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THE PORSCHE CLUB OF AMERICA,
CHICAGO REGION



Chicago Scene

JULY 1998



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Chicago Scene

July 1998 Volume 42 Number 7

Chicago Region 1998 Calendar of Events

January 11	Tobogganing & Hackney's
January 18	General Membership Annual Meeting
February 8	Restaurant Tour - Cafe 36
February 28	Bowling & Dinner
March 8	Concours School <ul style="list-style-type: none">• Chili Tasting • Edible Art Contest
March 15	St. Patrick's Day Party
March 22	Rallye School
April 5	Safety Tech Session
April 19	Rallye I
May 3	Drivers' School
May 13	Blackhawk I Drivers' Ed
May 17	Concours I
May 23-24	Road America Drivers' Ed
May 31	Autocross I
June 7	Rallye II
June 17	Blackhawk II Drivers' Ed
June 20	Concours II • Zone 4 Concours <ul style="list-style-type: none">• Gimmick Rallye
June 28	Autocross II
July 18 - 19	GingerMan Drivers' Ed
July 25	Kane County Cougars
August 2	Potter's Picnic • Concours III
August 9	Autocross III
August 12	Blackhawk III Drivers' Ed
August 22	Golf & Dinner
August 30	Autocross IV
September 5-7	Concours IV (at Road America) <ul style="list-style-type: none">• Drivers' Ed • Trac 98 Club Race
September 16	Blackhawk IV
September 20	Autocross V
September 27	Rallye III
October 10-11	Blackhawk Octoberfest
October 18	Concours V
October 24	Rallye IV
October 25	Rallye V
October 31	Halloween Party
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December 31	New Year's Eve Party

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Aungahh!

We apologize if the Chicago Scene is late into your mailbox this month. June was a month of graduations, weddings, roses, and almost too much to do for the members of the Chicago Region. Since going to press with the June issue just before Memorial Day, many of our members have been to Road America, autocrossed with Tres Chic Racing, Club Raced at Putnam Park, rallied with the Gallaghers to Frankfort, zoomed around the track at Blackhawk Farms and concoured with the animals at the very fabulous Golden Concours at Lincoln Park Zoo. There should have been, in the last four weeks, something of interest for every member of the Region. Please look through the event announcements in this issue, pick one you like, and join in on the fun.

Several of the event chairs for up-coming events have asked that we encourage you to pre-register for the events that you wish to attend, especially the track and autocross events. The June Blackhawk was a sell-out and a waiting list was established. The Gallaghers already have many drivers pre-registered for the August and September Blackhawks. We heard the same refrain when we checked with the Labor Day Road America Registrars. Please remember that payment must accompany the registration form or the spot will not be held for you.

We will not be at the Region's weekend at GingerMan or the Kane County Cougars as we will be in Steamboat Springs at our first Porsche Parade. We're not taking the 951, but will be able to drive the Parade Rallye as a very dear Chicago Region friend has offered to loan us his car. We thank him very much for his trust and generosity. We will take lots of pictures and ask that other

members who are attending do the same as well as write an article or two. Those members attending GingerMan and the Kane County Cougars are also encouraged to take their cameras and to write articles for the Scene.

The weekend of our first Club Race is almost here and the ever-increasing momentum of our journey towards GingerMan astonishes us. You may recall that we began this odyssey with the simple observation that we knew very little about Club Racing and the simple question how do we get on the Club Race mailing list? As we reflect on the process, amazed at the cascade effect, we realize that we have learned some other things along the way. We're not in the same league as some of the great thinkers of the past (Newton under his tree) or the present (Gallagher at the Blackhawk start line) who recognized and formalized Laws of Nature and Rules of Order. but we've got one too. We offer you the Lead-Time Rule.

The Lead-Time Rule: no amount of lead-time is sufficient for preparing the car (or its occupants) for any automotive activity.

We had certainly observed this phenomenon when preparing for a concours, an autocross, or a rallye. But, because we had 'thought this thing through' and knew what we wanted, we felt no vulnerability. Racing friends smirked, but did not share their 'war stories'.

Step 10: While it is not our editorial responsibility or authority to either recommend or criticize people or products by name, we do feel that it is appropriate at this time to identify our mechanic as Sol Snyderman at Perfect Power. His counsel and mechanical skills are outstanding and his commitment to us has been sincere and evident.

Once it was decided to convert the 951 to track set-up, we 'knew' what we wanted to do: new suspension, new wheels and tires, and roll cage. (It was as if Steve had a vision or had been dreaming it for a long time.) Nothing too dramatic or extensive or exotic. Should be easy enough to

accomplish with enough lead-time. We took the 951 to Sol more than a month before the first Blackhawk in May. "We'll do this gradually. We don't need to have everything done until the Club Race on July 4th weekend. Let's start by just changing the suspension in time for Blackhawk I. We'll do the seats after Blackhawk I and Autocross I at the same time that we get the brakes bled and the car tech-ready for Blackhawk II." We all felt comfortable that the amount of lead time would be more than sufficient to have the car available for the rallyes, the concours, the autocrosses, and the Blackhawks that we wanted to attend before the Club Race and yet still have it ready in time for GingerMan. (Club Racing or not, our primary commitment is still to attend as many of the Chicago Region events as we can as they are the most fun with the best of friends.)

Sol immediately ordered the appropriate parts and Steve went to work on finding new tires and used wheels. Two weeks before Blackhawk I, after lots of homework with the Club Race rules, the perusal of want ads in Pano and the Scene, and many conversations with Chris Inglot (recipient of too many phone calls for support and commiseration), Steve concluded that he would not find used wheels in the sizes he wanted. New wheels: unexpected, but if it 'had to be so', then it 'needed' to be Fikse wheels. (Really cool! Steve always wanted them but could never find the excuse to purchase them). A quick conference with Sol and then with Chris, a call to Tire Rack for tires, and finally a well rehearsed explanation for Susan. (Wheels and tires were, after all, her belated Christmas present.) Should be plenty of time to get the wheels and tires to Sol in time to run Blackhawk I on race rubber! Whoopee!

And then it happened: the first application of the Lead-Time Rule. Fikse wheels are custom made and so need three weeks and the tires were on back-order, also three weeks. So, no new wheels or tires for Blackhawk. Oh well.

Meanwhile, over at Perfect Power, the Lead-Time Rule had also been

Aungahh ...

applied. Incorrect parts were received and returned, correct parts were on back order, and suddenly the schedule went from one of ease to one of crisis. A week before Blackhawk, Steve called to inquire as to the status of the 951. It was asunder ... in pieces ... in a pile ... "but we finally have all of the correct parts. However, we are now really busy ... Blackhawk is so close ... everyone wants their car done at the last minute ... Don't worry ... we'll get it done!" Maybe we're paranoid because we're the parents of teenagers, but the words "don't worry" always induce great concern and, you guessed it, much, much worry.

On the Monday of Blackhawk week Steve called again. "The car ... will be ready tomorrow afternoon." The next day Steve arrived at Perfect Power at the appointed time and, as promised, the car was ready: the springs, shocks, torsion bars, Fabcar A-arms, alignment, and corner balancing were done. There were also three tired mechanics. With Sol's help, the 951 was loaded onto the trailer and now the Jeep the trailer, the car, and we were ready for Blackhawk.

Wednesday the 13th was a glorious, wonderful day for Blackhawk I. Though still really new to this towing thing, we had a good tow to the track: no accidents, the car did not fall off the trailer and we were able to accelerate and stop without incident. At the track, the car was unloaded (with much assistance from our friends) and because he had his tech sheet already signed by Sol, Steve was able to skip the tech line. To his surprise, Steve was assigned to Group A though he'd never driven in A before. Did this make him a 'bona fide hot shoe'? "Not!" Apprehension galore, he rationalized it would be a good tune up for the first Club Race.

Session 1 was really a warm up to allow the 951 to "settle in" and the driver to "settle down". The car was marvelous. It went exactly where it was told to go with great precision. Now if the driver could just know the correct place to go, all would be

perfect. After some adjustments, Steve had a better time keeping up with the A class drivers. There was still, however, much room for driver improvement. Susan watched from her new home away from home - either from her chair atop the trailer or in the Jeep in comfort. At the end of one session, she asked Steve how the 951 was handling. "Superb, sublime" Steve answered. The reason she asked, she said, was that every time he went by there was a different car in front of him and she wanted to make sure that the car was OK. "I, er, well, I got passed a lot." was the reply. The driver needs some suspension changes too - more seat-time.

By the end of the day, it was clear that the car was much more capable than the driver was, and the car felt more comfortable and safer on the track than before. The car was, simply, easier to drive.

After Blackhawk I and the Air Classics Concours, the 951 was returned to Perfect Power for installation of the seats and the new wheels and tires. No Lead-Time Rule glitches this time and now there was only the roll cage and normal track prep left to do. So, the Friday before the Tres Chic Autocross, Steve went to a VSCDA Drivers School at GingerMan. It was an opportunity to drive GingerMan which he'd only driven once previously. He also wanted more seat-time in the car before the Club Race. Nerves would be bad enough without having to worry about lack of experience on the track or in the car.

Upon arrival, he happily realized that it was a race school. Morning sessions with an instructor and afternoon sessions with practice starts and practice races. It was also Steve's first track experience with all of the 951's changes. There are many wonderful "firsts" in a lifetime; first time on race rubber is one of them. It was glorious, and though he knew that he, as the driver, was well below the car's capability, he was beginning to recognize and utilize the new abilities of the Porsche. As the day wore on times improved, comfort behind the wheel increased, and capabilities were tested. (Steve's more than the

car's.) It was much too much fun: a nice daily activity rather than once a month or so. Oh, well.

At the Tres Chic Autocross Susan drove the improved 951 for the first time. Afterwards Steve was told that any amount of money he 'needed' to spend on the car was OK with her. Like Steve, she found the car to be "point and shoot" and loved the responsive handling. We both had dramatically improved times over last year and for the first time, "more competitive" was an operative theme. We are still in need of much more seat-time to practice smooth driving and choose the proper line.

Confident that we were back on schedule and all would be ready for the Club Race, we returned the 951 to Sol for the last detail - the roll cage. We were assured that we would have it back in time for Blackhawk II, the Golden Concours, and The Riot In Rockford Autocross. It was not to be: the Lead-Time Rule struck again. With the car gutted (carpeting, windows, seats, etc. out), the sub-contracted installer had a family emergency. It would be ... ? ... before the work could be completed.

As we go to press daily calls to Sol bring progress reports that the cage has been fitted and painted, but is not yet installed. The 951 has not participated in Blackhawk II, the Golden Concours or The Riot In Rockford. We are not happy.


The Club Race is now less than a week away and the gastric juices have been to flow. We now fully recognize the power of the Lead-Time Rule as well as our vulnerability to it. Where once we were arrogant, we are now live in fear. Our racing friends no longer smirk, but share their "war stories". We listen with new respect.

Though concerned about the outcome, we're still having a ball!

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.*

July 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 Independence Day 
					SEMR DE/GingerMan	
5	6	7	8	9	10 Board Meeting Scene Copy	11
SEMR CR/GingerMan						
12	13	14	15	16	17	18 GingerMan Drivers' Ed CR/Grattan
				Road America Historics		
				CR/Second Creek		
19 GingerMan Drivers' Ed CR/Grattan RA Historics	20	21	22	23	24	25 Kane County Cougars CR/Mosport
1998 Porsche Parade at Steamboat Springs, CO						
26	27	28	29	30	31	
CR/Mosport					RSR & SMR Concours	

August 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
						RSR & SMR Concours
2 Potter's Picnic & Concours III RSR & SMR Concours	3	4	5	6	7 Board Meeting NSR Women Only! DE/Brainerd	8 NSR DE/Brainerd C/R Portland
9 Rockford Rumble Autocross III NSR DE/Brainerd C/R Portland	10 Scene Copy Deadline	11	12 Blackhawk Farms III	13	14	15
				Road America CART Race		
				Monterey Historic Races		
16 Road America CART Monterey Concours	17	18	19	20	21	22 Golf and Dinner Fox Valley Region DE/Road America CR/IRP StLR/Gateway DE
23 Fox Valley DE/RA Lincoln Trail - Utica StLR/Gateway DE	24	25	26	27	28	29
				Porsche/Watkins Glen 50/50 Celebration		
30 Utica Autocross IV Porsche/Watkins Glen	31					

Briefly Brenkus

So much has happened since I last sat down to write this column. I got to drive the car for the first time this season at Blackhawk on May 13th. I had a blast trying out the new Quaife while negotiating the carousel; I was actually able to accelerate through it as opposed to holding a steady throttle. Blackhawk Coordinator Dan Gallagher had his typical great weather for the event along with about 100 drivers. Amazingly, he and his crew kept everything on schedule and we all had a great time. Unfortunately, Dan and Peggy had to turn away some people who called too late. I hope those who didn't get in were there in June. As I mentioned last month, it is becoming almost imperative to pre-register for all of our track and autocross events. We never like to turn anyone away, but safety must always be our first concern.

Sunday May 17th found us at the first concours of the year. Jim Jacisin, our Concours Co-coordinator, chaired Concours One: Air Classics at the Aurora Municipal Airport. It was quite a scene to see the mixture of planes and automobiles. The decision to add a novice class to the Concours brought out many people who might not have otherwise participated. Our 1998 Charity Co-chairs, Tray and Danita Anderson, used the event as a kick-off for our charity raffle benefiting the Lincoln Park Zoo Children's Programs and, by the end of the day, were off to a great start in terms of ticket sales.

On Friday May 23rd we headed off to Road America for the "official" start of summer. The months of hard work by Chris Inglot, John Ruther, and their army of volunteers became quickly evident. Scott and Sharon Lynn's efficient handling of registration, Pete Hackenson and his team quickly getting cars through the tech lines, Gary Knoblauch's behind the scenes coordination with the corner workers, and Greg Turek's management all weekend of matching up instructors and students all contributed significantly to a very well-run event. John, Chris, and I received

many thanks and compliments from participants. We want you to know how much we appreciate your comments and input. Listening to our members and event participants is the only way we can make sure we are giving people what they want. Even though we may not be able to carry through on everyone's suggestions, we are here to listen.

Saturday's weather made for a great track day. Sunday's weather, unfortunately, was not as cooperative and too much rain came down, keeping a good number of people off the track for the day. Oh well, that's racing! Thanks again to everyone who helped out with this event.

May 31st came around quickly and brought us to Rockford for the second annual Tres Chic Autocross chaired by Marla Turek, Jill Girard, and me. Of the 72 drivers participating, I am happy to announce that 15 were women drivers; enough, in some cases, to create ladies classes without bumping everyone up to Modified. In spite of the large number of drivers, we were able to get 5 runs in for everyone. Nick went out and set a blistering time that no one was able to come close to all day. While I was happy at the end of the day with my times, after 15 years of living with this man you'd think some of his quickness might rub off

on me. (Chris Inglot has an interesting theory about this.) Well, it gives me something to keep shooting for.

June 7th brought us out for Gallagher's Drive Me To Drink Rallye and being the great friends they are, Dan and Peggy let Nick and me drive their 993 on the rallye. Unfortunately, driving the Rallyemasters car does not insure certain victory. It was a great rallye; unfortunately, Nick and I were having an off day. Gallagher wound us around through the southwest side of the greater Chicagoland area with some very challenging CASTS that let us experience some of the performance features of the 993.

As you read this issue, GingerMan will be only a few days away. Max Girard will now have an opportunity to watch his dad at his finest. If you've not been to GingerMan, I would strongly suggest you give it a try. It is a very challenging course. This is the club's third year up there and I don't think anyone can say they have it mastered yet.

Saturday evening July 25th is our outing to the Kane County Cougars game. Keith and Karen Clark will be our hosts for the evening and have promised a fun and inexpensive family evening.

For those of our members who will be attending Porsche Parade in



The very chic Tres Chic Autocross 'hotshoe' chairs: Susan Brenkus (left), Jill Girard and Marla Turek at the Tres Chic Autocross.

Photo by Steve Rashbaum

Clark will be our hosts for the evening and have promised a fun and inexpensive family evening.

For those of our members who will be attending Porsche Parade in Steamboat Springs, have a wonderful time. We wish you success in your competitive events and know that you will represent the Chicago Region well. Please extend our good wishes to our many friends from other regions. We look forward to seeing your pictures, hearing of your exploits, and sharing all of the news of Parade when you return.

Potter's Picnic on Sunday August 2nd will be, as always, our premier family event. The Potter/Patterson family have been our hosts for 31 years; allowing us to use their family farm for a day of good food, exciting games, and shiny cars. Water balloon tossing and many other activities organized by Linda Patterson and her helpers are always a big hit at the picnic. Volunteers are always welcome and put to work immediately.

August 9th will be our third autocross (again at Rockford) and will be chaired by Jeff Girard. I'm

sure Jeff will set up a challenging way to negotiate the course. At Tres Chic he said something about running the track backwards; you never know with Jeff. Come on out and see what he has in store for us.

Finally, Wednesday August 12th will be our third Blackhawk and I

think probably the 125th Blackhawk Gallagher has put on; he's getting pretty good at it!

Hope to see you at one of our many fun-filled events this summer.

Susan

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GingerMan Raceway Drivers' Education

**Saturday and Sunday
July 18th and 19th, 1998**

Questions ? **Jeff Girard**
630.985.6739
(Before 9:00 pm please)

Time is running out to register for our third trek to GingerMan Raceway in South Haven, MI.

The event will be run in a similar fashion to other Chicago Region Drivers' Education events with ½ 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 the track.

Mandatory clothing requirements have changed for this event. Now required are a **SNELL approved SA 1990 helmet**, long sleeved cotton shirt, long pants, socks, all of non-synthetic material, and closed-toe shoes. Recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher. Please check the date on your helmet NOW: it

will be checked at tech inspection. Remember, if you do not pass tech inspection, you may not drive: so these points are very important.

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, July 17th so trailers, cars, and/or support vehicles can be left there securely.

Directions to GingerMan Raceway:
From I-94 and I-196 near Benton Harbor, Michigan, go north on I-196 for 20 miles to Exit 20 (Phoenix Road). Turn right (east) on Phoenix Road 5.5 miles to GingerMan Raceway on your left.

First Driver
Name: _____
Address: _____
City, State, Zip: _____
Day Phone: _____
Eve Phone: _____
PCA Member ___ Region _____
Applicant ___ Guest of _____

Second Driver (must be family/affiliated member)
Name: _____
Address: _____
City, State, Zip: _____
Day Phone: _____
Eve Phone: _____
PCA Member ___ Region _____
Applicant ___ Guest of _____

<<Fastest Run Group Req. Slowest>>

<<Fastest Run Group Req. Slowest>>

Porsche Year Model Type Engine Size

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

Chicago Region Permanent Car Number: _____
If none, requested Car Number: _____

Chicago Region Permanent 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 (must be family/affiliated member)
Mail Registration and Check to: Jeff Girard Checks payable to: PCA Chicago Region
8630 Lemont Rd.
Darien, IL 60561

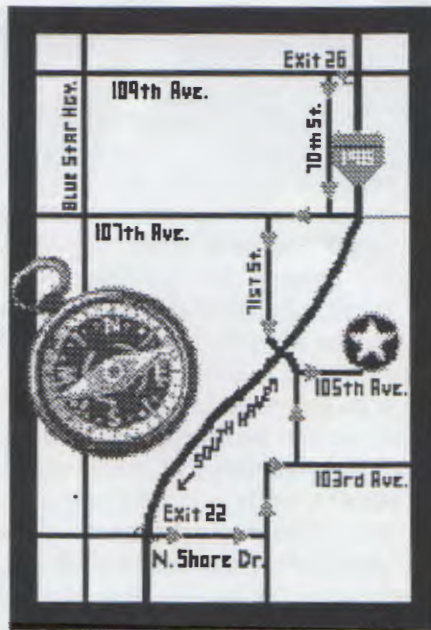
Dinner Planned For Saturday Evening Of GingerMan Weekend

After spending the day at GingerMan Raceway or enjoying the lovely town of South Haven, the PCA Chicago Region cordially invites you to share food, spirits, and fun on **Saturday evening, July 18th at The Inn at HawksHead in South Haven, MI.**

Dinner will be selected from the menu and will be served at **8:30 pm** (South Haven time)

In order to give our hosts at The Inn at HawksHead an accurate count for dinner, please call Myra Knoblauch at 630.325.1086 if you plan to attend this dinner.

Hope to see you there!



The Inn at HawksHead
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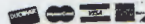
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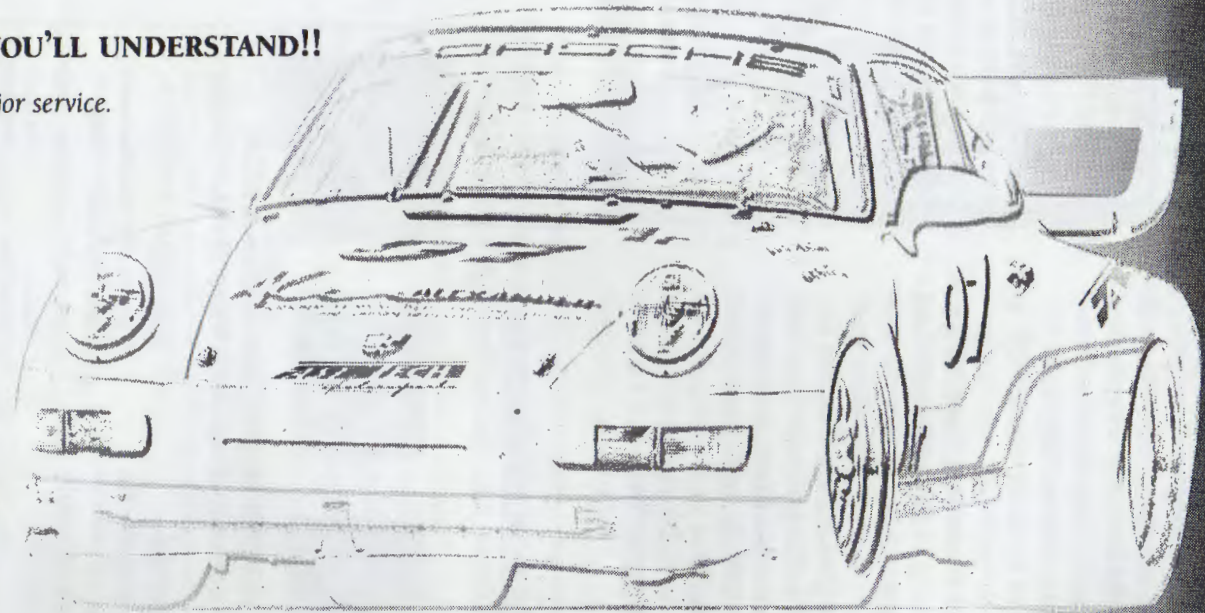
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Road America, Memorial Day Weekend

Thank You, Chicago Region

by Paul Amico

Vice President, Potomac Region

Over Memorial Day weekend, a small (but intrepid??) group of Potomac Region members (my wife Donna and I, Betty and Gary Church, Fred and Starla Phelps) participated in the Chicago Region Drivers' Ed event at Road America. We want to express our profound gratitude for the wonderful time we all had. The event was extremely well organized and run, the track was great, and everyone we encountered was friendly, helpful, and made us feel like a welcome part of the family.

We realize that many people have a role in the success of such events, but wish to give special note to a few of them. First, Scott and Sharon Lynn did an excellent job of getting us the necessary information, and responding to the many questions we had prior to the event. Also, the sign-in and tech process on Friday evening at Siebkens, as well as being able to drop our cars off at the track the same evening, eliminated the usual "first morning scramble" that so often accompanies Drivers' Ed events.

The team of Chris Ingot, John Ruther, and Greg Turek ran a tight, safe, and fun show from beginning to end. Again, holding the driver

orientation meeting on Friday evening was a great idea, and got the next day off to a smooth start. The instruction was very helpful, and the run sessions well regulated. We especially give the whole worker team our admiration for being able to safely put tow vehicles out during the run sessions and, without incident, extract disabled vehicles without having to stop the session.

Finally, this would not be complete unless we thanked everyone who helped us out when we had mechanical problems. In particular, thanks to Greg Turek for his battery charger and directions to the NAPA store. Also to Sam Menegas, who came through with a set of 993 belts when one of us shredded an alternator belt. Finally, to the guys at Midwest EuroSport for replacing the broken belt when we found we had neither the correct tools nor the correct talent. We can't think of any other service shop at any other region's events (and we've been to a bunch) that would take so much time to help someone they had never met before and would probably never meet again, and yet charge almost nothing.

As instructors and also having held a number of other positions in our Region, we know what kind of effort goes into a successful event. We greatly appreciated that effort,

and congratulate you on the quality of your region. We all look forward to the time when we can join you again (especially since it's an opportunity for us to just sit back and enjoy). One thing though, since you have everything else well in hand, do you think you could work on the weather?

Sunshine and Rain, Memorial Day at Road America

by John R. Mueller

I left for Elkhart Lake at noon from Chicago on the gorgeous Friday before Memorial Day. Upon arriving at Siebkens's, I found Sharon Lynn, Myra and Gary Knoblauch processing people through registration. While everyone got an event tee shirt, Gary had a second special tee shirt for a 'chosen few': old hands at Chicago Region Road America events were given a 'dream-sicle' orange tee shirt to identify them to newcomers with questions. As Gary handed me mine, he told me to answer questions from newcomers as best as I could.

Registration completed, I found tech inspection where Pete Hackenson had organized an able crew. I had volunteered to help with tech so Pete gave me a 'cherry' red cap iden-



The small (but intrepid??) group of Potomac Region members and two Chicago Region members enjoy the Saturday evening dinner and commraderie at Siebkens's.



The graphics on Paul and Donna Amico's red 968 look good even when the car is at rest.

Photos by Scott Lynn

Road America ...

tifying me as an inspector. So with my red cap and orange tee shirt, I began inspecting cars. Teaming up with Ron Micek, we peeked at brake pads and helmet stickers. We found three drivers with motorcycle helmets and those drivers purchased new helmets for the weekend. (Please remember, Snell SA90 or later rated helmets are required for track events like Road America and Blackhawk.) The evening passed quickly with many cars were teched and no long lines forming.

Saturday was just gorgeous, with blue skies, sunshine, cool breeze and temperatures in the low 70s. The days was filled with things to do. When I was not driving, I was with my student, Mario Jedwabnik. Mario progressed steady throughout the day and I released him to drive solo for Sunday's sessions.

Running in Group 2 was a lot of fun. And while many new safety features have dramatically changed the appearance of track, it was in fine shape. Leaving the pits and heading for Turn One, you used to see the rolling farmland of Wisconsin off in the valley. Now, you look across a gravel trap to a six-foot high tire

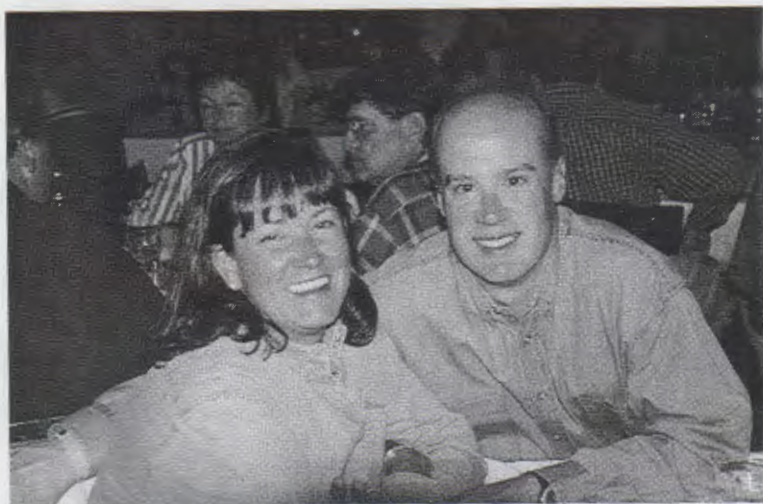
wall. The track is now almost entirely lined on both sides with white concrete barriers replacing old pale green guardrails. The concrete is topped with a ten-foot high chain-link catch fence. You'll never catch me up there but I guess the Indy cars have enough kinetic energy to send parts higher than Michael Jordan can jump. In my mind, the back straight beyond the Kink is still visually dominated by the green trees on the nearby hillsides. I suppose that every driver reacts differently to the changes, but after a few laps, it was in the back of my mind and I could drive the track as usual.

I was coming out of the Carousel during one session when I was surprised by a tall cloud of light brown dust swirling and moving rapidly along the wall on the my left. A spinning car was completely enveloped in the cloud. It reminded me of a roadrunner cartoon where a cloud of dust streaks down the road, but no bird stepped out of this cloud, flicked its tongue and went "beep beep". On the next lap, I saw a dust covered 911 sitting off the track where the cloud that been. The driver was out of the car and looked all right. Corner workers were on the scene helping.

A little fun task I had on Saturday was collecting signatures on my wife Pat's birthday card. To keep it a secret, I hid it in my Haynes repair manual for 944s. I knew she would never look in there. She enjoyed the card and I thank everyone who signed it.

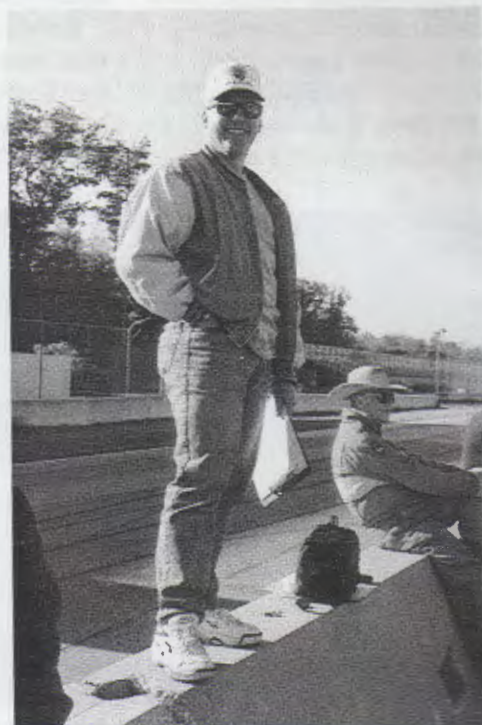
As is our custom, on Saturday night many club members gathered to enjoy the food and drinks and recount the events of the day at Siebkens. Naturally the talk was loud and lively in the dining room which was also open to the public. One local couple had, unfortunately, picked the wrong Saturday night to have a romantic dinner in the usually quiet Siebkens dinning room. He, in a suit, tried to minimize the carnival atmosphere while she, in a stylish black dress, forced an agreeable smile. They ate quickly and left, leaving the room to the jovial Porsche Club members.

Sunday dawned a rainy day. When I went out at 9 am, there was a light drizzle. The rest of the day was cloudy to drizzle to rain in a monotonous cycle. When not out on the track I huddled under Keith Clark's pop-up tents with my wife Pat, the Clark family, the Clays, Tim Wiese and Jeannette Angel and, from time



Sharon and Scott Lynn, Drivers' Ed Registrars, celebrate. A job well done!

Photos by Scott Lynn



Chris Inglot, Event Co-chair, prepares for the Saturday morning Drivers Meeting.

to time, Ezra Goldman, Emily Murrin and her dad Bill. Although, many drivers choose not to drive or decided to leave early, Ezra, Keith and I continued to drive regularly on the wet track.

The conditions demanded intense concentration and absolutely smooth car control. You have to be able to sense what your tires are doing as they move over the slick surface of the track. I had a mental image of my hands reaching down through the car and grabbing the road in 'crawl like' fashion. I wanted to have the sensitivity of my fingertips on the road to warn me of any loss of traction.

Driving in the rain was an ego trip for me as I passed several of my friends who are faster than I in the dry. I had to remind myself not to smile too broadly and lose my driving concentration. Others were also having fun in the rain. Ted Vaughan passed me in his red 944 Turbo having a great time sliding his car into this turn and out of that one. I was having fun but hadn't the courage to let the car slide in the corners. John Bonnet and 'Racin' Jason Brown were playing cat and mouse in their race prepared 911s. Driving on rain tires, they were really flying.

During the third session of the day Groups One and Two ran together, as so few cars were going out. I caught up to a dark colored 911 and he signaled me by between the Carousel and the Kink on consecu-

tive laps. (I waved off both opportunities to pass as passing there is strictly forbidden.) I finally got by after the Kink. I went through Turn Thirteen on a slightly different line and felt had more positive camber. My 968 started to rotate. I tried to correct ... too late. I spun off the track on driver's left ... or would that be driver's right since I was going backwards when I left the track? I finished my 360 on the grass.

Luckily, I didn't hit anything. After stopping, I pulled forward and waited. The cars behind me had slowed; there may have been a yellow flag displayed at Thirteen. Tony Neczet, in his red Carrera 4S, honked and signaled me back onto the track. I headed straight for the pits where Pete Hackenson and Todd Conforti re-tched my car which was free of any damage. Pete suggested I drive around the paddock to cool down the car.

The prolonged period of intense concentration I had experienced on the track gave way to a highly excited state of mind after the spin. Driving slowly around the paddock settled my nerves. Although I was entitled to run another session, I called it a day. I felt I had had enough and preferred to rest rather than summon up the mental energy to concentrate on another run on the wet track. People all around the paddock were slowly gathering up their things to leave and by the time

I left, the last run group of the weekend was on the track.

That evening I felt as drained as I had after running at the track for the first time four years ago. The mental exhaustion of running in the rain for so long was the same as driving the track hard for the first time. But, tired and satisfied, I knew I had learned a lot and knew that driving in the rain would be easier next time.

1998 Spring Fling/ Teenie Beanie Weekend

by Peter H. Faehnrich

During the week of May 17th, I asked my daughter Christel if she was ready for Road America this weekend. "Dad" she answered, "this Friday Teenie Beanie Babies go back on sale at McDonald's. We can stop at every McDonald's all the way to Road America!" O great, I'm still going to the bathroom from last Memorial Day's marathon.

This year we rented a trailer for convenience. (Ask me and I can tell you where not to rent one.) We are slowly accumulating more and more track equipment that doesn't all fit into the 911 anymore. Plus, we didn't know how many people were actually going to go along this year.

Friday morning, having packed up the 911 with the gear and my personal stuff, I picked up Christel



"Racin' Jason Brown leads the pack through Turn Five.

Photo by Edmund



Expert rallyists Martha Kuffel, Ron Micek (center), and Jack Stephensen at Siebkens dinner. Are they talking track or rallies?

Photo by Scott Lynn

Road America ...

and her friend Mallory at school. After home again to get the last of the luggage, we went. First stop, McDonald's. It's 11:30 and the parking lot's already jammed. Drop them off and try to find a parking stop for the truck and trailer. They come out at 12:15. Four Beanie Babies. Not too bad. OK, let's go.

We're cruising. We get on the Tollway and the trailer starts swaying back and forth real bad. "Stop that Dad" I explained to her that I wasn't doing it on purpose. I slowed down and the swaying went away.

"We have to go the bathroom. There's a McDonald's at the next exit!" That's OK, I could use a cup of coffee anyway. Two more Beanies.

As we headed north on 57, the speed at which the trailer swayed violently kept getting lower and lower. I decided to pull over and check things out. Maybe I have the car too far back on the trailer. I think I'll shift it. T. J. Burke pulled over to see if I'm OK. (Nice people these Chicago Region members!) As I was reattaching the hold down straps, I noticed that one of the trailer's tires was flat. No wonder it was swaying. A policeman pulled up. Really nice guy. He suggested that I go to Fleet & Farm to have it fixed.

The manager at F&F seemed a little grumpy at first, but told me to pull the rig around the back and they

would take care of it. It would take about 30 minutes. "Me and Mallory are going to walk to McDonald's. Be right back."

The trailer is finally done. That will be \$9.44. What? That's all? Back home, it would have been \$94.40! Thanks again guys. OK, where're Christel and Mallory? I can't even see a McDonald's. I wait another 15 minutes and then I drive and find McDonald's. "X@#\$\$^ Beanie Babies." No girls. Maybe I misunderstood them. I checked inside the McDonald's. They're not there either.

Back to the Fleet & Farm. "Yes, they were here ... left in somebody's car." I turned around to see Christel waving at me from somebody's back seat. "This lady would like to trade a Beanie Baby for one of my Beanie Baby doubles." I believe the lady could tell from the look on my face that I was not a 'happy camper' and quickly explained the situation. We followed her to her house and made the exchange. Two more Beanies.

Well, finally, two hours after my planned arrival time, we got to Siebkens. I had promised Pete Hackenson that I would help with Tech: better late than never. If you really want to feel like you belong to the Porsche Club, volunteer to help at one of the events. It's a really good way to meet other members and see all of the great cars.

Too soon it's Saturday morning. Rise and shine! What a beautiful day:

just perfect for both car and driver! A great day at the track. I didn't make it to the banquet as I took Christel and Mallory out for pizza. I did make it to Siebkens later in the evening for the comraderie.

Sunday was a different story! Dark and dreary with the threat of rain, it began to drizzle as I started my first session. I had R1's on my car and didn't trust them (or myself) in the wet. Just in time for my second session, it really started to pour. I decided that I would go back to the hotel to help the girls pack up. After lunch at Munchwerks (they had NO Beanies!), I decided I would get everything at the track packed up while I waited for my next session. If it wasn't raining, I would drive. If it was, I would put the car on the trailer and head home.

OK, 15 minutes to showtime. It was still raining when Janice Jacobs stopped by to say that Andy Fischer had had an incident on the track and there was an ambulance out there. Andy was not damaged, but the car was. Dad Peter was torn between relief that Andy was OK and ... well, you know how Dads are. (He really reminded me of my father - another old German.) Incidents take on a whole new meaning when it's someone you know and care about. Let's all be careful out there! At that point, my car went up on the trailer.

OK Christel, where's the next McDonalds?



Joe Lernel takes the pack through Turn 5.



Jim Murray navigates Turn 14.

Photo by Scott Lynn

Photos by Edmund

Road America, Memorial Day Weekend

Photos by Scott Lynn



John Takehara's '74 914-4.



No doubt what Region this car belongs to. Sharon and Scott Lynn's '84 911.



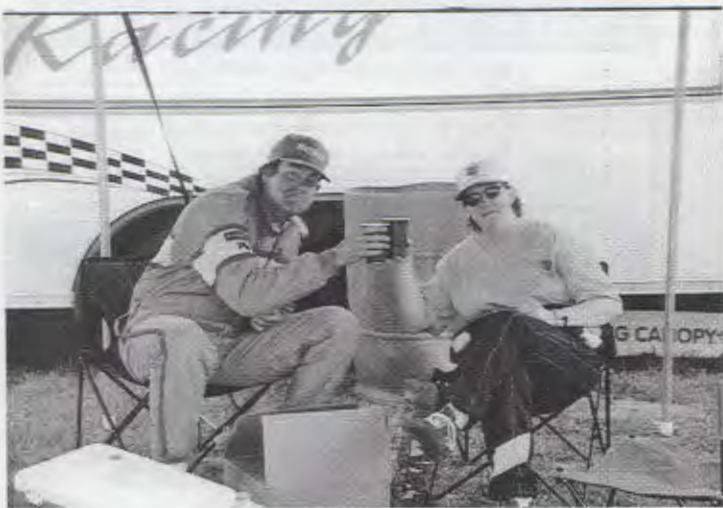
Tom Rother's '93 911 RS



Vanessa Ingot shared a dinner table with Todd Conforti, Race Tech Coordinator, and his kids. Where are Chris and the girls?



Ilene Woutoupal (left), Harold and Lois Beach and Mell Woustoupal having dinner at Siebkens.



Jeff Girard, Safety Coordinator, and Susan Brenkus toast the completion of another successful Chicago Region Road America event.

Psst! Did You Hear About ...

5th Annual Nord Stern at Road America

Thursday & Friday July 23 & 24, 1998 Nord Stern Region will be at Road America in Elkhart Lake, WI. Please see June Chicago Scene for full details. For registration info contact: Joe Rothman at (612) 773-9255 or qms@tela.com.

St. Louis Region Plans Gateway's First PCA Event

St. Louis Region will host the "Carrera Classic" drivers' education,

August 22-23, 1998 at Gateway International Raceway in Madison, Ill. For more information, contact Carter Dunkin at 314.576.0593 or Jim Fiss at 314.530.9914.

Lincoln Trail Region Autocross At Bennett Raceway In Utica, IL

Chicago Region members are invited to an autocross sponsored by the Lincoln Trail Region in Utica on Sunday August 23rd. Registration begins at 10:00 am (- 11:30 am), with timed runs beginning at noon. Anyone with questions may contact

Sheree Wegeng at 217.359.2565 or e-mail: a914racer@aol.com.

Porsche/Watkins Glen Double Fifty Celebration

Hosted by Brian Redman August 27-30, 1998, the Golden Anniversaries will be celebrated in a weekend of racing, a Concours d'Elegance, and a downtown tour.

For info contact Intercontinental Events, Inc. at phone/fax: 904-280-2148, e-mail: GoRace@usa.net, or Internet: www.GoRace.com

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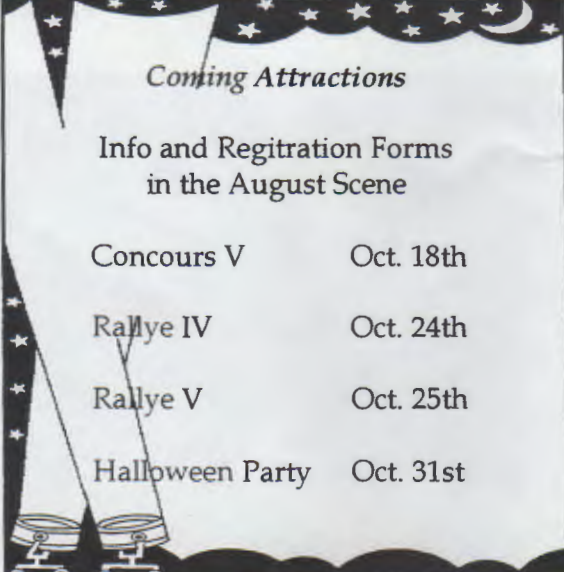
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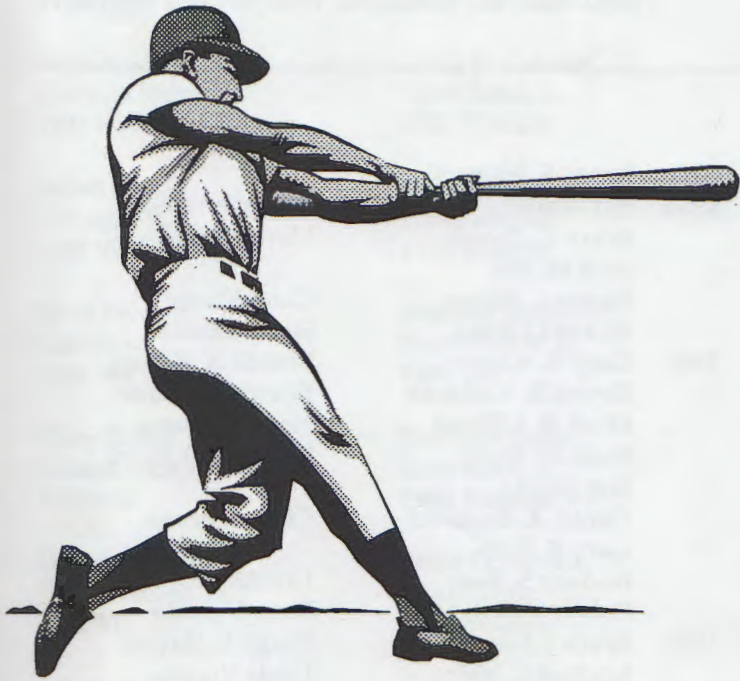
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Coming Attractions

Info and Registration Forms in the August Scene

Concours V	Oct. 18th
Rallye IV	Oct. 24th
Rallye V	Oct. 25th
Halloween Party	Oct. 31st



Kane County Cougars

Saturday, July 25, 1998

\$5.00 per ticket
(bleacher seats)

5:30 pm at Gate #1

Our second outing to the Kane County Cougars is Saturday, July 25, 1998. This was a terrific Saturday evening, mid-summer affair last year as well as a super way to spend an evening with Porsche friends and their families.

As we were only able to pre-reserve 20 tickets, please call Keith Clark A.S.A.P. with your ticket order or send your check, made out to PCA Chicago Region, with the registration form.

We'll meet at 5:30 pm at Gate #1. The game starts at 6:00 pm. This year, food and drinks are NOT included in the price of the bleacher seat ticket.

Questions? Keith Clark 630.690.3381
(before 9:00 pm please)

Philip B. Elfstrom Stadium

From I-88: Take I-88 to Farnsworth Road north exit, 5 miles north to Cherry Lane, left to the Stadium.

From I-90: Take I-90 to Route 59 south, to Route 38 west, to Kirk Road south, 1/2 mile to Cherry Lane, right to the Stadium.

Mail registration to: Keith Clark
733 Medford Drive
Carol Stream, IL 60188

Name(s) _____ Phone # _____

Member ___ Applicant ___ Guest of _____

Total # of Baseball Fans attending: _____ x \$5.00 Amount enclosed \$ _____

Please make checks payable to: PCA Chicago Region

Chicago Region Membership

July Membership Anniversaries

1963	James R. Tober	Nancy Tober	1992	James F. Henson	
1969	James D. Kuban	Candyce Jones	1993	Jeff Walker	Michelle Walker
1970	Thomas Ficho	Cynthia H. Ficho		Bruce C. Trojak	Marcy C. Trojak
	R. E. VanderWerff	Arlene Ann VanderWerff		John M. Fee	
1971	William J. Boy	Terry Boy		Steven J. Moore	Carol Moore
1972	John J. Benish	Ellen Benish		Richard Laurie	Susan Laurie
	George Gutmann	Linda Gutmann	1994	Gary A. Karnes	Brenda K. Karnes
	"Uncle" Frank Wagner	Kelly Wagner		Steven B. Volkman	Patricia Volkman
1974	John V. Welda	Dianne Welda		Mark A. LiPuma	Nancy LiPuma
1975	Cyril C. Ling	Marcia J. Ling		Brian H. Boyle	Kathleen D. Boyle
1976	Charles W. Schank III	Chris Schank		Bob Jordan	
1977	James W. Harper	Alice E. Harper		Daniel A. Boehnen	Chris Boehnen
	Joseph Thoesen	Helen Thoesen		Gary R. Boss	
1979	Roy D. Goldfarb	Arlene S. Goldfarb		Rodney S. Buss	Dorothy Buss
1982	Dr. Donald Lyddon Jr.	Virginia H. Lyddon		Robert Vercillo Jr.	Rosie Vercillo
1983	Kristoffer Tumilowicz	Patti Tumilowicz	1995	Bruce J. Hayner	Peggy L. Hayner
1984	Richard J. Godlewski	Barbara M. Godlewski		Michael L. Voigt	Linda Voigt
	Dennis A. Grollo	Barbara Grollo		Raymond Banicki	
1985	Richard Gurolnick	Jan Davis		Gary L. Cates	Patricia M. Cates
	James P. Fuerstenberg			Paul R. Schiller	Amy Roth
	Dennis Chookaszian	Jeff Chookaszian		Laurent Cunin	Martine Cunin
	Robert S. Blain	Linda Blain	1996	Douglas M. Bell	Jakki Bell
	David Beach	Barbara Beach		John B. Mack	
1986	Nick Leicht	Joan Marie Bochenski		Charlie Cook	
	Richard J. Rybar	Heidi M. Rybar		James J. Salzman	
	Frank D. Zaffere III			H. Thomas Reepmeyer	Lorraine Reepmeyer
	Steve Beitler			Jeffrey D. Swanberg	Christine Swanberg
	Gerald I. Bauman	Harriett Bauman		Robert T. Wallace	Barbara Wallace
	Richard D. Badler	Geri Badler		Anthony Anania	
1987	Daniel C. Tenuta	Jeffery Vanston		Robert A. Grabowski	Milly Grabowski
	Dennis W. Cunningham			John Engstrom	
	Kenneth J. Kuczen	Mary Kuczen		Scott A. Burritt	Anita Burritt
1988	Robert L. Cook II			Leo J. Shapiro	
	David C. Rutter	Kimberly Rutter		Jose B. Jamero	Jonathan Jamero
	Richard A. Cornell	Billie Cornell	1997	Peter W. Chehayl	Daniel Chehayl
1989	Daniel D. Deuble			Tyler S. Ferguson	Christina D. Ferguson
	Michael R. Wildman	Judi Wildman		Michael Bonomo	Michael Murphy
	John Mike Gray	Corene Kay Gray		Darryl L. English	Lisa English
	Arnie P. Hetzel	Julie Appelquist		Leo Cios	Demetra Cios
	Bruce L. Jorgensen	Connie R. Jorgensen		Judy L. Avedon	Stan Avedon
1990	Myron L. Walters	Mike Walters		Theodore R. Arneson	Catherine Libby
	Curt R. Pradelt	Mary Pradelt		Juan Rodriguez	Diane Rodriguez
	Kent I. Ijichi	Neal Jordan		James Pranger	Kathryn Ditmars
	Richard L. Bitterman	Bindy Bitterman		Kevin Rogers	Julie Rogers
1991	Joseph F. Contarino			Danilo D. Dacanay	Geoffrey Dacanay
	Don P. O'Brien			Michael G. Keck	Melinda Keck
	Thomas F. Kalina	Patricia Kalina		Jules B. Leib	Stefanie Leib
	James R. Bair	Sheryl Bair		Dr. Richard A. Schaefer	Dave Bendl

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

Ed Barnicle, Membership Chair

Welcome To Our New Members For June 1998!

Nick Andriacchi
Chicago Ridge, IL
1998 Boxster

Craig P. Colmar
Northfield, IL
1998 993Cab

James Jackson
Wilmette, IL
1988 911

Robert N. Pollack
Chicago, IL
1998 993C24

James Beard
Chicago, IL
1995 993

Gregory P. Cozzi
Hinsdale, IL
1998 Boxster

Terence King
Lindenhurst, IL
1991 911C2

Douglas Rumery
Rockford, IL
1983 911

Brad Bennett
Elmhurst, IL
1988 944T-

Shahnar Dadkhah
Northbrook, IL
1997 993

James Matta
Arlinton Heights, IL
1985 944

William Rutherford
Geneseo, IL
1998 Boxster

Dave Bosco
Orland Park, IL
1999 996

Subhash Desai
Grayslake, IL
1998 Boxster

Dave Matzen
Park Ridge, IL
1972 914

Michael Schmidt
Morton Grove, IL
1989 928S4

David Brandt
Carol Stream, IL
1982 911

Brian Donovan
Long Grove, IL
1998 Boxster

Norbert Mindel
Naperville, IL
1994 968

Vince Settineri
Deerfield, IL
1998 Boxster

Jonathan Buka
Chicago, IL
1998 Boxster

Gary Egan
St. Charles, IL
1997 Boxster

Jeffrey Mohl
Chicago, IL
1999 996

Patrick C. Sommers
Evanston, IL
1998 Boxster

Ken Collen
Naperville, IL
1970 911T

Andreas Fischer
Rockford, IL
1974 914

Jeffrey Newman
Chicago, IL
1994 993C4

Laurie Wicks
South Beloit, IL
1998 Boxster

Gregg P. Collins
Evanston, IL
1997 993C2

Richard Fischer
Cary, IL
1972 911

Maurice Patteron
Orland Park, IL
1998 Boxster

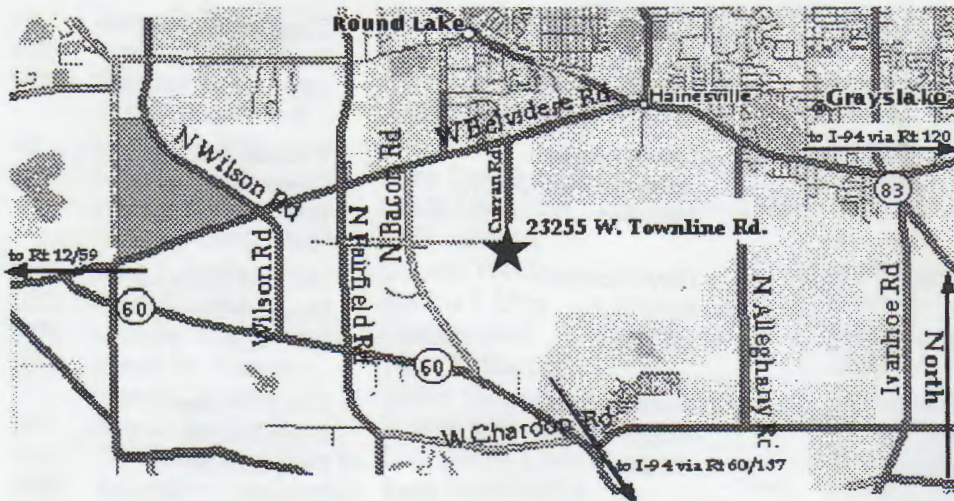
Stephen Yates
Grayslake, IL
1998 993 2S



Street and Race Prep

**PERFECT POWER
844 Liberty Dr.
Libertyville, IL 60048
(847) 367-8837**

Potter's Picnic & Concours III



Wayne Potter's Farm
 23255 W. Townline Road
 Grayslake, IL

PICNIC QUESTIONS ?
 Rip and Linda Patterson
 847.740.3562 (before 9:00 pm please)

THE PICNIC

Noon to 5:30 pm

\$8.00 each adult

\$4.00 each child (ages 4 - 17)

Free Mini-kids (3 and under)

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

summer, there is only one Potter's Picnic. We expect to see all of you with family, friends, and pit crews at the picnic to kick back and relax.

Location: We'll stick with tradition as 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. See the map for directions to Potter's farm.

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 blades, or roller skates, but please no family pets.

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.

Concours: See the Concours Registration form for details.

Potter's Picnic Registration (requested, but not required)

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

Name(s) _____

PCA Member Applicant Guest of _____ Region (if not Chicago) _____

Number of Adults @ \$8.00 each \$ _____

Number of Children (ages 4-17) @ \$4.00 each \$ _____

Number of Mini-Kids (ages 0-3) \$ FREE _____

Total Picnickers _____ Total enclosed \$ _____

Checks payable to PCA Chicago Region

Separate form required for Concours Registration

Sunday August 2, 1998

THE CONCOURS

11:00 am Cars may arrive at farm for final prep

1:00 pm Judging begins

The summer tradition continues! For 31 years families and friends, along with their fabulous Porsches, have gathered at the Potter's lovely farm in Grayslake for this midsummer classic. You know you want to go to the picnic, you want to eat the brats,

you want to toss the water balloons, you want to work on your tan, and you want to drive your Porsche there. So why not do it? Come on out, park your Porsche and yourself on the big grassy lawn and be part of the summer tradition!

- Class A: Exterior, Interior; Trunk, Engine & Undercarriage
 - Class B: Exterior; Interior; Trunk & Engine
 - Class C: Exterior; Interior & Trunk
 - Class D: Exterior & Interior
 - Class E: Exhibition Style of Exterior & Interior. Visual Inspection Only
 - Novice: For fun & first time participants only.
- Judged to Class C standards, novice class winner is eligible to trophy

CONCOURS QUESTIONS ?

Jerry Matta
847-913-8424 (before 9:00 pm please)

Entry in the CONCOURS is FREE but please REGISTER by sending this ENTRY FORM to: PCA Chicago Region, c/o Jerry Matta, 123 South Brook Hill Lane, Vernon Hills, IL 60061

Name _____ Phone _____

Member ___ Applicant ___ Guest of _____

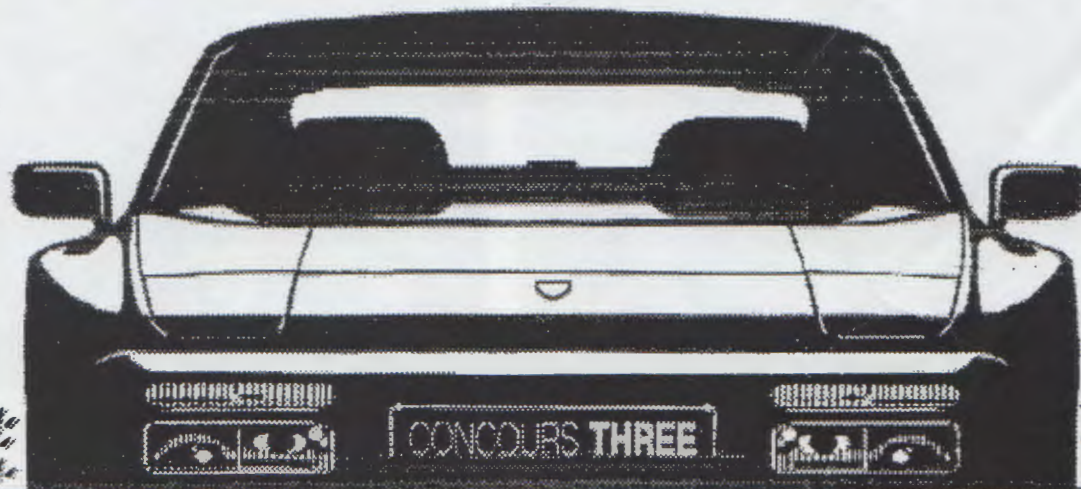
Address _____ Region _____

City, State & Zip _____

PORSCHE Model _____ Body Style _____



Class A _____ B _____ C _____ D _____ E _____ Novice _____



Tres Chic Autocross

Canadian Visitor Enjoys Tres Chic by C. Malcolm Hinds

WINNIPEG, MANITOBA - Thank you so very much to all of the Chicago Region members, and especially Lee Lichtenstein, for taking the time and effort to enable me to watch the Tres Chic Autocross on Sunday May 31st. The day was most enjoyable and memorable. The only other time I have seen so many Porsches in one place before was when I visited the factory two years ago.

I particularly want to thank you for making me feel so welcome at the dinner in the evening, and for the Porsche-chat that went along with it.

If any of your members are coming up this way, please let me know so that I can return the kind hospitality you showed me.

Tres Chic Racing '98 by Mike Mullins

The autocross season for '98 is off to a flying start thanks to the ladies of Tres Chic Racing, Susan Brenkus, Jill Girard, and Marla Turek. This group of very talented lady drivers really know how to put on an event and the day brought out more than 70 entrants which included 15 women "hot shoes" and over 20 novices. All

classes were well represented.

The weather, always a factor, was perfect at 70 degrees and breezy with a hot sun. Classes P1 through P4 took to the track first. This is always a good time for the later classes to volunteer to work a station, observe, make mental notes of tricky or tight gates, or maybe get something to eat and head into the grandstands to visit with friends, fans, or family.

With two cars on the track at a time, the race against the clock never stops. With the record turnout, the track was never silent. Each class, including the later running P5 through P7, Modified, and Masters, was able to complete their five runs.

Thanks to the Timing and Scoring crew, headed by Susan Brenkus, who managed to post the times in a propitious fashion and to the other volunteers workers. The event couldn't run without you.

On a personal note, I found myself leading P5 Class after the first three rounds. The excitement level really picked up and the adrenaline pumped. With only two runs left, the very formidable competition was but .5 second behind. I never felt safe. My best racing was still ahead of me and I was able to hold off the competition for my first Class win in eight years of trying. The smile still hasn't left my face.



Our Canadian guest C. Malcolm Hinds (left) with Lee Lichtenstein.



Lined up and ready to 'beat the clock'!



Mike Mullins took 1st in Class P5.

Tres Chic Autocross Results

Event Chairs: Susan Brenkus, Jill Girard, and Marla Turek

OA- CP	#	Class	Reg.	Driver	Best Time	OA- CP	#	Class	Reg.	Driver	Best Time
43	1	414 P1	CHO	Chris Jensen	53.168	2	1	5 P6	CHO	Greg Turek	47.130
4	1	94 P2	CHO	Peter Petrikas	47.479	3	2	402 P6	CHO	Paul Schiller	47.215
11	2	713 P2	CHO	Jeff Girard	48.630	27	3	206 P6	CHO	John Podmajersky	50.447
14	3	917 P2	CHO	Joe Purpura	49.054	53	4	14 P6	CHO	Martin Bour	55.127
30	4	212 P2	CHO	Bob Boxall	50.897	62	5	404 P6	CHO	Mark Janis	56.856
37	5	400 P2	CHO	Chuck Cassaro	52.269	23	1	15 P6L	CHO	Marla Turek	50.248
63	6	405 P2	CHO	Dale Costello	57.888	13	1	40 I1	MIL	Trent Oler	48.822
15	1	712 P2L	CHO	Jill Girard	49.082	19	2	05 I1	CHO	Ed Russ	49.608
57	2	941 P2L	CHO	Angela Gomez	55.593	28	3	91 I1	CHO	Bill Murrin	50.593
69	3	221 P2L	CHO	Kristin Boxall	1:01.617	51	4	419 I1	GST	Dan Larberg	55.007
70	4	406 P2L	CHO	Amber Schultz	1:02.724	52	5	914 I1	CHO	Matt Scott	55.041
5	1	415 P3	CHO	Mike O'Meara	47.923	47	1	705 I1L	GST	Christy Russ	53.860
34	2	401 P3	CHO	Mike Hill	52.018	56	2	491 I1L	CHO	Amy Murrin	55.586
55	3	264 P3	CHO	Brian Hughes	55.450	Men's FTD					
61	4	37 P3	CHO	Dave Beach	56.824	1	1	7 M1	CHO	Nick Brenkus	45.984
68	1	502 P3L	CHO	Cindy West	1:01.494	10	2	98 M1	CHO	Tony Koufos	48.552
6	1	251 P4	CHO	Rich Grotemeyer	47.978	22	3	66 M1	CHO	Frank Wagner	50.230
7	2	28 P4	CHO	Chris Ingot	48.071	35	4	45 M1	CHO	Mike Gray	52.047
21	3	44 P4	CHO	Lee Lichtenstein	50.162	Ladies' FTD					
24	4	50 P4	CHO	Steve Rashbaum	50.262	9	1	17 M1L	CHO	Susan Brenkus	48.530
29	5	46 P4	CHO	John Mueller	50.879	67	2	445 M1L	CHO	Cory Gray	59.489
39	6	203 P4	CHO	Chris Johnson	52.607	64	1	410 X	GST	Tom Jahnke	58.232
40	7	411 P4	CHO	Bruce Gracz	52.838	32	1	0 MST	CHO	Bruce Janecek	51.598
41	8	195 P4	CHO	Robert Grabowski	53.022	33	2	1 MST	CHO	Dan Gallagher	51.701
44	9	186 P4	CHO	Lee Duquette	53.215	36	3	360 MST	CHO	Ed Barnicle	52.204
50	10	04 P4	CHO	Dan Daly	54.621	54	4	10 MST	CHO	Harold Beach	55.432
58	11	198 P4	CHO	George Paul	56.014	16	1	770 P7	CHO	Glenn Gray	49.286
		418 P4	CHO	Myles Miller	(DNF)	59	2	412 P7	CHO	Maurice Patterson	56.071
48	1	52 P4L	CHO	Susan Shire	54.094	65	3	409 P7	CHO	Gary Egan	58.341
60	2	416 P4L	CHO	Pat Foltz	56.320						
71	3	417 P4L	CHO	Deborah Daly	1:06.211						
8	1	29 P5	CHO	Mike Mullins	48.475						
12	2	16 P5	CHO	Pete Hackenson	48.819						
17	3	8 P5	CHO	Jim Starai	49.319						
18	4	369 P5	CHO	Mark Lundstrom	49.330						
20	5	403 P5	CHO	Joachin Ferstl	50.000						
25	6	151 P5	CHO	Brandon Hackenson	50.318						
31	7	35 P5	CHO	Rob Cook	51.036						
38	8	425 P5	CHO	Mark Basso	52.483						
45	9	99 P5	CHO	Gerry Petrosky	53.834						
46	10	80 P5	CHO	Dennis Grollo	53.853						
49	11	115 P5	CHO	Jack Stephensen	54.438						
66	12	361 P5	CHO	Frank Magnifico	58.882						
26	1	18 P5L	CHO	Kimberly Starai	50.440						
42	2	407 P5L	GST	Erin James	53.034						



The Class Winners, Ladies FTD and Men's FTD.

THE ROCKFORD RUMBLE II

Sunday August 9, 1998

Rockford Speedway

Rockford, IL



Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

Registration & Tech: 10:00-11:00 am

Drivers' Meeting 11:00 am

First Car Off: 11:30 am

Back again we go to the Rockford Speedway with its high banked oval turns, high-speed straights, and challenging autocross through the infield for our third autocross.

The concession stands and the restrooms will be available.

Dinner at the end of the day will be at a local establishment.

Directions to Rockford Speedway: I-90 to Riverside Blvd exit, west 2.5 miles to Forest Hills Road, turn right, 3 miles to track.

Questions ? Jeff Girard 630.985.6739
(before 9:00 pm please)

P1 356, 914 (except 914/6), 912, 924
(except S & T)
P2 924S, 924T, 944 (except S2 & T)
I1 Improved 4 Cylinders
P3 2.0, 2.2, 2.4, 911, 914/6, 928

P4 944 S2, 944T, 968, 930
P5 2.7, 3.0, & 3.2 911
P6 3.6 911
P7 Boxster
I2 Improved 6 & 8 Cylinders

M1 Modified 4, 6 & 8 Cylinders
Masters Production Class only (Elective class.
Driver must be at least 55 years old.)

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

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

Driver #1: _____ Home Phone: _____

Member Applicant Guest of _____

Car: _____ Model: _____ Autocross Class: _____ Permanent Car Number (previously assigned): _____

\$25.00 Member / \$30.00 for non-member guest

Driver #2 (same car): _____

Member Applicant Guest of _____

Autocross Class: _____ Permanent Car Number (previously assigned): _____

\$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

Total Amount Enclosed: \$ _____ Make checks payable to PCA Chicago Region

From Our Members

A Rookie In PCA Club Racing

by Gary Knoblauch

In January I did something I said I would never do. I purchased a dedicated race car. It's a big commitment as now I have a car for only one sort of event. No quick trips around the block, runs to the grocery store or just fun driving. A dedicated race car with dedicated problems: race cars must be trailered to events and said race car trailers cars must be towed by some sort of substantial vehicle.

I had been thinking about and looking for a car for a while. Reading the ads in the Scene, Panorama, Excellence, Autoweek, etc. I noticed how few cars and trailers are for sale after the season is over and how many are available in the spring. Anyway, after looking to no avail, I turned to George Weathered at Midwest Eurosport for advice. He informed me that he could build me a new car for about the cost of a used car. Done deal.

Next I needed a trailer. Again I looked around. I did know that I wanted an aluminum trailer as rust would not be a problem and the weight savings would be substantial. Another of the Scene advertisers, R. A. Adams in McHenry, had just what I wanted: a Featherlite open trailer. Done deal.

I now had 2 out of 3 of my needs. The tow vehicle would be the hardest. I plan to tow approximately 18 weekends a year, leaving 34 weekends when I would not want a big truck. Myra and I decided on a Jeep.

Now the fun began, negotiating with the car dealers. But wait; why not let them come to me instead of the other way around? On the internet at www.wheels.com, I sent my specifications and let the dealers bid against each other without leaving my house. Jeep found and purchased. A relatively painless done deal.

Time and winter passed slowly but the car was done for our Memorial Day weekend at Road America. It

would be a good place to test the car before my first Club Race at Putnam Park the week after our event. It was perfect.

From the outset, Paul Jones, race chairman and Zone 4 rep. ran a very smooth event especially considering it was the region's first Club Race. Friday's registration was a breeze and Paul put me in the slower Group 4 so that I could learn the track. Other drivers were quicker than I as they obviously knew the track, but I took my time learning the fast track.

The required rookie orientation, given by National Steward Bob Barker with help from National Scrutineer Tom Charlesworth, was an evening session with much discussion of racing ethics, passing, 13/13 violations and general race procedures. These guys are very serious about their jobs, a benefit of all of us.

Saturday morning I arrived at the track early. Unlike Road America where when you arrive early you get in, not so at Putnam Park. 7 am meant 7 am and I got to know the track manager pretty well. Although first in line to get into the track, somehow I was second in the tech line. When Dave Maynard the National Tech Official asked for my log book, I explained it is a new car with a rookie driver. The car passed with flying colors: everything was perfect. Thanks George.

We ran 2 practice sessions in the morning and practice starts and a "fun" race in the afternoon. Still learning the track, I wasn't the fastest guy out there, but I also wasn't the slowest. Practice starts were fun, the "fun" race was not. It's harder being in the thick of it than it looks.

In the evening the Ohio Valley Region hosted a party at the Holiday Inn with lots of door prizes including a set of Hoosier tires and 4 Passport Radar Detectors. Myra and I didn't win anything. To the delight of the Ohio Valley Region, PCA President Judy Boles announced that Paul Jones has been nominated to be PCA National VP.

In the wee hours of Sunday morning there were violent storms, lots of thunder, lightning and rain which brought a cool reprieve from the 90 degree heat of Friday and Saturday. The rain returned just before my qualifying session. Not on rain tires, qualifying in the wet was slow, but not quite as bad as I expected: 16th out of 18 cars. Being in the back was fine with me: all the fast guys wouldn't have to worry about me being in their way. The rain stopped at noon so the early race groups dried the track before my race.

On the start, coming around Turn 10 leading to the front straight, the starter and everyone got the jump on me and they were gone. I mean they were seriously gone. It was just #17 and me.

Car 17, a '89 911 Turbo, seemed hesitant in the corners. I didn't want to get too close so I waited for a better time to pass. On the front straight I didn't seem to have the power, or maybe the will, to push this guy into Corner 1. Finally, on the 4th lap, I made my move on the front straight. Staying in 4th gear to 7000 rpm and passing him on the inside of Turn 1. I felt pretty good for about 50 feet. As I entered Turn 2; two of the front runners passed me on the inside. Where did these guys come from?? I stayed ahead of the Turbo and finished 16th: ahead of the turbo and the car that went off in Turn 6.

I did it! I completed my first club race without incident and not dead last! Intending to get away a little early for the long drive home, we loaded the trailer while the last race was still running. From the posted results of my race I learned I turned a fast lap of 1:24. Not bad but not close to the top runners. Only then did I notice that my run group was broken into classes: C, D, and my class GT4S. There were 4 cars in my class: one of them was the car that went off at Turn 6. By default, I took third! Myra and I decided to stay for the trophy presentation!

My first club race, my first trophy!

Blackhawk Farms Drivers' Education

Wednesday August 12th

Wednesday September 16th

Blackhawk is an eight turn 1.8 mile enclosed high-speed track located in South Beloit, IL.

The June Blackhawk, like the May event, was a sell-out and again a waiting list was necessary. If the August and September events sell-out and a waiting list is established, any open spots will be filled from the waiting list. Drivers not pre-registered or on the waiting list will not be able to drive even if they drive to the track on the event day.

Novice drivers MUST attend the 10:00 am Drivers' Meeting and will be assigned an instructor. Entrants will be divided into three classes so that slower cars and novice drivers are not be on the track at the same time as the faster cars.

The club's insurance requires that all cars pass tech and that all drivers wear a **Snell SA 90 (or later) helmet**, long sleeved non-flammable shirts, long pants, socks made of non-synthetic materials, and closed toe shoes while on

the track. Recommended, but not required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher. You will be required to show a valid driver's license and proof of PCA membership at registration.

To save time at the track, you may bring a completed Chicago Region Tech Inspection Sheet (found in this issue of the Scene) signed by a recognized Porsche dealer or mechanic. Be sure to pay close attention to the specifics concerning brake fluid and brake pads.

The concession stand WILL be open and there will be "Gallagher weather"!

Please pre-register to ensure a spot in the August and/or September events. No pre-registrations will be accepted without payment.

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 pm Track closes. Dinner will be immediately following at a site to be announced at the track.

Due to road construction at IL 75, follow these directions to Blackhawk Farms Raceway

From Chicago: North on Northwest Tollway (I-90) to Rockton Road exit. West on Rockton Road (all the way through Rockton) to Prairie Avenue (after the Rock River and S. Bluff Road). Right onto Prairie Avenue. Continue north about 8/10 mile to the sign on the left reading 'Blackhawk Farms Raceway'.

There are gas stations in Rockton, IL near the intersection of Rockton Road and Blackhawk Road: Phillips 66 and Mobil. At the intersection, to the right 5 blocks is Phillips 66 and to the left 2 blocks is Mobil.

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

Questions: Phone: 708.784.0784

Blackhawk XXIX Drivers' Education Registration Form

Wednesday, August 12th

Wednesday, September 16th

First Driver Name: _____ Phone: _____

Member: _____ Applicant: _____ Guest: _____ of _____

PCA Membership # _____

Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

Car Make: _____ Model: _____

Second Driver (same car) Name: _____

Member: _____ Applicant: _____ Guest: _____ of _____

PCA Membership # _____

Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

Fees: \$125.00 Pre-registered

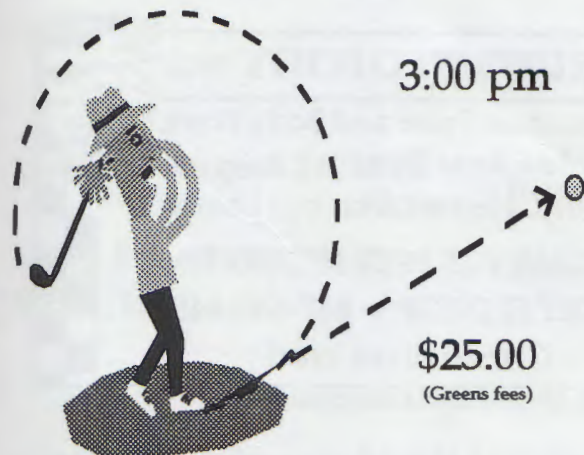
\$140.00 At the gate

Second driver free if family member

Make checks Payable to PCA - Chicago Region

Golf Outing and Dinner

Saturday August 22, 1998



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.(middle road). 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 for the 2nd Annual Chicago Region Golf Outing and Dinner to be held at the conveniently located **Flagg Creek Golf Course** in Countryside, IL on **Saturday, August 22, 1998**. We will play **nine holes** with tee times **beginning at 3:00 pm**. Registration is limited to **36 players** and because Flagg Creek needs a guarantee to reserve the tee times, **registration will close August 11th**. 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 **\$25.00** 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 details available in the next issue of the Chicago Scene. Non-golfers are welcome to join us for dinner.

All who attended our inaugural event last year had a great time, and this year will be even better. Because it isn't a holiday weekend and we aren't competing with other Chicago Region activities, we do expect to reach our maximum number of registrants very early. The message is: REGISTER NOW!

Warning: With a certain Chicago Region past president likely to participate, helmets, while not required, are recommended.

QUESTIONS? Call Ed Barnicle at 708.579.0313

Mail registration form and fee to: **Ed Barnicle, 5718 S. Madison Ave., Countryside, IL 60525**

In addition to name, phone number, please circle symbol indicating how often each registrant plays or give us your handicap(s) (golf only): N = Never S = Sometimes/Occasionally O = Often H = Handicap

Name: _____ Phone # _____ N S O H _____
 Member ___ Applicant ___ Guest ___ of _____

Name: _____ Phone # _____ N S O H _____
 Member ___ Applicant ___ Guest ___ of _____

_____ # of Registrants @ \$25.00 each \$ _____ Amount enclosed

Please make checks payable to: PCA Chicago Region

Registration deadline: AUGUST 11th

Join the
"SUPERCHARGERS"
at Barefoot Bay

Give your next Road America weekend a real boost.

- Up to four adults for one low room rate including continental breakfasts for all.
 - Relax at our lakeside bar.
 - Dine at Taverna Bella Luna.
 - Across the street from race-famous Siebkens Bar.
- Just half a lap down the road from the track.

*Call our racetrack desk
and ask for the "SUPERCHARGERS" rate*
1.800.345.7784 or 920.876.3323

Barefoot Bay

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On beautiful Elkhart Lake, Wis-consin
53020

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- Professional Paint and Body Work
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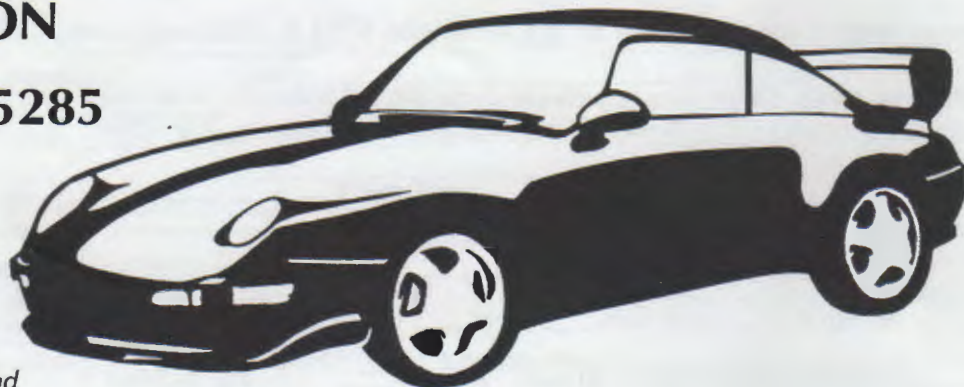
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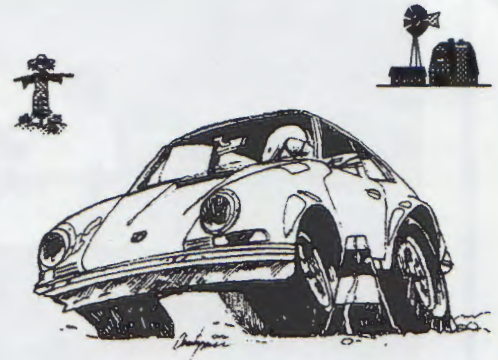
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UTICA AUTOCROSS

SLIDE! DRIFT! SPEED! SPIN!

TROPHIES! FUN! SUN! WIN!



Sunday, August 30, 1998

Registration/Tech at 9:00 a.m.

**Utica Speedway
Utica, IL**

Timed Runs start at 10:30 a.m.

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 and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

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

Bring the family for a day in the country.

Questions ? Call Bill Murrin 708.352.5719

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).

P1 356, 914 (except 914/6), 912, 924 (except S & T)

P2 924S, 924T, 944 (except S2 & T)

I1 Improved 4 Cylinders

P3 2.0, 2.2, 2.4, 911, 914/6, 928

P4 944 S2, 944T, 968, 930

P5 2.7, 3.0, & 3.2 911

P6 3.6 911

P7 Boxster

I2 Improved 6 & 8 Cylinders

M1 Modified 4, 6 & 8 Cylinders

Masters Production Class only (Elective class. Driver must be at least 55 years old.)

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

Mail to: Bill Murrin, 812 North Stone Avenue, LaGrange Park, IL 60526

Driver #1: _____ Home Phone: _____
 Member Applicant Guest of _____

Car: _____ Model: _____ Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$25.00 Member / \$30.00 for non-member guest

Driver #2 (same car): _____
 Member Applicant Guest of _____
 Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

Total Amount Enclosed: \$ _____ Make checks payable to PCA Chicago Region

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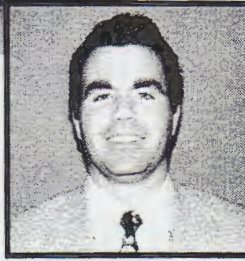
BOXSTERS • 911S • CARR



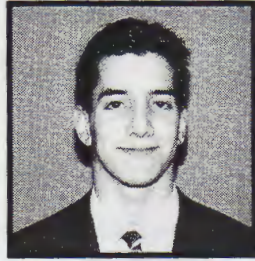
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Anthony Rizza
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Women, Porsches, And This Driving Thing

*With An Addendum For Men Only

By Teresa Vickery
Nord Stern Region

Driving PCA Drivers' Ed and Club Races with regions from Florida to California has been enlightening: I can tell you, within minutes of arriving, which regions actively encourage women to drive, and which don't. Some regions, most notably my own (Nord Stern), have large contingents of women who are as involved in this track stuff as the men. Others (which shall remain nameless) have so few women on the track that you have to wonder what's going on.

Sisters, I'm here to tell you the truth: track events are more fun when you're driving! Don't believe that myth - the one that says driving Porsches on the track requires some level of testosterone we don't possess - it ain't so. Another truth? Learning to drive at a PCA Drivers' Ed will make you an infinitely better driver on the street. You'll be in better control, you'll have command of the situation and you'll have greater confidence in your abilities.

Why are there so few of us out there? Women Unite! Get behind the wheel! (And men, get outta our way!) We don't bring any of that macho excess baggage with us to the track. We're there to simply enjoy the art of driving well - the fluidity of smooth shifting, the freedom of speed, the rhythm of seamless weight transfer when cornering, accelerating or braking. It's a dance - the feet across the pedals, the car around the track. When it all comes together, it feels great! You get an adrenaline rush that becomes addictive. You have power. You have control.

My totally unscientific survey of non-driving women at PCA events tells me there is a level of interest in trying, but ...

- "It's *his* car and I don't want to hurt it." You won't. If you drive with

common sense and pay attention to the car, "dual driving" only uses up gas, brake pads and rubber. It DOES NOT harm the car in any way. (It being "his" car is another issue altogether ...

Remind him of what Mr. Rogers says about sharing.)

- "I won't be fast enough." So what? This isn't about speed, it's about control. And what exactly is "fast enough"? Fast enough is how fast you want to go - no more.
- "I'll embarrass myself." Do you want a list of the men drivers I've instructed and their stupid mistakes? Trust me on this one: you won't.
- "I don't want to race." No matter what 'The Guys' say, we're not racing at Drivers' Ed. Events. We're honing our driving skills. We're challenging only ourselves, trying to become better drivers. Let others get their 'unders in a bunch' about speed and "winning" the lapping session. Seek satisfaction in how you do, measuring yourself only against yourself. Are you satisfied with your performance? If you are, that's all that matters.

If you are at all curious about this driving thing, I encourage you to give it a try. And, 'tween us friends, here's some advice:

- Don't let your spouse, S.O. (significant other), or boyfriend teach you how to drive a stick shift. Find another woman, a brother or the neighbor kid to help you with this one. Relax and don't force it. It will come to you, I promise.
- Don't let your region assign your spouse, S.O. or boyfriend to you as your instructor. Not a good situation - trust me.
- If you don't "connect" with your instructor, get a different one. Don't be intimidated. Find one you are comfortable with.
- Don't worry about being slow, holding others up or "ruining their lapping session". Hey - if they get all freaked out, it's their problem. Let them pass where it's allowed and pity them - it's obvious they have some ego issues that need to be resolved. Suggest some counseling.
- Set your own goals and find satisfaction in achieving them.



Teresa Vickery on the track at the 1997 Sebring International.

Photo by Gordon Jolley

One woman I instructed wanted to see 80 mph – and no more – on the main straight. By the end of the day, we were there, and both of us were thrilled.

- Don't be pressured into doing anything you don't want to do – if you don't want to do a Drivers' Ed, don't. On the other hand, if you want to give it a try, don't be talked out of it.

Think about it. Sign up for an event and try it. You might really enjoy it!

*** Addendum for men only ...**

Guys, having your spouse, S.O. or girlfriend driving is a good thing. Let me run a couple of scenarios past you:

- You want to do events at Road America, Brainerd, Heartland Park, Putnam, Gingerman and maybe Memphis this year. Picture her as your happy co-driver: 6 events? Let's go! Now

picture her as your non-driving partner: 6 events? No way!

- You want to dump big dollars into new suspension and an extra set of rims. At the same time, you need new living room furniture. If she's gotten hooked on driving, guess what? The suspension and rims become a real easy sell.
- Wouldn't you just love to hear this: "Instead of visiting my folks in Florida this winter, why don't we go to the Barber school at Leguna Seca?"

Sound good? All it takes is encouraging your spouse, S.O. or girlfriend to join you. It's much more fun when both of you are involved in this driving hobby. It won't hurt your car – I let my guy drive my car all the time.

Sharing is a good thing. Bag the attitude. Be supportive. Get your region to encourage dual-driver cars and maybe even do a school just for women. The payback can be huge.

About the author:

Teresa has been driving, instructing, Club Racing and sharing a car for years. She shares her '87 Carrera with her S.O. He, in turn, shares his GT-3 911 with her. Together, they run events all over the country, never argue about that new set of tires and want to build a garage with a small attached house. See how great this can be!

(Authors note: Nord Stern Region is again running a For Women Only Drivers' Ed at Brainerd International Raceway, on August 7th. You are invited to join us – it's a wonderful school organized and taught by women for women. (The men instructors we allow to help are chosen for their decorative value only!) For more information, call Gayle Momchilovich at 612-456-0080 or email DETurbo@aol.com.)



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Saturday 8 AM - 1 PM

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 and in good operating condition. Firm brake pedal. |
| ___ | ___ | 5. SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; <u>five or six point harnesses required for Classes 1 - 3 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, SNELL SA 1990 or later required for all track events including Blackhawk, Road America, and GingerMan (sticker must be attached inside) and HELMET, SNELL SA or M 1985 or later required for all autocross or gymkhana events (sticker must 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 an other 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 and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| ___ | ___ | 10. DRIVE BELTS - Tight and in good condition. |
| ___ | ___ | 11. THROTTLE RETURN - Freely operating and 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 and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition. |
| ___ | ___ | 15. REAR SUSPENSION - Check half shaft bolts and shock bolts. 914's check fuel pump and 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. (Remember 108db sound limit at Road America.) |
| ___ | ___ | 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 competition pads properly bedded in. |
| ___ | ___ | 19. WHEELS - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hubcaps 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 and cap tightened. |
| ___ | ___ | 23. LOOSE OBJECTS - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc. |
| ___ | ___ | 24. APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials |

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: _____ DATE: _____

WITNESS TO DRIVER'S SIGNATURE: _____ DATE: _____



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TRAC

The Road America Challenge

Drivers' Education

**September 5 - 7, 1998
Labor Day Weekend**

This year on Labor Day weekend, the Chicago Region is hosting the **TRAC 98 Weekend** and the **Sixth 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 winding track through the Kettle Moraine make Road America one of the most challenging racetracks in North America. In previous years, this event has drawn entrants from all over the U.S. and Canada.

For 1998, much will change for this event. Road America has undergone several significant safety improvements including new gravel traps at Turns 1 and 14, new concrete barriers with debris fencing from Turns 3 to 5 and from Turns 11 to 12 to name just a few. The event itself has new

Co-chairs and a new committee, all of whom have a new attitude. Our main objective is for all entrants (racers and drivers' ed alike) to have a fun-filled, hassle-free and safe weekend. We have even gone so far as to hire one of Road America's professional P.A. announcers for the weekend.

In order to insure even more quality track time for all drivers, this year's event will be purposely downsized by the reduction of one race group. What that means is **PLEASE SEND YOUR APPLICATION IN EARLY IF YOU WANT TO ATTEND**. You will be notified by mail of your acceptance. Included in your acceptance packet will be a copy of the Rules of Road America. Please take a few moments to read them before coming to the event so you can ensure that you, the driver, your family, crew, and friends will comply with these rules.

Registration opens at Road America on Friday September 4th at 3:00 p.m. Tech will be at Road America on Friday from 3:00 pm to 7:00 pm and again on Saturday starting at 7:30 am.

All cars participating in this event (in both the race and drivers' ed groups) must not exceed the Road America noise restriction of 108 dB. Please ensure that your car is in compliance with this limit. There are residential areas near the track, and Road America personnel will be monitoring our cars throughout the weekend.

This year on Saturday night at Siebkens, we will host Concours Four and a "German Fest" Dinner and Party complete with a live German band to get everyone in the mood. The Dinner will be free to all drivers and volunteer workers as guests of the Chicago Region. Additional tickets are \$18 for adults and \$9 for children 12 and under. We are always in need of 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 closed off for Concours Four and we invite all drivers to enter this event.

All drivers and volunteer workers will have the Concours Registration Fee waived. There will be a special exhibition class for race cars. These cars will have a police escort from the track to Siebkens and back.

Siebkens will again be the headquarters for the non-track meetings. Contact them directly for lodging reservations at 920.876.2600. Continental breakfast and coffee will be available at 6:30 am and full breakfast at 9:00 am.

The Drivers' Ed portion of this event will again be on all three days. The run groups will be half hour sessions alternating with the race run groups. Passing will only be allowed in designated areas. Racecars will not be permitted to participate in the drivers' ed run groups. Only experienced drivers may participate in these groups, since there will be no novice run groups or instructors available at this event.

All cars running in the drivers' ed portion of this event must be equipped with a five or six point harness for the driver. If anyone else is going to be in the car the passenger seat must be similarly equipped.

All cars must display numbers on each side and on the hood. Shoe polish is not acceptable. Numbers must be 6-8" tall so the corner workers may easily read them.

Please check to see that your car will pass Tech Inspection using the Chicago Region Tech Sheet. Be sure to pay close attention to the specifics on the Tech Sheet concerning brake fluid and brake pads.

Mandatory clothing requirements include: a SNELL SA 90 helmet or later; long-sleeved shirt, long pants, and socks, all made out of non-synthetic materials; and closed-toe shoes. Very strongly recommended, but not mandatory are a fire extinguisher, and driver's suits and gloves made of fire retardant material.

We think you will find this Road America event with its new user-friendly mentality to be the best track event of the year.

Chris Inglot and John Ruther
Event Co-chairs



PCA Chicago Region and Metropolitan Chicago Porsche Dealers present
Road America II Drivers' Education September 5 - 7, 1998
 Event Co-chairs: Chris Ingot and John Ruther



First Driver Name _____			Second Driver Name (same car)* _____		
Address _____			Address _____		
City _____	State _____	Zip _____	City _____	State _____	Zip _____
() _____	() _____	() _____	() _____	() _____	() _____
Eve Phone _____	Day Phone _____		Eve Phone _____	Day Phone _____	
PCA Member Yes [] Region _____ No []			PCA Member Yes [] Region _____ No []		
Current PCA Membership # _____			Current PCA Membership # _____		

<i>Requested Run Group</i>			<i>Requested Run Group</i>		
<Fastest 1 2 Slowest>			<Fastest 1 2 Slowest>		

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

Chicago Region (previously assigned) Permanent Car # _____	Chicago Region (previously assigned) Permanent Car # _____
If none, Requested Car # _____	If none, Requested Car # 1st _____ 2nd _____ 3rd _____

There will be reserved parking spaces set aside for some participants based on size requirements. Please help us by specifying your parking needs. No other reservations will be honored. Participants using spaces assigned to someone else will be required to move.
 Paddock Parking Space Size Needed: Semi: _____ Trailer: _____ Other (specify): _____ Dimensions: _____ ft x _____ ft

All drivers must have attended the Skip Barber classroom instruction at a previous PCA Chicago Region Road America event, or have very strong driving credentials and receive approval from the Event Chairs or Event Chief Driving Instructor Greg Turek.

Yes [] No [] Did you receive Skip Barber instruction at a previous PCA Chicago Region Road America event? Yes [] No []

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: (includes 1 Concours Fee & 1 Dinner ticket for "German Fest" Dinner and Party per fee-paying driver. Additional dinner tickets (\$18.00/adults, \$9.00/child 12 and under) for family members, crew, and friends will be available at Registration, at the track, and at Siebkens while supplies last.)

First Driver	\$250.00
Second Driver	\$ 75.00 (family or affiliated PCA member only)
Second Driver	\$250.00 (non-related PCA member, non-family, non-affiliated, or non-PCA member)

Total enclosed: \$ _____ Make checks payable to PCA Chicago Region

FULL REFUNDS FOR WRITTEN CANCELLATIONS RECEIVED BY AUGUST 21, 1998

Driver: _____ Date: _____

Emergency Contact: _____

In an emergency contact: _____ Phone: _____

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

Mail pre-registration form and check to: **Scott & Sharon Lynn**
 1605 Keim Trail Phone: 847.622.4483 (24 hour info)
 St. Charles, IL 60174 e-mail: chicagopca@aol.com

Saturday September 5, 1998

CONCOURS FOUR



Begin your TRAC 98 Weekend Saturday Night at Road America with Concours Four to be held streetside at Siebkens in Elkhart Lake, WI.

Concours Fee: \$20.00 per car Free for all volunteers, paid PCA Club Racers and Drivers' Ed participants.

- 4:00 pm Concours participants arrive and begin final preparations
- 5:45 pm Race cars will be police escorted in parade from the track
- 6:00 pm Judging begins, trophies awarded immediately following
- 6:30 pm "German Fest" Dinner & Party begins at Siebkens
- 9:00 pm Race cars will be police escorted in parade back to the track

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

Class B: Exterior; Interior; Trunk & Engine

Class C: Exterior; Interior & Trunk

Class D: Exterior & Interior

Class E: Exhibition Style of Exterior & Interior. Visual Inspection Only

Novice: For fun & first time participants only. Judged to Class C standards. Novice Class winner eligible to trophy

Exhibition: Class for all participating PCA Race Cars. No entry fee required for Exhibition Class

Questions ? Bruce Janeczek

(Days) 708.354.1901
 (Evenings) 708.361.8421
 (before 9 pm please)
 Fax 708.354.1903

People's Choice Trophy and Judges' Choice Trophy will be awarded

Please make check for **Concours only** payable to : PCA Chicago Region and mail to: Bruce Janeczek
1901 E. 31st St..
LaGrange Park, IL 60526

Name _____ Phone _____

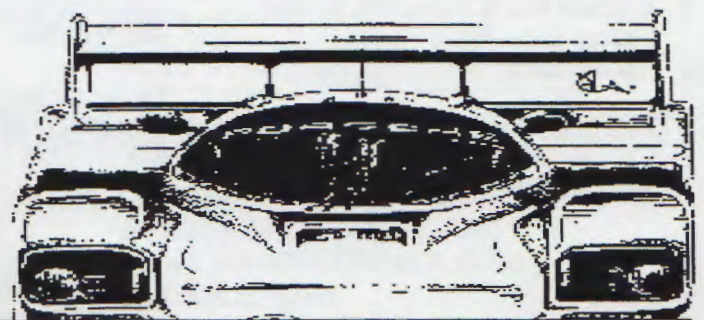
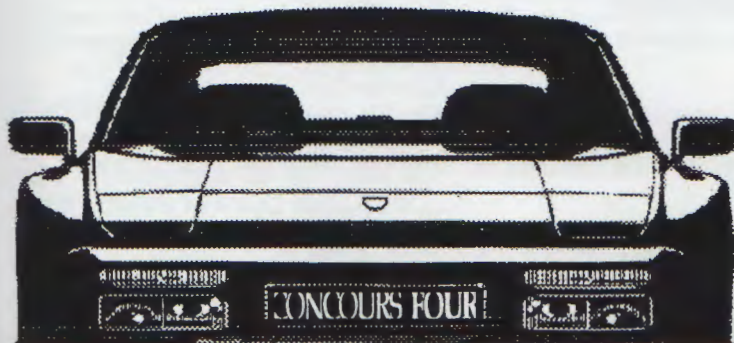
Address _____ City, State & Zip _____

Member _____ Applicant _____ Guest of _____

Region _____ Drivers' Ed _____ Club Racer _____ Volunteer _____

PORSCHE Model _____ Body Style _____

Class A _____ B _____ C _____ D _____ E _____ Novice _____ Exhibition _____



PLACES TO STAY WHILE VISITING ROAD AMERICA

Hotels • Motels • B & B's

AmericInn Motel - Belgium
Belgium, WI
920.285.3566

AmericInn Motel - Plymouth
Plymouth, WI
920.892.2669

AmericInn Motel - West Bend
West Bend, WI
920.334.0307

Barefoot Bay
Elkhart Lake, WI
920.345.7784

Best Western Harborside Motor Inn
Port Washington, WI
920.284.9461

Boarding House Bed & Breakfast
Elkhart Lake, WI
920.876.3616

Breeze Inn/Chalet Motel
Mequon, WI
414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI
920.451.0644

Budgetel Inn
Sheboygan, WI
920.457.2321

Comfort Suites - Comfort Dome
Appleton, WI
920.730.3800

Cream City Bed & Breakfast
Plymouth, WI
920.893.8162

Crest Hotel
Plymouth, WI
920.893.6111

Eastlake Bed & Breakfast/Rentals
Elkhart Lake, WI
920.876.2272

East Shore Inn
Chilton, WI
920.849.4230

52 Stafford
Plymouth, WI
920.893.0552

Elkhart Lake Chamber of Commerce
(Referrals)
Elkhart Lake, WI
920.876.2922

Holiday Inn Express
Sheboygan, WI
920.451.8700

Holiday Inn - Holidome
Fond du Lac, WI
920.923.1440

Holiday Inn
Manitowoc, WI
920.682.6000

B. L. Nutt Bed & Breakfast
Plymouth, WI
920.892.8566

Oshkosh Hilton
Oshkosh, WI
800.365.4458

The Osthoff
Elkhart Lake, WI
800.876.3399

Pinehurst Inn
Sheboygan Falls, WI
920.467.4314

Pioneer Inn & Marina
Oshkosh, WI
800.683.1980

Plymouth Inn
Plymouth, WI
920.893.5623

Ramada Plaza Hotel
Fond du Lac, WI
920.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI
920.793.1794

Rochester Inn Bed & Breakfast
Sheboygan, WI
920.467.3123

Select Inn Fountain Park
Sheboygan, WI
920.458.4641

Sheboygan Super 8 Motel
Sheboygan, WI
920.458.4265

Siebkens
Elkhart Lake, WI
920.876.2600

Starlite Motel
New Holstein, WI
920.898.4265

Village Inn - Motel
Two Rivers, WI
920.794.8818

West Bend Inn
West Bend, WI
800.727-9727

Wisconsin Aire Motel
Random Lake, WI
920.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI
920.892.2222

Campgrounds

Hoelt's Resort Campground
Cascade, WI
920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI
920.892.4252

Mark & Dean's Camper Rental
Kiel, WI
800.894.7181

Marsh Lodge Campground
Elkhart Lake, WI
920.876.2535

Westward Ho Camp Resort
Glenbeulah, WI
920.526.3407

(Ed. note: This list of accommodations in the Elkhart Lake area is drawn from several sources as a service to our members. It does not constitute recommendations.)

PCA Chicago Region and Metropolitan Chicago Porsche Dealers present



September 5 - 7, 1998

Event Co-chairs: Chris Inglot and John Ruther

DRIVER'S NAME: _____

ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

PHONE: (DAYS) _____ (EVENINGS) _____

PCA REGION: _____ PCA MEMBERSHIP NUMBER: _____

PCA LICENSE STATUS: PERMANENT _____ PROVISIONAL _____ ROOKIE _____ 1st TIME ROOKIE _____

CAR MODEL _____ YEAR _____ COLOR _____

PCA CLUB RACING CLASS: _____ CAR # REQUEST: 1ST _____ 2ND _____ 3RD _____

PARTICIPATING IN SATURDAY NIGHT CONCOURS SPECIAL EXHIBITION CLASS: YES NO

There will be reserved parking spaces set aside for some participants based on size requirements. Please help us by specifying your parking needs. No other reservations will be honored. Participants using spaces assigned to someone else will be required to move.

Parking Space Size Needed: Semi: _____ Trailer: _____ Other (specify): _____ Dimensions: _____ ft x _____ ft

FEES (Includes 1 Concours Fee & 1 Dinner ticket for "German Fest" Dinner and Party per fee-paying driver. Additional dinner tickets (\$18.00/adults, \$9.00/child 12 and under) for family members, crew, and friends will be available at Registration, at the track, and at Siebkens while supplies last.)

ONE DRIVER \$350.00

SECOND DRIVER (PCA FAMILY MEMBER IN THE SAME CAR) \$200.00

AMOUNT ENCLOSED \$ _____ (CHECKS PAYABLE TO "PCA CHICAGO REGION")

FULL REFUNDS FOR WRITTEN CANCELLATIONS RECEIVED BY AUGUST 21, 1998

EMERGENCY CONTACT: _____

IN AN EMERGENCY CONTACT: _____ PHONE: _____

RELATIONSHIP: _____ AT THE TRACK: YES NO

I agree to indemnify and hold harmless the organizers of this event and their agents, with respect to the condition and preparation of my car, or any subsequent failure or resulting damage to my car or its occupant as a result of such failures. I acknowledge that at all times I remain solely responsible for the safety and roadworthiness of my car. I also certify that I have no physical or mental problems which could jeopardize me or others if I participate in this event. If my car damages any track facilities, I will reimburse Road America for those expenses. I agree to abide by the PCA Club Race Rules and the supplementary regulations of this event.

DRIVERS SIGNATURE _____ DATE: _____

CONGRATULATIONS! YOU MADE IT TO THE BOTTOM OF THE FORM! PLEASE SEND COMPLETED FORM AND PAYMENT TO:

NICK & SUSAN BRENKUS
408 CARDINAL DRIVE
BLOOMINGDALE, IL 60108

Questions ?
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e-mail: NBRENKUS@AOL.COM
FAX: 630.529.0931

BRIDGESTONE IS CHANGING THE WAY THE WORLD THINKS ABOUT TIRES.

Introducing UNI-T AQ™ Advanced Technology. Consistent Performance As Your Tires Wear.



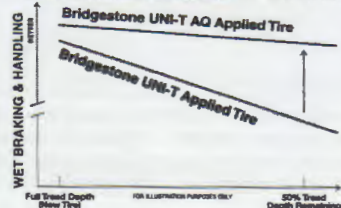
Bridgestone is the first tire company to take such a comprehensive approach toward worn tire performance.

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UNI-T AQ adds the power of EPO™ (Extended Performance Optimization) to our UNI-T™ tire technology. EPO is a combination of two technologies created to minimize the reduction of wet braking and handling performance as tires wear. EPO consists of EPC™ (Extended Performance Compound) and Dual-Layer Tread™.

Because our new EPC compound fights the effects of friction-related rubber hardening, it reduces the deterioration of wet-surface performance—especially in the key areas of wet-surface braking and wet-surface handling.

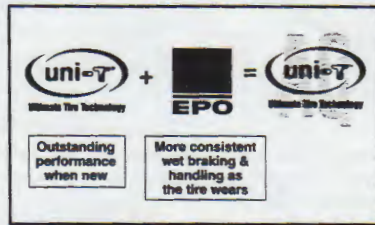
PERFORMANCE IMAGE OF UNI-T AQ



Dual-Layer Tread combines two types of EPC rubber in a hybrid tread structure. There's a high-grip base layer shaped in a pattern that creates mounds under the tire's outer layer tread blocks. As the tread blocks wear, the high-grip rubber is exposed, helping offset the effects of wear on wet-surface performance.

Together, EPC and Dual-Layer Tread create EPO. And EPO, combined with our other UNI-T technologies, creates UNI-T AQ. It's the kind of forward-thinking you'd expect from an industry technology leader. UNI-T AQ. It's changing the way the world thinks about tires.

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Dual-Layer Tread



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TRAC

The Road America Challenge

Drivers' Education

WANTED: TRAC 98 WEEKEND VOLUNTEERS

We need your help to make the Chicago Region's TRAC 98 Weekend at Road America - September 5 - 7, 1998 - the best it can be. Your help in the past has done just that. All volunteers will have their entry fee for Concours Four waived and be the guests of the Chicago Region at the "German Fest" Dinner and Party on Saturday night at Siebkens. Please help out again this year. If you are interested, please send your work assignment preferences, name, address, and phone and/or fax number to:

Gary Knoblauch
Event Coordinator
10 S 060 Thurlow Street
Hinsdale, IL 60521 or Fax: 630.325.2286

Name: _____ Phone: _____
Address: _____ Fax: _____
e-mail: _____

Gary, I'd be glad to help out! Sign me up for the area circled below. I understand that all TRAC 98 Weekend volunteers will have their Concours Four entry fee waived and be the guests of the Chicago Region at the "German Fest" Dinner and Party on Saturday night at Siebkens.

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

The Chicago Region wishes to acknowledge and thank their TRAC 98 Weekend Sponsors

Metropolitan Chicago Porsche Dealers

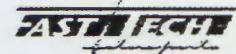
MOTOR WERKS

NIVES RIZZA

Lynch

ED NAPLETON

THE EXCHANGE



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Board Meeting Minutes

Porsche Club of America Chicago Region Board Meeting Minutes May 1, 1998

Voting members present:

Bittman, S. Brenkus, D. Gallagher,
P. Gallagher, Ingot, Janecek,
Murrin, Rashbaum.

Voting members absent: Clark,
Ruther.

Vote by Proxy: None.

Coordinators present: Anderson,
Bittman, N. Brenkus, S. Brenkus,
D. Gallagher, P. Gallagher, Ingot,
Janecek, Jacisin, G. Knoblauch,
M. Knoblauch, Rashbaum, Ruther,
Shire, Yanahan.

Meeting called to order by S. Brenkus
at 8:05 pm. at the Park Ridge V.F.W.

Secretary - Chuck Bittman.

Bittman presented the minutes from
the April 3, 1998 board meeting.

Gallagher moved, Rashbaum
seconded, to approve the minutes as
presented. Approved unanimously.

Treasurer - Chris Ingot.

Ingot presented a treasurers report
including the following: Cash flow
statement for April showing a net
deficit of \$754.75. Balance sheet
showing cash balances of \$132,477.81,
pre-paid expenses of \$46,353.50, total
assets of \$196,457.05. A cash flow
statement for the St. Patrick's Day
Party showing a net surplus of
\$143.77. A cash flow statement for
the Rallye School showing a net
deficit of \$134.00. Murrin moved,
Janecek seconded, to approve the
treasurers report as presented.

Approved unanimously.

Vice President - Bill Murrin.

No report.

President - Susan Brenkus.

S. Brenkus delivered 6 rallye clocks
to D. Gallagher.

Autocross - Jeff Girard.

Greg Turek reported that there are
51 pre-registered for the Drivers'
School.

S. Brenkus reported that the Tres
Chic Autocross is on schedule and
will be at Rockford Speedway.

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

The Road America committee is
considering extending the Memorial
Day weekend event to a 3-day event.
Road America has agreed to 3 days
for Memorial Day, but extending
Labor Day event to 4 days is not
feasible.

Ingot outlined the following for
the Memorial Day event: The menu
for Siebkens on Saturday night has
been set. Run group stickers will be
on the inside of the windows and
include run group numbers. Ingot
read a letter from Road America
outlining safety improvements for
this year including additional catch
fencing, gravel pits and concrete
sections around the track. All cars
will exit at corner 5 to limit the time
between run groups.

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

Scott Lynn reported that the event is
almost full. The numbers are 45 in
group 1, 58 in group 2, 53 in group 3,
and 51 in group 4.

Road America Club Race Registra- tion - Nick & Susan Brenkus.

S. Brenkus reported that the Club
Race applications will be sent out
immediately after the Memorial Day
weekend event.

Road America Sponsorship - Steve Rashbaum.

Rashbaum reported that there are 8
sponsors plus the 5 Chicago Porsche
dealerships so far.

Road America Volunteers - Gary Knoblauch.

G. Knoblauch reported that Darcy
has 19 corner workers so far for
Memorial Day weekend, but she
plans to have 25-26 total.

So far 6 people have volunteered
to help for Memorial Day weekend.
**Blackhawk Farms - Dan & Peggy
Gallagher.**

D. Gallagher reported that for the
first Blackhawk this year he has 57
pre-registered, of which 17 are
instructors, 18 are experienced and
22 are novices.

This year novices will be limited to
1 per car, per event.

Blackhawk has made many
improvements to the track.

Chief Driving Instructor - John Ruther.

No report.

Insurance Coordinator - Bruce Janecek.

No report.

Concours - Jim Jacisin & Pat Yanahan.

Jacisin reported that for the first
concours there will be airplanes
available to tour and ride in.
Napleton Porsche will have a 996
and a Boxster available for test
drives.

The October concours will be at
Napleton's new Westmont location.

Anderson reported that for the
Zoo concours participants will have
to push their cars into place.

Rallye - Dan & Peggy Gallagher.

S. Brenkus reported that there were
32 cars at the Kane County Rallye..

Social - Myra Knoblauch.

D. Gallagher gave Ingot \$2,500.00 in
deposits for the cruise in December.
The club is still looking for at least 2
more couples to fill it's commitment.

Membership - Ed Barnicle.

D. Gallagher reported for Barnicle
that there are 25 applicants for
membership into the club. Janecek
moved, Murrin seconded to accept
the 25 applicants into the club.

Approved unanimously.

It was pointed out that Bill Garvy's
membership had lapsed and he had
re-applied for membership. Being an
active member in the past it was re-
quested to waive his \$32.00
local membership dues. Gallagher
moved, Bittman seconded, to waive
the \$32.00 local membership dues for
Mr. Garvy. Approved unanimously.

Safety - Jeff Girard.

No report.

Technical - Pete Hackenson.

No Report.

Goodie Store - Linda Patterson.

No report.

Charity - Tray & Danita Anderson.

Anderson reported that Porsche

apparently liked our idea and they are making gold a standard color. The unique aspect of the car will be interior features.

Bittman will check into MasterCard & Visa for the raffle.

Yanahan will have a webpage designed for the raffle that Bittman will add to the region's site.

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

Shire reported that there are 40 people from outside the region that have requested a *Scene* subscription. Of the 40 only 11 have paid.

Rashbaum is working to collect all advertising revenues.

Property - Ed Leed.

No report.

Historian - John O'Keefe.

No report.

Timing & Scoring - Susan Brenkus.

No report.

Webpage - Chuck Bittman.

No report.

Old Business

The 1997 charity accounting was as follows: Total ticket sales and donations \$140,898.28. Credit card sales \$10,400.00. Total cost of cars was \$79,254.00, with taxes of \$507.78 luxury tax, \$2,773.89 Georgia sales tax and \$1,650.86 Hawaii sales tax. This leaves a net surplus of \$48,191.61.

S. Brenkus moved, D. Gallagher seconded, to pay Napleton for all moneys owed to them, but not to the charity until all questions are

explained. Motion fails 3 for, 4 against.

S. Brenkus moved, Bittman seconded, to pay Napleton for the cars, pay the sales taxes, and get an accounting from the charity of the number of tickets sold, and the return of our mailing list prior to any money is given to them. Approved unanimously.

New Business

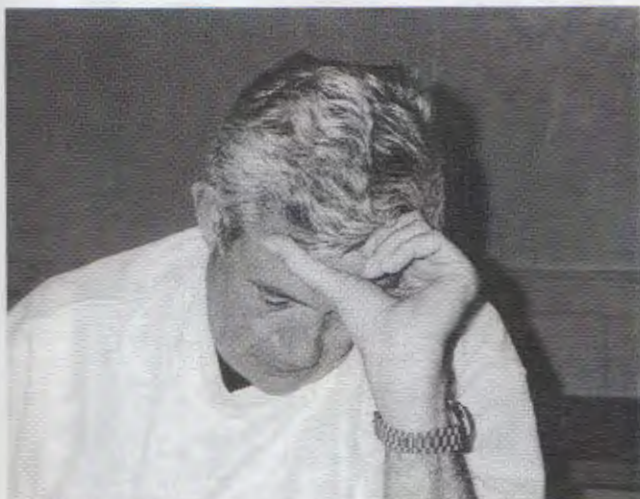
None.

Adjournment

Rashbaum moved, Inglot seconded to adjourn. Approved unanimously. Next meeting: Friday, June 5, 1998 at 8:00 pm at Park Ridge V.F.W.

Respectfully submitted,
Charles Bittman, Secretary.

The Board Of Directors May Meeting



Dan Gallagher reviews his Blackhawk report.



Bonnie and Pat Yanahan find the Board meetings romantic.



Vice President Bill Murrin taking notes.



Charity Co-coordinator and Golden Concour Event Co-chair Tray Anderson waits to give his reports.

Photos by Steve Rashbaum

midwest EUROSPORT

MOTEC ENGINE MANAGEMENT

**PERFORMANCE ENGINES AND
TRANSMISSIONS**

RACE CAR BUILDING & PREP

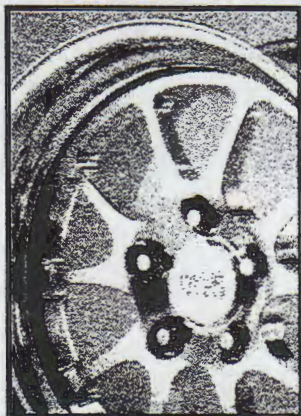
BREMBO BRAKE UPGRADES

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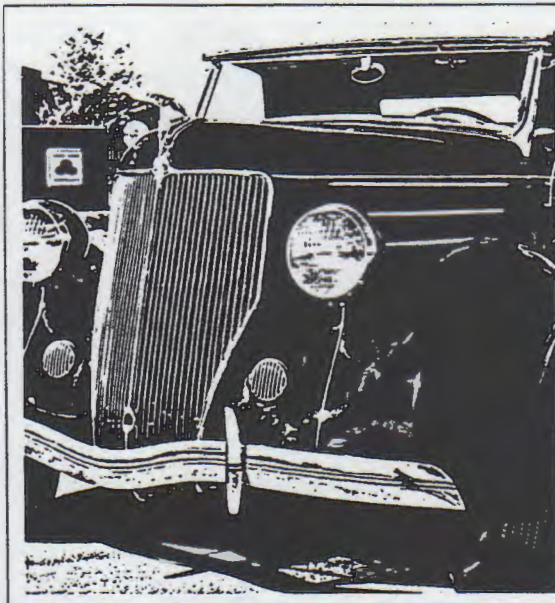
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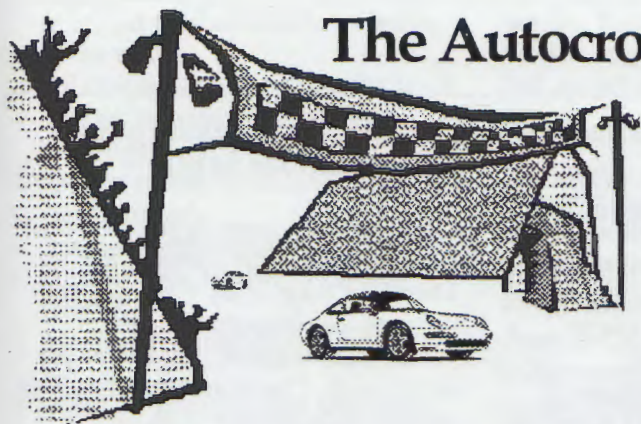


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The Autocross at Lake Geneva

Sunday, September 20th

Lake Geneva Speedway

1015 Bloomfield Road, Lake Geneva, IL 53147

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

Enjoy an early fall morning drive north to Lake Geneva Speedway in Wisconsin for the final autocross of the season. Like Rockford Speedway, this is a short, banked oval track. This is our fourth autocross this season on a banked oval, so by now you've got it figured out ... right?

Using the banking and level infield we will lay out a course designed to maximize your enjoyment and safety, while challenging your autocross skills.

A local establishment will be chosen for dinner at the end of the day.

Come join our fun!

Directions to Lake Geneva Speedway:

Route 12 North to Route 50 (in WI). West/left to left on County H (Burger King on corner) to left on Bloomfield Rd. to track.

Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

P1	356, 914 (except 914/6), 912, 924 (except S & T)
P2	924S, 924T, 944 (except S2 & T)
I1	Improved 4 Cylinders
P3	2.0, 2.2, 2.4, 911, 914/6, 928
P4	944 S2, 944T, 968, 930
P5	2.7, 3.0, & 3.2 911
P6	3.6 911
P7	Boxster
I2	Improved 6 & 8 Cylinders
M1	Modified 4, 6 & 8 Cylinders
Masters	Production Class only. Elective class. Driver must be at least 55 years old.

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

Questions ? Mike O'Meara

708.532.0863

(before 9:00 pm please)

Mail to: Mike O'Meara, 17201 Oriole Ave., Tinley Park, IL 60477

Driver #1: _____ Home Phone : _____

Member Applicant Guest of _____

Car: _____ Model: _____ Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$25.00 Member / \$30.00 for non-member guest

Driver #2 (same car): _____

Member Applicant Guest of _____

Autocross Class: _____ Permanent Car Number (previously assigned): _____
 \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

Total Amount Enclosed: \$ _____ Make checks payable to PCA Chicago Region

Letters, Faxes, and e-mails

Olchas Move To Texas

by Keith Olcha

GLEN ELLYN, June 2 — After 19 years of living at least 1000 miles from any family member (I know, some people would consider it a blessing) it's time for me, my wife, and our kids to get back with family. The opportunity to make this life change has unfortunately cut short our ability to enjoy all that an Illinois/Midwest summer has to offer, not the least of which are our almost weekly Chicago PCA events.

For five years we've been a part of the Chicago 'scene', and as a PCA member for eight years, the first three in a different region, I must say, you will all be sorely missed. My kids want to take a vacation to come back for Potter's Picnic! Alas, by the time you read this, we will have loaded the RS America onto the truck, and arrived in Dallas, where we hope to stay until our children are done with school.

I've contacted the Maverick Region, they seem like good folks, who have some very long high speed autocrosses at Mineral Wells Raceway (40 mile west of Dallas) and Drivers' Ed at Texas World Speedway. We'll be living 30 minutes from the Texas Motor Speedway of IRL and Winston Cup fame. You've got to go pretty far to beat Road America, though.

Two friends and I will be attending the Porsche 50th Anniversary in August at Monterey. We have rooms at the DoubleTree (made the reservations 6 months in advance), have ordered T-shirts from the Golden Gate Region, and will attend their banquet Friday night after the Concoors Italiano. If anyone else is going, please let me know, I'd love to catch up with you there.

To mention any one person by name would not be fair, as dozens of you have helped me in everything from concours prep to better apexing. You know who you are and you are the ones who make the Chicago

Region the success it is. Thank you for five great years.

I'll be back in the Chicago area frequently on business. But with no car, I'll just have to get that rental Taurus out to Blackhawk on a Wednesday and see how many times I can violate Rule #1!

We can be reached by phone at 972.490.6755 or by e-mail: Olcha@aol.com. should you ever be down our way or just drop a line occasionally, we'd just love to hear from you.

Good Luck, God Bless, and Safely Fast!

Blackhawk Drivers' Education

by Grant Walker, Michiana Region
(from PORSCHESTRASSEN)

Blackhawk XXIX was hosted by the Chicago Region and the feisty Dan Gallagher on May 13th. As this was my first drivers' event, I was apprehensive to say the least. After a thorough examination of the prep sheet provided by the Chicago group, I was packed and ready to go.

On Tuesday May 12th, I drove to South Beloit, WI narrowly avoiding death on the highways and byways of Chicago. After arriving at my hotel, the tornado sirens began to wail, hail pelted and lightning struck: what a prelude to your first event.

Wednesday May 13th dawned fair, with beautiful skies and temperatures cool. After finding my way to the track, I checked in and then asked the ever helpful John Ruther of Northstar Motorsports what to do next. After getting the car checked, attending the driving class, I was finally treated to the IRISH brogue of the ever opinionated Dan Gallagher at the general drivers' meeting.

What an exceptional, well run, and particularly safe organization. First class all the way! Every effort was made to ensure a successful event. With expert instruction, I was able to enjoy the course and have a wonderful and safe time.

Central Indian Region To Host Drivers' Ed Day At IRP

The Central Indiana Region will host a Driver Education Event at IRP on Thursday August 20, 1998. Registration and Tec Inspection begin Wednesday August 19th at 6:30 pm at the track. This is an opportunity to practice solo driving skills on the challenging 15 turn 2.5 mile road course. This is NOT a racing school.

The entry fee for the one day Driver Ed is \$116. For more information contact Jack Henricks at 765.641.7002 (before 9:00 pm CDT) or (fax) 765.643.3336.

Fox Valley Region At Road America In August

GREEN BAY, June 23 — Fox Valley Region has announced that The Midwestern Council of SCCA has offered to help their Region sponsor and run a Drivers' Education event at Road America the weekend of August 21 - 23, 1998. The Midwest Council will have a classroom session and will provide instructors for each novice driver. The event is open to all PCA members, from novices to the most experienced drivers and will include race prepared cars, but this is to be a lapping event only. The novices will run in their own separate group.

This is a self-supporting event and fees will depend upon the number of drivers participating. Currently the fee is \$195.00. A minimum of 20 registered drivers are required by July 31st in order to hold the track reservation. If the minimum is not met, all monies will be returned. The Fox Valley Region also needs volunteers to assist in running this event.

Requirements:

- 18 years of age with a valid driver license
- A safe, well maintained car that has been safety-checked by a

qualified mechanic before coming to the track

- All cars must pass tech at the track
- 3 point harness for driver and passenger
- 1990 or newer SNELL SA helmet (with sticker)
- Long-sleeved cotton shirt, long cotton pants, leather or canvas shoes
- Maximum of one novice driver per car
- Open cars require arm restraints and a roll bar taller than the top of the driver's or instructor's head with helmet on
- No open exhausts

For registration form contact: either

Joe Stiller
920.432.6505 (fax) 920.437.7687
jkstiller@aol.com

or

Mike Liebmann
920.339.0135
us53019@online.dct.com.

(Ed. note: For Chicago Region members who were unable to register for our sold-out May Road America but wish to drive our September Road America event, this may be an opportunity to fulfill the Chicago Region's requirement of previous experience at Road America. Instructors will be available at the Fox Valley event and in addition to following the Fox Valley rules, you will need to be signed off by your instructor. You will still need to receive approval from Chicago Region's Chief Driving Instructor for Road America, Greg Turek, - who will have the list from Fox Valley - in order to register for the September Road America Drivers' Ed.)

Mid-Ohio To Host September Drivers' Ed At Putnam Park

The Mid Ohio Region is hosting its seventh annual Drivers' Ed event at Putnam Park on September 19th and 20th. The track is 1.8 miles long, has ten turns, and is freshly paved. Putnam Park is located forty miles west of Indianapolis, just off I-71.

All drivers will have an instructor riding with them on-track until they are comfortable with the course and

the car. Entry fee is \$210.00 For further information please call Hal Augur at 614.717.9160.

Recall For Selected 1997 Porsche Boxsters

ATLANTA, June 2 -- Porsche Cars North America, Inc. (PCNA) and Porsche Cars Canada, Ltd. (PCC), today announced two Recall Campaigns involving selected 1997 model year Porsche Boxsters.

A total of 3,217 U.S. and 234 Canadian Boxsters are being recalled to repair faulty ignition switches that may crack and cause electrical failures in such systems as heating and air conditioning, headlamps, and windshield wipers. An ignition switch with a cracked housing can be recognized when the ignition key does not fully return by itself, or if the key is binding while operating. To remedy the problem, the ignition switch and/or the complete steering lock assembly (which includes the ignition switch) must be replaced.

A total of 738 U.S. and 61 Canadian Boxsters equipped with the Tiptronic automatic transmission system are being recalled to repair faulty gear selector-lever bearing sleeves. Over time, these bearing sleeves can seize making it impossible to shift into any gear when using the selector lever. To avoid an untimely repair, the bearing sleeves of the intermediate selector lever mounted to the Tiptronic transmission must be replaced.

(courtesy Porsche Cars North America, Inc.)

Porsche To Build SUV

ATLANTA, June 4 -- Porsche AG in Stuttgart, Germany has announced it will be expanding its 911 and Boxster model lines by building a sport utility vehicle (SUV).

Scheduled for 2002, the new Porsche SUV will have off-road capability and permanent four-wheel drive. It will be based on the same platform

as the new off-road vehicle planned by Volkswagen AG, and powered by engines developed and built by Porsche.

The supervisory boards of Porsche and Volkswagen have given their go-ahead for the cooperative effort. Porsche and its R&D Center in Weisach will assume development leadership on both the Volkswagen and Porsche vehicles, which will have their own fully independent features. In the fall of 1998 the two companies will decide on a production site.

(courtesy Porsche Cars North America, Inc.)

Porsche Launches Nav System In The USA; Leading-Edge Car Navigation Technology Meets Superior Sportscar Performance

ATLANTA, June 24 - The car age meets the space age with the introduction of the Porsche Communication Management (PCM) system, the factory-installed navigation option for Porsche that uses the NavTech Database for its route guidance information. The new in-dash PCM system offers navigation (turn-by-turn route guidance and Points of Interest information from Navigation Technologies Corporation) and integrated features like cassette radio, climate control display, and on-board computer (indicators for fuel range, fuel consumption, average speed, time to destination and elapsed time). Data is displayed on a large liquid-crystal screen occupying the center dash. Drivers receive one NavTech map CD with the system and a free map update six months later. The United States is sectioned into seven map CD's for the PCM system.

PCM will initially be available this summer throughout North America as an option on 1999 Porsche 911 Carrera Coupes and Cabriolets and the 1999 Porsche Boxster.

(courtesy Porsche Cars North America, Inc.)

THE GOOD NEWS *and* BAD NEWS!

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

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

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

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

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

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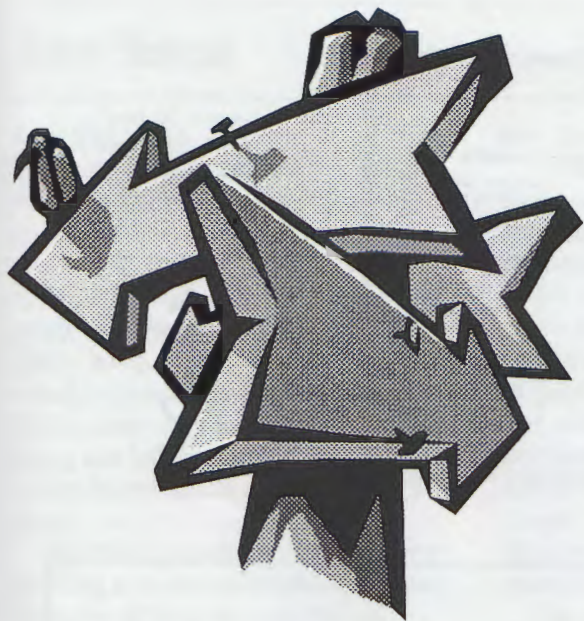
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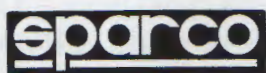


The Road Not Taken Rallye

Sunday September 27, 1998

Details and Registration Form in the
August Chicago Scene

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Dodge Lancer Shelby Z	Olds Cutlass (Quad-4 HO)
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Chevy Corvette	Maserati-all models
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Ferrari-all models	Pontiac Firebird Formula
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Tech Scene

Late 914 Shift Bushing Replacement

by Dave Darling, Loma Prieta Region
(from PRIETA POST)

The 914 is a car that is not known for crisp, clear, and precise gearshifts. Many have, in fact, compared it unfavorably to a butter-churn in nature. While some slop is expected, something can be done if your shifting is of the "move the lever and hope" variety.

The most popular cause for sloppy shifting is worn-out bushings. This goes for all 914s. It's not the only cause, just the most common one -- and, happily, one of the cheaper ones to fix.

The procedure below is for the later side-shift transmission, which was fitted on 73-76 914s. I have never worked on a tail-shifter (70-72) or a Six, so I cannot tell you about them.

On a side-shifter, there are two bushings that cause most of the problems. The first is a castellated one through the side-shifter flange. The other one is the cup-shaped bushing on the selector rod.

The side-shifter flange is a part that sticks out from the side of the tranny near the end. It should be covered with a big black plastic piece. The rear shift rod (goes from firewall to transmission) goes into the side of this, often through a black plastic "accordion" piece. The accordion serves to keep dirt out of that bushing and other sensitive parts of the linkage. It is a good idea to get one if you don't have it. The accordion part is attached to the plastic cover.

If there is a hose clamp around your cover, loosen it. If you have tie-wraps holding it on, wiggle or cut them free. Pull the cover straight down. It won't come down on the side that the rod goes in, of course. Getting the cover out of the way will expose the transmission end of the linkage. The rear shift rod comes into this area, and goes through another short rod with a set-screw (Allen-head) holding it in place. Remove

this screw, and don't lose it.

Next, go to the front of the rear shift rod at the firewall. Pull the rubber boot off the firewall to see the universal joint. There is another set-screw at the front of this joint -- remove and save it. Now you can pull and twist (and push and pull and...) to get the U-joint off the front shift rod, which sticks out of the firewall a bit. Then you can go back to the rear end of the rod, and pull it out of the shorter rod. Then pull it forward through the hole in the flange of the side-shifter piece.

Pop the bushing out of the flange with a screwdriver (you may need to break the bushing to do this). Push a new one in. Pull the short rod off the ball on the end of the selector rod, which is the part that actually goes into the tranny case. A cup-shaped bushing should stay on the ball; if not, then fish its pieces out of the end of the short rod.

Clean the ball and the inside of the short rod. Grease a new cup bushing lightly (inside and out), stick it inside the short rod, and push it onto the ball on the selector rod. Put the short rod back on the ball, forming a ball-and-socket joint. It won't want to go; the grease makes a good seal to trap air inside the cup bushing. Push harder.

Lightly grease the inside of the castellated bushing you installed in the

side-shifter flange. Put the rear end of the shift rod through the accordion on the plastic cover (I always forget that step!) and then push the end through the new bushing. Put that end of the rod into the hole in the side of the short rod.

Go back to the front. Put the U-joint at the front on the end of the front shift rod, reinstall the set-screw. Make sure you get the holes lined up correctly and that the screw goes in all the way flush or further. (Not doing that makes for more slop.)

Now back at the back, line up the holes in the rear shift and short rods, screw in the set-screw. All the way flush or deeper, just like the front one. Put the plastic cover back on.

You're done! Test-drive, adjust linkage as necessary (see the Haynes manual for that procedure).

This did not eliminate all slop from my shifter. My castellated bushing was loose in the flange, so I epoxied it in. My rear shift rod is also necked down where it goes through that bushing -- from wear. I also have some slop internal to the transmission, which my mechanic (who built the tranny) tells me is unavoidable.

Shifting is OK, but not great. I have driven 914s with better linkages, but now I actually get the gear that I am trying to get. Which is much better than before I replaced the bushings.

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Gallagher's Drive Me To Drink Rallye

A Porsche Driving Adventure by Rod Anthony

I've been driving cars since the early 50's and have wanted a Porsche for as long. But, like most of us, things such as finishing college, getting married, raising a family, buying a house, kid's college education, and saving for retirement always seemed to claim the time and money I wanted to set aside for the car. Until, that is, just about a year ago.

Suddenly, I had the time, I had my wife's enthusiastic approval and I found the right car at the right price. The Fates seemed to be saying, "Do it now or forget about it forever!" I did it.

Almost immediately I also joined PCA thinking that it would afford me the opportunities to better enjoy the car and meet other Porsche enthusiasts. Since joining the Region in February I've attended the Concours School-Chili Event, the Safety Tech Session, and the Drivers' School. I even entered, as a novice, the terrific Air Classics Concours. We are very fortunate in this Region to have the where-with-all (volunteers and finances) to provide a full menu of events to the interested members.

Racing at my age-stage is not for me and yet I enjoy driving my car. Articles about the Kane County

Rallye by Susan Shire and Sharif Nijim in the May issue of the Scene peeked my interest in rallying. Friend and fellow Porsche owner Scott McDonald was induced to be my all-important navigator and we registered for Gallagher's Drive Me To Drink Rallye. A brave step as all we knew about rallying and Gallagher was what we had read in the Scene!

Sunday June 7th dawned a beautiful day for a drive in the country. At orientation at the Countryside Pub, we observed a variety of teams that included spouses, SO (Significant Others), friends, and parents and kids of all ages.

And there were decisions to make: SOP or Touring Class, Danish or biscotti? New friends Steve Olson and Sharon Gregor talked us out of the Touring Class and into the SOP. (Seat Of Pants) Class. The Touring Class would have annotated Route Instructions about the route and would enjoy several POI (Points Of Interest) along the way while the SOP would have the regular Route Instructions. Either way, we knew where the rallye would end and the party would begin.

At our appointed time Scott and I left the start point with plenty of instructions (general and route), clipboard, pencils, stop watch, sharp eyes (behind prescription glasses),

and alert (?) but confused minds. To make the long story of our challenging, enjoyable, and exhilarating adventure as short as possible, we did finish. We didn't make it to the first or last checkpoints in the prescribed fashion but we found the checkpoints and we got to Die Bier Stube ready to partake of their wares!

At the post-rallye dinner more new friends were made, questions were answered and the rallye route was explained by Rallyemaster Dan Gallagher. When the results were announced, we were close to the back of the pack, but still received a T-shirt. It was with pride of membership that we did noted that the last place team received as large an ovation as the first place team.

Thank you Dan and Peggy for the rallye and the wonderful day. Thank you checkpoint workers for being there ready to be found and for not laughing no matter what direction we appeared from. Thank you Scott for agreeing to do it again.

We will rallye again and most heartily endorse this form of Chicago Region driving activity. It's a great way to spend the day driving your Porsche on great roads. The party afterwards is full of good beer, good cheer, and good friends.



The last checkpoint! Rallyist Susan Shire (left), Rallyemasters Dan and Peggy Gallagher, rallyist David O'Bryan with checkpoint workers Suzanna Gallagher and Myron Walters. Dan Jr. was flying his kite.



At the conclusion of the rallye, rallyists and checkpoint workers met for dinner at Die Bier Stube.

Gallagher's Drive Me To Drink Rallye Results

Rallyemasters: Dan and Peggy Gallagher

Place	Driver	Navigator
1	Steve Rashbaum	Susan Shire
2	Ron Micek	Martha Kuffel
3	Tom Harwood	Phyllis Harwood
4	Jack Stephensen	Dan Del Fava
5	David O'Bryan	Heather O'Bryan
6	Ed Barnicle	Gayle Timbers
7	Charlie Pyne	Dave Matthews
8	Bob Heider	Barbara Heider
9	Dale Costello	Amber Schultz
10	Ken Pesavento	Nikki Kroll
11	Pete Hackenson	Brandon Hackenson
12	Scott Musser	Beth Musser
13	John Mueller	Scott Henderson
14	Nick Brenkus	Susan Brenkus
15	Roger Horn	Ray Horn
16	Rod Anthony	Scott McDonald
17	Frank Egan	Janet Egan
18	Lee Lichtenstein	Chuck Bittman
19	Steve Olson	Sharon Gregor
20	Tony Przeklasa	Helen Przeklasa
21	Van Larson	Jim Stokes
22	Eric Gehm	Duane Sohn
23	Kevin Schilling	Kimberly Belemack



Eric Gehm (left) and Duane Sohn calculate their score.



Rallyemaster Dan Gallagher reviews the rallye route and announces the scores.



All the rallyists received T-shirts, but these 10 got shirts that said "Winner" on the back: the top five rallye teams.

Rallye photos by Steve Rashbaum

Blackhawk Octoberfest Drivers' Ed Weekend

October 10th - 11th

Run group schedule and dinner plans will be in the September issue of the Chicago Scene

Mandatory clothing requirements are a SNELL approved SA 1990 helmet, long sleeved cotton shirt, long pants, socks, all of non-synthetic material, and closed-toe shoes. Recommended, but not required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher.

Class 1 must have 5 or 6 point harness.

There is NO NOVICE CLASS at this event. In order to drive you MUST have driven a previous Blackhawk event.

Directions to Blackhawk Farms Raceway

From Chicago: North on Northwest Tollway (I-90) to Rockton Road exit. West on Rockton Road (all the way through Rockton) to Prairie Avenue (after the Rock River and S. Bluff Road). Right onto Prairie Avenue. Continue north about 8/10 mile to the sign on the left reading 'Blackhawk Farms Raceway'.

There are gas stations in Rockton, IL near the intersection of Rockton Road and Blackhawk Road: Phillips 66

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

QUESTIONS ? 708.784.0784

Blackhawk Octoberfest Education Registration Form

Saturday October 10th Sunday October 11th Both Days

First Driver Name: _____ Phone Number: _____

Member: _____ Applicant: _____ Guest: _____ of _____

PCA Membership # _____ Car Make: _____ Model: _____

Permanent Car #: _____ List Experience: _____

Second Driver (same car) Name: _____

Member: _____ Applicant: _____ Guest: _____ of _____

PCA Membership # _____

Permanent Car #: _____ List Experience: _____

Fees:	Pre-registered	One Day	Both Days	At the gate:	One Day	Both Days
	\$125.00	\$240.00		\$140.00	\$270.00	

Second driver free if family member

Make checks Payable to PCA - Chicago Region

Go for the Gold Porsche!

Two special edition Porsches to celebrate the 50th anniversary of Porsche

Lindsay Davenport, reigning women's Olympic Gold medalist invites Porsche enthusiasts to enter the Children's Program at Lincoln Park Zoo Charity Raffle.

The Chicago Region PCA sponsors this special charity event.



The Chicago Region is offering 4,000 tickets at \$50 each to benefit the Children's Program at Lincoln Park Zoo, which provides world-class free educational programs to children year-round.

Porsche Cars North America will certify that these two Porsches are one-of-kind, built specifically for the charity and to celebrate Porsche's Golden

anniversary and will be instant collector items as well as distinctive drivers.

The two Porsches will be selected by random drawing on December 5, 1998 at the PCA Chicago Region Annual Black-Tie dinner. Winner need not be present. Lindsay Davenport will congratulate the winners.



Porsche owner Lindsay Davenport

Grand Prize: Special Edition gold 1999 Porsche 911 (996)
1st Prize: Special edition 1999 Porsche Boxster

The two Porsches will be selected by random drawing on December 5, 1998 at the PCA Chicago Region Annual Black-Tie dinner. Winner need not be present.

Please make checks payable to: PCA Chicago Region Charity

Name: _____

Address: _____

City/State/Zip: _____

Phone: () _____

Number of tickets x \$50 = Total Amount

For more information visit our website at www.pca.net/~chicago/pca.html or call Trisy or Damita Anderson @ 630-825-1327 (6:00 pm - 9:00 pm Central time please). Winner need not be present to win. PCACR reserves the right to cancel the raffle at any time by notification and full refund.

Send check & completed form to: Trisy Anderson
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PCA members are welcome to place ads of a non-commercial nature at no charge in **The Mart**. The non-member, non-refundable fee for this service is \$15.00 for three months, and checks should be made payable to PCA Chicago Region. Ad material must be received by the 10th of the month for publication in the next month's issue, is subject to editing, and will run for three months. To be run again after the initial three month period, ads must be resubmitted. Please limit ads to 75 words or less.

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1973 911 RS replica Gulf blue. 2.7 w/ Webers, roll bar, 5 pt. harness. All receipts since new. \$16,000 - New Price. Stuart Acker (w) 708.865.2727.
1973 911 T Red/blk. No rust. Chain tensioners, new brakes/Fuchs wheels/interior w/German carpet. Mechanically exc. Stored winters/bad weather. \$9,000. Carl Cucco 847.304.5525.

1973 911T Tangerine/blk leather. 40K mi. MFI. New '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 '97: H-4's & batteries. Carrera upgrade tensioners. "S" instruments, recent tune-up, F/R alignment, lowered & corner balanced at Midwest Eurosport. Beautiful orig. cond. Must be seen. No winters/accidents/dings. No A/C. \$20,000. Mike Southard 847.294.3689.

1979 911SC Targa White/blk top. 82K mi. Good condition/no rust. New Yokos. Recent tune-up/check-up at Midwest Eurosport. \$11,900/OBO. Roy Veverka 630.782.6622.

1983 911SC Coupe Blue Metallic/blue leather. WPOAA0911DS122356. 24,800 mi. No winters/non-smoker/always garaged. Exc. cond. A/C, power sunroof/windows/mirrors/headlight washers, H-4's, 16" Firestone Firehawks w/less than 10K mi, pop-off valve, & Colgan Bra. \$23,000. Bob Burnham 630.365.2063.

1983 911 SC Targa Chiffon white/chocolate. 34,840 mi. Factory options inc. LSD/sport shocks/alarm/short shift. #WPOEA0914DS160228. All Carrera updates. Upgrades inc. Borla/test pipe/K&N/new targa top/lowered suspension. All service current/history available. Mint. \$21,900. Rick (w) 616.771.7555, (h) 616.977.1555. MI.

1984 911 Carrera Cabriolet Silver/blue/blue. 100K mi. Body, interior, & top in exc. cond. Engine very strong. #WPOEB0911ES171010. Frt/rr. spoilers. New battery/alternator. Short shift kit/many extras. Must sell, going into business for myself. All records/pictures available. \$25,000. Mike 815.786.6101

1986 911 Carrera Coupe White/Cobalt blue. Factory white 16" Fuchs. 57K mi. No accidents. New tires. Very clean, exc. cond. Jeff 312.541.2912 or e-mail: jwalker@gsvi.com.

1986 911 Turbo Coupe Rare Prussian blue/black leather, 33K mi. Car has various performance/track enhancements - engine & waste gate have never been tampered. Professionally maintained. No winters/accidents/

dings. Orig. paint. Not for the faint of heart! \$36,500. Dominic 630.571.2164 or 312.659.8100.

1990 911 Carrera 2 Coupe Guards red/blk leather. 24K mi. Sunroof/pwr seats/CD. Orig. rims plus 17" 993 rims w/Pzero. No rain/winters. #WPOAB2969LS450269. Heated garage. All books/records. My baby. \$38,000. Rocco Armocida, 1566 W. Algonquin Rd., Suite 225, Hoffman Estates, IL 60195. 847.334.0900.

1991 911 Turbo Black/Lipstick red leather. 20K mi. Power seats/mirror/sunroof. 10 disc CD changer/upgrade stereo. Brand new rear tires. Heated garage. No rain/snow. #WPOAA2967MS480343. Professionally services/maintained. \$52,000. Anthony Armocida 847.710.0900.

1994 911 Speedster Black top/red body & appointments/black interior 14K mi. 17" wheels. \$48,225/OBO. Dennis 847.888.8358 or e-mail: dtobin1025@aol.com.

1997 911 C-4S Blk/blk. 10K mi. #WPOAA2993VS320083. Alum/ltr shifter/brake handle/alum deals. Motor sound package. HiFi sound package. Litronic headlights. Heated garage. \$75,000. Rocco Armocida, 1566 W. Algonquin Rd., Suite 225, Hoffman Estates, IL 60195. 847.334.0900.

1966 912 Silver/black. Exc. condition/worth seeing. \$7,950/OBO. Dennis 847.888.8358 or e-mail: dtobin1025@aol.com.

1974 914/2.0 Roadster Phoenix red/blk int. Exc. orig. cond./fuel inj. Always garaged. Driven 3 mos. per yr. Strong & straight. #4742903158. New tranny/paint, plus much more. \$8,500. Patrick Clerkin, 505 S. Randolph, Macomb, IL 61455. 309.837.1934 or e-mail: ppclerkin@wiu.edu.

1976 914/2.0 White/tan. 107K mi. Stored outside last 9 yr. Engine seized/rusty/project car. \$900. Ken, Hoffman Estates, IL. 847.885.2481 or (fax) 847.885.8980.

1979 928 Brown. 175 km. German import. 5 spd. Exc. cond. No rust. Garaged. New Yoko tires. Full service

The Mart...

manuals. Some extras. Must sell/moving. \$9400/OBO. Steve Schafer 630.393.9019.

1982 928S Red/tan. Stock. Orig. Like new. \$15,000 firm. Ed Holzer (day) 312.729.6606, (eve) 847.381.0983 or e-mail: EdHolzer@interaccess.com.

1984 DP935 Turbo. Slantnose. DP Stage 1 Euro widebody. Red/black leather. 10K mi. 400+ hp. Adj. boost. 9" & 13" Fuchs. DP sport suspension. Real DP/all DP features. Rare & wild! \$79,000. Erik Zeier 773.777.2124

1985 944 Blk/blk Porsche cloth. 51K pampered mi. Orig. owner looking for right new home. All orig. cond. Loaded with options. Stored winters/non-smoker. Had 41K service/all service records. 7x15 & 8x15 Fuchs/sunroof/Ungo alarm/new Dunlops/factory sport suspension. \$7,900. Rich Rybar. (w) 312.240.2566 (h) 630.850.9553 (lv message).

1985 944 Red/blk. 5 spd. 80K mi. Power sunroof/windows/hatch release/brakes/steering. New timing/balance belts/water pump/power steering pump/shift boot/shift lever/fog lights. Sharp/solid car. \$5500.00/OBO. Michael Kenaga (w) 312.368.8937 (h) 708.246.2123.

1986 944 Turbo Black/blk leather. 81K mi. Superchip/adj. boost valve up to 300bhp. Koni Sport adj. shocks/K&N filter/new exhaust. Porsche maintained w/records/lots of \$ spent. CD player. Looks as good as it goes. \$10,800. Paul (h) 773.693.7443.

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944S2 Club Sport as run in IMSA Firehawk Series. \$25,000. 610.588.6700 ext. 125 or <http://www.matthew1.com/teammatt/indrace.htm>.

1994 968 Midnight blue/gray. 41K

mi. Tiptronic trans. All available options. 17" wheels. Service history.

Exc. cond. \$23,900. Jim Martin (w) 708.403.0699 or (h) 708.403.2419.

1995 993 Coupe Red/tan. 18K mi. 6-spd. B&B sport exhaust. Performance chip. Twin-Turbo frt. spoiler. 17" wheels. ABD. Rear wiper. Full leather/power seats/wood shifter/HIFI sound. Orig. owner/dealer maintained/garaged/looks & runs great. \$50,000. Laurent. (w) 312.578.5175 or (h) 773.472.7014.

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1972 BMW Antique Motorcycle Black. 500 CC boxer eng. 12K mi. Orig. cond. New tires/battery/windshield. Runs/looks excellent. \$3,900. Ares Liakouras (h) 773.237.6650 or (pager) 312.688.4449.

1986 Pontiac Fiero Silver/gray. 4 cyl. 86K mi. Loaded. Like new tires/clutch. Runs/looks good (ran hot in summer). Stored outside last 3 yr. Rear brakes locked up. \$900. Ken, Hoffman Estates, IL. 847.885.2481 or (fax) 847.885.8980.

1988 Jeep Cherokee Limited 102K mi. Black/flawless leather int. Oil changes every 2K mi. Class III hitch never used for towing. Recent 100K mi. tune-up. New power antenna/converter/windshield/muffler/cat.. Executive maintenance/showroom condition/new Jeep on order. \$6300. Rich Rybar. Oakbrook, IL.

(w) 312.240.2566 or (h) 630.850.9553. **1994 Ford Explorer XLT 4x4** Black/gray leather. 88K mi. Factory tinted glass. AM/FM cassette. New tires/

frt. control bushings/alignment/shocks. Runs perfect. Nice truck for only \$12,995.75. Nick Brenkus (w) 847.540.2258 or (h) 630.529.0911 (before 9 pm).

1991 911 Porsche Car Cover & 2-piece Bra Cover \$80. Bra \$70. Dennis Kostic 630.357.0843.

Twin Turbo/Carrera 4S wheels/tires fit stock car BFG R1's (65% left) mounted on Forgeline 5-spoke alum. 315-35-17 tires on 11.5x17 wheels (rr) & 245-45-17 tires on 8.5x17 wheels (frt) Go faster/save your street set up! \$1700 (set of 4) Jason Brown 630.497.9001.

Tires & brakes (4) Pirelli Pzeros 205/50ZR 17. (1) Pirelli Pzero 255/40ZR. (2) Comp TA 255/ZR 17. Used huge 911 Brembo cross-drilled rotors & calipers w/new Pagid pads. Used 911 OEM rotors & calipers. Will separate! Peter Kaplan, Deerfield, IL. 847.948.8852.

Early 911 Parts Fuchs 15x9, 16x7 with rubber \$300/set. '67-'73: Fr. bumper \$100, eng. lid \$50, trunk carpet-NEW \$75, blk Targa carpet set -NEW \$100. '90: Facet fuel pump -New \$75, Bosch Coil -NEW \$50, heater blower \$50, baby Tornado mirror drivers \$15, chain tower covers \$100 pair, NEW cam chains \$30, hydronic tensioners \$40. '77-'87 leather interior - electric seats, door panels, pockets, top rail. '67-'73 fuel tank \$50, new seals, Targa vent windows, front fender/body. Targa rear seats. Doug Coup (eve) 847.426.0387, (days) 847.426.0357 or dcoup@lighthouse-mkting.com.

911 Parts Tan interior, highback seats, dash, door panels, top rail. Carrera whale tail, fiberglass tail/lid w/OEM rubber lips & grill \$300. '69-'73 Coupe window frames & vent glass. '74-'86 engine lid, fr.. fenders - SC rear SC flares. '76-'83 fr.. & rr. bumper complete w/Bellowes. AIR 935-3502 fr.. bumper w/headlights, electric window motors. Bill Shaw 847.426.8093 or dnhmkting@aol.com. **2.7 "7R" Case** All worked completed by Jerry Woods Enterprises, Feb. '98. Resurfaced & line bore case, install case savers, install anti-shuffle pins, clearance case for larger oil pump & new C2 oil pump included. At cost \$2,300. Mike Southard 847.294.3689.

The Mart ...

Carrera 2 Parts Car cover \$50. Harness bar \$100. 7&9x17 track wheels w/235-255R1's \$750. Steel lug nuts \$35. 4 & 5 point harness sets \$75. Lightweight Ruf shocktower brace \$175. Lexan windshield, light use \$200. **928S4 Parts** Fr. calipers fresh rebuild w/adapters for C2 & early 911 \$500. Recaro seat brackets \$50. **911 SC & Carrera** factory rear sway bars \$35. Guy Reeder, 3202 Hill Ct SW, Rochester, MN 55902. (h) 507.285.9414.

Parts (4) Silver/colored enamel factory crests (964 & up), mint, \$120. '89 911 factory muffler/tip (25K mi/like new) \$125. K+N for 3.2 Carrera \$30. Van A. Larson (after 7:00) 630.377.4686.

1965-'73 911/912 Parts (4) BFG Comp TA tires 225x55ZR16. Surprise box of misc. 911/912 parts at \$1.00 per lb. Other parts: inner fenders, doors, lids, more. 2.0, 2.2, & 2.4 engine & parts. Escort radar detector. Engine, transaxle, body, interior, suspension, electrical, etc. SASE for list & pricing or <http://members.aol.com/porschelvw>. Ricardo Gonzales, 8037 Lake Shore Dr., Gary, IN 46403-1339 or 219.939.9946.

1973 911 Parts S bumper, primed; T bumper, yellow; 7x15 alloys; Orig. 6x15 Fuchs w/Michelin; Bra; Tool kit; Center wheel caps; 74 alum. trailing arms; Orig. AM radio. **Misc. parts:** fuel tank; F&R torsion bars; Drop links; Rear seats, brn.; Pair seat belts w/covers; Door pockets; Carpet, brn.; Heater system; Mahle air filter new. **911 SC Parts** Sport muffler, great sound, extra HP, exc. condition \$150. Call for prices. Ed Duffy 630.305.0779 or fax 630.305.9141.

911 Parts Frt. rotor disks for '70 - '83 (and some other cars) 911 \$30. L/R window motors from '74 911 \$25. Anthony Lisanti, 464 N. Aberdeen St., Apt. 1F, Chicago, IL 60622.

911 solid torsion bars, fits all 911 and Turbo '65-'87, 21mm frt, 27mm rr. \$250 set; **944 Turbo S forged alloy wheels** (2) 7½ x16 & (2) 9x16, not concours, but perfect for track \$1,000. **944 front Koni Gas sports struts** KO-1136LS & KO-1136RS fits 944 '85-'89 and 944 Turbo '86-'88. Also 200 lb. frt

springs for same application. Auto-motion list for setup is \$919.96. Will sell for \$600. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm).

911/944 Parts (2) Gold painted Fuchs alloys 6jx15 p/n 911.361.020.10 (mfg 9/73) orig. came w/'74 Carrera (sold as pair only), make reasonable offer. (1) Steel wheel 5-1/2jx15, \$10. (1) Weltmeister SS-9005 short shift kit (new) fits '73-'86 911, \$50. (1) GMP simple shock tower brace (new) for 911, \$25. (1) Bosch fog light lens p/n 911.631.964 fits '74-'83 911, \$5. (1 pr) Left/right custom slotted frt. rotors (new) for 944 Turbo S or '86-on 928 (sold as pair only) \$175. Lee Lichtenstein (w) 773.237.8211, (h) 847.577.1550, (fax) 773.237.3278 or e-mail Lee@pmsales.com.

'86-'88 944 Turbo Parts 4 Wheels 8x16 'phone dials' with used (2) 225x50 & (2) 225x45 R1's \$200 each. New (2) 245X45X16 r1'S \$150 EACH. Used Koni sport shocks & struts \$200. Jeff Edgar 630.545.2730 or e-mail jeffreyedgar@msn.com.

944, 944T, 944S2, 968 Parts Liquidating entire new & used part inventory. 610.588.6700 ext. 125 or <http://www.matthew1.com/teamatt/indrace.htm>.

944 Turbo Parts Powerhaus oil cooler, brand new, lowers oil temps 50 degrees, kit complete with steel braided lines \$695. **Bodywork** - Bumper cover \$500. Bra \$50. Engine undercover \$75. Complete doors w/glass wiring harness window motors, mirrors. Headlights \$200 each.. Headlight motor \$150. Rear hatch glass w/spoiler \$350. Rear bumper \$250. Black interior. Window washer bottle \$45. Lightweight door shells - 20# \$150. More parts available, call with needs. Buyer pays shipping. Andy Mandell 847.433.8622 or e-mail: trba951@aol.com.

993 Cabriolet Parts Windstop, perfect & never used w/carrybag & hardware \$225. Black cabriolet top boot w/bag, never used \$450. Russ (d) 847.205.0111 or (e) 847.945.5614.

For rent vehicle storage in Westmont Building. Heated. A/C. Conveniently located near 63rd/Fairview. Don't wait until the last minute. Reserve now. Dominic 630.571.2164.

Road & Track Magazine '51-57 (520 issues). **Christophorus** (March '61) signed by F. Porsche. **3 H. Shoemaker illustrations** (signed). **Porsche Racecars 1953-1970 I** (framed 20x14), **Porsche Racecars 1953-1970 II** (framed 20x14). **1972 Porsche Parade poster** (framed 28x20). Misc. small stuff. All for \$500. Bob Huff 708.386.4382.

WANTED

PORSCHEs

1984-'89 911 Coupe or Targa Prefer low mileage, original documented vehicle. Rich (w) 616.771.7755, (h) 616.977.1555. MI.

1989 911 Turbo Coupe. Black or dark blue exterior, maybe red. All records/service history. Clean/good condition. Paul (w) 847.821.2686 or (h) 847.949.8540.

1973-'74 9142.0L Red/tan. 5 spd, unmolested please. Jack Brodiske 815.485.8950.

1994 or 1995 968 Coupe w/Tiptronic. Some light color (not white). Len Tralmer 847.480.0848.

PARTS/MISC.

Harness Bar and 3" 4 (or 5) pt. Harness for '87 944S. Lee Duquette (w) 847.317.7616 or (h) 847.837.9544. **Reasonably secure parking** in the Lincoln Park/Chicago area OR Schaumburg/Woodfield area. Thomas Kelly (w) 847.706.4358 or (h) 312.664.3557.

Gouache On Board Poster 3rd poster in series of 3 distributed at Road America Labor Day weekend 1997 at hospitality tent. Will pay 'big bucks' (already have '550A' & 'Formula I' of series). Must be in good condition - no creases, folds, or tears accepted. Bruce Janecek, Post & Rail Farms, Palos Park, IL 60464. (w) 708.354.1901 or (eve) 708.361.8421.

Store Assistant (part time) and **Detail Assistant** (part time) Busy upscale auto boutique. Apply in person. 10-6 pm M-F, 10-4 pm Sat. Emmons Coachworks Ltd., 100 E. Roosevelt Rd., Villa Park, IL

Oversteer ...

repair bay - Pressure is 25-30 psi
 • Fuel squirts to the garage roof, all over the car, including the shop owner - Pressure is 30-50 psi

Vacuum Test: "Rule of Thumb" - Put thumb on vacuum hose leading to direct engine vacuum.

- Don't feel anything - Change thumbs and re-test
- Still don't feel anything - Vacuum is very low to none.
- Hose has slight suction 1" to 5"
- Suction causes skin to wrinkle 5" to 8"
- Suction turns thumb blue 8" to 10"
- Suction creates hickey on thumb 10" to 12"
- Suction creates pain 18" to 20"
- Suction will not release and begins to move toward index finger 20" to 25"

"Idio-Illumination Chart" - With the vehicle prepped and ready to be tested, hook the negative lead of the test light to a good ground and proceed with testing.

- The bulb does not light - the voltage is 0 - 1 volt
- The bulb might be glowing - the voltage is 1 - 3 volts
- The bulb barely glows (or there is a reflection from the overhead lights) - the voltage is 3 - 5 volts
- The bulb glows much brighter than #2, but only a little brighter than #3 - the voltage is 5 - 7 volts

- The bulb glows with the same intensity as a bald head on a sunny day - the voltage is 7 - 9 volts
- The bulb glows brightly and is gaining in intensity - the voltage is 9 - 11 volts
- The bulb is almost bright enough to read by - the voltage is 11 - 13 volts
- The bulb is bright enough that you still see a spot when you look away - the voltage is 13 - 15 volts
- The bulb shines with the intensity of a halogen headlamp - the voltage is 15 - 17 volts
- The bulb is so bright that it may be a sign from God - the voltage is 17 - 19 volts
- The bulb flashed with the intensity of a Minolta flash pointed 3 feet from your face - the voltage is 20 to 40,000 volts (Secondary Ignition)

Ignition Voltage Output Test:

Scopes may be inaccessible from time to time, so we at "Bubba's Garage" have come up with this here test for Ignition Output:

1. Hold medium wrench in one hand, Sears wrench preferred for accuracy of test 'cause other smooth wrenches are too slick for throwin'!
2. With engine runnin', grab hold of the plug end of an ignition cable with the other hand and hold on tight!
3. This will more than likely cause you to throw wrench! KV output is based on how far the wrench wuz

thrown!

- 10 feet = approx. 10,000 volts
- 20 feet = approx. 15,000 volts
- 30 feet = approx. 25,000 volts
- Over 30 feet = Caution! Must be one of them new dis-is-it ignition systems, use bigger wrench and retest.

Warning: no side effects have been reported due to testing at this time

Bubba Sez: Electricity will not usually hurt you, instead it is the back of your neck going through the hood latch that really ruins your day!!

How To Torque With An Impact Wrench:

Yes you can use your impact gun to torque nuts and bolts if you use this handy chart along with your ears and a quick trigger finger.

Torque Value / Ingersol Impact / Snap-On Impact	
25 to 35 ft/lbs	Bap! Bap!
35 to 45 ft/lbs	Bap! Bap! Bap! Bap!
45 to 60 ft/lbs	Bap! Bap! Bap! Bap! Bap! Bap!
60 to 75 ft/lbs	Bap! Bap! Bap! Bap! Bap! Bap! Bap!
75 to 90 ft/lbs	Bap! Bap! Bap! Bap! Bap! Bap! Bap! Bap!
90 to 100 ft/lbs	Bap! Bap! Bap! Bap! Bap! Bap! Bap! Bap! Bap! Bap!
110 to 300 ft/lbs	Bap! Bap! Bap! Bap! Bap! Bap! Bap! Bap! Bap! Bap! Bap!
(all guns)	Bap! Bap! Bap!

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Oversteer

Tools

(from the Internet)

Hammer: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit or these are faster German cars or slower American 4x4s.

Utility Knife: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing convertible tops or tonneau covers.

Electric Hand Drill: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling roll bar mounting holes in the floor of a sports car just above the brake line that goes to the rear axle.

Pliers: Used to round off bolt heads.

Hacksaw: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

Vise-Grips: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Oxyacetylene Torch: Used almost entirely for lighting those stale garage cigarettes you keep hidden in the back of the Whitworth socket drawer. (What wife would think to look in there?) because you can never remember to buy lighter fluid for the Zippo lighter you got from the PX at Fort Campbell.

Zippo Lighter: See oxyacetylene torch.

Whitworth Sockets: Once used for working on older British cars and motorcycles, they are now used mainly for hiding six-month old

Salems from the sort of person who would throw them away for no good reason.

Drill Press: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against the Rolling Stones poster over the bench grinder.

Wire Wheel: Cleans rust off old bolts and then throws the bolts somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar callouses in about the time it takes you to say, "Django Reinhardt".

Hydraulic Floor Jack: Used for lowering your Porsche to the ground after you have installed your set of R1's, trapping the jack handle firmly under the front air dam.

Eight-foot long Douglas Fir 2x4: Used for levering a car upward off a hydraulic jack.

Tweezers: A tool for removing wood splinters (see 2x4 above).

Cell Phone: Tool for calling your neighbor Chris to see if he has another hydraulic floor jack.

Snap-On Gasket Scraper: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

E-Z Out Bolt and Stud Extractor: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

Timing Light: A stroboscopic instrument for illuminating grease buildup on crankshaft pulleys or when a street racer meets another at a traffic control signal.

Two-Ton Hydraulic Engine Hoist: A handy tool for testing the tensile strength of ground straps and hydraulic clutch lines you may have forgotten to disconnect.

Craftsman 1/2"x16" Screwdriver: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

Battery Electrolyte Tester: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that

your battery is dead as a doornail, just as you thought.

Aviation Metal Snips: See hacksaw.

Trouble Light: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin", which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

Phillips Screwdriver: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round-out Phillips screw heads.

Air Compressor: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty suspension bolts last tightened 40 years ago by someone in Stuttgart and rounds them off.

Stupid Mechanic's Trix

(from the Internet)

Here's something for those of you who don't feel like putting out money on test equipment.

Mechanic's Quick Reference

"Fool Pressure Chart" (For those who refuse to use a pressure gauge.) Due to the fact that most technicians do not want to take the time to correctly test the fuel pressure, we have developed the following. With the engine running, either push the schrader valve in or loosen the fuel line THEN IF:

- Fuel does not come out of the test area - Pressure is approx 0 psi
- Fuel hits the hood insulation - Pressure is 5-8 psi
- Fuel squirts over the fender - Pressure is 10-15 psi
- Fuel splashes off the fender onto hood insulation and into the next

(Continued on page 5)



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