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THE PORSCHE CLUB OF AMERICA,  
CHICAGO REGION



# Chicago Scene

JULY 1997



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# Chicago Scene

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**Cover Photo:** Road America's Canada Corner  
Photo by Steve Rashbaum

## Chicago Region 1997 Calendar

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

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## PCA - CHICAGO REGION HOME PAGE

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Board Member and Coordinator addresses are available in the 1997 Membership Directory or directly from the Board Member, or Coordinator

# In Gallagher's Gear

I did return from the land of beer and brats, but just barely. This was not caused by too many Heinekens but by hypothermia. I think this year's event at Road America will be remembered as the year of the big cold, just as the event several years ago is remembered for the fog. On Saturday it was 84° in Chicago, 74° in Milwaukee, but only 53° at Road America. What a difference 60 miles can make. In spite of a cold weekend the two hundred participating drivers, their families and friends had one great weekend. I just cannot tell you what a great weekend this really is; the track, the cars, the food, Siebkens saloon, but most of all, the people. It takes a large crew to put on an event this size. Thanks go to Arnie Zann, Margo Pinkerton, Chris Inglot and to all the volunteers; especially to the Registrar Chuck Bittman for the fine job of coordinating Registration.

Our other track/Drivers' Ed event, Blackhawk I, was nearly as successful. Some sixty two Porsches (and other lesser cars) showed up based on my long standing promises of good weather, fast lap times, and great machinery to look at. I was able to deliver on two promises. Yes, that's right (I can hardly believe it myself), it was cold and rainy. For only the second time in 100 or so Blackhawks, I had to close the track down for a time because of the rain. It seems that this spring is the coldest, rottenest one I can remember. But, in spite of the conditions, all had plenty of track time and no one did any damage to their machinery in spite of the tendency to sudden oversteer. Thanks so much to the good lady Peggy for handling Registration and to Rich Noose who managed the start line for me. The good lady also arranged for an excellent post-track dinner at the Holiday

Inn where we all toasted Bob and Ginny Gummow's forty second anniversary. My upcoming June 18th event will once again feature "Gallagher" weather. As I have run out of children and virgins to sacrifice, Volkswagens to burn, cases of Heinekens to drink, I did in Bill Murrin's dog to guarantee great weather.

You have probably noticed a continuous thread in this article; the weather, good times. It has been raining 'on our parade' all Spring (if there is such a season in Chicago). Lake Geneva was the same story; lousy weather, great time. It took me a while to like driving the high banked ovals for an autocross, but now I love it. The ½ mile oval track with 22° banking is great fun. It is almost the only kind of an autocross track where I can use that torque in the big V-8 Porsche to any advantage. This year, however, we had rain and cold causing the 928 to make several unplanned excursions into the muddy infield; something that Gear



*Peggy Gallagher dressed for the non-typical 'Gallagher' weather at Blackhawk I ...*

*Photo by Steve Rashbaum*

Head Garcia and the Beanie Babies/Heinekens Racing 928 Team were not too excited about. Great fun.

This was my first time in the Master's Class and I was largely looking forward to friendly competition from Ed 'No Lift' Barnicle and his C4 993. The sight of the mud-covered 928 scared him off; the wimp. Thanks to Nick Brenkus, Event Chair; Sue Brenkus, Timing and Scoring with Amy Murrin, Jill Girard, Lee Lichtenstein, and Susan Shire; Gary Knoblauch, Jeff Girard and Chris Inglot who made all this fun possible.

The only good weather lately was for Concours I. It was a good thing too for as we all know that Concours cars and rain do not mix. Jim and Patty Jacisin had a nice day for our first Concours, held at beautiful Wilder Park Conservatory and Gardens in Elmhurst. I really like the idea of picturesque places for a Concours. Thirty four cars entered our four class Concours. Over the last several years the growth in participation and the ever improving quality of the cars has been very impressive and I think it is because we have classes for street clean cars to fully restored Porsches. But for whatever reason, we will take it. Thanks to Jim and Patty and Pat Yanahan for a fun day surrounded by beautiful Porsches.

I am sure that most of you have heard by now that I have some very bad news to report. On May 18th, during the Jefferson 500, a vintage car race, our own John Legat was killed in his Chevron race car. John, 51, actually Johan, was born in Germany. Some twenty years ago he and his wife Wally came to this country and started a small business. John, his business, and his family did very well here. He took up Porsches some five years ago and would attend our Elkhart race weekends with the Singer/Hish group. Joe, John, Karl and their kids became an inseparable group at our PCA Club

Racing events as well as various historic and Vintage races.

I used to enjoy their company at Siebkens and 52 Stafford. John was always quick with a smile and to buy a beer or two. He loved to talk about racing and Porsches. You may remember his green RSR and the yellow 911. None of us know how death will find us, but I know that this friend died doing something he really loved; racing. His companionship will be missed, especially by the Singer and Hish families. My deepest condolences to Wally and John's daughters.

It seems that bad news always comes in three parts, but we have it in fives. On behalf of the Club I extend our sympathies to the Bill Murrin family on the loss of Bill's father. Bill Sr. came up to Blackhawk last year. At eighty years of age, after taking the Parade Laps with Bill Jr. in his 968, he spent the rest of the day 'hanging out' at the track. He even thanked me for a great day. What a nice thing to say.

We have learned of the death of another member, Paul Jarabek. Always quick with a joke, a grin, and a 'can I get you one', Paul's company will be missed at Siebkens, Road America and our social events. Our condolences to Paul's family.

I have also been informed that two of the loveliest ladies of our Club, Myra 'Lonnie Anderson' Knoblauch and Jeanne Ruther, have each lost their fathers recently. While I never met the gentlemen, they must have been very special to have such fine daughters. Our sympathies go out to both ladies and their families on their losses.

By the time that you get this newsletter the Apple Blossom Rallye, the Texas Parade, Blackhawk II, the Kane County Cougars Baseball Game and Picnic, and the Tres Chic (not for women only) Autocross will be only memories, but you will know how badly I beat Ed 'No Lift' Barnicle at the autocross in my Beanie Babies/Heinekens Racing

928. I hope that you attended and enjoyed these excellent events.

As we are at the zenith of our summer, I have a lot to tell you about. On Saturday July 5th, Ed 'No Lift' Barnicle will be presenting our first golf outing. We (our Social Chair, the lovely Peggy, and the Board) try to bring you some non-structured, non-driving events so that all may enjoy the terrific camaraderie of the Club. Although the tee time registration date is past, come join us at 4:00 PM to walk the course and then for dinner at the Wolf's Head Inn (just down the street from Four Flags Golf Course). Members who wish to join us for dinner only can meet us in the bar at the Wolf's Head at about 8:00 PM.

Our 3rd autocross of the season, The Rockford Rumble, is Sunday, July 13th. Our illustrious Autocross Chair, Mr Jeff Girard, always plans a challenging course but I do not know how much of a rumble it will be as the track is actually very smooth. The time and place for dinner and post track festivities will be announced at the trophy ceremony. So, grab your helmet and try to beat me in my quest for yet another FTD/8.

Mark your calendars on Wednesday, July 16th, for my Blackhawk III Drivers' Education event. I know that the weather will be perfect as this time I am going to sacrifice the Murrin's cat. (I never liked that cat anyway as it hunts birds.) If you want to have fun in your car and really learn about high performance, this is it! As I said last month, this is the most fun you can have with either your clothes on or off.

This year's Potter's Picnic will be the 40th held by the Potter/Patterson family at their spacious farm in Grayslake. This is really our only family event. It was originally planned and has continued as a venue for you and your kids to enjoy each other, our beautiful cars,

and the other members and their families in the beautiful setting. There are all kinds of things for kids of all ages to do; radio controlled car races (bring your own), frog hunting, coloring contests, water balloons, and volleyball. The sight of the Concours Porsches on the spacious lawn is still something that takes your breath away and you will see some long-time members that do not attend any other events. The beer is cold, the brats are hot, the cars are beautiful, and the people are great. What more could you ask for?

Last, but not least, my best friend, Ed 'No Lift' Barnicle, is chairing this year's 4th autocross. The guy who let a little rain keep him off the high-banking at Lake Geneva, is putting on the Hawthorne Autocross, Sunday, August 3rd, at the spacious Hawthorne Race Track. This will be the year's only true autocross/gymkhana as it is our only parking lot event. I am sure this course will be tight to favor 911s over the wide-ass 928s and 930s. If you think you can put your Porsche between those pylons and want to have a great time, bring your helmet, some snacks and beverages (the concessions stands will be closed), and come on out to beat 'the Barnicle'. A catered lunch will be available for purchase. The dinner site will be announced at the trophy presentation.

Tomorrow the good lady Peggy and I take on Susan Shire and Steve Rashbaum's Apple Blossom Rallye. I'm really looking forward to it as the Rallyemasters have bet me that we will come into a checkpoint from the wrong direction. Place your bets on the old man and then check the results found elsewhere in this newsletter. If I don't come in backwards (and then have to listen to Shire and Rashbaum gloat) or I don't get beamed by a baseball at the Kane County Cougars game you'll hear from me next month.

Gallagher

# June 29 - August 30, 1997

Chicago Region events in shaded boxes

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>June 29</b> AUTOCROSS II - TRES CHIC - ROCKFORD NOR DE/Nelson Ledges	<b>June 30</b>	<b>July 1</b>	<b>July 2</b>	<b>July 3</b>	<b>July 4</b> Independence Day SMR DE CR/Gingerman	<b>July 5</b> GOLF - DINNER Scene Deadline CR/Stapleton
<b>July 6</b> CR/Stapleton SMR DE CR/Gingerman	<b>July 7</b>	<b>July 8</b>	<b>July 9</b>	<b>July 10</b>	<b>July 11</b> Board Meeting CR/Putnam Park Road Course	<b>July 12</b>
<b>July 13</b> AUTOCROSS III - ROCKFORD RUMBLE CR/Putnam Park Road C...	<b>July 14</b>	<b>July 15</b>	<b>July 16</b> BLACKHA- WK DE	<b>July 17</b> RSR DE/Waterf...	<b>July 18</b> Road America - Vintage/ Historic Weekend	<b>July 19</b> Road America - Vintage/ Historic Weekend
<b>July 20</b> Road America - Vintage/ Historic Weekend	<b>July 21</b>	<b>July 22</b>	<b>July 23</b>	<b>July 24</b> NSR DE/ Road America	<b>July 25</b>	<b>July 26</b>
<b>July 27</b> POTTER'S PICNIC CONCOURS II	<b>July 28</b>	<b>July 29</b>	<b>July 30</b>	<b>July 31</b>	<b>August 1</b> Board Meeting Road America - Cycle Fest	<b>August 2</b> Road America - Cycle Fest CR/Portland
<b>August 3</b> AUTOCROSS IV - HAWTHORNE Road America - Cycle Fest CR/Portland	<b>August 4</b>	<b>August 5</b> Scene Deadline	<b>August 6</b>	<b>August 7</b> MSR DE/Water...	<b>August 8</b>	<b>August 9</b> GINGERMAN DE
<b>August 10</b> GINGERMAN DE	<b>August 11</b>	<b>August 12</b>	<b>August 13</b>	<b>August 14</b>	<b>August 15</b> MONTEREY HISTORIC RACES & CONCOURS Road America - CART Race	<b>August 16</b> MONTEREY HISTORIC RACES & CONCOURS Road America - CART Race NOR DE/Mid-Ohio CR/Pocono
<b>August 17</b> MONTEREY HISTORIC RACES & CONCOURS Road America - CART Race CR/Pocono	<b>August 18</b>	<b>August 19</b>	<b>August 20</b>	<b>August 21</b> RSR DE/Waterf...	<b>August 22</b> NOR DE/Mid-...	<b>August 23</b>
<b>August 24</b>	<b>August 25</b>	<b>August 26</b>	<b>August 27</b>	<b>August 28</b>	<b>August 29</b>	<b>August 30</b> DE/CR ROAD AMERICA 'BIG EASY PARTY' CONCOURS III

# Aungahh!

This past month has seen the beginning of the speed events for this year. It has been quite an adventure for us as we begin our second season as autocrossers and track participants. Our "hot shoes" do not quite fit but we are working hard to get to that moniker. The following excerpts from our 'track diary' illustrate that this journey has been and will continue to be a great deal of fun and a wonderful adventure.

**May 4th, Drivers' School** (Susan a.k.a. Sweetie): Steve was in Florida for business so I had the car to myself for the very first time ever! It was a beautiful Spring day and I wasn't nervous. He has always said that there's nothing that I can do to the car that can't be fixed. So, I took him at his word. Being alone I was able to concentrate on just me and my driving. At John Mueller's "Go", I screeched through the slalom - my favorite part of an autocross course. Ed 'No Lift' Barnicle, at the start line of the brake pad, encouraged me to go faster and brake later. I finally did and really smoked those tires! Confident, comfortable in the car, and encouraged by Marla Turek, I flew around the skid pad. I tasted speed! I loved it! What a wonderful time! Tired but happy, I headed home, singing out loud, "Move over Steve, Sweetie wants more seat time!"

**May 14th, Blackhawk** (Steve): Susan had to work so I was solo. This is our second season 'at the track'. Actually, the May event was only the third time at Blackhawk. The weather was uncharacteristically poor; rain, cold and wind. (Dan apparently did not appease the weather gods properly; couldn't find a virgin.). The turnout was good even though the weather was uncooperative.

*Nice Spring in Illinois! I took some early laps and promptly discovered that a wet track is a slick track - spun out. No harm done except to the confidence. Later, I asked my friend Chris Inglot to take a few laps with me to give me the advantage of his experience and expertise. What is this talk about the wet line? So many new places on the track to turn in and to track out. Braking? Noooooo Way! Into the Carousel we went. Chris commented that I was probably carrying too much speed. "Slow down", Chris suggested. More strongly Chris again suggested that I consider slowing down. Too late! Another spin. Again, no harm done. Chris noted that I was completely in control of a car out of control. "Should have slowed a bit", Chris finally stated. I was a bit more conservative for the rest of the day. The track finally dried out in time for the last session. Chris, good friend that he is, took a deep breath and went out with me again. Good line this time and good car control. No dramatic events, but some refinements from Chris which were communicated via hand signals as I found my way around the track. Thanks for the help Chris. I hope you'll be as available and brave in the future.*

**May 18th, Lake Geneva Autocross** (Both of us were there.): *Again it was raining and chilly and again the track was wet. I already had the experience of driving on a wet track, learned that they are very slick and knew that spinning is a consequence of over exuberance. Another very good turn out for a bad day. Nice Spring in Illinois! There was a lovely banked turn going into the timing lights. A good place to pick up speed to carry into the first turns of the autocross. Watch out! Chuck Bittman was going for it; the wall, that is. Spinning and looking in control for being out of control. Nice for style points but poor for times. He finally saved the spin and made it safely past the wall without any damage to the 924; even had a decent time. Then there was our esteemed leader, Dan Gallagher (with Gear Head Garcia, the Beanie Baby, as instructor; his*

*body wedged into the sunroof). Dan made it safely onto the course but decided to try his spin in the infield instead. Again, really good style points - mud was flying all over the place. We were told later that Gear Head Garcia was not muddied; bruised and battered, but not muddied. (The Range Rover group who were learning off road techniques on a different speedway field could have competed with Dan.)*

Move over Steve. Sweetie wants to 'rock and roll'! Finally, it was my turn. Couldn't get him out of the car long enough to get more seat time!. Talk about style points. Was almost done with my first run and it was a perfect 10. (I'd been working with my good girlfriend Susan Brenkus and her very efficient timing & scoring crew up in the tower and had watched where the others had spun out on the banked turn). I had successfully traversed virtually the entire course and was headed for the timing lights at the finish. I knew to wait a little longer to put the pedal down on that lovely banked but wet turn ahead. Carrying some really good speed into the banked oval, I dashed for the finish. Good job on a wet track! Two 360's and one 180! Over the finish line backwards! What I learned at the Drivers' School flashed before my eyes; along with the tire wall and the infield pole. Both feet out and both feet in; in control of an out of control car. I should have been given a bonus four second reduction in time for the panache! Maybe I'll consider making it my signature!

**May 24th and 25th, Road America.** (Both of us were there: Steve was driving. Sweetie was helping with Registration in the Tech Barn and not driving.): *Nice Spring in Illinois! had followed us to Wisconsin; cold, very windy, cloudy, and the threat of rain. I had to readjust the harness so that the parka would fit. Is goose down flame retardant?*

I was so cold.  
180 or so cars at that beautiful track. It was time for more experience at speed. (I was very successful in C class last year. Translation: I was safe to myself and others, got time on the track to

learn the line, improved my technique, and drove the 951 home at the end of the weekend). So, this year I moved up to B2. I thought that driving with more experienced drivers would help improve my skills even if everyone passed me. Speed comes with technique and smoothness. Dry track this time, so I was more confident that I would be headed front-first down the track rather than performing a beautiful pirouette; good for style points but lacking in efficiency. First run was good. Good line, braked later into the braking zone, on the throttle at the turn-in point, smooth. I actually passed cars. Neat! Next run, again smooth and, it seemed, a bit quicker. Where was Ingot? I needed some more coaching. Good friend that he is, he took another deep breath and agreed to come out with me. "First though," he asked, "want to run a session with me?" Couldn't pass up an offer like that as I realized that there is a HUGE difference in skill level and experience. (Moreover, I was really happy that we did not spend the previous evening drinking at Siebkens. Lots of G-forces at play. Were we actually going to slow down enough to make the corner? Did he put KrazyGlue on his tires? Did the composition of the track change between run groups? Why weren't we airborne? Was I going to 'hurl' in my helmet? What fun!)

I was freezing and needed some hot coffee and a bonfire!

My turn. We had a good conversation during the warm-up lap. We compared notes on the line, talked through braking and acceleration and even talked about tires and set-up. (The 951 is completely unmodified and so we are very curious about what we can do to improve it.) Green flag and time to get moving. No hand signals and I guessed that was a good sign. Chris talked me through a few sections and encouraged me to drive more assertively; always safely and in control. Several good laps. Braked later, got on the accelerator earlier. Straight line to Turn 3, saved distance and caught the cars ahead. Same for Turn 5. Worked well. Up the hill to 6, one-one thousand, two-one thousand, braked, turned in and set up for 7. Hard

through 7, down the hill to 8. Braked very hard, late apex. Gradually turned in to the apex in the Carousel. Hard on the throttle. Lifted, set the car up for the Kink. Turned in, eased in the throttle, apexed Full throttle to Canada Corner. Braked hard, turned in, powered into 13 (wonderful turn), straight for the turn in point at 14. Again, cut out distance and gained ground on the cars ahead. Late apex, hard on the gas out of 14. Chris implored me to go faster up the hill. I assured him that the pedal was all the way down and that the legs were moving as fast as they could. No chance up the hill against those with BIG HP. We drove several laps like this. Chris coached and I learned.

It was very pretty and peaceful there; even with the siren-like serenade of the cars on the track. I liked all the people; some have become very good friends, very enthusiastic and supportive of our autocross and track efforts. I'm glad that we participate in the Club's events. But, I really was cold!

Session six, turned some great laps. (Chris was with me again, fine tuning). The next lap I was doing great until turn 3. I thought that my brake pedal was a bit soft. I began to think about it and lost focus. Turn 5 was fine but the pedal still did not feel as hard as I thought it should. Missed the apex at 6, a bit wide at 7, lots of speed into 8. "Too much speed", Chris noted. (I wondered if he tires of saying that to

me). Poor apex and missed the track out point. Over the rumble strips, one 360 - only a few style points - and onto the grass. Excellent control of a car out of control. Feet out and feet in at the proper times. No harm done. I guess you get good at this when you practice. Chris and I drove back to the paddock and compared notes. Concentration is key. Great weekend. Even given my off-road excursion, I drove much better than I drove last year. I am feeling more comfortable in the car all of the time and am anxiously awaiting my next adventure on the track.

I didn't understand our conversation on the way home about why we're going to fix the brakes with bigger brakes. And what's a cool brake kit and why do we need it?

We don't play golf, but it sounds like a fun time on the 5th. So, we'll see you there as well as at the Rockford Rumble Autocross, at Blackhawk and at the Potters' farm for Concours II, beer, water balloons, and brats!

Steve and Susan

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

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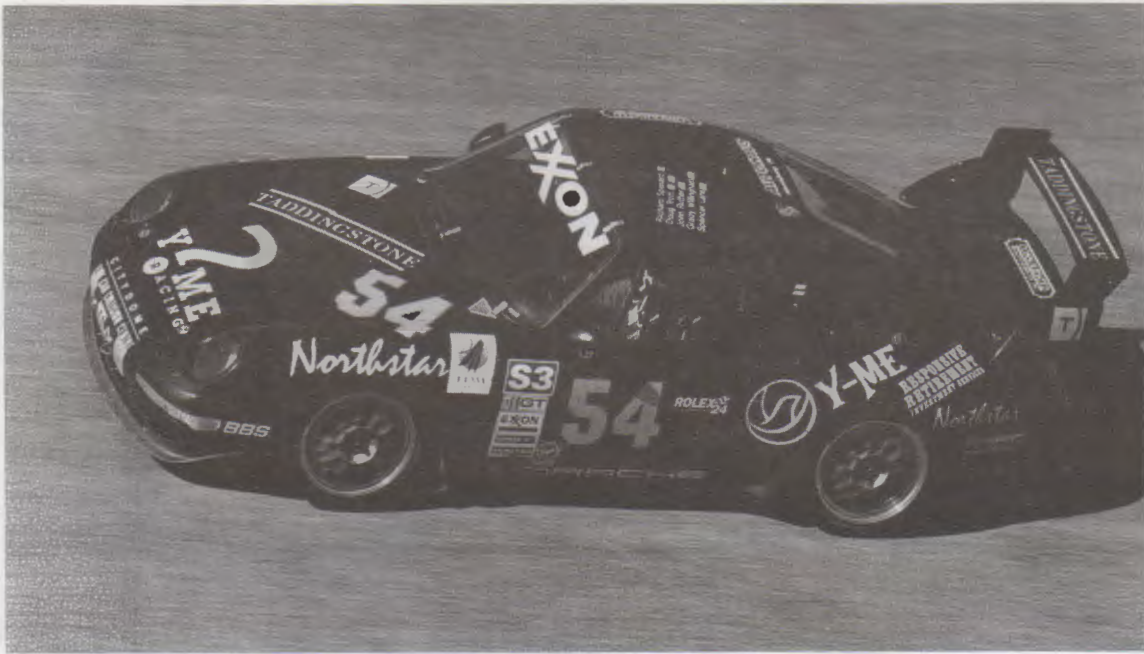
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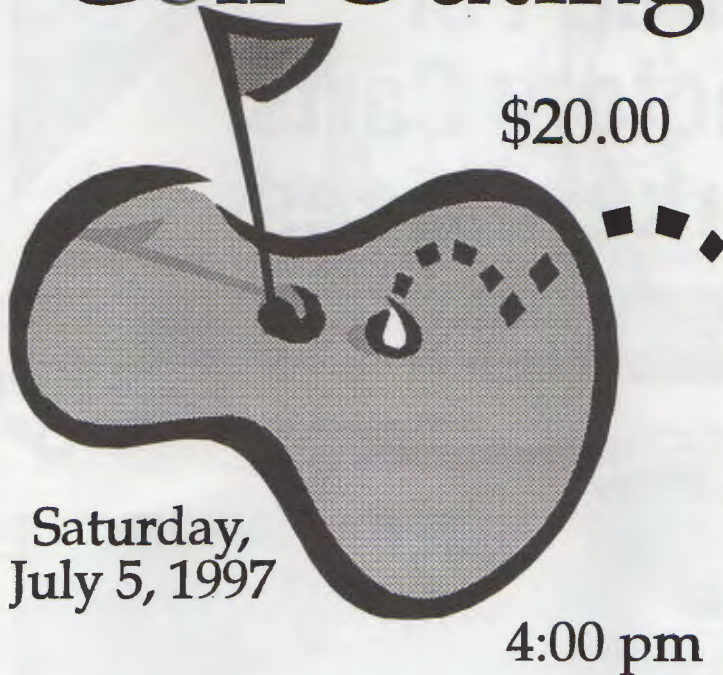
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# Golf Outing and Dinner



Saturday,  
July 5, 1997

## Flagg Creek Golf Course

Wolf Rd., south of Joliet Rd.  
Countryside, IL  
708.246.3336

### DIRECTIONS:

From the North  
I-294 south to I-55 exit  
Pay toll-exit immediately at Joliet Rd.  
Turn right at 1st light (Wolf Rd.)  
One block to Golf Course entrance

From the South:  
I-294 north to I-55 south exit  
Take Wolf Road option  
Right one block to Golf Course entrance

Mark your calendars now to join us for the first-ever Chicago Region Golf Outing and Dinner to be held at the conveniently located **Flagg Creek Golf Course** in **Countryside, IL** on **Saturday, July 5th**. We will play **nine holes** with tee times **beginning at 4:00 p.m.** Registration is limited to **40 players** and because Flagg Creek needs a guarantee to reserve the tee times, **registration will close June 25th**. No entries will be accepted after that date.

This event is open to skilled and non-skilled players alike. Flagg Creek features three sets of tees on each hole, and plays from a short 1835 yd. to a more challenging 2492 yd. from the blue tees. The course is short and open enough not to intimidate beginners, yet will test the more experienced players' shot making skills. We will play a scramble format to keep everyone contributing to each team's score, and will award prizes for contests that will give everyone a chance to win. The entry fee is **\$20.00** and covers greens fees only. Please provide your own clubs as the course has only a very limited supply of clubs for rent. Carts will be available for those who want them at the regular course rental rate. Immediately after the golf, prizes will awarded and those wishing to party in the grand Chicago Region manner will find food and drinks available from the menu. Non-golfers are welcome to join us for dinner.

This promises to be a good reason not to fight the holiday traffic trying to get out of town, a great way to spend part of the long weekend, and the start of another PCA Chicago Region tradition. Register now and be able to say that you were there when it all began!

In closing, please ignore the rumors that there will be a golf cart autocross in the parking lot after the golf. The Flagg Creek pro said "No way!!"

Registration for the Golf Outing portion of this event is closed. Please feel free to join the golfers at the Flagg Creek, walk the course, and cheer for your favorite players. At the conclusion of the golf, prizes will be awarded and then, in the grand Chicago Region manner, drinks and dinner will be available from the menu at the Wolf's Head Inn (just down the street at the corner of Joliet and Wolf Roads). Members wishing to join us for dinner only may meet us at the Wolf's Head at approximately 8:00 PM and should give Ed a courtesy call so that he may give the Wolf's Head Inn a 'head count'.

QUESTIONS? Call Ed 'No Lift' Barnicle at 708.579.0313

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944	944 573 01105	A/C Condenser	\$621.72	\$383.00	38%
911/ 928/ 944	928 110 25300	Fuel Filter	\$27.68	\$15.00	46%
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# Blackhawk I



*Mel Wostoupal looks for Spring time ...*



*Rich Noose 'stops' and 'starts' ...*



*The Start Line crew looks for 'hot' shoes ...*



*John Ruther advises how to 'drive on water' ...*



*Porsches and lesser marques ...*

*Photos by Steve Rashbaum*

## ANNOUNCING

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

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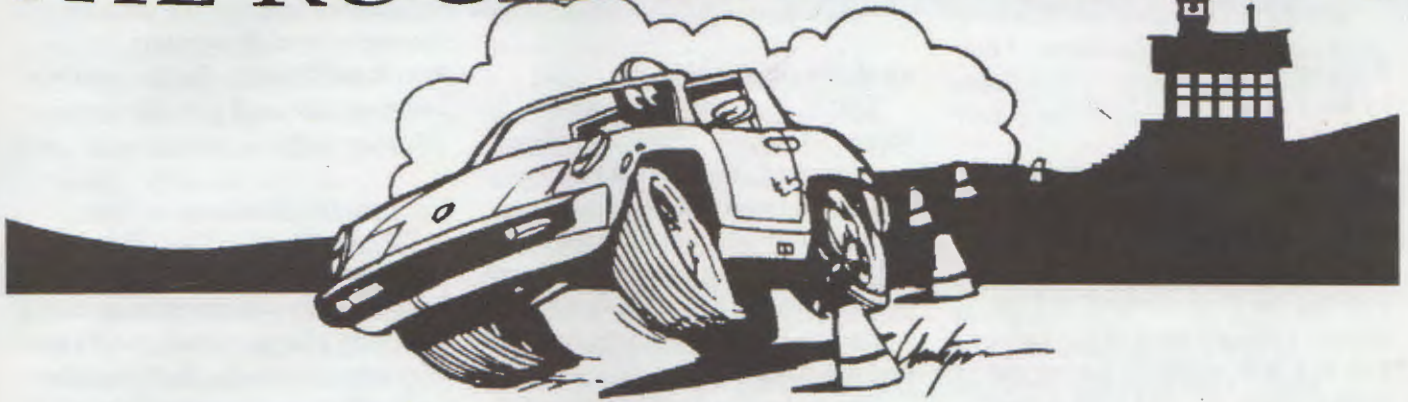
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# THE ROCKFORD RUMBLE



**Sunday, July 13, 1997**  
**Rockford Speedway**  
**Rockford, IL**

**Registration & Tech**      **9:30 - 10:30 am**  
**Drivers Meeting**              **10:30 am**  
**First Car Off**                      **11:00 am**

We will be returning to the high banks of Rockford Speedway for our third-timed Autocross of '97. This event will feature many famous PCA Chicago Region drivers, such as "Slick" Nick Brenkus, Bill "More Power" Murrin, Mike "G-Force" Gray, and Greg "Too Fast" Turek.

Please come out and join us for a day of friends, fun, fast cars and Peggy "Hot Leggs" Gallagher as our official booth announcer, not to mention rub-

bing elbows with these 'famous' drivers.

The concession stand is full of tasty treats and will be open to serve you. A Rockford-area restaurant will be chosen for an after-the-race get together.

**Directions to Rockford Speedway:**

I-90 to Riverside Blvd., Go west 2.5 miles to Forest Hills Rd., Right for 3 miles to the track.

Autocross Classes and Bumping Schedule

Class P1: 356, 914 (except 914/6), 912, 924 (except S & T)  
 Class P2: 924S, 924T, 944 (except S2 & T)  
 Class I1: Improved 4 Cylinders  
 Class P3: 2.0, 2.2, 2.4, 911, 914/6, 928  
 Class P4: 944 S2, 944T, 968, 930  
 Class P5: 2.7 & 3.0 911

Class P6: 3.2 & 3.6 911  
 Class P7: Boxster  
 Class I2: Improved 6 & 8 Cylinders  
 Class M1: Modified 4, 6 & 8 Cylinders  
 P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Mail to: Jeff Girard, 8630 Lemont Road, Darien, IL 60561

First Driver:  
 Name \_\_\_\_\_  
 Phone \_\_\_\_\_  
 Member \_ Applicant \_ Guest \_

Second Driver:  
 Name \_\_\_\_\_  
 Member \_ Applicant \_ Guest \_

Fees:    \$25.00 First Driver    \$5.00 Second Driver    \$30.00 Non - PCA member

Please make checks payable to PCA-Chicago Region    Amount enclosed \$ \_\_\_\_\_

Autocross Class (see above) \_\_\_\_\_    Permanent Car Number (previously assigned) \_\_\_\_\_

Any questions, please call Jeff Girard 630.985.6739 (evenings before 9:00 please)

# Tech Tips

## Porsche Popoff

by Jim Pasha, Diablo Region

Back in the days of the first 911 CIS units, many owners discovered that major damage to the CIS air box could occur; enough damage to prevent the car from running and/or require a replacement of the airbox. Due to a rich condition during the start process, coupled with partially opening the throttle, resulting in a backfire in the airbox itself, the damage occurred when the cold-start valve enriched the mixture.

One smart fellow figured that a pop-off valve would relieve the airbox of excess pressure during a backfire. He experimented, it worked. Many 911s were equipped with this aftermarket valve over the years. All one had to do was to follow the instructions, drill a hole of the correct size in the airbox where directed and then install the valve with epoxy. Pretty simple. In normal operation it just sits there with its flapper closed, but sometimes it can cause problems.

The first 911 with CIS was built around 1973, the last in 1983 and means that most installations were done over 14 years ago. There are a few problems with the valves after this much time. The epoxy used has become brittle and can leak air around the valve body and the air box. This can be cured by resealing with a new layer of epoxy; if the valve has become loose, this is a must. Also, the rubber seal under the valve flapper may become hard, allowing air to slip past the seal. The rubber seal can be replaced, probably for \$2 at most auto parts stores.

These two problems cause false air flow signals at the CIS sensor plate, resulting in sluggish performance, poor idle and poor fuel economy. If the valve has lost its spring, or if the spring has become dam-

aged, the car may not run at all.

Lately, I've seen damaged valves where, over time, the piece has distorted. These must be completely replaced. Damage can be a spring which will not hold the valve shut during engine operation, or it can be more serious damage caused by backfire when puddled fuel has flamed.

The pop-off valve is very useful in preventing damage to the CIS airbox. It has saved many 911 owners the \$500 cost of the box plus the labor and inconvenience of the failure. But it does need to be inspected every so often to ensure it is operating correctly.

## Choosing A Competitive Tire

by Bruce Corwin, Northeast Region  
(from NOR'EASTER)

To be a competitive driver, the most effective investment you can make is to improve your driving skills, which can be achieved through PCA's autocross and drivers' ed programs. The second most effective thing you can do is to switch to sticky tires. These two items far outweigh any other improvement you could make to your car, including engine and suspension modifications.

Sticky tires are made of a softer rubber compound than used for typical street tires. After they heat up, they get really sticky, almost like bubble gum. Soft, gummy tires may stick like glue to the road, but of course they'll wear out quickly.

## Tire sizes and models

Not all tire makers have tires in every size possible. You need to look at a chart showing tire sizes available for each brand and model. Also, you might compare mail order prices available through the

Tire Rack, or similar outlets, with local prices. In many cases you may be better off purchasing your tires through a local dealer who can mount and balance the tire, provide better service, and possibly save shipping costs.

## Here are the details on each tire.

- BFG Comp T/A R1 This is a very popular tire that is known for having a very square cross-section (meaning a large contact patch) and very firm sidewalls. The firm sidewalls allow you to run with a lower tire pressure. R1's are also known for the "groove of doom". They tend to wear out in a wide groove near the center of the tire first, especially if you've been running them with low pressure. R1's are not the stickiest tires out there, but they offer a good compromise of performance and life-span as well as the largest selection of sizes.

- Yokohama A008RS and RS II The RS is designed for track and the RS II is designed for autocross, although I've seen people use the RS for autocross and RS II on the track. The difference is in the compound. The RS has a slightly harder compound designed to maximize tread life. The RS II is softer and is designed to heat up quickly.

- Yokohama A032R This is a new tire with a unique look and a new casing sidewall that is designed for track use. The unusual tread design with "aqua-tusk" grooves is 8/32nds of an inch deep (compared with 6/32 for BFG R1's) and improves wet performance. The tread design also incorporates large tread blocks with tapered edges to minimize wear and chunking. Chunking is not Chinese food, it is when small chunks of rubber tear off your tire.

- Hoosier A3S02 and R3S02 The A3S02 was designed for autocross and the R3S02 was designed for track. These tires are known for having virtually no tread and are made with a very soft compound.

Thus they won't last as long as a BFG R1, for example. The A3S02 will obviously have an even softer compound than the R3502.

• Hoosier Autocrosser/Street TD These are bias-ply tires, not radial tires. They claim to excel in predictability, grip and very low weight. The Autocrosser is optimized for autocross and the Street TD is optimized for track. Like the A3S02 and R3502, these are made with very soft compounds. By the way, the definition of the word "Hoosier" is "one who makes panty hose" (seriously!)

Which tires are most people using?

It depends. Keep in mind that just because somebody won with a certain tire doesn't mean it's necessarily the best. It may have been the only brand that fit the car, or maybe the driver is good enough that he or she would have won with any model of sticky tire.

Where do I start?

Look at size charts published by the various tire makers to determine which tires are available in the size that you want. Determining what size you can use is complicated and it would be a good idea to consult a

tire specialist about what sizes will fit your car. If you're willing to buy new wheels, this opens up even more options.

Tires are a classic example of compromise. The designers must balance dry performance, wet performance, tread life, comfort and even noise levels. When choosing a tire, you need to make a choice based on your own balance of compromises. You must consider if you should use a softer or harder compound tire based on the performance versus tread life tradeoff.

Should I switch to wider tires?

One way to increase your tires' grip on the road is to switch to a wider tire. This is usually helpful, but not always. For example, if your car understeers (the front end breaks loose before the rear end does), increasing the width of your rear tires will only make this condition worse.

Rick Hetherington of Autobahn Performance recommends that you do your research before buying wider tires. He says people usually check to make sure the wider tire will fit in their wheel-well, but often times forget to make sure the tire is compatible with their wheels.

If the wheel is too narrow for the new tire, the sidewalls will be angled and the tread area of the tire will be rounded, giving you an even smaller contact patch than you had with your original tires.

How long will they last?

To get a rough idea of how long sticky tires last, in 1996 I put 4300 miles on my R1 tires before having to change them. These miles included street use plus five autocrosses and four track events. Dual-driver cars will mean twice the wear at each autocross or track event. You may decide its worth having a second set of wheels which allows you to swap between sticky tires and street tires so that your sticky tires will last longer. You must consider how much you drive in autocross or track events versus street driving.

If you leave your sticky tires on all the time, you'll also have to listen to people constantly informing you, "Hey, the outside half of your tires are getting bald, better get some new ones!" After which you have to explain for the hundredth time that you just put those tires on last week and they're designed that way!

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# Lake Geneva Autocross

## Here Comes the New Kid

by Jack Gaggini

New car, new event, new friends. Early morning - great weather; what lasts?

Purchased a 968 Cabrio in March, my first Porsche; fell in love with the car, joined the Porsche Club, purchased a new 993 C2S a few weeks later and signed up for the autocross. Had never participated in an autocross and didn't know what to expect, but was eager to learn.

Our arrival at the speedway was one of the most rewarding experiences of the morning (next to the "quick" drive to Lake Geneva on a sunny day). It gave us the opportunity to meet the friendly, helpful members of the Club who assisted us in every way, from signing up for the event, to teaching us the "line" and the "tech" requirements to qualify the car to run.

Maria and I walked the paddock and discovered old friends whom we hadn't seen for over 30 years, and others with whom we had golfed and socialized over the last few years. Our most memorable ex-

perience of the morning was the willingness (or better said, the exuberance) of the Club members to assist newcomers - novices who had absolutely no track or autocross experience - in fitting in and feeling part of the event.

Nevertheless, even with all that assistance, I was late on the pedal. I didn't line up for the run until the weather changed and the track was soaked. That made for some slow runs compared to those who ran initially on a dry track. (Note - New members are not much different from older, established members: When we win, it's attributable to our great driving; when we lose, it's attributable to a malfunctioning car or bad weather!)

But, here's where the membership stepped up again to assist. They explained the proper line and ways to improve overall time - such as stay off the grass and out of the mud and don't start back-assward. It worked. With their able assistance and advice, the times for my afternoon runs improved dramatically.

We planned to dine with the

Club members after the event, so Maria needed dry clothes. Off we went to shop. (Honestly, I don't know whether it was her need for comfort or retribution for making her stand in inclement weather while I enjoyed myself on the track.)

When we arrived for dinner (Maria attired in dry sartorial splendor), I heard from a distance, "Here comes the new kid who took second place in the Novice group." However, no one mentioned whether the group included more than two drivers.

Members, thanks again for the assistance. We enjoyed meeting you, receiving your suggestions, and drinking and dining with all of you after the event. In fact, Maria fell in love with Gear Head Garcia, the Gallagher, and left with Peggy Gallagher's book, The Beanie Baby Phenomenon.

(P.S. We participated in the Memorial Day Road America Drivers' Education, on May 24th and 25th, when again our favorable impressions of the Club and its members were further reinforced. The assistance, encouragement and training that we received, and observed others receiving, generated a camaraderie that fosters a strong, solid organization.)

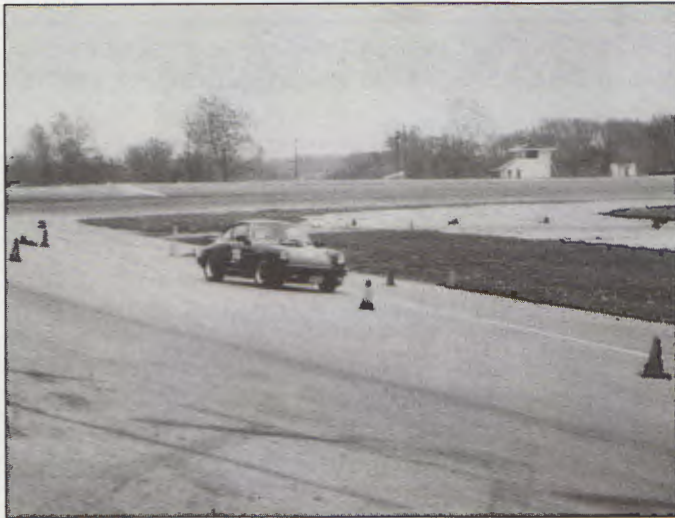


The course is set ...



the cars are ready ...

Photos by Steve Rashbaum



*off and sliding ...*



*and winning!*

### Lake Geneva Autocross Results Chair: Nick Brenkus

OA	CP #	Class	Region	Driver	Best	OA	CP #	Class	Region	Driver	Best Time		
6	1	713	P2	CHO	Jeff Girard	43.254	<b>Ladies' FTD</b>						
7	2	24	P2	CHO	Chuck Bittman	43.307	4	1	17	P5L	CHO	<b>Susan Brenkus</b>	<b>43.082</b>
12	3	74	P2	CHO	Keith Clark	44.562	16	2	18	P5L	CHO	Kimberly Starai	45.135
13	4	405	P2	CHO	Peter Petrikas	44.778	<b>FTD</b>						
22	5	212	P2	CHO	Bob Boxall	46.667	1	1	409	P6	CHO	<b>Paul Schiller</b>	<b>42.267</b>
23	6	413	P2	CHO	Dennis Hiffman	46.932	39	2	321	P6	CHO	Jack Gaggini	50.140
32	7	186	P2	CHO	Leland duQuette	48.776	41	3	714	P6	CHO	Rick Hockins	50.858
38	8	402	P2	CHO	Peter Petriw	50.110	43	4	22	P6	CHO	Peter Kaludis	51.221
45	9	414	P2	CHO	Daniel Hiffman	52.091	50	5	408	P6	CHO	Jim Holden	58.832
		311	P2	CHO	Jeff Kane	DNF							
40	1	406	P2L	CHO	Angela Gomez	50.411	24	1	15	P6L	CHO	Marla Turek	46.935
10	1	412	P3	CHO	Mike O'Meara	44.112	17	1	738	I1	CHO	Trent Oler	45.209
							18	2	91	I1	CHO	Bill Murrin	45.225
3	1	28	P4	CHO	Chris Ingot	42.646	19	3	05	I1	CHO	Ed Russ	45.736
20	2	198	P4	CHO	George Paul	45.978							
21	3	134	P4	CHO	John Mueller	46.031	9	1	126	M1	CHO	Marshall Campbell	43.882
27	4	328	P4	CHO	Steve Rashbaum	48.022	11	2	917	M1	CHO	Joe Purpura	44.491
							26	3	98	M1	CHO	Tony Koufos	47.888
46	1	329	P4L	CHO	Susan Shire	53.140	30	4	45	M1	CHO	Mike Gray	48.645
							42	5	410	M1	CHO	George Guttman	50.920
2	1	8	P5	CHO	Jim Starai	42.548							
8	2	7	P5	CHO	Nick Brenkus	43.390	14	1	711	X	CHO	Mike Gallagher	44.954
15	3	29	P5	CHO	Mike Mullins	45.025							
31	4	299	P5	CHO	Charlie Cook	48.668	28	2	420	X	GST	Rick Arnold	48.086
33	5	415	P5	CHO	Ed Noriega	48.827	29	3	407	X	GST	Chris Yurgens	48.370
34	6	35	P5	CHO	Rob Cook	48.889							
35	7	171	P5	CHO	Den. Austermeier	49.066	25	1	1	MST	CHO	Dan Gallagher	47.567
36	8	403	P5	CHO	Mike Haas	49.361	47	2	10	MST	CHO	Harold Beach	55.395
37	9	101	P5	CHO	A.J.Tiller	49.462	49	3	51	MST	CHO	Bob Cook	57.440
44	10	161	P5	CHO	John Csiha	51.661							
48	11	404	P5	CHO	Kris Haas	56.201	5	1	302	P7	CHO	Shawn Young	43.218

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Submitted by Susan Brenkus, Autocross Timing & Scoring Chair

### 15th Annual Len Immke Classic Auto Show

The 15th Annual Len Immke Classic Auto Show, benefiting the Central Ohio chapter of the Arthritis Foundation, is honoring Porsche as its featured Foreign Marque. This event will be held in Dublin Ohio's Metro Place North on Saturday, July 12th.

The Mid-Ohio Region PCA has agreed to participate in this show as one of its premier events for 1997 and it is the Region's desire to display as broad a selection of Porsche street cars, race cars, factory race cars, and special interest Porsche vehicles as possible.

The event is primarily a Show and Shine, not a full Concours d' Elegance. Contact Andy Trux at 614.889.0211 for more information.

### Nord Stern Road America Drivers' Education, July 24th & 25th, 1997

For information regarding registration for this event is please contact Christie or Bruce Boeder at 612.593.5544, fax at 612.475.0301 or e-mail at editor@nordstern.org.

### Hoosier Porsche Classic, Club Race & Drivers' Education at Putnam Park Road Course, July 11 - 13, 1997

Information regarding registration is available from Hank Feeser (Central Indiana Region) at 317.579.5200 or by fax at 317.579.6279.

### Friends of the Rookery to Raffle Classic Fully Restored 1971 Porsche E Coupe

A classic and expertly restored 1971 Porsche E coupe will be raffled by the Friends of the Rookery as part of their campaign to raise money to build a nature Park in Plainfield. "Really Big Sport Car Rally Raffle" tickets will cost \$25 each, and only 3000 will be sold. The car has been beautifully restored and is equipped with a AM FM radio, high performance 155 HP engine, alloy wheels, 5-speed manual gearbox. It has a bright tangerine exterior and black interiors. Top speed of 140 MPH.

The Drawing will take place on September 2, 1997. Raffle tickets can be purchased by mail, send request and check to: Friends of the Rookery, Box 1, Plainfield, IL 60544.. For more information contact Blondie Hewlett at 815.436.4600.



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Saturday 8 AM - 1 PM

# Blackhawk XXVIII ~ Drivers' Education

8:30 am Registration and Tech open.  
10:00 am Mandatory Drivers meeting for all entrants  
who have not run this event previously.  
11:00 am Registration closes.  
5:00 p.m. Track closes.

\*\*\* Dinner will be immediately following at a site to be announced at the track. \*\*\*

Directions: Northwest Tollway (I-190) North to IL 75 (just south of Wisconsin border). West on IL 75 to T (Blackhawk Road). Right to Shirland. Left on Shirland to Fischer. Left on Fischer to T (Prairie). Left at T and then about 1/4 mile to track entrance on right.

---

## July 16, 1997 Blackhawk XXVIII Drivers' Education

Mail to: Peggy Gallagher, Registrar  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

Questions: 708.784.0784  
Fax: 708.784.0785

Drive #1 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_  
Experienced: \_\_\_ Novice: \_\_\_ List Experience: \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_

Driver #2 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_  
Experienced: \_\_\_ Novice: \_\_\_ List Experience: \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_ Fee: \$125.00 Pre-registered Second driver free if family member  
\$140.00 At the gate

Make checks payable to PCA - CHICAGO REGION

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## September 17, 1997 Blackhawk XXVIII Drivers' Education

Mail to: Peggy Gallagher, Registrar  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

Questions: 708.784.0784  
Fax: 708.784.0785

Drive #1 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_  
Experienced: \_\_\_ Novice: \_\_\_ List Experience: \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_

Driver #2 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_  
Experienced: \_\_\_ Novice: \_\_\_ List Experience: \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_ Fee: \$125.00 Pre-registered Second driver free if family member  
\$140.00 At the gate

Make checks payable to PCA - CHICAGO REGION

# Letters, Faxes, & e-mail

## **The Pull of the Woodland Green** by John R. Mueller

Where do drivers go  
when they do not come around?  
Off for a woodland frolic?

Seduced by woodland nymphs  
they slip into the bush.  
Young saplings gently bend  
and let them enter.

Then, surrounded by green  
they lose their way.

Till men with tow trucks,  
cables and hooks  
come, to rescue them.

And when they're hauled back to the  
pits  
and you ask them,  
"Where did you go  
when you did not come around?"

Their eyes go blank and  
they say, "Well, uh ..."  
trying to recollect how  
the woodland nymphs had called  
them.

They invariably talk about the car.  
Completely forgetting about  
the pull of the woodland green.

---

## **Buckler Buckles Up With The Pros** by Richard Gray, Golden Gate Region (from THE NUGGET)

Turning a passion into a profession doesn't happen often enough. So, when GGR member Kevin Buckler made it happen for himself in a Porsche, driving his way into the exclusive club of professional race car drivers, it was a big deal. "I've always been a competitive athlete, I've always liked racing. I've always enjoyed speed," he said. "For a lot of

sports I wasn't tall enough or heavy enough. None of that matters in racing."

Buckler, owner of The Racer's Group, a Porsche specialty parts and installation race shop at Sears Point Raceway, doesn't have Porsche factory support, no high-dollar engineers putting in 80 hours a week just for him. He's a privateer, but he's doing great. He won his first race (PCA's first Club Race in 1992) and nearly every other PCA Club Race he's entered. Still not satisfied, Buckler pressed an IMSA logo on his 1970 911T tub, transformed into a 993 RSR, and went heel-to-toe with the best in IMSA's GTS 3 class.

At Sears Point in July 1995, he took advantage of his knowledge of the track and advantage of the well-prepared car that his all-volunteer, amateur crew put under him and won the first IMSA race he entered. Buckler recalled that after he came off the track "the crew gathered all around the car hollering and an IMSA official came up and said they had to get me and the car to the victory podium. 'Where's that,' I asked. It was an experience of a lifetime that I hope to repeat this July." His victory so shocked IMSA insiders that the scrutineers put the car under a magnifying glass but found nothing illegal. What they found was evidence of Kevin's drive and perfectionism.

The next month, at IMSA's New Orleans Grand Prix, the team placed 2nd and the good-old-boy-network "knew we were for real," Buckler said. "I, like anyone else, have to pay my dues. We weren't sure where or how we were going to finish," he said. But the car and crew performed flawlessly. Next came the 24 Hours at Daytona, the 12 Hours of Sebring and then Road Atlanta.

Some of us would be satisfied with just a seat at those pillars of sportscar racing. Buckler put his seat on the Porsche pole at Sebring in 1996, and in 1997 was the fastest Porsche in the race at Daytona and the fastest car in the entire field at Sebring. Mechanical gremlins were present in the long-distance races, but Buckler did well enough at both those events, finishing firmly in mid-field.

It's become trite, hearing all of racing's winners pay tribute to their crews. But there's 100% gratitude in the expression. And that's true for Buckler, too. "When it really comes down to it, I'm just another cog in the wheel as far as the end result is concerned," he said. "I couldn't do my job without each and every one of the crew members doing theirs." His volunteer crew --led by Mark Robles of The Racers Group with GGR member Rob King of S-Car-Go turning wrenches --is as serious as Buckler. "Our purpose is to win races and showcase our products," Buckler said. "We develop and manufacture the finest racing products in the business. Winning really says we are willing to put our money where our mouth is." Preparation is crucial. "We organize a list of tasks. We look for anything that could go wrong. We expect the unexpected. We don't get enough sleep," he said.

Now in their third season, the team is maturing. The car is reliable. Testing is thorough. Tenths of a second have fallen like water from a fountain. The things that come with experience are coming to them. What makes a good driver, says Buckler, is hand-eye coordination, good eye sight, a comfort level at speed, the ability to recognize the limits of the race car without going over them (often), a level head and a competitive instinct.

As for fear, Buckler doesn't have time for it. Hurling at 175 mph on 31 degree banking "makes me feel warm and fuzzy inside. I don't think of getting hurt." What worries him

worries most time trialers --breaking the car and finding the money to fix it. Buckler admits the worry sometimes slows him down. "That," he says, "is a shame. We have to be careful about the way we drive. I wish I had a bigger budget and a full-time sponsor."

Presently, his Nr. 68 carries Togo's Eateries as a sponsor and is backed by The Racer's Group. "Racing anything is a lot of fun," he said. "I encourage everyone to come out in July for the California Grand Prix or in November and December for our very own PCA national club races. If you've ever wanted to try it, that's the perfect opportunity. It's a

blast." Buckler has come a long way from the early days when he went autocrossing in the Midwest where he started. He graduated to time trialing with the PCA and loved it. Time doesn't allow running with the club anymore, now that racing is a serious business. But as serious as it is, as rewarding as it is, there's something to be said about driving on a track for the pure fun of it.

"We do miss the days when I had a six-pack in the cooler in the back-seat, my girlfriend, Debbie, now my wife, next to me in the car driving - not trailering - to a weekend Time Trial." With a sigh he said, "Those were the good old days."



VIP Meeting: Tray Anderson, Dan Gallagher, (President of Chicago Region), Fred Schwaub (President PCNA), Steve Zailyk, Howard Yefsky and Pat Yanahan who hosted the group at a recent meeting of the German American Chamber of Commerce

Photo courtesy of Pat Yanahan

Visit the  
PCA - Chicago Region Home Page on the  
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<http://www.mcs.net/~bman/pca.html>

Updated Region Calendar  
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Audi Quattro	Mazda 323 GT
BMW (all models)	Mazda 626 Turbo
Cadillac Allante	Mazda MX-6
Chevy Beretta GTZ	Mercedes - all models
Chevy Lumina Z34	Merkur XR4TI
Chrysler LaSaron GTC	Mitsubishi Eclipse
Chrysler TC Turbo	Mitsubishi Mirage Turbo
Dodge Lancer Shelby Z	Olds Cutlass (Quad-4 HD)
Dodge Shadow Turbo	Plymouth RS Sundance
Dodge Spirit R/T	Pontiac Grand AM Quad 4
Eagle Talon	Pontiac Grand Prix Turbo
Ford T-Bird SC	Pontiac Grand Prix Turbo STE
Ford Taurus SHO	Pontiac Sunbird GT
Infiniti Q45	Saab 900
Isuzu Impulse	Toyota Celica Turbo - all types
Jaguar XJS	Volkswagen Corrado



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Buick Grand National GNX	Mazda RX-7 GTU
Chevy Camaro IROC-Z	Mazda RX-7 GTU
Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati-all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette L98 Coupe	Nissan 300ZX
Dodge Stealth RT Turbo	Plymouth Laser RS Turbo
Ferrari-all models	Pontiac Firebird Formula
Ford Mustang 5.0	Pontiac Trans Am GTA
Ford Mustang GT	Porsche-all models
Ford Probe GT	Toyota MR2 Turbo
GMC Sycamore	Toyota MR2 Supercharged
Lotus-all models	Toyota Supra

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# Potters' Picnic CONCOURS TWO

**Class A:** Exterior, Interior, Trunk, Engine & Undercarriage

**Class B:** Exterior, Interior, Trunk & Engine

**Class C:** Exterior, Interior & Trunk

**Class D:** Exterior & Interior

**Novice:** For fun & first time participants only.

Judged to Class B standards, novice class winner is eligible to trophy.

**Questions?** Call Myron Walters @ 630-690-3134

Entry to Concours is **FREE** but please send this entry form to: **PCA Chicago Region**  
c/o Myron Walters, 206 Lenox Court, Carol Stream, IL 60188

Name \_\_\_\_\_

Region \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Phone ( ) \_\_\_\_\_

PORSCHE Model \_\_\_\_\_

Body Style \_\_\_\_\_

Year \_\_\_\_\_

Class

A \_\_\_\_\_

B \_\_\_\_\_

C \_\_\_\_\_

D \_\_\_\_\_

Novice \_\_\_\_\_

CONCOURS TWO

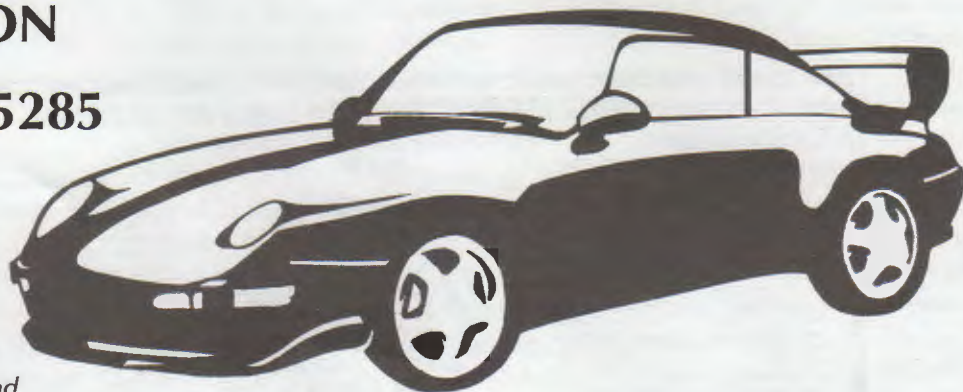
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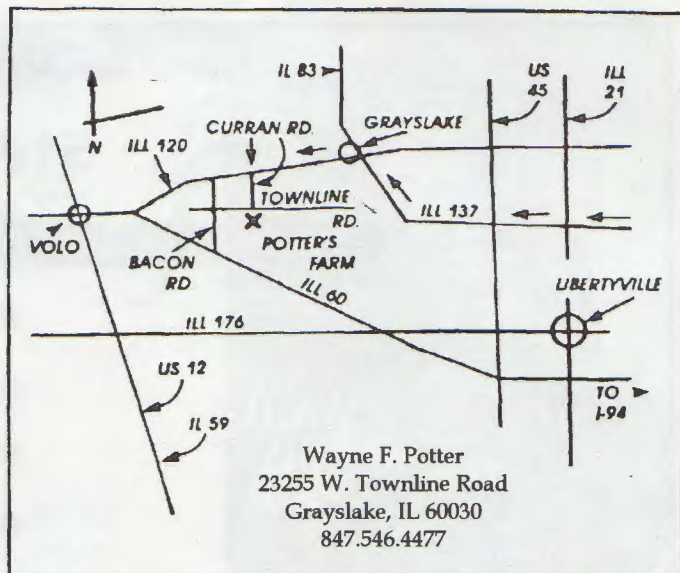
22073 N. Pepper Road  
Barrington, IL 60010

(Across the street from Northstar Motorsports)

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# Potter's Picnic and Concours

**Date:** Sunday, July 28, 1997  
**Time:** Concours cars may arrive 11:00 AM for final clean-up  
 Concours judging starts at 1:00 PM  
**Picnic:** Noon until about 5:30 PM  
**Cost:** \$8.00 each adult  
 \$4.00 each child (age 4 - 17)  
 Mini-kids (3 and under) are FREE.



With warm weather has come the opportunity for outside activities. As all of you Gear Heads are bleeding brakes, tuning carbs, and checking the Snell approved date on your helmets, Rip and Linda Patterson are thinking of beer, brats, soda pop, and water games for kids of all ages. It is time to get ready for the traditional Chicago Region Porsche Club Picnic. And while we know that there are lots of activities planned for this year, but there is only one Potter's Picnic. So don't miss it. We expect to see all of you with friends, spouses, kids, and pit crews at the picnic to kick back and relax.

**Location:** We'll stick with tradition here. Wayne Potter and family have once again offered the use of their farm where there is plenty of grassy lawn for concouring your Porsche, playing games, collecting frogs, and just relaxing with friends.

**Bill of Fare:** Veal Bratwurst or Hot Dogs grilled to perfection by happy, smiling volunteer cooks. Cold tap Beer, iced soda pop, potato chips, condiments, etc. First brat off the grill at about 12:30 PM.

**Games:** As always, for kids of all ages, everybody's hot afternoon favorite, there will be the Water Balloon toss. We will also have a few other games, which we can't name here because your mother may read this. We

promise there will be plenty of things to do with family and friends. Soccer, volleyball, and horseshoe equipment will be available as well as a swing and slide set. Feel free to bring radio controlled cars, roller blade, or roller skate, but please leave the family pets at home.

**Concours:** Imagine your car in the perfect July setting of an idyllic grassy meadow; dazzling in the sun, surrounded by other shining Porsches. So, shine that beauty to within an inch of its life and show it off a bit. We will be use the Chicago Region's four classes A-D for Concours judging and there will be an exhibition class. Judging will start at 1 PM. sharp!.

**Pre-registration** is not required but would be appreciated. See map for directions to the Potter's farm.

**Volunteers** to help with grilling (on the spot training will be provided) and games are required. Those who wish to help should call Linda at 847.740.3562.

So, there it is. Clean up the Porsche, gather up the family, and come out for a day of good food, great friends, beautiful cars, and lots of fun!

**Event Chairs:** Picnic **Rip and Linda Patterson**  
 847.740.3562  
 Concours: **Myron Walters**

## Potter's Picnic Registration

Mail to: Linda Patterson, 24397 Cherokee Trail, Grayslake, IL 60030.

Name(s) \_\_\_\_\_  
 PCA Member \_\_\_ Applicant \_\_\_ Guest \_\_\_ Region (if not Chicago) \_\_\_\_\_  
 \_\_\_ Number of Adults @ \$8.00 each \$ \_\_\_\_\_  
 \_\_\_ Number of Children (age 4-17) @ \$4.00 each \$ \_\_\_\_\_  
 \_\_\_ Number of Mini-Kids (age 0-3) FREE \$ \_\_\_\_\_  
 Total enclosed \$ \_\_\_\_\_

Checks payable to PCA Chicago Region

Separate form required for Concours Registration



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# Hawthorne Autocross

## Sunday, August 3, 1997

Registration/Tech: 9:00 a.m.  
Drivers' Meeting: 10:00 a.m.  
First Car Off: 10:30 a.m.

The weather will be hot, and the competition promises to be, too! So, bring that beautiful Porsche (or other lesser vehicle) out to Hawthorne Race Course (35th & Cicero) for a day of fun in the sun while you make the others in your class eat your dust. You'll even get to watch Gallagher and us other older guys (the Masters Class) try to pass the Old Grey Mare (pace vehicle).

All you need is a Snell 85 (or later) helmet, long sleeve shirt, long pants (to cover those knobby knees), closed toe shoes, and a valid driver's license. Recommended, but not required, optional equipment would include a clothes pin (in case the wind is from the stables.)

Restrooms will be available. As it will be hot and the concession stands will be closed, it is a good idea to pack snacks and beverages (as well as sun screen and a hat). A catered lunch will be available for purchase at the track. Dinner plans will be announced at the trophy presentation.

Questions ? Ed 'No Lift' Barnicle at 708.579.0313

### Autocross Classes and Bumping Schedule

Class P1: 356, 914 (except 914/6), 912, 924 (except S & T)  
Class P2: 924S, 924T, 944 (except S2 & T)  
Class I1: Improved 4 Cylinders  
Class P3: 2.0, 2.2, 2.4, 911, 914/6, 928  
Class P4: 944 S2, 944T, 968, 930  
Class P5: 2.7 & 3.0 911

Class P6: 3.2 & 3.6 911  
Class P7: Boxster  
Class I2: Improved 6 & 8 Cylinders  
Class M1: Modified 4, 6 & 8 Cylinders

P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Place your bet and reserve your stall (send \$\$ and form) to:

Ed 'No Lift' Barnicle  
5718 S. Madison Ave.  
Countryside, IL 60525

First Driver:

Name \_\_\_\_\_

Phone \_\_\_\_\_

Member\_\_Applicant\_\_Guest\_\_

Second Driver:

Name \_\_\_\_\_

Member\_\_Applicant\_\_Guest\_\_

Fees: \$25.00 First Driver \$10.00 Second Driver (same car, affiliate member) \$30.00 Non - PCA member

Please make checks payable to PCA-Chicago Region

Amount enclosed \$ \_\_\_\_\_

Autocross Class (see above) \_\_\_\_\_

Permanent Car Number (previously assigned) \_\_\_\_\_



# Gingerman '97 - The Weekend ~ August 8 - 10, 1997

We'll be returning to that summer getaway town of South Haven, MI, and it's now "semi" famous Gingerman Raceway the weekend of August 8 - 10. WE CAN'T WAIT!

You should not miss this event! South Haven is a wonderful community with much to see and do, plenty of shopping, the beach and our event coincides with the area's famous Blueberry Festival.

This Drivers' Education track event will be similar to our other track events. Drivers will be divided into groups based upon ability, type of car, and willingness to play with others. Novices are welcome and will be assigned an instructor for the weekend.

Registration at the track will open mid-afternoon on Friday August 8th.

Jeff and Jill Girard 630.985.6739

## Places to stay near Gingerman Raceway

Lake Bluff Motel  
South Haven, MI  
616.637.8531

Quality Inn  
St. Joseph, MI  
616.925.3234

Econo Lodge  
South Haven, MI  
800.955.1831 or 616.637.5141

Old Harbor Inn  
South Haven, MI  
800.433.9210 or 616.637.8480

Victoria Resort B&B  
South Haven, MI  
616.637.6414

Arundel House B&B  
South Haven, MI  
616.637.4790

Carriage House B&B  
South Haven, MI  
616.639.1776

North Beach Inn B&B  
South Haven, MI  
616.637.6738

Ross House B&B  
South Haven, MI  
616.637.2256

Yelton Manor B&B  
South Haven, MI  
616.637.5220

Sunny Brook  
South Haven, MI  
(616-637-4796)

Hotel Nichols  
South Haven, MI  
(616-637-8725)

South Haven Motel  
South Haven, MI  
(616-637-3808)

Sun 'N Sand Motel  
South Haven, MI  
(616-637-2007)

Sunset Cottages  
South Haven, MI  
(616-637-2727)

The Colonial  
South Haven, MI  
(616-637-2887)

A Country Place Bed & Breakfast  
South Haven, MI  
(616-637-5523)

Last Resort-Bed & Breakfast Inn  
South Haven, MI  
(616-637-8943)

The Seymour House  
South Haven, MI  
(616-227-3918)

Michi-Mona-Mac Lakeshore Cottage  
South Haven, MI  
(616-637-3003)

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# Gingerman Raceway '97 ~ August 9th & 10th ~

The time is growing near again for our second trek to the summer getaway in South Haven, MI.

The event will be run in a similar fashion to other Chicago Region Drivers' Education events with 1/2 hour run groups of open track lapping. Instructors will be assigned to novices for the weekend and available to anyone else wishing to learn the hot line around this now "semi" famous track.

The usual mandatory clothing requirements will be in place; a 1985 or newer Snell approved helmet, long-

sleeved shirt, long pants, socks, and closed-toe shoes; all of non-synthetic material.

There will a MANDATORY drivers' meeting at the track, beginning promptly at 8:00 a.m. on Saturday and Sunday. Don't forget that Michigan is one (1) hour ahead of Chicago time.

Due to the lack of in-town parking, the track premises will be open on Friday, August 8th so trailers, cars, and/or support vehicles can be left there securely.

## GINGERMAN '97

Saturday & Sunday, August 9 & 10, 1997

Event Chairman: Jeff Girard

First Driver

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

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

City, State, Zip: \_\_\_\_\_

Day Phone: \_\_\_\_\_

Eve Phone: \_\_\_\_\_

Member: Yes \_\_\_ No \_\_\_ Region \_\_\_\_\_

Second Driver (must be family member)

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

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

City, State, Zip: \_\_\_\_\_

Day Phone: \_\_\_\_\_

Eve Phone: \_\_\_\_\_

Member: Yes \_\_\_ No \_\_\_ Region \_\_\_\_\_

<<Fastest Run Group Req.                      Slowest>>

<<Fastest Run Group Req.                      Slowest>>

Porsche Year,      Model,      Type,      Engine Size

\*\*\*\*\* PCR CLASS \*\*\*\*\*  
Production {} Improved {} Modified {}

Chicago Region Perm. Car Number: \_\_\_\_\_

If none, requested Car Number. \_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Fees:      One Driver \$190.00      Two Drivers \$230.00  
            Checks payable to: PCA Chicago Region

Mail Registration and Check to:  
Jeff Girard  
8630 Lemont Rd.  
Darien, IL 60561

Questions???? 630.985.6739

# PCA Chicago Region Presents Labor Day Weekend, Aug. 30 - Sept. 1, '97 at Road America

Bill Jacob's Motorsports  
TRAC 97  
The Road America Challenge



This year on Labor Day weekend, we are hosting TRAC 97, the Fifth Annual PCA Club Race at Road America. Once again, this will be a three-day event with the Club Races being held on Monday.

Fourteen turns, three long straights, and four miles of track make Road America one of the most exciting and challenging race tracks for all levels of competitive drivers. The Chicago Region PCA events held at Road America draw drivers from not only all over the country, but from overseas, as well. Last year, over 300 cars entered, and if this year's predictions come true, we will have a great variety of very interesting Porsches on the track.

Remember, your PCA Club Racing license must be current.

Registration opens at Road America Friday afternoon at 3:00 p.m. Tech will be at Road America starting on Friday, approximately 12:00 noon to 7:00 p.m., and Saturday morning starting at 7:30 a.m. Spaces are limited, so sign up early if you want to drive. You will be notified of your acceptance by mail. All cars running at Road America must meet their noise restriction of 108 dB. It is the responsibility of each driver to insure that his/her car does not exceed this noise restriction. **Please note that this year, all drivers must sign off on Road America's rules. Each driver will be responsible for the adherence to these rules for him/herself as well as for his/her crew, family, and friends.** We all have to work to-

gether to make sure both the Road America and PCA rules are followed, or some drivers may not be able to participate in the event.

We are always working to improve the event each year. This year on Saturday night at Siebkens, we will host a Concours, 'The Big Easy Party', and dinner, complete with a real, live, Cajun band. The dinner, an outdoor buffet - weather, of course, permitting - and will be free to all drivers and volunteers. Additional tickets are \$18 for adults and \$9 for children 12 and under. We always need volunteers for this event, so perhaps a family member or one of your pit crew would like to help us out in exchange for a dinner ticket.

The street by Siebkens will be

## Road America II Drivers' Education

Again, this is a three-day weekend with Road America II and TRAC 97 (a PCA Club Racing event) sharing top billing. The usual procedures will be in place with run groups alternating every half hour and passing allowed only in designated areas. **Only experienced drivers may participate; there will be no novice drivers or novice run groups. All cars running in drivers' ed for this event must have a five-point harness for the driver. If an instructor will be in the car at any time, there must also be a five-point harness in the passenger seat.**

**All cars must display numbers on each side and on the front. Shoe polish is not acceptable.** Numbers must be 6-8" tall for the corner workers to see clearly, or you will be black flagged. Using your Chicago Region Tech Sheet, it is your responsibility to thoroughly check out your car 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. Mandatory clothing requirements include: a 1985 Snell-approved helmet; long-sleeved shirt, long pants, and socks, all made of non-synthetic materials; and closed-toe shoes. Very strongly recommended, but not mandatory: a fire extinguisher, and drivers suits and gloves made of non-flammable materials.

closed off for the Concours, and the Chicago Region invites all Drivers to enter this event. There will be a special exhibition class for all Club Racers.

Siebkens will again be the headquarters for the non-track meetings. Contact them directly for lodging reservations at 414-876-2600. Continental breakfast will be available at 6:00 a.m. and full breakfast at 9:00 a.m. Siebkens may provide full breakfast service earlier for the drivers, but we won't have the final word until registration.

Looking forward to seeing you out there!

Event Chairs  
Arnie Zann and Margo Pinkerton  
708.366.9064

**PLACES TO STAY WHILE VISITING ROAD AMERICA**

**Hotels/Motels/B & B's**

AmericInn Motel - Belgium  
Belgium, WI  
414.285.3566

AmericInn Motel - Plymouth  
Plymouth, WI  
414.892.2669

AmericInn Motel - West Bend  
West Bend, WI  
414.334.0307

Basefoot Bay  
Elkhart Lake, WI  
414.345.7784

Best Western Harborside Motor  
Inn  
Port Washington, WI  
414.284.9461

Boarding House Bed & Breakfast  
Elkhart Lake, WI  
414.876.3616

Brownstone Bed & Breakfast  
Sheboygan  
414.451.0644

Budgetel Inn  
Sheboygan, WI  
414.457.2321

Comfort Suites - Comfort Dome  
Appleton, WI  
414.730.3800

Crest Hotel  
Plymouth, WI  
414.893.6111

Eastlake Bed & Breakfast / Rentals  
Elkhart Lake, WI  
414.876.2272

Elkhart Lake Chamber of Com-  
merce (Referrals)  
Elkhart Lake, WI  
414.876.2922

Holiday Inn Express  
Sheboygan  
414.451.8700

Holiday Inn - Holidome  
Fond du Lac  
414.923.1440

Holiday Inn  
Manitowoc, WI  
414.682.6000

B.L. Nutt Bed & Breakfast  
Plymouth, WI  
414.892.8566

The Osthoff  
Elkhart Lake, WI  
414.876.3399

Pinehurst Inn  
Sheboygan Falls  
414.467.4314

Plymouth Inn  
Plymouth, WI  
414.893.5623

Ramada Plaza Hotel  
Fond du Lac  
414.923.3000

Red Forest Bed & Breakfast  
Two Rivers, WI  
414.793.1794

Select Inn Fountain Park  
Sheboygan, WI  
414.458.4641

Sheboygan Super 8 Motel  
Sheboygan, WI  
800.800.8000

Siebkens  
Elkhart Lake, WI  
414.876.2600

Starlite Motel  
New Holstein, WI  
414.898.4265

West Bend Inn  
West Bend, WI  
800.727-9727

Wisconsin Aire Motel  
Random Lake, WI  
414.994.4501

Yankee Hill Inn Bed & Breakfast  
Plymouth, WI  
414.892.2222

**Campgrounds**

Hoelt's Resort Campground  
Cascade, WI  
414.626.2221

Plymouth Rock Camping Resort  
Plymouth, WI  
414.892.4252

Marsh Lodge Campground  
Elkhart Lake, WI  
414.876.2535

Westward Ho Camp Resort  
Glenbeulah, WI  
414.526.3407

*STAFF*



*52 STAFF  
893-0552*

**WANTED:  
CHICAGO REGION PCA  
CLUB RACE VOLUNTEERS**

We need your help to make the Chicago Region's PCA Club Race the best they can be. Your help in the past has done just that. Please help out again this year. All volunteers are the guests of the Chicago Region at the 'Big Easy Party' and Dinner on Saturday night at Siebkens. If you are interested, please send your work assignment preference, name, address(es), and phone number to:

**Chris Ingot**  
591 Greenwood Rd.  
Northbrook, IL 60062-2624 or Fax: 773.286.4811

Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Fax: \_\_\_\_\_  
e-mail: \_\_\_\_\_

Chris, I'd be glad to help out! Sign me up for the area circled below. I understand that PCA Club Race Volunteers are the guests of the Chicago Region at the 'Big Easy Party' and Dinner on Saturday night at Siebkens.

Timing / Grid / Start / Tech / Registration / Anywhere you need me

**Bill Jacob's Motorsports**  
**TRAC 97**  
**The Road America Challenge**



Hosted by PCA CHICAGO REGION

August 30 - September 1, 1997

Event Chairs: Arnold Zann & Margo Pinkerton  
 708.366.9064

Event Coordinator: Chris Inglot  
 847.559.1126

Driver's Name: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Telephone: Days: \_\_\_\_\_ Eves: \_\_\_\_\_ PCA Region: \_\_\_\_\_

**PCA LICENSE STATUS (CIRCLE ONE)**

- Novice:** Have applied or will have applied for a license and completed all requirements prior to the event. Must attend Friday evening school, August 29, 1997. License requires a medical certificate signed by a doctor before being issued. Request application package from PCA National Office, P.O. Box 10402, Alexandria, VA 22310.
- Rookie:** Have been issued a PCA Rookie License (Completion of Novice School and one race).
- Provisional:** Have been issued a PCA Provisional License (Previous Competition Experience).
- Full:** Have been issued a Full PCA Racing License (Completion of Two Races).

Number of Cars Participating: \_\_\_\_\_ Porsche(s), Year(s), Type(s), Model(s): \_\_\_\_\_

Requested Car Number (each car) Choices: First: \_\_\_\_ Second: \_\_\_\_ Third: \_\_\_\_ # of Crew members participating: \_\_\_\_

PCA Club Racing Class (each car): \_\_\_\_\_ Participating in Concours Special Exhibition Class: Yes / No

Upper Paddock Only Parking Space Size Needed: Semi: \_\_\_\_ Trailer: \_\_\_\_ Other (specify): \_\_\_\_\_

For this event, PARKING SPACES IN THE UPPER PADDOCK AREA ONLY ARE BY ASSIGNMENT ONLY. Participants using non-assigned spaces will be required to move. Assignments will be based on number of cars participating and parking space size required. No reservations will be honored.

<b>Fees:</b>	<b>One Driver</b>	<b>\$350.00*</b>
	<b>Second Driver (PCA family member in the same car)</b>	<b>\$200.00*</b>
	<b>AMOUNT ENCLOSED</b>	<b>=====Make checks payable to:</b>
		<b>\$ _____ "PCA-Chicago Region"</b>

Full refunds for written cancellations received by August 16, 1997. Second Driver must complete a separate registration form.

\*Includes 1 Club Racing T-shirt, 1 Concours Fee and 1 Dinner ticket for the 'Big Easy Party' per fee-paying driver. Additional T-shirts/size XL (\$15.00), dinner tickets (\$18.00/adults, \$9.00/children 12 and under) for family members, crew, and friends will be available for purchase at Registration, at the track and at Siebkens on a first come, first served basis.

Mail completed form and checks to: **Chuck Bittman** 708.482.4401 (24 hour voice-mail)  
 450 S. Park Road e-mail: bman@mcs.net  
 LaGrange, IL 60525-6111 FAX: 708.354.9505

I hereby certify that I will have successfully completed all PCA Club License Requirements prior to coming to this event, and I have no known physical or mental problems which might jeopardize myself or others if I participate in this event. Also, I have read the "Rules of Road America" and acknowledge that I am responsible for strict adherence for myself, my crew, my family, and all of my guests.

Drivers Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Emergency Contact:

In an Emergency contact: \_\_\_\_\_ Phone: \_\_\_\_\_

Relationship: \_\_\_\_\_ At the track? Yes / No (circle one)

**PCA - Chicago Region  
Road America Drivers' Education  
August 30 to September 1, 1997**

**Event Chairs: Arnie Zann & Margo Pinkerton**

**Event Coordinator: Chris Inglot**

<b>First Driver Name:</b>			<b>Second Driver Name</b>		
Address: _____			Address: _____		
City: _____	State: _____	Zip: _____	City: _____	State: _____	Zip: _____
Eve. Phone: _____		Day Phone: _____	Eve. Phone: _____		Day Phone: _____
( ) ( )		( ) ( )	( ) ( )		( ) ( )
Member: Yes	No	Region: _____	Member: Yes	No	Region: _____
<Fastest	Requested Run Group	Slowest>	<Fastest	Requested Run Group	Slowest>
A	B1	B2	A	B1	B2

Porsche Model \_\_\_\_\_ Year \_\_\_\_\_ # of Cylinders \_\_\_\_\_ Displacement \_\_\_\_\_ # of crew members \_\_\_\_\_  
Please list other performance enhancing modifications to help us classify your car: \_\_\_\_\_

Chicago Region Permanent (previously assigned) Car Number: \_\_\_\_\_ Requested Car Number: \_\_\_\_\_

Upper Paddock Only Parking Space Size Needed: Semi: \_\_\_\_\_ Trailer: \_\_\_\_\_ Other (specify): \_\_\_\_\_  
For this event, PARKING SPACES IN THE UPPER PADDOCK AREA ARE BY ASSIGNMENT ONLY. Participants using non-assigned spaces will be required to move. Assignments will be based on number of cars participating and parking space size required. No reservations will be honored.

Drivers must have attended the Skip Barber classroom instruction at a previous PCA-Chicago Region event, or have very strong driving credentials and receive approval from the Chief Driving Instructor, John Ruther.

First Driver	Second Driver	Have you participated in a PCA-Chicago Region Drivers' Education or Club
Yes [ ] No [ ]	Yes [ ] No [ ]	Race at Road America before?

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

<b>Fees: First Driver</b>	<b>\$250.00†</b>	<b>Make checks payable to "PCA-Chicago Region."</b> <b>No refunds or cancellations after August 15, 1997</b> <b>* If second driver is the family/affiliated member listed with PCA &amp; you are driving the same car, then the second driver fee is \$75.00†</b>
<b>Second Driver*</b>	<b>\$250.00†</b>	
<b>Total enclosed:</b>	<b>\$ _____</b>	

†Includes 1 Club Racing T-shirt, 1 Concours Fee and 1 Dinner ticket for the 'Big Easy Party' per fee-paying driver. Additional T-shirts/size XL (\$15.00), dinner tickets (\$18.00/adults, \$9.00/children 12 and under) for family members, crew, and friends will be available for purchase at Registration, at the track, and at Siebkens on a first come, first served basis.

**Mail pre-registration form and check to:** **Chuck Bittman** Phone: 708.482.4401 (24 hour voice-mail)  
450 S. Park Road FAX: 708.354.9505  
LaGrange, IL 60525-6111 e-mail: bman@mcs.net

I have read and understand the "Rules of Road America" and acknowledge that I am responsible for myself, all of my guests, my crew and my family and indicate so by signing below:

Driver \_\_\_\_\_ Date \_\_\_\_\_

**Emergency Contact:**  
In an emergency contact: \_\_\_\_\_ Phone: \_\_\_\_\_

**Relationship:** \_\_\_\_\_ **At the track? Yes / No (circle one)**

## RULES OF ROAD AMERICA

- 1.0 ALL PERSONS ENTERING THE ROAD AMERICA RACE TRACK WILL HAVE ONE OF THE FOLLOWING:
  - 1.1 A current- VALID spectator ticket.
    - 1.1.1 A ticket with stub(s) upon entering.
    - 1.1.2 A ticket AND A VALID "Pass-Out" upon re-entering.
  - 1.2 A VALID credential:
    - 1.2.1 Road America CREDENTIAL.
    - 1.2.2 Event sponsoring CLUB CREDENTIAL, PROPERLY VALIDATED.
    - 1.2.3 Appropriate weekend WRIST BAND.
- 2.0 UNLICENSED VEHICLES ARE NOT ALLOWED TO BE OPERATED ON ROAD AMERICA PROPERTY, WITH THE FOLLOWING EXCEPTIONS:
  - 2.1 RACE VEHICLES being used in the race event.
  - 2.2 AUTHORIZED ROAD AMERICA VEHICLES with a current year sticker.
  - 2.3 Participants may use light vehicles and equipment carts in the PADDOCK areas, but must have current event stickers for use outside of these areas.
    - 2.3.1 Furnish proof of vehicle insurance if requested.
    - 2.3.2 WISCONSIN STATE LAW REQUIRES that all ATV's must be licensed by the State of Wisconsin or by another State, in order to be operated within the State.
  - 2.4 ROLLERBLADES, SKATE BOARDS, AND ROLLER SKATES are not permitted on Road America Property.
  - 2.5 Riding BICYCLES in the COMPETITION PADDOCK AREA is PROHIBITED with the exception of race crews and race officials.
- 3.0 ALL OPERATORS OF ANY MOTOR VEHICLE (including golf carts) on the Road America Property must possess a Valid State issued drivers license.
- 4.0 THERE IS TO BE NO CONSUMPTION OF ALCOHOLIC BEVERAGES WITHIN THE COMPETITION PADDOCK UNTIL AFTER ALL RACE EVENTS ARE CONCLUDED FOR THE DAY.
  - 4.1 Spectators may only consume alcoholic beverages in the North Paddock, and other spectator areas.
- 5.0 RACE ENGINES MAY NOT BE RUN WITHOUT ROAD AMERICA PERMISSION.
  - 5.1 Before 8:00 AM.
  - 5.2 After 5:00 PM weekdays.
  - 5.3 After 6:00 PM weekends.
  - 5.4 Car Clubs - 7:00 PM curfew (OFF PROPERTY).
- 6.0 ALL OCCUPIED VEHICLES REMAINING OVERNIGHT ON ROAD AMERICA PROPERTY MUST BE SELF CONTAINED AND HAVE:
  - 6.1 A valid Road America overnight camping permit or
  - 6.2 WRITTEN permission from Road America to remain on the property.
- 7.0 NO PETS ARE ALLOWED ON THE ROAD AMERICA PROPERTY WITHOUT ROAD AMERICA PERMISSION. PETS ALLOWED ON THE PROPERTY MUST EITHER BE:
  - 7.1 Kept within the vehicle with adequate ventilation and fresh drinking water.
  - 7.2 Kept under control of a leash.
- 8.0 FIRES, WHEN CONDITIONS PERMIT, MUST:
  - 8.1 Be used for cooking only.
  - 8.2 Be contained within a device designed for containing a fire.
  - 8.3 Be completely extinguished before the coals, ashes, and remains are discarded.
  - 8.4 Not be built within 10 feet of spectator containment fence.
  - 8.5 Not be built by a spectator within 100 feet of an occupied Road America concession stand.
- 9.0 BACK ½ OF FACILITY CLOSED TO PARTICIPANTS (Beyond South Paddock/VIP/West Paddock).
  - 9.1 No people permitted beyond the VIP Tower, entrance to South Paddock, West Paddock, Chain Link Fence below Marlboro Hill.
  - 9.2 Violators will be removed from the premises.
- 10.0 AT NO TIME SHALL A VEHICLE BE PERMITTED TO TRAVEL COUNTER CLOCKWISE ON TRACK!
- 11.0 NO PARKING WILL BE ALLOWED AT ANY TIME:
  - 10.1 In any area specifically marked NO PARKING.
  - 10.2 In any fire lane.
  - 10.3 Violators will be removed from the premises.
- 12.0 GARBAGE MUST BE DEPOSITED IN GARBAGE CANS ONLY.
  - 12.1 No garbage is to be deposited in the white barrels.
  - 12.2 Participants are requested to dispose of their garbage and leave their site clean at the end of each day.

# The Big Easy Party @ Road America II

## AND LABOR DAY CONCOURS **THREE**

Grab your Mardi-Gras beads, your hats, and prepare to kick off your shoes and dance the night away in the Big Easy! This year's **Labor Day Road America Saturday Night** events begin at 4pm. at **Siebken's**, and will have a Big Easy theme and include the Labor Day Concours Three, a Cajun Dinner Buffet, and a live Cajun Band. The **August 30th** evening events will be **FREE for all volunteers, drivers and racers who have paid for track time**. Additional Dinner Buffet tickets, available at Siebken's and at the track, are \$18 for adults and \$9 for children 12 and under. The **Concours Fee is \$20 per car**. (Volunteers, Racers and Drivers do not have to pay the concours entry fee.)

**Class A:** Exterior, Interior, Trunk, Engine & Undercarriage

**Class B:** Exterior, Interior, Trunk & Engine

**Class C:** Exterior, Interior & Trunk

**Class D:** Exterior & Interior

**Exhibition Class for Race Cars:** No entry fee required for this class.

People's Choice & Judge's Choice Trophies will be awarded.

**Questions?** Call Gary Knoblauch @ 630-325-1086

Please make checks for **Concours only** payable to: **PCA Chicago Region**  
c/o Gary Knoblauch 10 S 060 Thurlow Street, Hinsdale, IL 60521

**Name** \_\_\_\_\_

**Region** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Phone** ( ) \_\_\_\_\_

**PORSCHE Model** \_\_\_\_\_ **Body Style** \_\_\_\_\_ **Year** \_\_\_\_\_

**Class** **A** \_\_\_ **B** \_\_\_ **C** \_\_\_ **D** \_\_\_ **Exhibition Class for Race Cars** \_\_\_



Jacisin97

# Bill Jacob's Motorsports

TRAC 97  
THE ROAD AMERICA CHALLENGE



CHICAGO REGION

# ROAD AMERICA

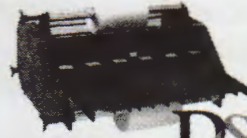
AUG. 30 - SEPT. 1, 1997



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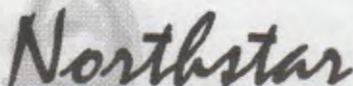


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NORTHFIELD, MINNESOTA 507.663.1210

REGISTRAR: CHUCK BITTMAN (708)482-4401 EVENT CHAIR: A ZANN (708)366-9064

# Board Meeting Minutes

## Porsche Club of America Chicago Region Board Meeting Minutes May 2, 1997

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

Voting members absent: O'Bryan, Ruther, Zann.

Vote by Proxy: None

Coordinators present: Bittman, N. Brenkus, S. Brenkus, Inglot, Jacisin, Murrin, Rashbaum, Shire, Yanahan. Meeting called to order by D. Gallagher at 8:15 PM at the Park Ridge V.F.W.

### Secretary - Chuck Bittman.

Bittman presented the minutes from the April 4, 1997 board meeting.

Clark moved, Murrin seconded, to approve the minutes as presented. Approved unanimously.

### Treasurer - Susan Brenkus.

S. Brenkus presented a financial report showing deposits as of 5/1 of \$90,904.20 and total assets of \$128,654.20. Also, reports for the following events were included: Rallye School, \$140.64 surplus and Tech/Concours school, \$206.41 deficit.

### Vice President - Bruce Janecek.

Janecek reported that the Internal Revenue Service had removed the late filing fee of \$920.00 that had previously been assessed.

Insurance expenses for the two Road America events this year are \$1,273.00 for May and \$4,333.00 for August.

Janecek is researching error and omission insurance for the board of directors. Estimates are coming in between \$1,100.00 and \$1,400.00. Janecek is waiting for a third estimate. Gallagher moved, Bittman seconded, to spend up to \$1,100.00 per year for error and omission insurance covering the board of directors. Approved unanimously.

### President - Dan Gallagher.

Gallagher reported that Porsche AG

has started a travel club that arranges accommodations for Porsche owners in Europe.

PC-National held their board meeting in conjunction with the 40th anniversary party. Gallagher has received 8 "thank you" letters.

Gallagher appointed the nominating committee for the board of directors for next year. The committee consists of the following: Dan Gallagher, chairman, Susan Shire, Ed Barnicle, Bob Cook, and Pat Yanahan.

### Autocross - Jeff Girard

Inglot reported that he has 88 pre-registered for the autocross school and anticipates close to 120. Lunch will be provided by Rossatti's of Orland Park.

N. Brenkus reported that he is ready for the Lake Geneva autocross. Trophies will be extra wine glasses from the 40th anniversary. A dinner will be held after the event.

S. Brenkus reported that arrangements are completed for the "Tres Chic" autocross at Rockford.

### Concours - Pat Yanahan & Jim Jacisin

Jacisin stated that everything is ready for the concours in Elmhurst.

Yanahan reported that Myron Walters will be chairman for the Potter's Picnic concours.

### Rallye - Susan Shire & Steve Rashbaum

Gallagher reported that the Illinois Canal Rallye lost \$359.00 due to extraordinary expenses at dinner. There were 46 cars participating, 12 touring and 34 SOP rallying, of which 31 finished. In addition 72 stayed for dinner.

Shire stated that they are finalizing the "Apple Blossom Rallye" for next month.

Gallagher discussed having a tour around Lake Michigan for 1998. The event would follow our Labor Day weekend Road America

event and would take approximately 3-4 days.

### Social - Peggy Gallagher

D. Gallagher reported for P. Gallagher that the Kane County Cougars event will sell-out since there are only 50 tickets available. There will be a roped-off area for PCA members to park.

Barnicle has placed an advertisement for the Golf Outing in the *Chicago Scene*.

### Membership - Bill Murrin.

Murrin presented 20 new members for entry into the club. Gallagher moved, Clark seconded, to accept the 20 new members. Approved unanimously.

### Road America Drivers' Education and Club Race - Arnie Zann & Chris Inglot.

Inglot reported that Zann stated everything is ready for Memorial Day weekend. For the event Jack Berry will not be in race control but rather Darcy will be in charge.

### Road America Registration. - Chuck Bittman

Bittman reported that currently approximately 160 have registered for the event.

### Road America Sponsorship - Hari Matsuda

Bittman reported for Matsuda that currently the club has commitments for \$13,000.00 in sponsorship. Bill Jacobs Motorsport is returning as the primary sponsor.

### Chief Driving Instructor - John Ruther.

Gallagher reported that Ruther has committed to be at all Blackhawks this year for novice instruction.

### Safety - Jeff Girard

Absent, no report.

### Technical - George Weathered & Mike Gray.

Absent, no report.

### Goodie Store - Linda Patterson.

Absent, no report.

### Charity - T.J. Burke.

Pat Yanahan reported that he has met with T.J. Burke and discussed the following issues: Credit Cards will be accepted; all advertising will be approved by Yanahan; prizes will

Minutes

be 2 Boxsters; sales taxes will be paid; the cars will be purchased from Bill Jacobs Motorsport.

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

No report.

**Advertising - Nick Brenkus.**

N. Brenkus reported that all advertisers are paid for 1996.

Brenkus stated that we have 2 new advertisers: Spahr Graphics and Chase & Heckman (on-track insurance).

**Chief Photographer - Steve Rash-**

**baum.**

No report.

**Property - Ed Leed.**

No report.

**Timing & Scoring - Susan Brenkus.**

No report.

**Webpage - Chuck Bittman.**

Bittman will be adding links to the PCA national webpage.

**Old Business.**

The board discussed the current membership requirements and proposed changes. Gallagher moved, Bittman seconded to require appli-

cants to attend 1 event prior to membership in the Chicago Region. Approved 5 for, 2 against. Gallagher moved, no one seconded, to require applicants to attend 2 events prior to membership in the Chicago Region. Motion failed due to no second.

**New Business.**

None.

**Adjournment.**

Clark moved, Inglot seconded, to adjourn. Approved unanimously.

Respectfully submitted,  
Charles Bittman, Secretary.

### Are You Moving? Has Your Area Code Changed?

Name(s): \_\_\_\_\_

Old Address: \_\_\_\_\_ New Address: \_\_\_\_\_

\_\_\_\_\_

Phones: (H) \_\_\_\_\_ (W) \_\_\_\_\_

Area Code) (New ?) (Area Code) (New ?)

Send to: Debby Leed fax 847.382.3562 (8:00 am - 8:00 p.m. only please!)  
37 Lakeview Drive  
Barrington, IL 60010-1949



## Street and Race Prep

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844 Liberty Dr.  
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Sunday, September 14, 1997

# The September '97 Rallye



Country Junction Restaurant  
Harmony, IL

Registration opens: 11:30 a.m.  
Drivers' Meeting: 12:15 p.m.  
First Car Off: 1:01 p.m.

Directions to Country Junction Restaurant: I-90 West to Marengo-Hampshire exit and Rt. 20, Left/North on Rt. 20 to the restaurant (on the left just after Harmony Rd.)

**Rallye Fee: \$20.00** per car

**Post-Rallye Dinner: \$17.00** per person.

Questions ???

Gene Urban @  
630.654.3824

Cash Bar  
Soup Choices: Cream of Chicken with Rice  
French Onion Soup  
Tossed salad with choice of dressing  
Vegetable  
Entree Choices: London Broil  
Orange Roughy Almondine  
Full slab of Ribs  
Roast Turkey  
Apple Slice dessert  
Coffee or Tea

Everyone is invited to join us at 5:30 p.m. at the Country Junction Restaurant for drinks, tall tales of adventure, awards, the post-rallye critique, and dinner.

Mail registration to:  
Gene Urban, 55 Glendale Rd., Oak Brook, IL 60521-2861

Driver: \_\_\_\_\_ Phone # \_\_\_\_\_

Member\_\_ Applicant\_\_ Guest of \_\_\_\_\_

Navigator: \_\_\_\_\_ Phone # \_\_\_\_\_

Member\_\_ Applicant\_\_ Guest of \_\_\_\_\_

Car Model \_\_\_\_\_ Color \_\_\_\_\_ SOP \_\_\_\_\_ Equipped \_\_\_\_\_ Touring \_\_\_\_\_

Rally Car Fee: \$ 20.00

\_\_\_\_ # of Dinners @ \$17.00 \$ \_\_\_\_\_

Amount enclosed \$ \_\_\_\_\_ Please make checks payable to: PCA Chicago Region

# Road America I Drivers' Education

**WOW!**

By Shawn Young

I really don't know what to say, other than it was one of the best times of my life!

The weather was awful. The instruction was great and driving at

Road America was fantastic. But, most of all, as far as I'm concerned, the event was "made" by the people. The event staff was helpful and enthusiastic. The Club members are, in my eyes, what make this event, as well as every other event I've attended, so terrific. Everyone

is friendly, willing to give advice, and ready to lend a helping hand.

All in all, I came away from Road America with more confidence in my driving skills, great memories, and new friends.

It is easy to understand how so much fun can take up all of your spare time and still leave you begging for more.



Event Chairs Margo Pinkerton and Arnie Zann ...



Event Coordinator Chris Inglot ...

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*Universal harmony - Siebkens and Porsches ...*



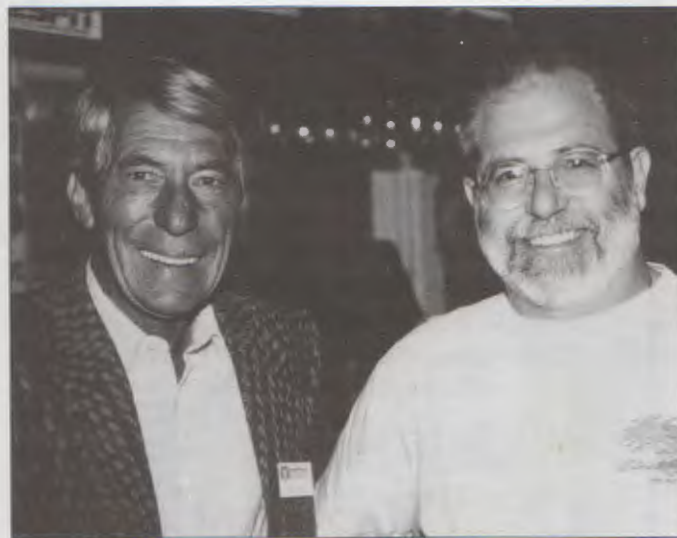
*Warping speed ...*



*Bill Murrin 'visualizes' the track ...*



*'Red row' ...*



*Vic Elford and Chicago Scene Co-editor Steve Rashbaum ...*



*Registration crew - Susan Shire, Bridgett and Chuck Bittman ...*

*Photos by Steve Rashbaum and Margo Pinkerton*

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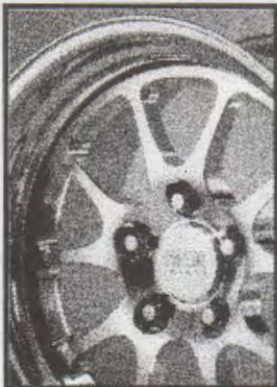
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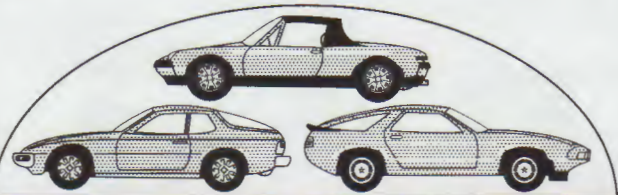
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## 914 CONSERVATION SERIES™ Exclusive! Protect Your Investment!



The 914 Conservation Series consists of a new line of quality products designed to protect, conserve, and prolong the life of your 914. Researched, developed and tested over several years, the 914 Conservation Series is designed for the serious 914 owner and collector who wishes to maintain and preserve his car and investment.

• Part Werks' exclusive Rearseal/Sealring Pads protect your car by restoring and increasing its structural integrity which was lost to the 914's corrosion "cancer". Heavy Duty \$195 per set, Super Heavy Duty: \$245 per set (will sell separately)

• Part Werks' new Porsche® Ring Center Cap Tool Set prevents damage to your original Porsche® 914 ring center caps when they are being removed and reinstalled. \$19.95 per set

• Part Werks' new, specially designed Backbar Covers protect your 914 from the corrosive effects of moisture retaining dirt trapped by conventional rocker covers. \$45 per side

• Part Werks' exclusive Battery Tray Liner protects your 914 from the corrosive effects of leaking battery acid. Made of the highest quality Lexan plastic at \$39.95 per kit

Part Werks' exclusive Fender Wall Liners protect your 914 from the corrosive effects of moisture retaining dirt trapped in the wheel wells of your cars. \$99.00 per set of four

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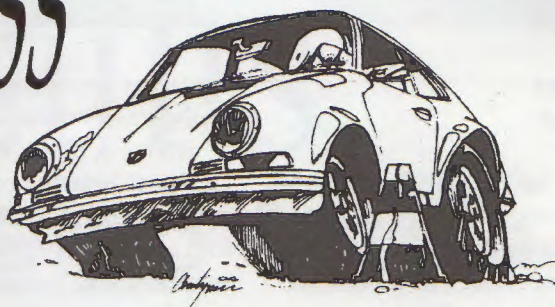
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# UTICA AUTOCROSS



*SLIDE! DRIFT! SPEED! SPIN!*

*TROPHIES! FUN! SUN! WIN!*

**Sunday, September 21, 1997**

**Registration/Tech at 9:00 a.m.**

**Utica Speedway  
Utica, IL**

**Timed Runs start at 10:30 a.m.**

Directions to track: Take I-55 South to I-80 West (approximately 45 miles) to 178 (Utica, Starved Rock exit), Turn left (south) on 178. Go 3/8 mile to track (on left).

Come out and join us for a fun filled race day at Utica. Utica is a 0.6 mile asphalt go-kart track that will allow you to test the acceleration, braking and handling of your Porsche. The track is run without pylons. (Oh, maybe one or two!)

## AUTOCROSS REQUIREMENTS

- Helmets with 1985 or newer Snell sticker
- Long sleeved shirt, long pants, socks, all of non-synthetic materials
- Closed toed shoes
- Valid driver's license

Utica Raceway has a concession stand serving drinks and sandwiches as well as restrooms. Fuel and air is available across the street. We will gather for dinner at a local establishment at the conclusions of the day's activities.

Questions ? Call Bill Murrin @ 708.352.5719

Bring the family for a day in the country.

### Autocross Classes and Bumping Schedule

- Class P1: 356, 914 (except 914/6), 912, 924 (except S & T)
- Class P2: 924S, 924T, 944 (except S2 & T)
- Class I1: Improved 4 Cylinders
- Class P3: 2.0, 2.2, 2.4, 911, 914/6, 928
- Class P4: 944 S2, 944T, 968, 930
- Class P5: 2.7 & 3.0 911

- Class P6: 3.2 & 3.6 911
- Class P7: Boxster
- Class I2: Improved 6 & 8 Cylinders
- Class M1: Modified 4, 6 & 8 Cylinders

P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Mail to: **Bill Murrin, 812 N. Stone Ave. LaGrange Park, IL 60526**

First Driver:  
Name \_\_\_\_\_

Second Driver:  
Name \_\_\_\_\_

Phone \_\_\_\_\_

Member \_\_\_ Applicant \_\_\_ Guest \_\_\_

Member \_\_\_ Applicant \_\_\_ Guest \_\_\_

Fees: \$25.00 First Driver \$5.00 Second Driver \$30.00 Non - PCA member

Please make checks payable to PCA-Chicago Region Amount enclosed \$ \_\_\_\_\_

Autocross Class (see above) \_\_\_\_\_ Permanent Car Number (previously assigned) \_\_\_\_\_

Any questions, please call Bill Murrin @ 708.352.5719 (evenings before 9:00 please)

# Concours One at Elmhurst

## The First Time by Ed Noriega

It was on the 1st of June, the very day of Concours I that I decided to sign up for my first Concours.

My only experience as a Porsche member until then had been enrolling in a few Drivers' Ed events

as well as several autocrosses. So, I really wasn't sure what to expect.

Arriving at the Wilder Park in Elmhurst I busied myself wiping, dusting, and vacuuming the car as well as visiting with the other members and looking at all the cars. Needless to say, I wasn't prepared for the extensiveness of the

judging. On the positive side, I learned, by following the judges from car to car, many of the basic points of detailing the various interior and exterior Porsche components that are essential to prolonging the luster and fine appearance of the car.

Add this lesson to the beautiful sunny day with enjoyable, supportive Club members to share it with and I'd say that my first Concours experience was well worth it.



*Event Chairs Jim and Patty Jacisin ...*



*'Clean line' ...*



*Many resort to dusting ...*



*The 'Dustbusters!'*

*Photos by Steve Rashbaum*

# Results

## CONCOURS ONE

### Concours One June 1 @ Elmhurst Wilder Park Conservatory and Gardens.

Thanks to all who brought their cars to show, work the event, or just came out to see 31 pristine Porsches. We welcome more. Concour events get larger each and every year, with the Chicago Region the most competitive and best prepared in the country. The following are the results of our first round in the park & under the trees.

First Place Class A: **Debbie & John Brandt 82 928**  
Second Place Class A: Patty & Jim Jacisin 90 944S2 Cabriolet  
Third Place Class A: Bonnie & Patrick Yanahan 95 993 Cabriolet

First Place Class B: **Shirley & Bob Cook 88 911 Carrera**  
Second Place Class B: Ron Bean 86 911 Carrera  
Third Place Class B: Sam Collura 87 911 Carrera

First Place Class C: **Jerry Matta 88 911 Slantnose Turbo**  
Second Place Class C: Clint Eagar 87 911 Turbo  
Third Place Class C: Janet & Alan Boe 79 930 Turbo

First Place Class D: **Andy Discher 86 944 Turbo**  
Second Place Class D: April & Mike Milhouse 86 944 Turbo  
Third Place Class D: Harold Beach 73 911T Type

First Place Novice Class: **Mark Birch 84 911 Carrera**  
Judges Choice: **Bob Cook 88 911 Carrera**  
People's Choice: **Janet & Alan Boe 79 930 Turbo**  
Exhibition Class: **Dan Gallagher 59 356 Convertable D, Lee Lichtenstein 88 944 Turbo, John Takehara 74 914, Howard Yefsky 59 356A Coupe**  
Sportsmanship: **Mell Wostoupal 87 911 Carrera**

### Special thanks to all the workers that made this event possible.

**Judges Class A:** Bill Murrin, John Takehara & Keith Clark **Class B:** Pat Yanahan, Dan Gallagher, Harold Beach & John Brandt **Class C:** Bruce Janecek, Pete Hackenson & Andy Discher **Class D:** Ron Bean & Shawn Young **Registrar:** Bonnie Yanahan **Tallying:** Debbie Dukes **Scoring:** Patty "Big Blue" Jacisin *See you @ Potters' Picnic, Jim Jacisin*



# From Our Members

## Road America Checklist or "Don't Leave Home Without It" by John O'Keefe

Look at this list NOW so that you have time to buy whatever you need. Don't wait until the last minute before the event only to discover "we don't have time to buy it".

I have not included anything on this list for small children as I have no experience in this area.

There is no way that anyone would want to bring everything on this list. Just look it over and bring the things YOU think you will need.

Tools and parts. Again, use your own judgement. This is just a guide to prompt your mind, not a complete list of everything you positively must have.

I am not including the obvious in this list - things that I know you will all remember to bring such as money, cigarettes, gum, candy, reading material, knitting paraphernalia, earplugs, clean underwear, fifth of scotch, toothbrush, etc. etc.

Whether or not you have forgotten something, you might allow an hour or maybe a day to stop and look at Fleet Farm, at the intersection of Routes 23 and 57, at the east end of Plymouth. This place has everything, I wish that they were located around the corner from my house. However, they do not carry any Porsche parts.

All of the items on this list (plus luggage) fit in my 1970 911 Coupe with room for two in the front with nothing on their laps or the floor. If this is your first time, figure out what you want to take with, and "practice pack" with empty suitcases and bags. An hour's worth of patience and you'll have it made for any future trips, Parades, etc. Don't forget secret compartments in older 911 models!

Call me if you want to know

where to obtain any item I have mentioned on this list.

I strongly suggest you label your helmets with a Dymo label gun or similar, with info such as full name, blood type, any known drug allergies, home address, state, and driver's license number. In addition, you should label your helmet with emergency phone number, (NOT your own number or the number of someone who will be attending the event with you!). Don't forget to include the proper area code!! Any little bit of safety helps us all, and besides, if you lend your helmet to someone, it won't get lost.

As a subpart of the above, get a helmet bag. ALL of the scratches I have on my helmet were acquired as a result of damage when the helmet was NOT on my head. I just wish I had the opportunity to buy a helmet bag sooner. Also, there is lots of room inside the helmet in the bag to store hats, glasses, extra tools, ham sandwiches, pictures of your family, whatever suits you.

Got a close friend in the club who will be attending the same event? Even better!! Then you should both look over the list and go 50/50 on the tools, car wash and other things that you can share. This should be worked out about two weeks before the event. Any sooner and someone will forget; any later and someone won't have the time. Just don't share your es-corts - electronic or female!! If you want to go solo, then I guess that's up to you.

I'm sure all of you will think of something you wouldn't be without that I didn't include on my list. Drop me a note, and we'll put it in the next one.

Guten Travellen!

## TOOLS

Scissors or floor jack

PORSCHE FACTORY TOOL KIT (CAME WITH CAR)

2 PCs. wood 2 x 4, 7"-9" long (for blocking wheels/extending jack travel)

Torque wrench

6mm-19mm combination wrenches, sockets, and the proper drive ratchets

Extensions/Universal sockets

TOOLS NECESSARY TO ADJUST/REPLACE ENGINE BELT(S)

SHARP KNIFE

COMBINATION CAN/BOTTLE OPENER

19mm Soft Socket for lug nuts

Screwdrivers

Pliers

Magnetic pick-up tool

Hammer

Disc brake pin punch

Carburetor and/or fuel injection special tools

## SPARE PARTS

ENGINE BELT(S)

SPARE FUSES

SPARE BULBS (H-1, H-4)

BRAKE PADS

BRAKE FLUID

EXTRA MOTOR OIL

SPARK PLUGS

Depending on Porsche year and model, this list could be endless!

This list might include cables, gas-kets, relays, and many other items, but there is a limit!! Use your own judgement, and if you know something in your particular model is prone to give in, carry a spare, if practical.

## OTHER PORSCHE TOURING SUGGESTIONS

DUCT TAPE

SHOP TOWELS

Utility gloves

Small bucket

Car wash solution

Car wash towels (cotton diapers)

Window cleaner

Electrical tape

Dash cover/sun reflector

Spare key for Porsche and/or other

vehicles  
 Bug/tar remover  
 Spray bottle of water (cleaning car, cooling fuel pumps)  
 Gasoline can(s) Extra tires/wheels  
 Car cover and/or bra  
 Blanket(s)  
 Paper towels  
 Hand cleaner (Go-Jo or equiv.)  
 Radar detector (extra power cords)  
 FLASHLIGHT  
 FIRE EXTINGUISHER (HALON)  
 PORTABLE AIR COMPRESSOR  
 AIR PRESSURE GAUGE

PERSONAL ITEMS FOR SAFETY/  
 COMFORT

Helmet (Snell '85 or better)  
 Driving clothes/Nomex suit  
 Driving shoes  
 PONCHO(S) AND/OR UMBRELLA(S)  
 Name tag  
 First aid supplies (Band-Aids, disin-

fectant, etc.)  
 Roloids, aspirin,  
 Coolers  
 Food/beverages  
 Lawn chairs  
 Camera, lenses, flash, extra film, and/or camcorder, extra tape  
 Binoculars  
 CB radio, walkie-talkie, scanner  
 Hats with visors  
 Sunscreen lotion  
 Sunglasses (that fit under your helmet!)  
 Plastic cups or mugs  
 Battery-powered clock radio  
 Swim trunks (men)/Scanty bikinis (ladies)  
 Plastic bags (for dirty clothes, wet suits, used parts, etc.)  
 Favorite T-shirts from past events  
 Insect repellent

PAPERWORK

Checkbook and calculator  
 MAP(S) TO FIND EVENT AND/OR LODGING AND/OR YOURSELF  
 Registration papers/info on event  
 Tech inspection sheets  
 Car numbers  
 Clipboard  
 PENS/PENCILS  
 BLANK PAPER/SPIRAL NOTEBOOK  
 Hotel/motel room confirmation  
 U.S. CURRENCY (INCLUDING TOLLWAY CHANGE)  
 CELLOPHANE TAPE

(SHOULD BE IN CAR AT ALL TIMES)

*Ed. note: This checklist (from the May 1985 Chicago Scene) has been updated by the always organized John O'Keefe, who reports it works well for Road America as well as other trips with or without the 911.*



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Porsche Club of America, Chicago Region  
cordially presents

## Concours de Musique

September 28, 1997

In the early 1900's the French began a tradition - Concours D'Elegance. The coveted affair celebrated the design, style and elegance of the automobile. The schedule of events included champagne, savory cuisine, musical entertainment, and a display of beautiful cars. On Sunday, September 28, 1997 this time honored tradition continues at The Beautiful Sound - Steinway Piano's exclusive Chicagoland representative.

### Schedule of Events

Cars arrive, entrant performs final preparations	9:00 AM - 11:30 AM
Lunch at Venise restaurant	11:30 AM - 1:00 PM
Champagne reception @ D'Edmunds Interiors	12:00 AM - 2:00 PM
Judging of Porsches on display	1:00 PM - 2:00 PM
*Musical concert arranged by the Steinway Society	2:00 PM - 3:00 PM
Award Presentations	3:00 PM - 3:30 PM

\* Seating is limited -@ Artists Recital Hall, The Beautiful Sound, Inc.- please RSVP no later than September 15, 1997.

Concert will feature winners of the "Most Promising Student Pianist" competition and Drs. Thomas & Nancy Liley will perform a varied program from Mozart to *Porgy and Bess*.

The standard four classes (A, B, C, & D) of judging will occur. In the tradition of the classic French style of judging at the Concours D'Elegance, we respectfully introduce the "F" class (French class). The exterior and interior will be judged by visual inspection only. No doors will be opened. No exterior will be touched. The entrant may show each car with windows up or down, convertible top up or down, however the entrant believes is the most presentable! The "F" class is to encourage a wider participation in the Concours. A judges choice award will be selected. In addition, members of the Steinway society will select the "Best of Show".

**Fees:** \$10.00 Concours (per car)  
\$20.00 Lunch, champagne reception, & concert  
\$10.00 Children (15 and under)

**Location:** The Beautiful Sound, Inc.  
120 Burr Ridge Parkway  
Burr Ridge, IL 60521  
630.325.9999

**Directions:** I-55 to County Line Rd. South (exit just west of 294), to Burr Ridge Parkway, make a left.

**Suggested Attire:** Gentleman - Sport Coat & Tie,  
Ladies - casual chic

**Event Steward:** Tray Anderson  
Questions call 630.325.1327  
6:00 PM to 9:00 PM, please

**Judging Classes:**

- A - Interior, Exterior, Trunk, Engine, and undercarriage (Cleanliness & Condition)
- B - Interior, Exterior, Trunk, Engine (Cleanliness & Condition)
- C - Interior, Exterior, Trunk (Cleanliness & Condition)
- D - Interior, Exterior (Cleanliness & Condition)
- F - Interior, Exterior (Visual inspection only)

# Concours de Musique

Mail this completed form and check **prior to 9/15/97** to:

WaterSoft Development Company  
2211 York Road, Suite 205  
Oak Brook, IL, 60521  
Attn.: Concours de Musique

Concours Entrant: \_\_\_\_\_ Member \_\_\_ Applicant \_\_\_ Guest of \_\_\_\_\_

Phone Number: \_\_\_\_\_ Region: \_\_\_\_\_

Address: \_\_\_\_\_ City/State/Zipcode: \_\_\_\_\_

\_\_\_ Check here to request by fax complete event details including the Do's and Don'ts of a Concours

Fax Number: \_\_\_\_\_

Porsche Entry #1: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_ @ \$ 10.00 = \$ \_\_\_\_\_

Porsche Entry #2: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_ @ \$ 10.00 = \$ \_\_\_\_\_

Porsche Entry #3: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_ @ \$ 10.00 = \$ \_\_\_\_\_

Member Phone Number: \_\_\_\_\_ # of Luncheon Guests @ \$20.00 = \$ \_\_\_\_\_

\_\_\_\_\_ # of Children Guests @ \$10.00 = \$ \_\_\_\_\_

Total # of Luncheon Guests \_\_\_\_\_ Total amount enclosed \$ \_\_\_\_\_

*Please make checks payable to: PCA Chicago Region*

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## PCA - Chicago Region Tech Inspection Sheet

NAME: \_\_\_\_\_ COLOR: \_\_\_\_\_ CLASS: \_\_\_\_\_  
 MODEL/YEAR: \_\_\_\_\_ ENG. DISP.: \_\_\_\_\_ PERM. CAR #: \_\_\_\_\_

Pass Fail TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- |     |     |  |
|-----|-----|--|
| ___ | ___ | 1. WINDSHIELD - No cracks. Functional wipers with good blades.   |
| ___ | ___ | 2. MIRRORS - At least one securely mounted rear view mirror.   |
| ___ | ___ | 3. BRAKE LIGHTS - Functional.  |
| ___ | ___ | 4. PEDALS - Free return & in good operating condition. Firm brake pedal.   |
| ___ | ___ | 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; <u>five point harnesses required for Classes A &amp; B at Road America</u> and highly recommended for all other events.                                       |
| ___ | ___ | 6. ROLL BAR - All open cars except 914's, Targas, and cars in the Production class.  |
| ___ | ___ | 7. HELMET 1985 SNELL or later required (sticker <u>must</u> be attached inside).   |
| ___ | ___ | 8. 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.  |
| ___ | ___ | 9. BATTERY(IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.  |
| ___ | ___ | 10. DRIVE BELTS - Tight & in good condition.   |
| ___ | ___ | 11. THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars.   |
| ___ | ___ | 12. LEAKS - No leaks of any fluid - oil, gas, brake, or coolant.   |
| ___ | ___ | 13. RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.  |
| ___ | ___ | 14. 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.  |
| ___ | ___ | 15. REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber.   |
| ___ | ___ | 16. WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.   |
| ___ | ___ | 17. ENGINE - Check for odd sounds and satisfactory exhaust.  |
| ___ | ___ | 18. 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. |
| ___ | ___ | 19. WHEELS - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hub-caps removed.  |
| ___ | ___ | 20. 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.   |
| ___ | ___ | 21. FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended.   |
| ___ | ___ | 22. GAS CAP - Gasket intact & cap tightened.   |
| ___ | ___ | 23. LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc.  |
| ___ | ___ | 24. 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: \_\_\_\_\_

WITNESS TO DRIVER'S SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

# The Apple Blossom Rallye & Tour

## My Kind of Day by Susan Shire

Steve and I pre-ran our rallye on Saturday the 7th in a torrential down-pour and worried that even our closest friends and rallye competitors might 'bail out' on our rallye scheduled for the next day. But, Sunday was glorious, sunny and warm; a Cabriolet kind of day.

31 cars, 8 of them in the touring class, left Fischer Motors in Barrington (after enjoying a sumptuous spread of snacks, courtesy of Peter Fischer) for the odo check and a day of speed, curves, and clues in the apple country of (mainly) Lake County. The odo leg led them to the new home of Northstar Motorsports, also in Barrington, where we enjoyed more gracious hospitality courtesy of John and Jeanne Ruther. (Great chocolate chip cookies, Jeanne! They sustained Steve

through most of the afternoon.)

Leg #1 took our rallyists through the 'bog area' of Lake and McHenry Counties to Checkpoint #1 which was just down the road from the Volo Bog. Given 30 minutes until their out times, many of the rallyists took the opportunity to visit the State Natural Area for a few minutes. (It's a fascinating place and has several trails through the bog area.)

Leg #2 wound around and around and finally past Wayne Potter's farm, the site of Potter's Picnic. Checkpoint #2 was just up the road from the Wauconda Orchard Country Store. (My kind of rallye; drive to something to look at or someplace to eat!) Again, many of the rallyists took advantage of the extra time before their official out time to visit the store which is famous for it's apple cinnamon doughnuts. In the fall Wauconda

Orchard has apple picking, as well as a brat and beer festival and petting zoo every Saturday.

It was on Leg#3 that many rallyists, including Dan and Peggy Gallagher, fell for a spelling trap which caused them to enter Checkpoint #3 from the wrong direction. (Yes, we're gloating!) It was a wonderful trap in that it not only worked, but caused no rallye cars to be lost because of it. A festive dinner, the rallye critique and the trophy presentation followed at Flatlander's in Lincolnshire.

As with all events in the Club, we are indebted to many fellow members for their efforts. Our thanks to Jack Stephensen and Dan Del Fava for pre-running the rallye and our Checkpoint workers John Mack (who worked two checkpoints), Bob Turner, and Mel and Ilene Wostoupal. And many thanks to Peter Fisher and Jeanne and John Ruther for their generosity and hospitality. We hope you enjoyed the rallye and will see you at the September '97 Rallye.

## Apple Blossom Rallye and Tour Official Results

### Unequipped Class (SOP)

Place	Driver/Navigator	Score		
1	Bob White/Wilma White	1035	Bill Urban/Jay Lyon	DNF
2	Tom Harwood/Phyllis Harwood	1104	Dave Matthews/Charlie Pyne	DNF
3	Myron Walters/Nina Hoyer	1220	Ken Pesavento/Nikki Kroll	DNF
4	Eric Gehm/Duane Sohn	1417	Peter Fischer/Janice Jacobs	DNF
5	Dan Gallagher/Peggy Gallagher	1502	Jerry Mejdrich/Louis Mejdrich	DNF
6	Nick Brenkus/Susan Brenkus	1540		
7	Jack Gaggini/Susan Spehar	1546		
8	Tom Verachtert/Dog Beshears	1585		
9	Skip Gianopulos/Gayle Gianopulos	1642		
10	Robert Kerwin/Neil Steffens	1672		
11	Margaret Rathunde/John Lawson	1765		
12	Shawn Young/Kristy Kosinski	1798		
13	John Diwik/Beth Luddy	1850		
14	Lee Lichtenstein/Chuck Bittman	1932		
15	Reinhardt Barthel/Nancy Poremba	1996		
16	Dan Bacin/Linda Bacin	2000		
17	Joe Baksha/Nicole Baksha	2058		
18	Brian Boyle/John Noone	2250		

### Touring Class

Jim Mansfield/Karen Mansfield  
 Gary Knoblauch/Myra Knoblauch  
 Bruce Janecek/Jean Janecek  
 Eric Myers/Trevor Myers  
 Andreas Fischer/Richard Fischer  
 Tim Wiese/Jeanette Angel  
 John Mueller/Pat Foltz  
 George Bruder/Cindy Bruder

# The Mart

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

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## FOR SALE

### PORSCHEs

**1967 912 5 sp.**, 1750CC mod. Eng., Weber carbs., lightened fly wheel, heads by Vic Skirmants, M.S.D. elec. ignition. Powdered coated sheet metal. Turbo tie rod kit, strut tower triangulated brace. 944 seats. Roll bar. 15" Fuchs polished wheels, Goodrich TA 20550-R1's. S-alum frt calipers, vented/slotted rotors. Stainless st. Brake lines. A.J. USA Brake Kool Kit. Fitapaldi steering wheel. With additional parts (see Parts ad) \$14,950/obo or \$11,000/obo without parts. George LaCross, 5924 W. 98th St., Oaklawn, IL 60453 708.422.5212

**1967 912 5 spd.**, 64K org. mi. In storage for 10 years. New clutch, new Dunlops, AM-FM, needs body work. Parts to restore included. Gas heater H-4's, bra, exc. mechanicals and interior. Some body work and fresh paint - you'll have a superb 912. \$4,900. John 847.272.8878.

**1967 912 White/red 5 sp.**, Arizona car, New paint, brakes, battery. Rebuild motor, trans., carbs. \$8,995. Ross Peterson 847.913.9800 or 847.735.0531.

**1973 911 T Tangerine/blk leather**, 40K mi. MFI New in '96; Comp TA/ZR's, koni adjustables, 21mm frt & 26mm rr torsion bars, turbo tie rods,

sport muffler, Robt. Wood 7x15" Fuchs, master cylinder. New in '97; H-4's & batteries, Carrera upgrade tensioners. "S" instruments, recent tune up, F/R align., lowered & corner bal. at Midwest Eurosport. Beautiful org. cond. Must be seen to truly appreciate this classic. No winters/accidents/ dings/ a/c. \$20,000. Mike Southward 847.294.3689.

**1973 911 T Red/blk.** 85K mi. No rust, chain tensioners, new brakes and cables. New Fuchs wheels. Perfect interior with new German carpet. Mechanically perfect. Stored winters and bad weather. \$12,500. Carl Cucco 847.304.5525.

**1978 911 SC Targa Silver/blk.** 90K mi., no acc/track mi. New paint, new targa seals. Recond. Targa top. Polished 'cookie cutters'. New Yokohama 008P's. New battery. Later model partial elec. Leather seats. No a/c. Manual windows, updated tens. Had trans. Synchro's. Very nice, affordable Tight example of early SC. Motivated seller. \$15,500/obo. Dan (w) 847.670.7280, (e) 847.456.7116.

**1979 928 Coupe Red/tan leather.** New rear brake pads & disc; 5-sp. Newer B.F.G. Comp T/A tires, clutch package, steering rack, catalytic converter, good condition, \$80K mi., #9289200351. no-track, garaged kept, summer car, non-smoker. \$10,000/obo. Matt Nielsen 847.604.9828.

**1982 928 S White/brn leather.**, 5 spd., sunroof. 45K mi. A-Class concours cond., no winters. Cardex & brochures, bra & cover. Ready to show. New battery, tires, belts, brakes, water pump. \$17,500/obo. John Brandt, 265 Circle Court, Palatine, IL 60067, (eves) 847.397.7238.

**1986 911 Carrera Coupe Red/blk leather.** 53K mi. Frt & rear spoilers, sunroof, all org. Garage kept, no winters. 10K on Dunlops. Com-

pletely stock exc. Four Euro headlamps/org. included. No leaks, sales brochures. Al Fierst (h) 708.456.7815 (w) 708.453.7525.

**1986 911 Targa A/C.**, cruise, p.w., p seat, Blaupunkt AM/FM stereo cassette, 48K mi. Beautiful car thruout and needs nothing. \$21,900. Call Jerry Kowalczyk 630.377.2251.

**1986 944 Turbo 41K mi.** Nice. \$14,000. Cy Ling, 2815 Polo Rd., Bloomington, IL 61704. 304.663.7472.

**1986 944 Turbo Guards red/blk. A/C**, sunroof, p.w., Blaupunkt. Factory alarm, BBS w/Goodyear Eagle P225/50VR16 frt., P245/45VR16 rr. Limited slip, valance & rockers. WPOAA0954GN156099. Stored winters, chipped & modified for performance & handling. Pristine exterior. Must be seen & driven. \$15,000. Steve Volksman (eves) 847.356.8687.

**1988 928 S-4 Coupe Black/blk leather.** 57.4K mi. All records. #WPOJBO928JS861824. Garaged, nonsmoker, nonracer, 5.0 liter, water cooled, automatic. Sunroof, ABS brakes, 6 way power seats w/ memory. Front and rear a/c. Car immaculate & in exc. mechanical cond. Offered @ \$21,000. Call Mell Westoupal 847.564.7799.

**1988 930 Turbo Guards red/blk.** Dealer maintained, records. Exc. cond., a/c, sunroof, pw., Blaupunkt, fact. alarm. 39K mi. Had 35K service. New Potenza Z's. \$35,000. Jim Laughlin 414.683.9577 (11 - 7 PM)

**1989 911 Cabriolet Guards red/black top/tan.** Pwr driver seat/mirrors/locks/top. 46K mi. Clifford alarm, blt-in Radar detector, Authority chip, roll bar, 5 pt harness both sides. 4 new A008P tires. Garage kept, Zymol, no smoke, org spare/tools/compressor, exc. Maint/cond., all records. \$35,000. Edward Stout, 161 E. Chicago Ave., Apt. 38H, Chicago, IL 60611, stoutem@aol.com, 312.664.5725.

**1989 944 S2 Black/burgundy leather** sport seats, 62K mi. new clutch, Quaife, competition suspension (bars, shocks, springs, the whole ball of wax), lowered/chassis balance,



chip, 2 sets (Turbo S and S2) of wheels and tires w/R1's.

Car is well sorted out. Parade winner 1994, 2nd place 1996.

\$17,200. Nick Brenkus (w) 847.540.2258 (h) 630.766.4734.

**1992 968 Coupe** Amazon green metallic (beautiful blue)/tan leather. Tiptronic trans. 32K mi., Exc. Cond. Loaded! \$24,000. Mike Vanklaveren 309.441.6108 after 3:30 PM, e-mail miketeri@geneseo.net.

**1993 911 RS America** Blk/blk. 39K mi. #WPOAB2961PS419331. A/C, radio, lowered & balanced (by Perfect Power), 3.8 RSR adj. rear bar, conical air filter, front spoiler lip (not installed), Colgan bra, Brey-Krause harness bar, exc. cond. \$41,500. Bob Ostholthoff 847.475.9680.

#### OTHERS/PARTS

**Vintage Race Car 1966 Alfa Romeo GTV** w/ GTAm flares, Group 8 eligible for SVRA, VSCDA, CHR, etc. 48DCOs, full cage, cell etc. Very reliable classic Alfa in close to concours condition. Turnkey, inc. extra fresh engine, trailer, spares etc. Willing to crew/assist buyer at nearly vintage events. Leisurely turns 1:26 at BFR, 2:56 at RA with overage, overweight driver. Ken Smoot (h) 773.784.6292, (w) 847.688.2600 ext. 125.

**1992 Ford Explorer XLT 4WD**, Capt. chairs, dual pwr seats, pwr locks & windows. Tow pkg. (Trans cooler, special gear ratio), V-6 / 250 lb/ft torque. ASR aftermarket recessing sunroof. Telephone and radar detector. Vehicle is unusually clean. 66K mi. Serviced regularly. Complete records. \$14,000. Jim Krupp 847.729.4865.

**1995 Chevy Blazer 4 dr.**, red/charcoal, cruise, tilt wheel, pwr locks/win/mirrors/drv seat, stereo cassette, A/C, folding rear seat, overhead console, remote entry, 4 w.d., ABS, tinted glass, cargo cvr, lugg rack, rear wiper, tow pkg & hitch, alloy wheels, recent service, 37K+ mi., \$18,000 **1993 Audi S4**, 42K mi.,

exc. cond., \$27,500. **1960 MGA Roadster**, restored, drive train built for sturdiness, reliability, and performance, \$15,900. Cyril Ling, 2815 Polo Rd., Bloomington, IL 61704, 309.663.7472.

**Audi Wheels Set** of four (4) factory Speedline alloys. 6-spoke, 3-piece look. 7x15. \$1,100. Org. on 1990 Coupe Quattro. Only 2K mi. Superb cond. Bob Ostholthoff 847.475.9680.

**356 Parts** Five (5) Rudge wheels, XZX, A drums, hammer, complete, rechromed, exc. \$10,000; G.T. tank, straps, "B" style, \$800; Org. Flat Nardi, restored, \$1,850; Hella in-body fog lights, perf., \$850; Hazet speed wrench, exc., \$100; a Turn signal switch, N.O.S., \$250; a Front beehives, repo., new, \$100; Pre-A Mann fuel filter, \$100; a Heater boxes, good cond., \$150. Rod Gustafson, Rockford, IL. 815.633.1929.

**911 Wheels/tires** Org. Fuchs alloy wheels (2) 7x16 & (2) 6x16 used only for 1K mi. 4 Goodyear comp T/A R1's mounted on & used only for 1 day @ Blackhawk last summer. \$1850 for set. Jim Mansfield (w) 847.695.6000, (h) 847.304.0369.

**914 Parts** Blow-out Must sell all 914 used parts to clean garage. 2.0L engine, trans., door pockets/arm-rests, sun visors, glass doors, cloth seats, brakes, electric lids, doors, more. Bob Turner 847.458.0650.

**928 Wheels** 4 7x16, Part #928-361-021-05, incl. Goodyear VR50, 225/50 VR 16 tires. Best offer. 708.354.2398

**944 Harness Bar and 2 harnesses** \$300 Bob Douglas 847.615.0033.

**944 Turbo Parts** S-4 gas slotted rotors, brand new, \$250 per pair; Turbo cup springs, fits '87 & later 944s w/ ride height adjustable struts, \$300; BFG R1's 245-45-17 & 275-400-17 new & used; Club Sport forged wheels, 8"x16" - fit 245s on frt \$475 ea.; Manual steering rack, \$175; Electric seats out of Turbo S, partial leather (non-sport), blk, 4-way, adjustable, mint, \$599; Com-

plete interior w/ air bogs. Buyer pays shipping. Andy Mandell 847.433.8622 or 312.901.3649 (pg.).

**944 Turbo S Wheels** Just in time for driving season, wheels & tires off 1989 944 Turbo S. 7½ and 9x16 forged club sport rims with BFG R1s. 225/50x16 and 245/45x16 used only 2 days at 1996 Blackhawk Octoberfest. \$1600 for the set. Chris Inglot e-mail cinglot@aol.com (w) 773.286.5881, (h) 847.559.1126, .

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

#### WANTED

#### PORSCHE/OTHERS

**1970-'73 or '78-'80 911 SC** Under 100K miles. No rust. Exc. overall condition pref. Jim Meyer (days) 630.355.7407 (eve) 630.357.5412

**1978-79 911 SC Targa** Red/tan or red/blk. Jack Brodiske 815.485.8950.

**1987-89 944 Turbo or 1990-91 944 Cab**, any color, good finish, low miles, all records, 1-2 owners preferred. Motivated buyer, willing to wait for right car, not a broker. 1st time Porsche owner. Jim Lindberg 847.330.4448 days/eve/pager.

**Pictures and stories of Chicago Region members doing 'cool stuff' at the June '97 Porsche Parade in Texas** for the August newsletter. Pictures will be returned and photo credit given. Call Susan Shire 847.674.2285.

**4 Copies of April, Vol 41, No 3 Chicago Scene** Call Susan Shire 847.674.2285.

# Oversteer

You Might Be A Racer If . . .

Part Two

(PCA-Editors Network)

847

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- When something falls off of the car you wonder how much weight you just saved.
- When you call home from Montreal, instead of saying "Hi Daddy," your three year-old son asks who has the pole.
- You always want to change something in your street car to make it handle better.
- You and your spouse met at a race track.
- You are happiest when your street car's tires are worn to racing depth (wear bars showing).
- You buy new parts because you don't know where you put the spares.
- You came back early from your honeymoon to attend driver's school.
- You can look the hotel clerk straight in the eye and say, "One adult, and could I have some extra towels?"
- You can't remember when you last worked on weekdays and rested on weekends.
- You change engine oil every other week.
- You complain the seatbelts in the family car aren't tight enough.
- You consider a test drive successful if you get the sales guy to whimper.
- You created a huge fire in your back yard when you used left over racing gasoline to light your charcoal grill.
- You critique the way people wave the flags at a parade.
- You discover that the only thing you record on TV is racing.
- You do more catalog shopping

than your wife.

- You don't see anything unusual in cording a set of tires in just a few hours driving.
- You enjoy driving in the rain on the way to work.
- You feel compelled, on a road trip, to beat your previous best time.
- You feel naked in your street car without a roll bar and a five-point harness.
- You fix the race car before you fix your daily driver.
- You fix things around the house (kid's bikes, etc.) with grade 8 bolts and nylock nuts from your parts bins.
- You get a parts cleaner as a wedding gift and both bride and groom are thrilled.
- You get upset if you don't hear the rumble of Bots-Dots at the entrance, apex and exit of every corner on your drive to work.
- You had to stop at an apple orchard to pick dinner while towing back from Elkhart Lake.
- You have a "home" toolbox and an "away" toolbox.
- You have a large piece of piston mounted on a wall plaque in your living room.
- You have a separate drawer for 'garage clothes'.
- You have a solvent tank \*and\* a pressure washer in your shop.
- You have car parts in your cubicle at work.
- You have more pictures of race cars on you desk than one of your wife or kids.
- You have more than one roll of duct tape around the house (the handyman's secret weapon).
- You have no problem adding 45 mph (or more) to the real answer to, "How fast do you go?"
- You have tried to figure out how to put air conditioning and a toilet in your garage.
- You hear "overcooked it" and think "off the track" instead of "Denny's."
- You hear the police just arrested

some hooker down the street and wonder what the tow truck driver did wrong.

- You keep replaying the last race weekend over and over in your mind while quasi-listening to relatives' last fishing trips.
- You keep thinking you can squeeze in just one more session of track time as the sun sets over Turn Two at Willow.
- You know that Orthodontic work is the equivalent of three sets of tires.
- You look longingly at shopping mall parking lots as alternatives to street courses.
- You pick up the phone and say, "Race Control, this is. . ."
- You plan all your vacation around racing and your wife says, "not this year again."
- You put all the race car receipts you can under "Auto Repair Expense" on your annual budget.
- You quietly ignore the question, "How fast do you go?"
- You see a "Flagger Ahead" sign and check to see if you know them.
- You select pets based on their ability to survive a weekend alone.
- You send your parents a gift certificate for their 50th Wedding Anniversary dinner out, 'cause it's a race weekend.
- You sometimes hear little noises from your passengers when you get on the throttle right after turning in.
- You spend all week explaining to your wife or girlfriend that when you said there was a new hooker at the track, it wasn't what she thought.
- You stick your arm out the window and raise it straight up before turning into your driveway.
- You take your helmet along when you go to buy new eyeglasses.
- You think a used Goodyear F1 qualifier and a slab of glass constitutes a coffee table.
- You think that traction control and ABS are for those who can't drive.



# Witness... Whats New and Exciting in the World of Porsche



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