people are on a death trip. You might as well carry explode-on-impact flares, instead of airbags. That way, the cops will find you quicker. It might save your life.

Porsches do come in other colors.

Yeah, black and white. That's the problem with you people, you're too one-dimensional. Everything is black or white to you. There are Porsches and everything else. Get a life. Better yet, get another car.

But you'll feel a one-ness with the road, an unmatched sense of driving pleasure, the thrill of the open highway. It will move you.

Are we talking about driving or sex? I don't get it with you guys. Maybe you buy those toys to mask

other problems. I've seen the back seats of Porsches. There's no room for anything, unless you carry midgets to dwarf-throwing contests. That's sick.

But all the cars you mentioned are American or Japanese. Don't you know that Germans make the best cars?

And they made great Panzer tanks, and V-2 rockets and U-boats. Have you forgotten your history? Do you salute your car every morning before you put the key in the lock?

That's not fair. You can't knock German cars without remembering Guadalcanal, and Iwo Jima, and Pearl Harbor, too. It's a draw.

Hey, you're the one who told me that most all Japanese cars are built in America now. And by American workers. I'm getting confused.

I'll make it simple. With a Porsche, you can join a car club. Get all sorts of neat tee-shirts and jackets, with the Porsche crest on them. Go on rallies. Race on race tracks. You can make it a way of life.

I want a car, not a lifestyle. I have a lifestyle. Look, if Porsche ever made a car that fits on my shopping list, I'd consider. Until that day, I'd like some other ideas.

But Porsche is now planning to develop an entry level sports car.

Right. And if they start today, maybe I'll be able to look at it in another four years, when I'm ready to sell the car I will buy.

Let's get back to work. Is there something you came in here to discuss?

A week later, she came back into my office, smiling proudly.

She said she bought a new Acura Integra GS. Loaded. Bright blue, gray interior. ABS. Killer AM-FM cassette. She told me the dealer's service area is open on Saturdays. And if you drop off the car during the week, they pay for cab fare to the office, and back for pick-up. She's very happy. Go figure.



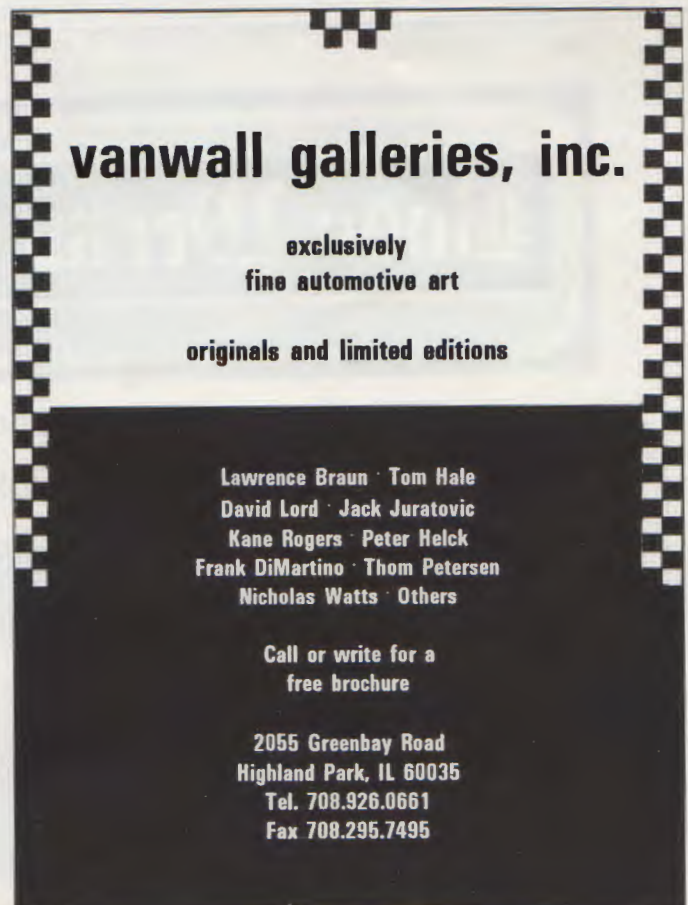
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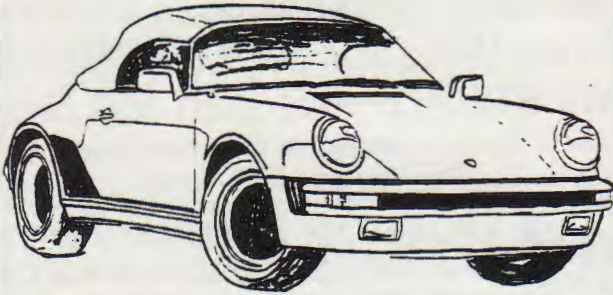
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WELCOME

TO OUR NEW MEMBERS

By Lee Lichtenstein

Joseph & Mary Ann Beckwith
Burr Ridge, IL
1984 911

Martin Bour
Frankfort, IL
1989 944

Daniel & Ellen Burkhardt
Arlington Heights, IL
1974 914

Gary & Deborah Cipriano
Buffalo Grove, IL
1986 911

Greg Domantay
Lake Forest, IL
1986 944

Joe & Darlene Holik
Mt. Prospect, IL
1986 911

Keith & Darlene Karouzos
Palos Heights, IL
1975 911S

Gene Kovalsky
Winnetka, IL
1988 911

Strat & Melissa Matsas
Wooddale, IL
1987 911 Turbo

Gregory & Hae Mi Palumbo
Winfield, IL
1978 911SC

Tom Phelan
Cedar Rapids, IA
1987 911

Hal Purkey
Downers Grove, IL
1960 356B

Bob & Gail Rees
Oregon, IL
1965 356C

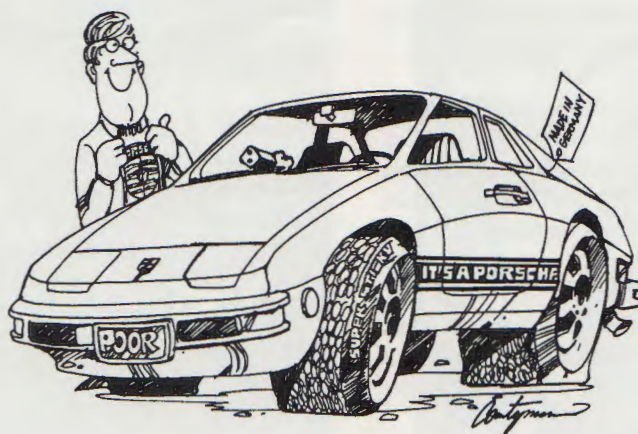
Hames Reum
Chicago, IL
1988 928

Charles & Eileen Stevens
Crystal Lake, IL
1987 944 Turbo

James & Mary Ann Vail
Lake Forest, IL
1987 928S4

James & Mary Ann White
Barrington, IL
1985 928S

Ewelina & John Worwag
Highland Park, IL
1988 944 Turbo



REAR VIEW MIRROR

SPRING DRIVING SCHOOL/AUTOCROSS

Sunday, May 3, 1992

By Walter Minato

For the past twelve years, I have been driving my 1979 911SC to PCA events. During last winter, the SC met its "evil twin" -- a 1992 911 Turbo. It has actually been over one year since the Turbo was actually ordered, It's just a long way from Stuttgart to Bremen to Charleston to Minneapolis to Schaumburg to Arlington Heights to immediate winter storage.

Now, it's spring time and time to run in the Turbo. First, a driving school at Mid-Ohio, conducted by the Ohio Valley Region. 1000 miles to Mid-Ohio and back. In between, two days of instruction during rain and shine. The tires were slowly scrubbed in. The engine adhered to a 5000 rev limit. Indeed, very limited boost conditions.

The Turbo's suspension only had a Stage I enhancement before Mid-Ohio (consider the normal factory setup as Stage 0). After Mid-Ohio, the Stage II kit was installed before the Chicago Region School. I believe I was getting focused!

On Sunday morning, May 3rd, the weather looked promising -- that is, it wasn't raining. Arriving at Arena Auto Auction, three lines of Porsches were lined up for tech inspection. I believe two lines were devoted to red and black cars, but it may be my faulty arithmetic. Inside the main building, Ed Leed resembled a magistrate passing judgment on a bunch of reprobate speeders or he was conducting a driving school. Either way, he had the undivided attention of his defendants/students. After all, if you go to a driving school, the traffic points get dropped.

Throughout the day, Bacino's of Naperville provided opportunities to replenish lost nutrients and calories due to vigorous, hyperactive automobile exercises and competition. Breakfasts, snacks, and lunches were available. With the moderate wind conditions outside, hot coffee was a particular favorite.

After the classroom session, three exercise areas were constructed for practice, practice, practice. Note to future students: do not appear to be inattentive; if you

do, Nick Brenkus will put a broom in your hands with directions to clear a hundred yards of tarmac. You get very hungry with this type of activity.

The first exercise area was an all-out acceleration, hard-braking, and turn-in course. In the Turbo, you sidestep the clutch with 3500-4000 revs up, and crack the throttle W-I-D-E O-P-E-N. Just before your eyes roll upward, you shift rapidly into second. Then, you jam on the brakes to test the standard ABS feature. Yep, it works. Oh, don't forget to turn toward the apex on your left. It was exciting/entertaining to witness the expensive noise and tire smoke produced upon acceleration and even more costly noise and smoke upon very rapid deceleration on other cars. Just scrubbing the tires, I guess.

The second exercise area was the slalom. During the school, a pass through the cones revealed a tight configuration that opened up after the first two cones. In the Turbo, the objective was to bring the boost up ASAP to avoid abrupt high boost conditions during the rhythmic wending around the cones. Yes, the Turbo is indeed wider than an SC -- or the rapid passage blew those cones over -- yes, that's it!

The third exercise area was innocently described as the "skidpad". In reality, it was the "Circle of Death", a diabolic circuit that was not flat, but was off-camber throughout. Hang on and press that pedal ... more ... more. Whoops, sliding that sucker a little wide -- back off a little.

Lunch break!

After lunch, the time trials were conducted. The three exercise areas were linked to form a most competitive course. This was one of the most enjoyable and exciting parking lot courses in many, many years of Chicago Region autocrosses.

The start of the course begins with the acceleration chute (Exercise #1), followed by a left-hander through a slow portion. In Turbo-ese, you are off the boost. A right, another right, a left (Turbos tend to blow wide on this corner -- ask Dan Gallagher).

Ater the left, you accelerate hard and bend to the left to join the skidpad (Exercise #3). One hard loop, then you fly off the circle to accelerate very hard (flat to the

floor) through a slight left kink. The key to releasing from the circle is patience. Release too soon, then you must steer through the acceleration section, possibly lifting (NOT!). Releasing tangentially at the optimum point, you go real fast! Ah-huh.

After accelerating through the kink, you arrive at the slalom (Exercise 2), but from the opposite direction. The key is to hold your acceleration as long as possible, braking into the slalom area. Jerry Quebe managed to brake through two sets of cones, thereby embarrassing many competitors, timewise. The end of the course meets you after the tightening slalom cones causes you to ponder, "How wide is my Porsche?" Ptud. Oh, that wide!

Great weather, great instruction, great food, great competition, great friends! A good time was had by all!



Ed & Debby check out the new timing equipment



Photos: Neiland Pennington



Our intrepid instructors, Nick and Ed



Arena Auto Auction Manager in his vehicle of the day



What a winning group!

Official Results
Driver's School and Autocross
Arena Auto Auction, Bolingbrook
May 3, 1992

CP	Class	Region	Driver	Car Desc.	Best Time
1	P1	CHO	Rip Patterson	'64 356SC	49.585*
2	P1	CHO	David Mathews	'74 914 2.0	50.275*
3	P1	CHO	Dan Tynor	'73 914 2.0	54.692*
4	P1	CHO	Peter Tinucci	'82 924	56.666*
1	P1L	CHO	Debby Tinucci	'82 924	57.526*
1	P2	CHO	Chris Inglot	'86 944 ~	48.646*
2	P2	CHO	Lee Lichtenstein	'83 944 ~	48.871*
3	P2	GST	Jonathon Murray	'92 968	50.081*
4	P2	CHO	Mike Mullins	'84 944 ~	50.187*
5	P2	CHO	Bruce Clay		50.689*
6	P2	CHO	Gary Kovener		52.761*
7	P2	CHO	Chuck Reiter	'91 944~Tbo	52.839*
8	P2	CHO	James Murray	'92 968	53.255*
9	P2	CHO	Neiland Pennington	'80 924 Tbo	53.422*
10	P2	CHO	Steve Carlson	'84 944 \	53.622*
11	P2	CHO	Mark Carlson	'84 944 ~	54.096*
1	P3	CHO	Harold Beach	'73 911T	50.619*
2	P3	CHO	Jim Murray		51.653*
3	P3	CHO	Al Wilhelm		54.202*
1	P4	CHO	Jerry Quebe	'74 911 Cra	44.823*
2	P4	CHO	Walter Minato	'92 911 Tbo	47.627*
3	P4	CHO	Jim Petrikas	'86 944 Tbo	50.281*
4	P4	CHO	Dan Gallagher	'79 930	50.650*
5	P4	CHO	Randy Schearer	'88 930	50.720*
6	P4	CHO	Don Larson	'87 930	51.762*
7	P4	CHO	Robert Rocque		52.577*
8	P4	CHO	Peter Kaludis	'86 ??? Tbo	53.303*
9	P4	CHO	Mike Faems	'87 944~Tbo	53.562*
1	P4L	CHO	Liz Quebe	'74 911 Cra	50.993*
2	P4L	CHO	Peggy Goldenberg	'79 930	56.907*
3	P4L	CHO	Nancy Neal	'86 944~Tbo	DNF
1	P5	CHO	Greg Turek	'91 C2	45.030*
2	P5	CHO	Nick Brenkus	'78 911SC	45.160*
3	P5	CHO	George Mueller	'87 911C	45.966*
4	P5	CHO	John Ruther	'90 C	45.968*
5	P5	CHO	Michael Zitzmann	'86 911	46.592*
6	P5	CHO	Rob Cook	'85 911	47.678*
7	P5	CHO	Laddie Sanda ~	'90 C4	47.917*
8	P5	CHO	Bill Urban	'81 911SC	49.112*
9	P5	CHO	Charlie Pyne	'84 911	49.715*
10	P5	CHO	Tom Kalina	'83 911SC	51.294*
11	P5	CHO	Gene Urban	'81 911SC	51.594*
12	P5	CHO	Bob Cook	'87 911	51.626*
13	P5	CHO	James Harrington		51.634*

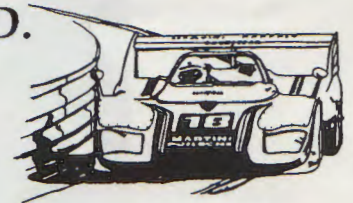
14	P5	CHO	Mike Metts		52.072*
15	P5	CHO	Ron Romac	'87 911	52.159*
16	P5	CHO	Richard Strahota	'88 911	54.095*
17	P5	CHO	Bill Schleicher	'80 911SC	56.219*
18	P5	CHO	Alan Stengel	'84 911	59.476*
1	P5L	CHO	Marla Turek	'91 C2	46.276*LFTD
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GRISWALD FAMILY VACATION AT ELKHART LAKE

There is an old saying; "You don't marry a man, you marry his lifestyle." I should have had my head examined for ever taking up with Gallagher. He said it would be a great weekend in Wisconsin. Instead it was like the Griswald family vacation at Wally World.

I should have known things would not be all roses when he started packing that little red car of his. You must understand that this man has several other cars he could take us to Elkhart Lake in. I admit the little red '59 "D" convertible is a cute little bugger. (I have several outfits that go very well with it.) But I just don't understand why this car at this time. I guess I will never understand men.

Anyway, here he was trying to put our suitcase, two helmets, cleaning supplies, car cover, etc. into that little car. They would not fit so the idiot took the spare tire out of the trunk. He told me not to worry. I told him if we had a flat, I would not stay and protect his precious little baby while he carried the flat to the nearest service station. He said several derogatory things about my sex in general and me in particular, started the engine and off we went.

Things started off well - 88 degrees. I put suntan lotion on my arms and legs. I knew I looked really cute in my little shorts in the red convertible. Gallagher was happy as hell for the first hour.

Then all hell broke loose. Somewhere between Chicago and the Wisconsin state line the rains came. My hair was ruined, the mascara was running down my face and the bastard didn't even care. He kept screaming that his car was ruined. I told him to take a look at me, and he said it would not take over a hundred hours to clean me up. After some gentle urging on my part - I told him the wedding was off - he finally agreed to pull over and put up the top. I will never know if it was his love for me or the fact that he couldn't get the windshield wipers working but he did pull over to put up the top.

I wanted to run into a nearby restaurant and get out of the rain but he pulled the waterproof car cover over my head and told me to shut up. He then started putting up the top but some little pin that holds it down broke. He then made me stand under the car cover, being careful not to let it touch the ground, while he tried to fix the wipers. He found a short in the fuse box and if I pressed in the fuse, the wipers would work. So back in the car I went.

He tried to start the car but the battery was dead. The man totally lost it. I never heard such language in my life. He was so upset he was foaming at the mouth, and the rain was running down his face. He said it wasn't rain but tears. I would have laughed but he would have killed me. He then had me sit in the driver's seat and attempt to pop the clutch while he pushed the car. I learned how to drive a stick shift when I met him and, needless to say, I didn't do it right. Gallagher was now ready for the rubber room. Fortunately, a couple stopped and gave us a jump. Off we went.

My hair, makeup and cute little outfit were now ruined. He couldn't have cared less. All he cared about was the stupid car. He even had the nerve to tell me that if we could get up to 60 mph, the wind would take the rain right over the car. Here I was, holding in the damn fuse, worried about electrocution, looking like a drowned rat and he wanted to know if I was having a good time yet!

We made it to Wisconsin, the sun came out, the rain stopped, and I didn't have to mess with the damn fuse. Out came the suntan lotion and I got busy beautifying myself. Gallagher was still upset as hell. He was rambling on incoherently about his ruined car.

All was well until we got north of Milwaukee where within the distance of one mile, the temperature dropped 30 degrees. My hair had been ruined, my outfit soaking wet, and now I am freezing to death. It was 52 degrees when we pulled into Siebkens. I wanted to go upstairs, get under the covers and warm up but no, we had to wash the car.

We did have a nice dinner with the Zanns and Cooks in St. Anne's and then had a fine time back in Siebkens saloon.

Saturday morning came too soon. The first thing I noticed was the cold - it was 35 degrees outside. After a terrific breakfast, Gallagher and I got into the little red car with the top down and went to Road America. I had on three long sleeved shirts, two sweat shirts and a jacket. Fashion was definitely out, and to think that he had me bring two swimsuits.

The event was going well and, in spite of the cold, everyone was having a great time. Thankfully, Pat Sanda invited me into her Lexus with Lois Beach and Shirley Cook. Heat! We had a great time but decided that in our next life we would fall in love with a man whose hobby was yachting in the Caribbean, instead of one in his second childhood who liked driving a race car around the frozen tundra.

I don't know how Gallagher did it but somehow he talked George Weathered into safety wiring the top up on the little "D". I am now so happy. We leave the track at 3 to watch the Bulls game. I ask him to turn on the heater and he says, "What heater?" He then goes into a long tirade about elegant simplicity and that if this car was only one year older, it would not even have roll-up windows. I just don't understand men.

We had a great dinner at Siebkins and an even better time in the tavern. Poor little Andy Heard, I doubt if he will ever live it down. See me for details.

At 7 AM I went to breakfast with Ed Kessler as Gallagher was suffering from the Irish flu. It was 34 degrees and snowing out! After a wonderful breakfast, it was back to the track.

On the way we were stopped by one of Wisconsin's finest for speed unbecoming a '59 Porsche. Serves the bastard right after what he did to me. He got off with

a warning because the cop liked his car.

We got to the track and to my surprise everyone was having a great time. The men were worshipping their cars and the women looked like Eskimos.

Gallagher and I took a few parade laps so the vain bastard could get his picture taken at Road America. It was cold, so cold that even Robert Redford couldn't have warmed me up. I talked him into leaving in the early afternoon so we could go home and warm up.

The trip home wasn't too bad. The top stayed up and we didn't have a flat. Memories, I have them. Cold, cold and more cold. Rain in my face and a lunatic for a man.

I can't wait for the Labor Day event. Sign me up. Only then we are going in the 930 - it has a roof and a heater.

Peggy



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Louis Forbare's RUF braves the cold



Larry Petrie's Carrera gets some adjusting

Photos: Dan Gallagher & Arnie Zann



Smart people know where to keep warm



Corner worker comments on the weather

BEHIND THE SCENES

It's hard to believe it's July already. Time does fly when you're having fun! For all you newcomers out there (the old-timers? already know) we have an event coming up on Sunday, July 12th that you don't want to miss - Potter's Picnic. It's not that often that we can bring our kids to a Porsche event. Not so this time. This is an event for the whole family. Trust me...don't miss this fun filled day. I hope most of you that are not going to Parade have signed up for the Odyssey Dinner Dance Cruise on Sunday, July 26. If "Miss Peg" organized it, you just know it will be great. Rumor has it that Dan will be doing the on-board cooking - I heard he's been searching the town for buffalo steaks, succulent chicken neck-bones and just last week he was spotted down at Navy Pier, rod in hand- searching for that wonderful gourmet delight - cajun carp. Boy! there is nothing that guy won't do for this club.

When we live in climates that permit outdoor activities for just a few months a year, we should really turn out in number when there is an event. There is life you know after driving events and concours!?

I love a parade, I really do. Due to other matters far, far more pressing (can that be!) John & I will not be going to San Diego this year. It would have been a blast - it always is. For those of you in this region that are going, I would like to wish you good luck in all the events that you have entered. Do the Chicago Region proud - come home with all the trophies. One word of caution...watch out for each state's finest....they know your comin'..... that is not the kind of trophy I was talking about..

Enjoy the summer, enjoy our events. I'll be back here in this space when school starts (yeah!)

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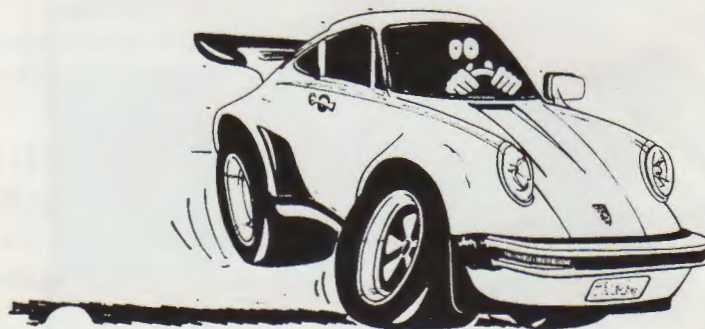
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● FOR SALE - PORSCHE

1969 912 5 speed #129022573, Ossi Blue w/black, sun roof, alloys set up. The affordable, driveable Porsche, \$11,000. Wayne Potter, 23255 W. Townline Road, Grayslake, IL 60030 (708)546-4457.

1970 1.8 914 race car. Dave Finch updates. (2.43's Road America & 1:19mm at Blackhawk). 170hp Finch motor/2 hrs @ 7000 rpm. \$17,000 w/fresh trans. with 904 main shaft/zero hrs. 1970 914-6 race car w/IMSA body work. New 2.8 motor with no hours. Over \$55,000 invested. \$30,000 OBO. Hari Matsuda (708)677-3777 days, (708)475-4356 eves.

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1983 928S Automatic, Slate Blue paint & interior, excellent cosmetics & mechanics; new brakes & timing belt, \$16,000. Accept '79 924 normal as partial trade. Also some 914 sheet metal & interior parts for sale. John Kissinger, 3S570 Landon Drive, Warrenville, IL 60555 (708)393-6592.

1987 911 Carrera Targa, Marine Blue/dark blue leather interior, 41k mi., alarm, central locking, power windows, seats and mirrors, cruise, intermittent wipers, more, service records. Excellent condition, second baby on way, must sell. \$31,000 firm. Mike Kenaga (312)427-1300 days, (708)246-2123 eves.

● FOR SALE - PARTS

914 four bolt 5" Fuchs alloy wheels - \$500.00/set. Mounted Goodyear "S" on MSW wheels for 944 Turbo (used twice at Blackhawk) \$300.00. Yokohama AVS intermediate tires for 944 Turbo in super condition - low miles \$200.00/set. Hari Matsuda (708)677-3777 days, (708)475-4356 eves.

928 Stuff: MSD power tube \$75; flannel cover \$50; Colgan bra \$50; oil filters 4 @ \$25; air filter \$25; cap/rotor/belts \$15. Bruce Janecek (708)354-1901 weekdays, (708)361-8421 other.

From 1986 944 Turbo: One 7 x 16 club sport wheel, two 8 x 16 club sport wheels. George Mueller (708)371-0119 after 8 PM.

Four Group-B type center caps polished with inlaid crest, beautiful, \$175/set of four. 914 U.S. taillight lenses (red) Exc. condition \$50/pair. 911 U.S. taillight lenses (red) Exc. condition \$50/pair. Original (1972) 914 steel wheel & tire (Dunlop SP-57), never used \$25.00. Two black Recaro LSC seats, corduroy material - no rips/holes, fair condition \$500 for both. Dennis Raucci (708)452-8880 days, (708)452-6222 eves.

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924/944 parts: BL-380 - 3 aeroquip brake lines \$59. PC 252 Purolator oil filters \$3.00 ea; PFC-6 early 944 fuel filter \$18; FDB-123M Ferodos for 924 \$19.95 set; 924 Haynes manual, new \$9.00; PM 1743, 924 Turbo oil filter, \$10; OC75 Mahle oil filters, 944, \$8.00 ea; AF3191, 944 air filters \$9.00. Uncle Frank Wagner (708)2-2-FAST-6 weekends, eves.

356, 911, 912 & 914 parts: 912 engine with Solex carbs. 912/356 muffler, parting out 1967 911 - brakes, interior, glass, doors, trans, suspension, new floor pan and laterals in box, uncracked dash top and car shell. 356: 5 Rudge knock off wheels with hubs & "A" brakes (no spinners). Many 914 parts available; 2.0L engines, doors, hoods, trunks, engine lids, interiors, center console, bumpers, anti-sway bars, side shift transmissions and linkage, Mahle alloy wheels, flywheels. Almost anything. Call with needs. Glenn Stazak (708)208-1924.

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912 engine #836679, type 616/36 needed to match chassis. Cash or trade. Shipping paid. Running or not. James M. Cox Sr., 10139 North Blaney Avenue, Cupertino, CA 95014 (408)252-4554.

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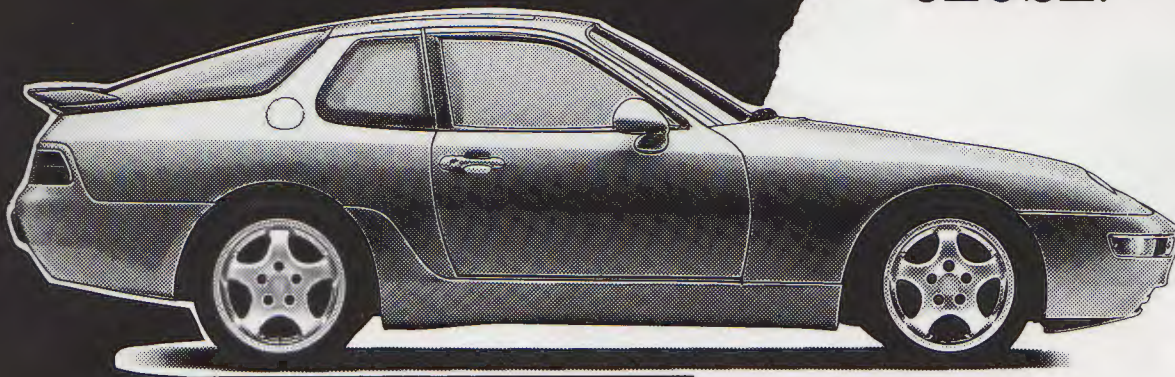
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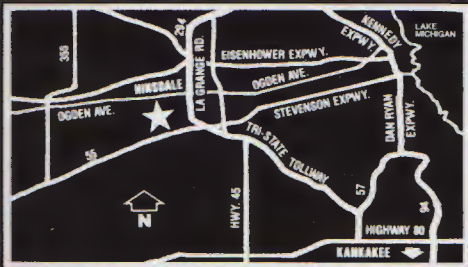
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