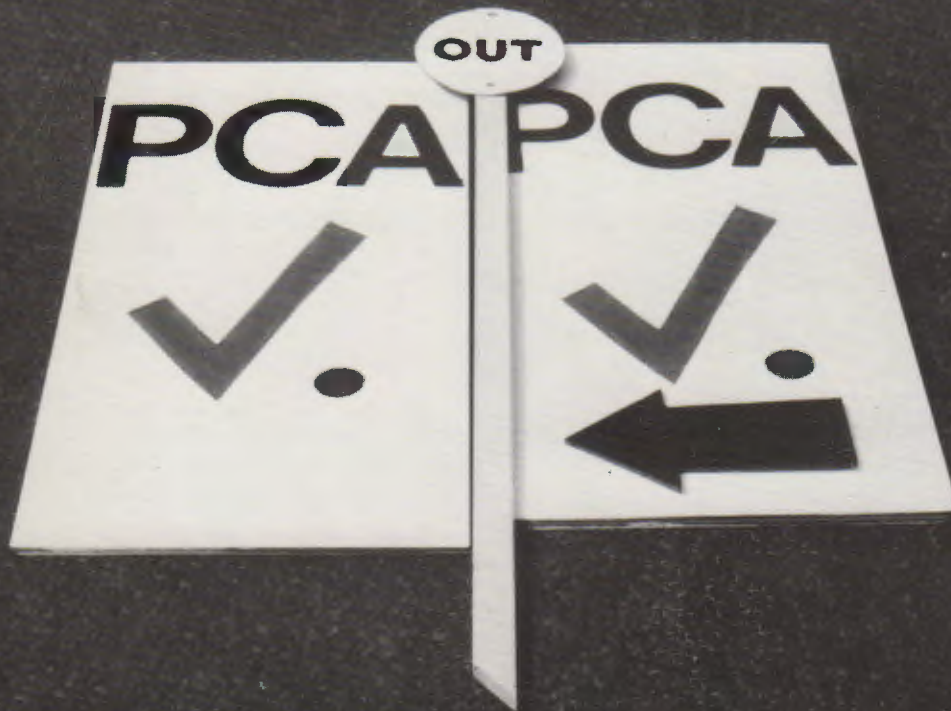


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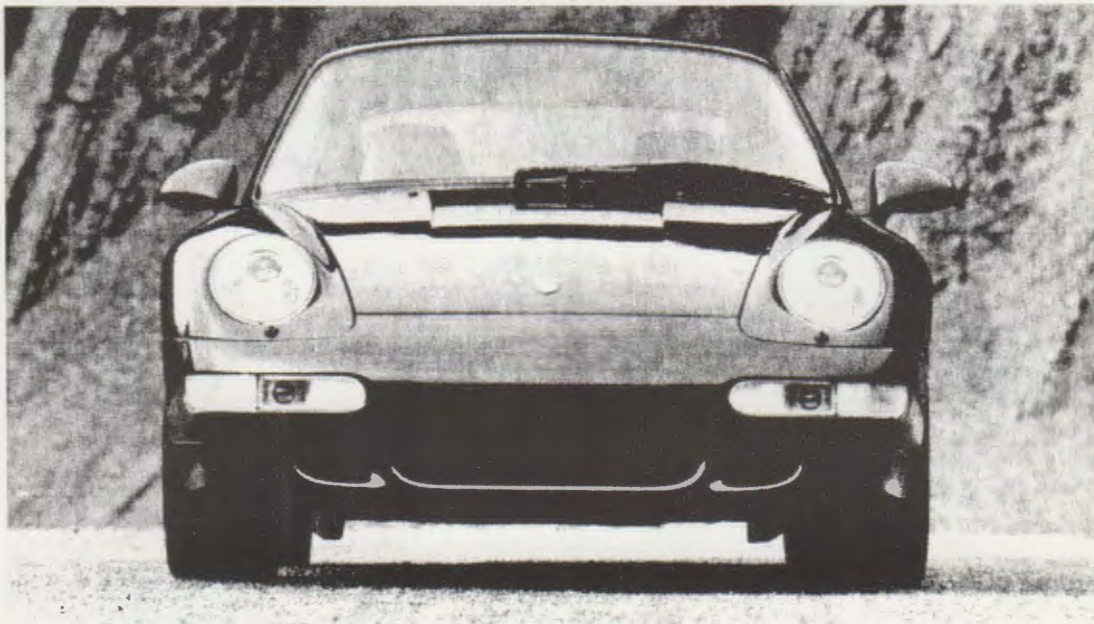
Chicago Scene

JUNE 1997



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Chicago Scene

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Cover Photo: Rallye signs
Photo by Steve Rashbaum

Chicago Region 1997 Calendar

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

Susan Shire and Steve Rashbaum, Editors

Chicago Scene, 9507 Central Park Ave, Evanston, IL 60203-1103
Phone: 847.674.2285 Fax: 847.679.8973 e-mail: SSHIRE9066@AOL.COM

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MARK: Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA, Chicago Region members, no charge; non-PCA, Chicago Region members, \$5.00 per ad.

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1997 Board of Directors



PRESIDENT

Dan Gallagher
708.784.0784
fax: 708.784.0785
e-mail: porschedan@aol.com



DIRECTOR

Keith Clark
630.690.3381



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Bruce Janecek
708.361.8421



DIRECTOR

Chris Ingot
847.559.1126



SECRETARY

Chuck Bittman
708.352.9505
e-mail: bman@mcs.net



DIRECTOR

Bill Murrin
708.352.5719



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630.766.4734



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1997 Coordinators

MEMBERSHIP

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Jim Jacisin 630.279.4835

RALLYE

Stephan Rashbaum 847.673.5218

Susan Shire 847.674.2285

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George Weathered 630.443.4133

Mike Gray 630.420.2329

GOODIE STORE

Linda Patterson 847.740.3562

CHARITY

Tom Burke 312.443.0223

CHICAGO SCENE EDITORS

Susan Shire 847.674.2285

Stephan Rashbaum 847.673.5218

ADVERTISING MANAGER

Nick Brenkus 630.766.4734

CHIEF PHOTOGRAPHER

Steve Rashbaum 847.673.5218

PRINTER

Bob Soske, CopyCo Printing 847.824.4425

DATABASE MANAGER

Debby Leed 847.382.6911

HISTORIAN

John O'Keefe 708.344.0911

PCA - CHICAGO REGION HOME PAGE

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

Chuck Bittman, WebMaster

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

In Gallagher's Gear

As you can see, this newsletter is still reaching you. Therefore, you must realize that the evil cabal (Susan and Steve) still breathes! I didn't really care that much that the picture of that young stud was on the cover. What a handsome dude, but oh what clothes!

I didn't dance or eat too much at the 40th Anniversary Dinner Dance but I did have the time of my life! What a terrific event. Forty years old deserves one great party and we got it. This is the second time we have been afforded the gracious hospitality of the beautiful Skokie Country Club. Thanks to Jack and Pam Schriver and Mike McGee for once again allowing us to use their lovely club. We (meaning Pat and Bonnie Yanahan) had planned a true *Concours D' Elegance* (literal translation - a line of beautiful cars). There was to be a car to represent each of the forty years lining the truly beautiful entrance way to the club, but the weather gods didn't smile on us that evening. In fact, it was snowing. This sad state of affairs caused a cancellation of what would have been a 'Kodak moment'. The only person who appreciated the inclement weather was our National Insurance guru, Bob Geles, who never sees snow in Texas.

When we entered the banquet room we were greeted by lovely floral displays each topped with a different 1/24 model of a Porsche (representing most of our forty years) on every table. Thanks to Bill and Amy Murrin for selecting such a wonderful assortment of cars. (Bill has a very extensive personal collection of 'little' cars.)

Each of the members and our guests who attended our 40th Anniversary Dinner Dance received wine glasses as party favors. Peggy designed the engraving and they are wonderful keepsakes of a very special evening. Any member interested

in purchasing a glass or two may contact Gary and Myra Knoblauch.

Enough of all of the leading up to the actual event. The National Board was in town to hold their Spring Executive meeting and eighteen of this illustrious group were at our Dinner Dance. It was great to have, Judy Boles, our National President, Chuck Misura, our National Vice President, Burt Misevic, our immediate Past President, Ruth Harte, the Executive Secretary, Betty Jo Turner, Panorama Editor, and Paul Jones, our Zone 4 Representative, as well as some of their spouses, among others, as our honored guests. We had a National Officer at each table and I think that the ensuing dialogue was very helpful each organization.

I also want to thank Lee Lichtenstein and Nick and Sue Brenkus for all the work that they put into the Memorabilia Display. Thanks also to Steve Rashbaum and Susan Shire who 'pitched in' wherever needed, John Lloyd who showed up early and got 'drafted' into service, Myra and Gary Knoblauch for 'handling' the wine glasses, Bill and Amy Murrin, and the others who helped set up. Another round of applause should be given to Robert Gummow, the member (along with his lovely Virginia) of longest standing - 39 years - in attendance at the Dinner Dance, who gave the keynote speech. His remarks, printed in full in this newsletter, were humorous and poignant. And, most of all, thanks to the good Lady Peggy who planned and coordinated the whole event.

Recently, I and several other club members were Pat Yanahan's guests at the German-American Chamber of Commerce Meeting at which Mr. Fred Schwab, President of Porsche Cars North America, Inc. Was one of the featured speakers. In his speech, Mr. Schwab covered the

history of Porsche and the production problems of the early '90s. He also discussed the new models: 993, Boxster, 996, et al. However, he avoided all questions concerning the pricing of the 996 and Boxster S (3.0). I am sure that Howard Yefsky, Tray Anderson and Steve Zailyk join me in thanking Pat for the opportunity to spend a Wednesday afternoon in such a fine fashion. Now, if we only knew what a 996 will cost?

By all indications our latest attempt to attract and keep new rallyists was a HUGE success. My Illinois & Michigan Canal National Heritage Corridor Rallye attracted 46 cars, all but two of which were Porsches. After a Continental Breakfast or a delightful Brunch, 12 touring and 34 S O P rallye teams set off on a scenic trip through Illinois history as well as some great roads that ended at the Pioneer Village and Landings Restaurant some seventy eight miles (on rallye roads, not as the crow flies) from the start point. I think that I succeeded in making this a fun and easy rallye as 30 of the 34 finished the rallye and some of them actually bought me a Heinekens afterwards. (Nick and Sue Brenkus were not among them.) Dinner, which was held at the Landings Restaurant in a building erected in 1838 (even before Harold Beach's time) was just superb. My thanks to those who worked so hard to make it a wonderful day for all: my wonderful wife, Peggy; son Daniel and his fiancée Suzanna; Bob Soske; "Turbo" Bob Turner; Bonnie and Pat Yanahan; Pete and Karen Hackenson; my Corvette friend, John Torrey; and most of all to John O'Keefe without whose help this rallye would not have been possible.

I have just returned from our first Drivers' Education School of the year. For the first time I can remember you could not have asked for better weather. The last three years

Callaghan

have been cold, windy and raining. Today it was about 65 and sunny. In what I believe was a first for us, we actually taught the basics of driving a manual transmission along with our now standard braking, skid pad, and slalom courses. We must be doing something right as we had over ninety students. Judging from the comments overheard at the post-event dinner all had a great day and learned a great deal. (Except maybe for Ed Barnicle who suffered from sunburn.) This was a really fine way to kick off the driving season and I hope to see all those happy drivers at my Blackhawk events, as well as the autocrosses.

In this column I try very hard to thank all the volunteers who work so hard to put on each event and am always afraid that I will miss some people who deserve the applause. If I do, please forgive me. Thanks to Chris Ingot, Jeff Girard, and Ed Leed who coordinated the School as well as Bill Murrin, Marla Turek, John Mueller, Ed Barnicle, Lee Lichtenstein, Harold Beach, George Weathered, Mike Gray, Pete Hackenson, John Takehara, Bruce Janecek, Debby Leed and the others who helped instruct, register, and tech. A special thanks to Jill Girard who braved morning sickness to coordinate registration.

Several things of interest from the May board meeting: The club has purchased an umbrella insurance policy to cover its officers, directors, coordinators and event chairs. We felt this was a necessity. Next, effective September 1, 1997, all applicants for membership in this wonderful club will be required to attend one (1) event as part of the application procedure. The board voted on this change after much discussion of how to improve participation by new (and old) members in the club's events. Not all board members agreed with this new requirement, but it was passed by the voting members. I am of the opinion that if

you don't want to attend one of our 38 scheduled events, then why did you want to join in the first place? Finally, I have appointed a Nominating Committee (as required by the Bylaws) to consider and submit a slate of nominees for the next years officers and board members. The committee members are; myself, Ed Barnicle, Susan Shire, Bob Cook, and Pat Yanahan. If you desire a position for next year or have any suggestions, please contact any of the above before August. We are open to volunteers and suggestions.

As you may note by the length of this article, the driving season is finally here. By the time you read this newsletter Blackhawk I, the Lake Geneva Autocross and Road America I will be no more than pleasant memories. I cannot convince you how great these events are if you have not experienced them for yourself.

Unfortunately, I did not write about our first Concours of the year in the May newsletter. In case this newsletter does reach you before Sunday June 1st, I will tell you that it will be held at Wilder Park Conservatory and Gardens in Elmhurst. Your board and Jim Jacisin, the event chairperson, have been moving to have these events in a true Concours setting. Here we will have a row of beautiful cars in a beautiful setting. I hope you attend.

Sunday June 8th will find us on our second rallye of the year. This rallye, through the apple orchards and horse country of Lake and McHenry Counties, will continue our trend towards making rallyes easier and more fun. The post-rallye dinner will be held at one of my favorite restaurants: Flatlander's in Lincolnshire. (I really recommend their rib-eye steak.) I see no reason why we should not have more cars at this rallye than attended mine. Rallyes are fun. The more you do them, the more fun they become. It is like making love. The first time is good, but after some acquired

knowledge and practice it becomes really fun. Trust me!

For those of our members who are attending the Parade in San Antonio this month, please say hello from the Chicago Region to our many friends who will be there. We wish you good luck in the events you participate in and want to hear all about it after you return. I am sure that the editors of this newsletter would love to have pictures and articles to share with those of us that are not attending Parade this year.

Well, if any of you missed Blackhawk I or Road America I, you still have several more opportunities to learn how to really drive your car. In fact, the June Blackhawk event, on the 18th, is usually better than the May event as the weather is better and the track is not so crowded. I hope you all change your brake pads and see me out there. Blackhawk is the most fun you can have in your car with your clothes on. In fact, it may be the most fun you can have either with your clothes on or off.

Speaking of good fun, the good Lady Peggy has done it again and come up with another innovative way for you to spend a Saturday afternoon. We are once again 'doing' a baseball game but this time it's not the Cubs, but the Kane County Cougars on Saturday, June 21st. We only have fifty (50) reserved bleacher seats, so, if you want to go to the picnic dinner and see what baseball was meant to be, call the good Lady Peggy. I am sure that this event will sell out.

There seems to be some confusion regarding participation in the Tres Chic Autocross at Rockford on June 29th. While it is an "all girl" production, it is most definitely **not for ladies only**. I don't know of too many gentleman autocrossers who would miss the chance to drive the high banked oval turns at this fun track. To encourage more women to participate in this event however, Tres Chic Racing plans to have parade laps for familiarization of the



course and will offer lots of support and encouragement to all participants, regardless of gender.

Looking ahead to July, I want to mention the Golf Outing and Dinner in this newsletter as the event has a registration deadline of June 25th. My good friend, the Barnicle, assures me that this event will fill up, so I urge you to register now. I think that this event, held this year on Saturday, July 5th, is destined to become a Chicago Region annual event.

Finally, Lincoln Trail Region has invited us to share their track time at Utica on June 15th. Tech opens at 10:00 am and the first car out at noon. For more information, please call Connie McElroy at 217.359.7182.

Well, I have written too much for this issue, but there's a lot going on. So, if I don't have too many of those magic brews from Holland, you'll hear from me again next month.

Gallagher

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June 01 - August 02, 1997

Chicago Region events in shaded boxes

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
June 1 CONCOURS ONE - ELMHURST RSR DE/Gingerman	June 2	June 3	June 4	June 5 Scene Deadline Nord Stern-Milw DE/ Blackhawk	June 6 Board Meeting	June 7
June 8 RALLYE II - APPLE BLOSSOM	June 9	June 10	June 11	June 12 RSR DE/Waterf...	June 13 CR/Texas World Speedway	June 14 MIR-WMR DE/Gingerman
June 15 Lincoln Trail DE/Utica MIR-WMR DE/Gingerman Porsche Parade/San Antonio thru the 21st	June 16	June 17	June 18 BLACK-HAWK DE	June 19	June 20	June 21 KANE COUNTY COUGARS CR/Brainerd
June 22 CR/Brainerd	June 23	June 24	June 25 WM DE/Grattan	June 26	June 27 CR/Summit Point	June 28
June 29 AUTOCROSS II - TRES CHIC - ROCKFORD	June 30	July 1	July 2	July 3	July 4  Independence Day SEM DE CR/Gingerman	July 5 GOLF - DINNER Scene Deadline CR/Stapleton
July 6 CR/Stapleton SEM DE CR/Gingerman	July 7	July 8	July 9	July 10	July 11 Board Meeting CR/Putnam Park Road Course	July 12
July 13 AUTOCROSS III - ROCKFORD RUMBLE CR/Putnam Park Road C...	July 14	July 15	July 16 BLACK-HAWK DE	July 17 RSR DE/Waterf...	July 18 Road America - Vintage/Historic Weekend	July 19 Road America - Vintage/Historic Weekend
July 20 Road America - Vintage/Historic Weekend	July 21	July 22	July 23	July 24 Nord Stern DE/ Road America	July 25	July 26
July 27 POTTER'S PICNIC CONCOURS II	July 28	July 29	July 30	July 31	August 1 Board Meeting Road America - Cycle Fest	August 2 Road America - Cycle Fest CR/Portland

DE = Drivers' Education CR = Club Race/Track For info regarding non-Chicago Region events, contact the Region directly. (See Pano for Region phone numbers.)

Aungahh!

At last, it was time to Rallye! It was so much fun! And, to have 36 rallye cars and 10 touring cars made it even better! Seven checkpoints! CAST 55! It was perfect! Thank you Dan Gallagher and your team of checkpoint elves, pre-run specialists and, of course, your good lady Peggy.

Gallagher has said it and we repeat it, one of the hardest events to put on in this club is a rallye - whether you design it from scratch or recycle a previously written rallye. The time commitment to plan the route is outrageous - in and out of the car; the frustrations almost insurmountable - as 'they' open and close roads, throw down gravel, apply detours, etc.; and the work allocation practically unfillable - your friends and other good rallyists would rather run the rallye on the day of the event than pre-run it and work a checkpoint. (Unlike social events, concours, autocrosses and track events where workers still get their time at the "pole", workers on a rally pre-run the route with no competition and then sit at checkpoint watching the rallyist have all the fun.) So, it is with great appreciation that we again thank Dan and Peggy Gallagher for their efforts and time put in on their rallye as well as John O'Keefe, Dan Gallagher, Jr. and the rest of the club members who helped to make the I & M Canal National Heritage Corridor Rallye such a fun event and great way to spend a Sunday in April.

Now, for the novice rallyists, and even some of the experienced rallyists, what were the lessons learned on this rallye? In no particular order, other than how they come to mind,

the most important lesson is always to read and reread the General Instructions. They are the outline, the rules, the 'bible' of the event. The Rallyemasters can not do anything that is not discussed, defined or hinted at in the General Instructions. It is in that document that you 'discover' whether spelling is important, which road signs to use, how an ONTO instruction is applied or canceled, what roads or counties exist or do not exist, the definition and application of the 'Main Road Rules (if used), etc. And, you have to do this for each and every rallye because the General Instructions are as different as the Rallyemasters who design them. While some Rallyemasters use very detailed General Instructions and others use just 'bare bones' General Instructions, the fact remains that it is the understanding and application of the General Instructions to the Route Instructions that gets the rallyist 'moving on down the road' from checkpoint to checkpoint and home again.

Another lesson is to arrive at the Registration/Start point early enough to allow enough time to read and reread the General Instructions. While it is often difficult to leave or separate ourselves for the socialization at the Start point, we always go off by ourselves for a time to read and reread the General Instructions, to discuss what we think that they mean, and frame any questions that we might have for the Rallyemasters at the Drivers' meeting.

Lesson three is to discuss the General Instructions with your partner and lesson four is to ask questions at the Drivers' Meeting.

The Drivers' Meeting is the time to ask, and if necessary, ask a second time, what something means or about what you don't understand. Clarification is extremely important, whether it be about a definition, when you'll receive your

Route Instructions, any last minute changes that the Rallyemaster might have, or where the official clock is. Listen to the questions that other participants ask as well as the answers given. (This really is not the best time to find the restroom just because there is a good chance that there won't be a line.)

After the Drivers' Meeting and before we get our Route Instructions, we agree to be a team; lesson five. We agree on interpretations of definitions, conventions, etc. We also agree that if we disagree we will pull over to the side of the road and reach a joint decision about the issue in question. Just as Jerry Seinfeld calls "make up sex" some of the best, one of us thinks that "make up speed" is often the best fun of a rallye. And, late into a checkpoint is always better than lost and no checkpoint at all.

Lesson six is really applied at all times during the rallye; relax and enjoy what you're doing. Enjoy the intellectual challenge, even if it's frustrating and you make mistakes. Enjoy the roads, the car, each other, the day, the scenery - but not at the expense of your concentration, the effort that went into putting the rallye together, and the other club members who are doing the same thing you are. Admittedly, we often have to take several big deep breaths to remember that we are 'enjoying' what we're doing, but, really, in the grand scheme of things, if you aren't there to have fun, stay home!

Lesson seven has three parts and is right up there in importance with lesson one to read and reread the General Instruction. You must read very carefully each Route Instruction and execute it completely before you consider/begin the next Route Instruction. You must read, reread, or execute each Special Instruction which will either be in the Route Instructions or in the Checkpoint Slips which you will receive at the Checkpoints. You must read, reread and apply the Checkpoint Slips. Application of the Route Instructions,



Checkpoint Slips, and the Special Instruction will be explained and defined in the General Instructions as well as, if used, any changes to 'Main Road Rules'.

OK, now you've done all of the above and you've arrived at the end point. You will be tired and will need to find a restroom and a beverage. Lesson eight, ask questions, exchange stories, listen to the other rallyists, thank the Rallyemasters for a nice day, and listen to the critique. At some point in the post rallye activities, the Rallyemasters should have a critique of the rallye. Pay attention to the critique. Try to figure out what you did right and why as well as what you did wrong and didn't understand. Ask questions of the Rallyemasters as well as the rallyists who did well. Learn from what you did wrong as well as what you did right. More often than not 'it's in the details', the nuances, the one small item you didn't notice in the General Instructions that causes even the best rallyists to fall for a trap or make a mistake that causes you to max a leg or make a detour.

And, finally, the last rule, do it again. Sign up for the next rallye and try it one more time and one more time after that. You didn't learn to drive your car in one sitting. You didn't win 'fair maiden/brave warrior' on one date. You gave those another chance. Give rallyes another

and another chance. Sign up for the Apple Blossom Rallye and Tour on June 8th. Registration opens at 10:45 am at Fischer Motors in Barrington with the Drivers' meeting at 11:30 and the first car off at noon. Members who wish to join us for dinner only may meet us at the Flatlander's Restaurant and Brewery, 200 Village Green, Lincolnshire, IL (847.821.9191) at approximately 4:30 p.m. (They do, however, need a note from their mother and their doctor as to why they didn't also join us for the rallye.)

As always, we are available at the phone numbers listed in many places in this issue to answer rallye related questions as well as to try to help members who are in need of a rallye partner. We hope to see all 36 rallye and 10 touring cars that did Rallye I as well as many of our others members who now know that they missed a fun time on the 20th of April, but want to be part of the fun on June 8th.

Several pieces of business before we sign off. We would like to correct an oversight on our part by acknowledging an article contribution by Myra Knoblauch. Myra authored "Cafe 36 - Socializing and Enjoying Fabulous French Bistro Cuisine" in the May issue of this newsletter and we neglected to run her by-line. Our apologies Myra, and thanks again for your article.

Also, Peter Faehnrich has asked

us to set the record straight with regards to the Chili Tasting Contest. It was Romy, not Peter, that made the 1st Place Award winning Hottest Chili. We apologize for the error and congratulate Romy.

The **Chicago Scene** would like to acknowledge the new advertisers who have 'come on board' in the last several months: Perfect Power, Burkhardt Automotive, Michael Coglianesse, EuroCare, Spahr Graphics, Barefoot Bay, and Chase & Heckman. We appreciate their trust and support and ask that when you use their goods and services that you mention that you saw their ad in the **Chicago Scene**. If any member knows of a business that would like to advertise in this newsletter, please contact either Nick Brenkus, the Advertising Manager or the editors.

Finally, we would like to publicly, loudly, and with great appreciation for his time and effort, thank Keith Clark for the absolutely spectacular new Rallye signs. Thank you, thank you, thank you.

We'll see you at the Concours on the 1st and then at the Apple Blossom Rallye.

Steve and Susan

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

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Elmhurst CONCOURS ONE

Concours One June 1 @ Wilder Park Conservatory and Gardens. It has been a long time coming, but this years first concours is finally here. The first stop on this years calendar is beautiful Wilder Park Conservatory & Gardens. Located in the center of the city of Elmhurst, just **North of St. Charles Road & just West of York Road.** The Conservatory and Gardens are located on the Southern end of the park.

9:00 am: Cars may begin arriving at the park.

9:30 am: Breakfast by Cafe A'roma

12:00 pm: Judging begins

1:30 pm: Trophy presentations

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

Class B: Exterior, Interior, Trunk & Engine

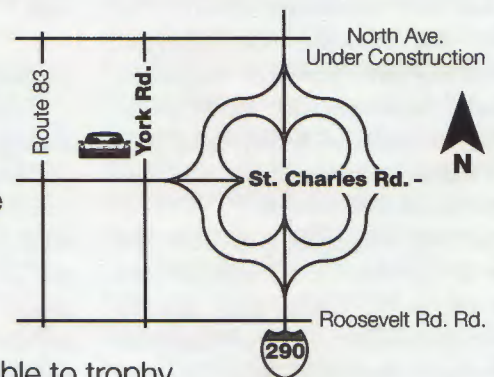
Class C: Exterior, Interior & Trunk

Class D: Exterior & Interior

Novice: For fun & first time participants only.

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

Questions? Call Jim Jacisin @ 630-279-4835



Fee \$20 per car. Please make checks payable to: **PCA Chicago Region**
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Name _____

Region _____

City _____ **State** _____ **Zip** _____

Phone () _____

PORSCHE Model _____ **Body Style** _____

Class **A** _____ **B** _____ **C** _____ **D** _____ **Novice** _____



Tech Tips

Tech Tips

by Pete Albrecht, San Diego Region
(from WINDBLOWN WITNESS)

Odometer Reset

Never reset your mechanical odometer while moving. This applies to all cars, not just Porsches. Usually, you can get away with it. But sometimes it damages the mechanism.

Tire Marks

Ever wonder what those colored dots on tire sidewalls mean? The yellow dot indicates the heaviest spot on the tire. This dot should be mounted opposite the valve stem. The valve and the heavy spot partially balance each other, and less weight is needed overall.

The red triangle indicates the point of greatest axial runout, the point where the tire carcass has the most side-to-side variation. Supposedly some high-end wheels have similar markings, which should be matched to the triangle to reduce tire harmonics.

356/912 Oil Filters

There are several different oil filters available for the 356 and early 912. There are the Knecht (Austrian) and Mann (German) filters, and an Italian filter labeled "UFI Universal Filter Italiana." The latter is usually the filter you get when you find 356/912 filters on sale, cheap.

The two former come with a cheesy looking paper gasket. The latter comes with a nifty looking rubber gasket. But twice now I've seen the new rubber gasket fail a just after installation. The first time, it happened to me, in Barstow on the way to a slalom in Las Vegas. It happened on restarting after a fuel stop. Fortunately I had kept the old rubber gasket in my tool kit "just in case." The second time it happened to a friend. He changed oil at work and drove home without incident. The next

morning, he drove to work and found oil dripping from his engine when he parked it. There was no oil on the garage floor at home. Same story: new rubber gasket failed a short time after installation. He replaced it with a new paper filter.

The rubber gasket in my 356 is now at least 6 years old, with over 90,000 miles on it. If your rubber gasket has worked well in the past, keep it. I also keep a couple of fresh paper gaskets in the tool kit, "just in case."

Boxster Coolant

Several owners report coolant leakage from a rubber T-fitting on the lower right side of the engine. Soon the "coolant level" light on the dash begins to flash. It's apparently not an isolated incident. Porsche is aware of the problem and is replacing the T-fitting with an improved part under warranty. The problem is caused by a combination of part tolerances and improper installation, so it's a relatively simple fix for the dealer. But, before starting on a long drive, check below the car for puddles, open the rear trunk and visually check the coolant level in the translucent bottle. It should be between the max and min marks.

The Boxster uses special coolant. Don't stop off at Pep Boys for a bottle of Zerex, it will cause more harm than good. Porsche dealers are apparently the only ones to carry the stuff. However, if you check the owner's manual (you did read the owner's manual, didn't you?), it says that you can top off with water.

Several owners also report that the airbag malfunction light goes on shortly after delivery. One reported that the problem was in the seat belt buckle, another that the airbag brain had to be replaced. The airbag is inoperative when this warning light is on, so if it happens to you, get it

fixed ASAP.

Don't Go Braking Your Heart... Let the Bleeding Begin!

by John Hajny, Central NY Region
(from THE REDLINE REPORT)

What's the most important part of your Porsche? If you are a Track Junky, you would say your brakes, right? Not the answer you had in mind? I'll need but one example to prove my point: Ever go into a turn and your brake pedal goes to the floor?

Assuming your car runs and passes inspection, you can get by with many compromises, but if you have lousy brakes, you're parked! Obviously, it matters not how fast your car can go. If it can't stop at least slightly better than that, you are an accident waiting to happen! You truly CAN have enough power, contrary to the popular phrase, but you can never have too much brakes.

Let's talk about one aspect of brake care that should be considered normal maintenance: changing brake fluid. You might have heard people say that you should change your fluid every year. Porsche recommends every two years, minimum. "Well, I never changed it in my old Chevy, and it went over a gazzillion miles!" Ever see a local parts store carrying Porsche parts, or much of anything for a Porsche that cost Chevy prices?

Brake components fail because they gum up and rust internally. Brake fluid is glycol-based (alcohol), and it absorbs water. So how does water get in? Trust me, it does, and it eventually gums up and rusts everything. It can also causes another problem: mushy pedal.

All fluids have various points at which they boil. Fresh brake fluid boils at a much higher temperature than water (400 degrees vs. 212 de-

Tech...

greases). If your fluid is old, it has absorbed water and will boil at a much lower temperature. Fluids also compress much less readily than do gasses. When fluid boils it turns gaseous and compresses easily, hence; mushy brakes.

To help avoid rust or boiling your brake fluid, change it bi-annually, every year if you track drive your car. Changing the fluid is not hard, but you should follow sound procedure. There are differing schools of thought on whether you should manual, pressure, or vacuum bleed your brakes. Each method will work, but the two latter methods are the most convenient.

I use one of the commercially available vacuum bleed systems which makes it a one-man job. I like to avoid the manual method's inconvenience and increased wear and tear of tromping on the brake pedal and running the seals through the master cylinder in a fashion that they are not accustomed to. However, having said that, I always finish by manually bleeding each corner after a day's driving to be sure.

Whichever method you use, always start at the right rear corner (it is the longest line and will minimize the amount of fresh fluid and time you waste as you move to each successively shorter line), then the left rear, right front, and left front in that order, checking the reservoir often to make sure it is full. If you draw the reservoir dry, you'll have twice the work getting the air you've just sucked in back out!

To bleed, pop off the dust cap, install your wrench on the bleed screw (use a box-end, or better, a flair nut wrench), install the bleeder hose on the screw, pump up some pressure, and open the screw, closing it before the pressure dies (I open the screw and continue pumping until the fluid runs clear). Then move in sequence to the other corners, topping up the reservoir as you go.

If your car has a hydraulic clutch,

you would be well-advised to also draw out the old fluid from it at least every other year. Slave cylinder failures, particularly on 944s, can be directly attributed to dirt settling at this lowest point in the fluid system. Also, when bleeding the brakes on a 944, don't draw the fluid below the clutch feed line in the reservoir or you'll have to bleed it, which requires dropping the starter.

I alternate between colored and clear fluid each year. This makes it easier to see when the old fluid is clear of the lines. I also take great care not to drip any fluid on the paint. Brake fluid will discolor or eat paint faster than you can imagine.

I learned the hard way about having fresh fluid. Charging into "the 90" at the Glen and discovering that I had boiled fluid convinced me. Since then, I've never had that problem, even though I'm going faster and using the brakes harder than ever. Don't be cheap or try to cut corners. Even if you don't track your car, have fresh fluid installed and save those expensive brake components.

Porsche Introduces Child Seats Which Deactivate Passenger Side Air Bags

NEW YORK CITY - Porsche Cars North America, Inc. has presented to the U.S. market a line of child seats which will deactivate passenger side air bags on its 1997 and later model year sports cars including the complete 911 series and the new Boxster.

Created to address the concerns of child air bag safety in two-seat vehicles like the Boxster, the new Porsche child seats will both mechanically and electronically deactivate the passenger side air bag when properly installed on the front passenger seat. The installation procedure involves the mounting of a special cross bar assembly to the front seat rail attaching bolts. Included in this assembly are a cross bar buckle and two-pin connector. The passenger side air bag is deactivated when the connector is plugged into the lead for the air bag control unit located under the passenger seat, and the child seat belt is inserted into the cross bar buckle. When this process is completed, the system readiness is indicated to the driver via the blinking air bag warning lamp which blinks for 10 seconds after the ignition is turned on.

The new Porsche child seat line features three different seats designed for three occupant sizes based on body weight: up to 22 lbs., 20 to 40 lbs., and 37 to 100 lbs. Each seat is equipped with its own safety belt system including the adapter which inserts into the cross bar buckle common to all three.

U.S. Porsche dealers will be selling and installing the new Porsche child seats beginning in May of this year. While not yet finalized, pricing is expected to be competitive with premium seats currently being offered in the market.

(Courtesy PCNA Web Site)

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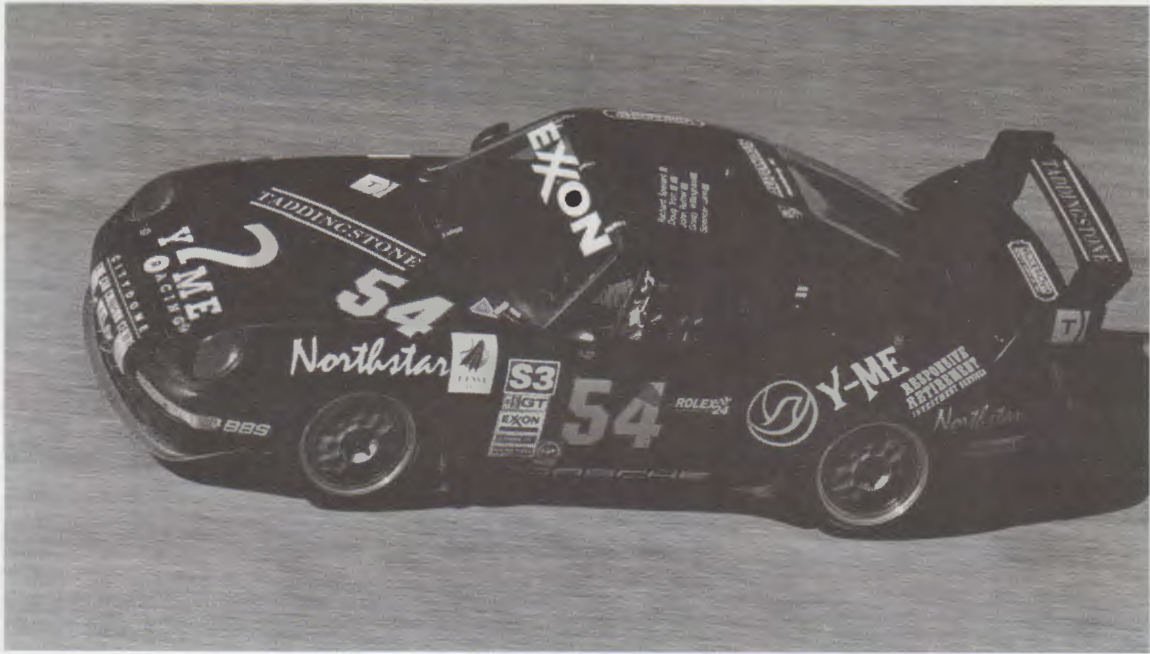
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Northstar's John Ruther at the wheel of the Northstar/Y-ME charity Porsche RSR 3.8, 1997 ROLEX 24 Hours at Daytona

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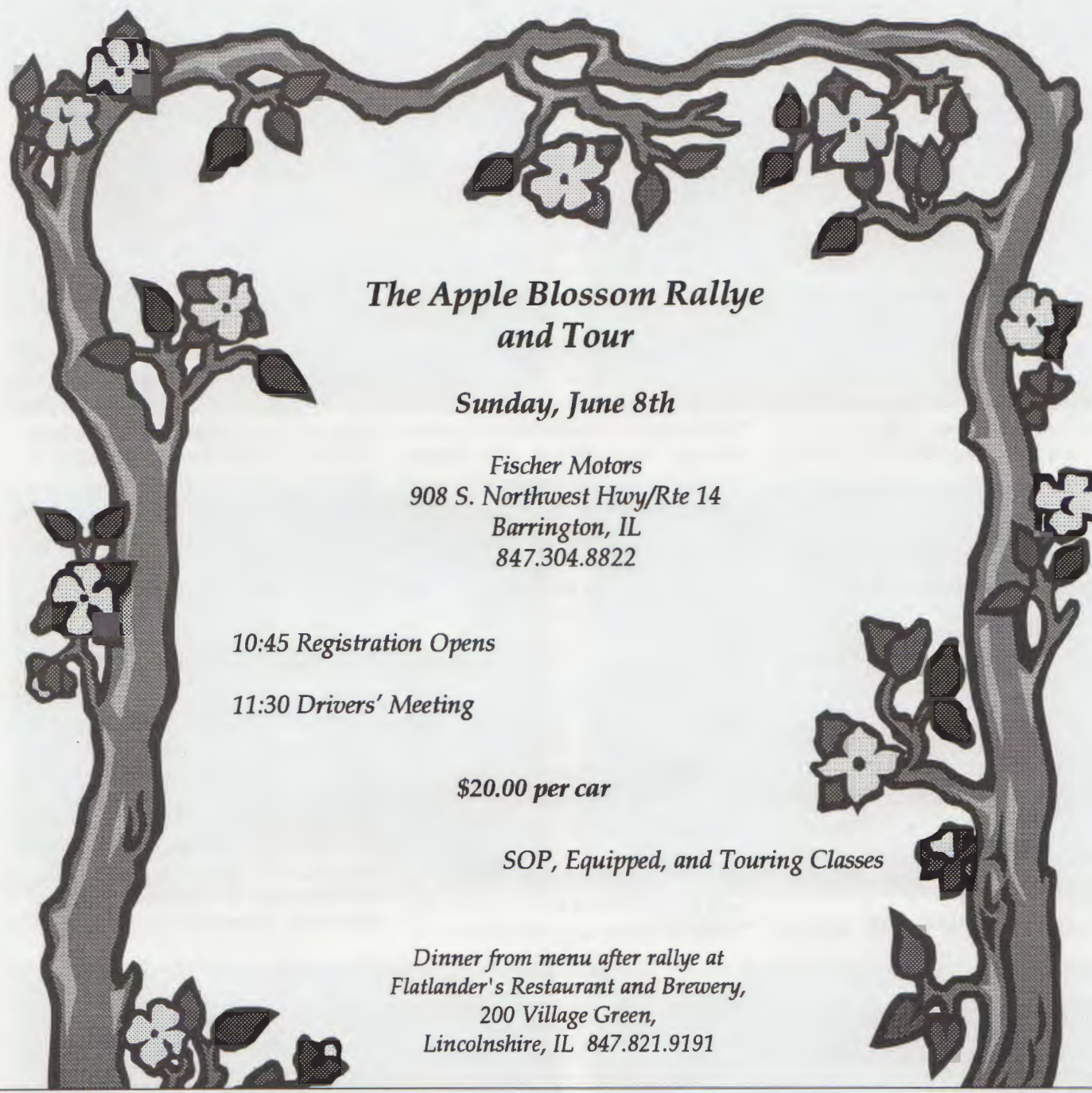


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The Apple Blossom Rallye and Tour

Sunday, June 8th

Fischer Motors
908 S. Northwest Hwy/Rte 14
Barrington, IL
847.304.8822

10:45 Registration Opens

11:30 Drivers' Meeting

\$20.00 per car

SOP, Equipped, and Touring Classes

Dinner from menu after rallye at
Flatlander's Restaurant and Brewery,
200 Village Green,
Lincolnshire, IL 847.821.9191

Mail registration to: Susan Shire, 9507 Central Park Ave., Evanston, IL 60203-1103

Driver : _____ Phone # _____
Member__ Applicant__ Guest of _____

Navigator: _____ Phone # _____
Member__ Applicant__ Guest of _____

Car Model _____ Color _____ SOP _____ Equipped _____ Touring _____

Please make checks payable to: PCA Chicago Region \$20.00

Questions ??? Susan Shire 847.674.2285

40th Anniversary Dinner Dance

My Kind of Club! by Robert Gummow

(Text of speech at the 40th Anniversary Dinner Dance)

First Lady Peggy has determined that I am historically significant and has asked me to say a few words regarding our region's history. While I was not at Plymouth Rock when the founding fathers arrived, I do have the archives and know who was where and when.

But first, what about Chicago, the nucleus of our club? This ethnic, rich and diverse city on the shore of Lake Michigan has provided us with an interesting and not to be forgotten history.

Chicago 1871 - the old town heats up. Mrs. O'Leary's cow took the hit for that. The Volstead Act and 'bathtub gin'. 1929 - St. Valentine's Day. Al Capone said "When you care enough to send your very best!" Chicago show town - the woman in red and a visitor from Indian named John Dillinger attended the Biograph Theater

"Hog butchers to the world"

wrote Carl Sandberg. "The city that works" said Major Richard J. Daley, and he proceeded to underline that statement by extending voting privileges to the cemeteries. "My kind of town" sang Frank.

Chicago 1957 - a small group of eccentrics driving small German sport cars are seeking autonomy.

In collaboration with a group from Milwaukee with similar views, a meeting is organized at The Timberline Restaurant near Kenosha September 8, 1957. Thirty seven Porsche cars counted in the parking lot. Parts and service problems are discussed. Temporary officers are appointed and a charter is applied for and received and the temporaries become permanent. Cal Davidson is the first president of the Chicago-Milwaukee Region.

By 1959 the region is capable of hosting the 4th Parade at Nippersink Manor in Genoa City, WI. Then president Hayward Blake presides. Later this year, by mutual agreement, the Chicago-Milwaukee Region applies for separate charters. An organizational meeting is held at the farm of Wayne and Sally Potter. Officers are elected and on

January 1, 1960, Wayne Potter becomes the first president of the now Chicago Region.

We go on to host three more Parades: 1964, again at Nippersink Manor with Dr. Porsche and family in attendance; 1972 at the Playboy Club in Lake Geneva again with Dr. Porsche and family attending; and most recently in 1984 at the Paper Valley Hotel in Appleton, WI.

Chicago Region is the PCA benchmark for enthusiasm. Our hard driving 'hot shoes' collect silver at Parade autocrosses; our fine-tuned rallyists zero checkpoints, and concouring genteel gather Class wins and twice bring home the Manhattan Award.

Our ethnic board, from the stoic English to the shanty Irish provide our 1000+ membership with a menu of up to three events a month.

Whether you like to socialize, rallye, autocross, or concours, this club has it all. Chicago Region - you're my kind of club!

Ed. note: Bob and Ginny Gummow were honored at the Dinner Dance as the oldest members (length of membership, not age) in attendance - 39 years!



And now, a few words from Bob Gummow.



Presidential admiration - Dan Gallagher and Judy Boles.



Porsches celebrate too!



40 years of memories.



Our Zone 4 Representative Paul Jones chats with local members.



Memorabilia Chairs - John O'Keefe and Lee Lichtenstein.



National officers and local members drank, ate and danced away the night in grand celebration of the Chicago Region's 40th Anniversary.



Photos by Steve Rashbaum and Susan Shire

Blackhawk XXVIII ~ Drivers' Education

Here is your opportunity to practice all that you learned at the drivers' school in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track located in South Beloit, just outside Rockton, IL, close to the Northwest Tollway. Learn to drive your Porsche or other sporty vehicle at high speed in complete safety. At these events we allow lesser cars to participate. We are not suggesting that you bring the family mini-van, but sports cars that pass tech inspection will be permitted.

The entrants will be divided into three classes so that slower cars and/or novice drivers will not be on the

track at the same time as the faster cars. **Please remember that the club's insurance requires that all drivers wear long sleeved non-flammable shirts, long pants, socks made of non-synthetic materials, closed toe shoes, and a Snell 85 (or newer) rated helmet while on the track.** Driving suits are recommended.

To save time at the track, you may bring a letter or completed PCA CHICAGO REGION TECH INSPECTION SHEET signed by a recognized Porsche dealer or mechanic stating your car has been prepared for the track

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

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

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

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

June 18, 1997 Drivers' Education

Blackhawk XXVIII Registration

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

Questions: 708.784.0784
Fax: 708.784.0785

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

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

Car Make: _____ Model: _____

Fee: \$125.00 Pre-registered Make checks payable to PCA - CHICAGO REGION
 \$140.00 At the gate
 Second driver free if family member

July 16, 1997 Drivers' Education

Blackhawk XXVIII Registration

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

Questions: 708.784.0784
Fax: 708.784.0785

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

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

Car Make: _____ Model: _____

Fee: \$125.00 Pre-registered Make checks payable to PCA - CHICAGO REGION
\$140.00 At the gate
Second driver free if family member



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From Our Members

Christmas in April by John Mueller

I woke up early and rushed to the window. My red 968 had two inches of wet snow on the roof and windows. The pavement was thoroughly wet and dappled with puddles. A grim beginning for an April morning? Not for me. I felt like a kid at Christmas. I was going to spend the day at Gingerman Raceway. I hadn't been on a track since November and it would be a full month before the first Chicago Region event at Blackhawk. The wet pavement gave me a chance to practice wet weather driving. The gray, overcast cold day would keep other drivers away from the track and, with any luck, the track would be dry in the afternoon.

I drove out to the track through a Courier and Ives painting. The Michigan countryside was lightly covered with snow. The fields were striped with alternating white and tan as the snow collected in the furrows and left exposed the top of the sandy soil turned over by the plow. The wooded sections were black and white with the snow clinging to the windward side of the trees. Every farm house looked peaceful, asleep on a mid-winter morning. A blanket of light gray clouds covered the whole scene.

I pulled into the track at 9 a.m. A half dozen corner workers were huddled by the big white truck that acted as the concession stand. They drank coffee, hopped back and forth from foot to foot and shook their arms to keep warm. I felt kind of bad getting them out in this weather to watch me run around the track, but I was a paying customer and they had accepted their pay for the day.

I unloaded the car, set the front shocks on full soft and went out on the track. I was the only car on the track. I drove cautiously, turning smoothly and easily into the turns

and slowly getting on the throttle as I came out. Coming down the straightaway from turn 10 to 11, the track was covered uniformly with water except for a series of puddles near the left edge of the track. A bit before the first brake marker I got on the brakes hard. The ABS kicked in immediately. The pedal moved up and down and pulsated irregularly. It felt like riding a water ski as you crossed over the tow boat's wake. The car itself pulled down very smoothly and in a straight line. The instinctive response to such an erratically moving pedal is to ease off. I consciously had to remind myself to keep pushing on that pedal hard.

After about a half an hour I came into the pits for a short breather. The track manager, Bob, came up to the car, leaned in and asked if I was going to take a short break or more than 45 minutes. I told him a short break. He immediately got on his radio and told all corner workers, "The Driver's going to take a short brake." "The Driver"; the words echoed in my head. There I was the only driver at the track and my every move was being reported to all the corner stations. I felt like Michael Andretti testing the latest Lola during some closed session at an obscure test track.

I had the track to myself until a Corvette showed up at about 10:30. The owner of the light green Vet was a pleasant man from Grand Rapids. He had done some modifications to his car, including some nice big Woodward brakes front and rear. The car had plenty of power and my red 968 was no match for him on the track. He explained how he tried to get other members of his Corvette club to take their cars onto race tracks and learn how to drive fast. But, alas, they would rather watch racing on TV and drive like delinquents on

the public streets. We drove together the rest of the day and shared information about the different lines through the turns.

The very light snow that was falling stopped and the sky got progressively brighter. Blue skies began to appear in the west and the track was drying out. I was hoping for the sun to appear. After a 20 minute session I came into the pits, got out of the car and looked up. The sky was a beautiful azure blue from horizon to horizon and the sun shone brightly.

Dan Schnitta, the track owner, showed up late in the morning and took some laps in his yellow and purple race prepared Ford Mustang. The Mustang's V-8 made a wonderfully throaty and rhythmic sound as it came up the straight toward the starter's stand. Beside the Mustang, Dan had a dark blue MGA, a red Alfa coupe, a white BMW 2002, black Mustang fastback coupe from about 1970 and a mustard yellow 356C Porsche coupe lined under a canopy in the paddock. It looks like Santa had been very good to Dan this Christmas morning in April.

There are a number of improvements evident at the track. Flush toilets are under construction adjacent to the paddock. Trees have been planted in the outside of the embankment the surrounds turn two. By the way turn two has a nickname, "the turnkey". On a map of the track the two part turn has the shape of a key use to wind up a toy. Chairs and bench were placed on top of the embankment of viewing. Bleachers have been set up on the hill between turn three and seven which afford a view of the entire track.

At noon the track closed for an hour for lunch. The big white truck with the concession stand and its red on white sign proclaiming TACOS was empty of its proprietor. She apparently thought the lunch trade



wouldn't be so brisk and went for a siesta somewhere. So, I drove into town for lunch. As I turned out of the track a truck with a formula car on the back pulled in. The afternoon, I thought, should be interesting with that little hummer on the track.

The track was completely dry after lunch. The braking distances were more than cut in half. I adjusted my shocks to fully firm. This allowed me to turn into the corners quicker. The temperature was in the low forties and the engine was making good horsepower. Conversely the tire grip was less than last August when I was at the track with the Chicago Region.

The new arrival was a Formula Vee. Bob, the manager, had the Formula Vee run on the track alone. This was wise because he would be hard to see and hear from my 968 or from the Vet. It appeared this was the first time the Vee driver was on the track this Spring. It took a lot of time to get the car started and he wouldn't run for very long before he'd come into the pits and work on the car. This was fine with me because when he came in the Vet driver and I would quickly get in our cars and go out on the track.

At about 2:30, a large white truck pulled into the paddock. From the back, two guys brought out two motorcycles. They suited up in leather to match their bikes, one chartreuse and the other purple. Buzzing like bees they ran on the track by them-

selves. They moved together like synchronized swimmers, going through the turns one after the other less than a car length apart.

By the end of the day I was driving in a rhythm. I found a line I was happy with. Yet, so many lines are possible around Gingerman, I'm sure I'll change my line a little bit next time I am there. I packed up and enjoyed a relaxed ride home. After being on the track all day it is hard to understand the speed limits on the Interstates. I drove at a mind-numbing legal speed far below what is safe for the car and the highway. At the same time I saw cops stopping speeders while minivans cruised by at 80 mph.

April's **Chicago Scene** warned about a dearth of lodging in South Haven. So, when I arrived in South Haven mid-afternoon on Saturday I decided to look around the town, keeping an eye out for lodging places. I came up with the following list:

The Lake Bluff Motel
76648 11th Ave
South Haven, MI 49090-1651
(616-637-8531)

Sunny Brook
2 mi. east of I-196 on Phoenix Rd.
South Haven, MI
(616-637-4796)

Hotel Nichols
201 Center St.
South Haven, MI 49090-1311
(616-637-8725)

Michi-Mona-Mac Lakeshore Cottage
337 N Shore Dr.
South Haven, MI 49090-1012
(616-637-3003)

South Haven Motel
04159 Blue Star Memorial Hwy.
South Haven, MI 49090-9353
(616-637-3808)

Sun 'N Sand Motel
176 Blue Star Memorial Hwy.
South Haven, MI 49090
(616-637-2007)

Sunset Cottages
401 N Shore Dr.
South Haven, MI 49090-2300
(616-637-2727)

The Colonial
532 Dyckman Ave.
South Haven, MI 49090-1481
(616-637-2887)

A Country Place Bed & Breakfast
79 N Shore Dr. N.
South Haven, MI 49090-9169
(616-637-5523)

Last Resort-Bed & Breakfast Inn
86 N Shore Dr.
South Haven, MI 49090-1153
(616-637-8943)

The Seymour House
1248 Adams Rd.
South Haven, MI 49090-9511
(616-227-3918)

This list is in addition to the lodging listed in the April Scene.

BIG REDUCTION in insurance costs
for many high performance cars
(See lists below)

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**Kane County Cougars
vs.
Peoria Chiefs**

~
Game Time: 6:00 p.m.

~
Saturday, June 21, 1997

\$15.00 per person

—————
Picnic Dinner begins at 4:00 p.m.
Cheeseburger, Bratwurst, or Chicken
Breast Sandwich
Pasta Salad, Potato Chips,
Malt Cup

—————
Guests use Gate 1

50 reserved Bleacher Seats for our
group

—————
Kane County Cougars
34W002 Cherry Lane
Geneva, IL 60134
630.232.8811

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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, ½ mile to Cherry Lane, right to the Stadium.

Member/Applicant/Guest Name: _____

Phone Number: _____

Make checks payable to PCA Chicago Region

Total Number of People Attending: _____ x 15.00 = \$ _____ Amount enclosed

Please the mail registration form to: Peggy Gallagher
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions? 708.784.0784

PCA Chicago Region Welcomes Its New Members

May 1997

Vanessa Malo Barrington, IL 1975 911 S	Bo Baldwin Downers Grove, IL 1969 911	Ron Hoffstadt Ingleside, IL 1986 928 S
Kurt Eldrup Mt. Prospect, IL 1984 928S	Mike Becker Bolingbrook, IL 1973 911	Jack Gaggini Oak Lawn, IL 1994 968 Cab
Lawrence Peck Glen Ellyn, IL 1989 930 Cab	Michael Kvasnicka Berwyn, IL 1986 944	Tim Milani Chicago, IL 1983 911SC Cab
John Podmajersky Chicago, IL 1990 911 C4	Michael Rickey Chicago, IL 1986 928 S	Scott Adleman Park Ridge, IL 1997 993-C2S
Pete Petrikas Palatine, IL 1985 1.2 944	Michael Seehausen Chicago, IL 1978 911 Targa	William Curths Carpentersville, IL 1988 911 Targa
Scott McDonald Clarendon Hills, IL 1979 911SC	Russell Elderkin Kenilworth, IL 1987 944	Mark McBain Rockford, IL 1996 911 C4
Joseph Ornelas Ingleside, IL 1967 912	Charles Allison Barrington, IL 1997 993 Twin Turbo	


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and seeing your car.

Bill Murrin,
Membership Chair

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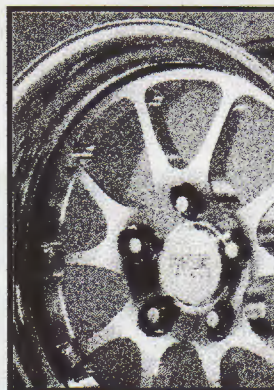
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ROCKFORD SPEEDWAY AUTOCROSS

June 29, 1997

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

Jeff Girard (in his infinite wisdom) decided it was time to ask some of the ladies of the club to put on an autocross. Hence, "Tres Chic Racing" (think about it). We promise one of the most exciting events of the year: high banked oval turns, high-speed use of the straights, and a challenging autocross through the figure 8. Over the last few years, we have been able to provide drivers runs, and numbers of the same this year. Concession stands and restrooms are available at the track. A local establishment will be chosen at the end of the day for all to congregate and swap stories.

We would like to encourage women who have not

driven at previous and participation

events to come on out pate. We plan on laps to familiarize you with the track (we will also provide lots of support and encouragement).

This event is NOT FOR LADIES ONLY

Ladies, here's your opportunity to put the Porsche on the track!!

Please remember that you will need a Snell 1985 or later helmet to drive. You will also need a valid driver's license at registration.

Any questions? Please call:

Event Chairhotshoewomen:

Susan Brenkus 630-766-4734
 Jill Girard 630-985-6739
 Marla Turek 630-961-2439

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

First Driver: _____ \$25.00 (\$30.00 non-PCA member)

Phone #: _____ Member _____ Applicant _____ Guest _____ of _____

Second Driver: _____ \$5.00 (Ladies, you can't pass up that price!)

Phone #: _____ Member _____ Applicant _____ Guest _____ of _____

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

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

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

Letters & e-mail

Porsche Unveils Two New 911 Models At The New York Auto Show

NEW YORK CITY -- Porsche Cars North America, Inc. debuted two new 1997 Porsche 911 models, the Turbo S and Carrera S, at its press conference held March 26, 1997 in conjunction with the 1997 New York International Automobile Show.

Making its world premier at the event is the 1997 Porsche 911 Turbo S. Based on the current all-wheel-drive 911 Turbo, the Turbo S is the most exotic and powerful Porsche production car yet offered for sale in North America. Externally, it is distinguished from the Turbo by its unique body work featuring Aerokit II front and rear spoilers, left and right rear side panel air ducts, and additional light-level left and right front air inlets. For enhanced performance, the Turbo's standard 3.6-liter, twin-turbo charged, air-cooled, flat six-cylinder engine has been increased from 400 to 424 horsepower for the Turbo S, the highest power output ever derived from a Porsche production engine sold on this continent.

The Turbo S is equipped with a wide variety of other special standard features created exclusively for the model. They include carbon fiber instrument cluster, instrument panel, door panel inserts and door pulls, an impressive all-leather interior, unique 18-inch "Technology" polished-look wheels, yellow brake calipers, an additional front oil cooler, three-point color coordinated front seat belts, and distinctive Turbo S script on the rear deck lid, wheel center caps, front trunk and rear seat carpeting, door threshold panels and steering wheel.

The Turbo S was created in limited numbers exclusively for the North American market. As the "ultimate" air-cooled Porsche 911, it

carries a manufacturer's suggested retail price (MSRP) of \$150,000 U.S. or \$219,600 in Canada.

The 1997 911 Carrera S is making its North American introduction at the New York show. Available only as a coupe, the Carrera S is derived from the highly successful 1997 911 Carrera Coupe and incorporates the aggressive wide front and rear body work of the 911 Turbo and 911 Carrera 4S. Among the Carrera S's unique identifying standard features are a split rear spoiler grille, "Cup Design" 17-inch alloy wheels with colored Porsche crest wheel caps, steel gray door sill panels, instrument rings, shift lever knob, hand brake lever and push knob, textured black leather dashboard center and door panels, and Carrera S inscription on the rear deck lid. The complete line of 911 Carrera options is also available on the 911 Carrera S.

As the result of its continuing production efficiencies, Porsche is able to offer the new Carrera S for the same price as the 1997 911 Carrera. Both standard models have MSRPs of \$63,750 in the U.S. and \$93,300 in Canada.

Like all Porsches, the 911 Turbo S and Carrera S are covered by a two-year bumper-to-bumper limited warranty with no mileage limitations. Porsche sports cars also carry a 10-year unlimited mileage rust perforation and three-year unlimited mileage paint limited warranties. And, all Porsche owners receive the added security of an emergency roadside assistance program. (Courtesy PCNA Web Site)

Autocross Driving Tips

by Josh Sirota and Andy Hollis
from SOLO II NOVICE
HANDBOOK

Seat time, seat time, seat time.

That's the best way to go faster. They say, before you fix the car, fix the driver. That's because there's so many techniques to improve your driving, it takes seat time to learn them all, but once you do, someone without those skills would have to spend a lot of money on their car to beat you, and probably still couldn't.

Here are a few techniques to get you started. Don't try to apply them all in your first run, you'll be too busy. But read through the whole list, then work at gaining these skills one at a time.

Look Ahead

I repeat this out loud while I am driving. It's so easy to forget, but makes such a big impact on my driving. It all relates to hand-eye coordination. Look where you want your hands to drive you, and look far enough ahead to take advantage of the feedback. If you're looking at that outside cone that you're afraid you'll hit, well, you'll hit it. If you're looking ten feet in front of the bumper, the turns will keep surprising you.

Slow Down to Go Fast

A common problem when you're starting out is trying to take the tight sections too fast, and not staying in control. I still remember finishing a run and saying, well, I didn't go very fast, but it sure was smooth only to find out I'd gone faster by a full second!

Brake Hard For Corners

Go ahead, squeeze the brakes hard. There's no morning coffee on your dashboard, or eggs in the front seat. Once you decide to slow down for the corner, don't waste any time. If you find yourself at a crawl and you're not at the corner yet, why, you've just found out that you can brake later. Locking up your tires will not make you stop faster, so squeeze the brakes and let them do the work, not your tires.

Adhesion

Don't ask too much of your tires.

For any tire/pavement pair, there's only a certain amount of traction. We'll call that 100% traction. You can use up that traction with your throttle, your brakes or your steering wheel. So if you're going into a corner, using 100% of your traction to make the turn, what happens when you ask for more traction by applying the brakes? Either you won't brake or you won't turn. Or both. Same goes for accelerating out of a corner. Ease in the throttle as you ease out of the turn. So use full throttle and full braking only in a straight line. This goes back to slowing down to go faster, and brings us to...

Smooth Inputs

You may have noticed that I used the phrases squeeze the brakes and ease in the throttle. This is where you have to change your mind-set about inputs to controlling your car. You need to convince yourself that you can make your car respond better by squeezing the brakes hard instead of standing on the brakes, by rolling in the throttle rapidly instead of stomping on the gas, by turning the wheel quickly instead of cranking it around. Subtle, but it will show up in how often your car is in control instead of scrubbing off speed pushing around a corner. And it will take a lot of practice to become second nature.

Shift Near Redline

On the street, we don't usually shift near redline (high rpms). But in autocross, you want to be making the most of the power available to you. You'll learn to hear the motor as you drive and stay in a low gear longer. Most courses will be in second gear for stock cars. If you're shifting to third, you're shifting too soon, and giving up power (ask local drivers if this is true in your region). Don't worry about the blinkers, wipers or horn. You're bound to hit them as you drive. Don't let it throw you. We've all done it!
More, Later...

There are many more techniques

for getting better times, but start with the ones listed above. After you've learned them, you'll be ready to buy a book on autocrossing or attend a drivers school and learn the advanced techniques of heel/toe, shuffle steer, late apex, and more.

Go to as many events as you can. Go to the ones with the toughest competition - winning something local is fun, but losing to someone fast will probably teach you more. Attend drivers schools in your area, or travel to another region. Always remember to have fun, even when you are being stomped by some national hotshoe. You'll never stop learning - the best drivers will tell you this still applies after ten or twenty years!

'97 Le Mans Preview
(PCA Editors News Service)

Le Mans, FRANCE --After two days of pre-qualifying trials May 4 and 5, the field was narrowed to 52 cars that will take part in qualifying sessions June 11 and 12 to determine the final 48 starters and four reserves for the 65th running of the 24 Hours of Le Mans, June 14 and 15. The 48-car starting field will include 10 Prototypes, 22 GT1 cars, and 16 GT2 cars.

Porsche is well represented for the next qualifying stage with seven Porsche-powered cars in the prototype class including last year's winning Joest TWR Porsche and Mario Andretti in a Courage C36, eight mid-engined Porsche 911 GT1 cars in the GT1 class including the two factory entries that place first and second last year, and eight Porsche 911 GT2 cars in the GT2 class including last year's winning car fielded by the Roock Racing Team.

For the first time at Le Mans, the organizers split the pre-qualifying field into two groups with half the cars qualifying on Saturday, the others on Sunday. Lap times were

not accumulated over the two-day session to eliminate the influence of changing weather conditions, an accurate prediction at Le Mans this year as overcast skies on Sunday didn't bring rain, but did bring lower temperatures and higher speeds for cars in all classes.

Six cars were exempt from pre-qualifying because of victories at Le Mans or other venues last year. Although these teams elected to practice and test their cars during the weekend, their lap times were not part of the official results.

The Nissan factory team was the surprise of the weekend with six ex-Formula 1 drivers signed for their two-car entry. In the last hour on Sunday, Martin Brundle turned the fastest lap of the weekend (3:43.152) in one of the 3.5-liter twin-turbo V8 Nissan R390 GT1 cars designed by Tom Walkinshaw Racing (TWR). With the McLaren-BMW and Porsche GT1 teams safely in the field, no one challenged Brundle's lap time because the next qualifying session, June 11 and 12, will begin with a clean slate.

Michele Alboreto clocked a lap of 3:43.799 early Sunday while practicing in the exempt Joest TWR Porsche prototype, and then parked it for the rest of the day. Also on Sunday, three-times Le Mans winner Yannick Dalmas set the fastest time for a Porsche 911 GT1 with a lap of 3:44.685 and Andy Pilgrim took his Porsche 911 GT2 to the fastest GT2 lap of 4:04.587.

During Saturday's trials, the number 2 Peugeot-powered WR LM97 which was exempt from qualifying was destroyed in a testing accident leading to the death of young Frenchman Sebastien Enjolras.

Pilgrim Fastest GT2 At Le Mans
(PCA Editors News Service)

Calling it, "the outstanding achievement of my racing career," Andy Pilgrim set the fastest GT2

Letters

class qualifying lap of the weekend in pre-qualifying for the June 14-15 24 Hours of Le Mans. Pilgrim, of Cooper City, Fla., drove the Roock Racing Porsche 911 Turbo to a new record 4:04.58 lap, well under the time of 4:05.8 set last year by Ralf Kellners.

"I've never done a better lap in my life," Pilgrim said. "It was just

magic, even more so since this is only my third time at Le Mans --pre-qualifying and the race last year, and now this." He finished fourth in the GT2 class last year. "We were faster than the Dodge Vipers, faster than Price Cobb in the Saleen Mustang, faster than everybody. You can tell I'm happy," Pilgrim enthused.

For the race itself, Pilgrim said he would likely be paired with Andre Ahrle, who shared the Rolex 24 at Daytona Exxon Supreme GTS-2 class win in a Roock Racing Porsche, and with Porsche Cup Champion Bruno Eichmann.

Before the Le Mans race, Pilgrim will team with Rohr Motorsport Porsche 911 Turbo team owner Jochen Rohr in the First Union Six Hours at the Glen on June 1, where Hurley Haywood joins the team as its third driver. Rohr and Pilgrim currently share the Exxon GTS-1 points lead after three rounds of the 1997 season. Pilgrim also indicated he would be driving for Roock Racing in the FIA GT Championship race at Suzuka, Japan on August 24.

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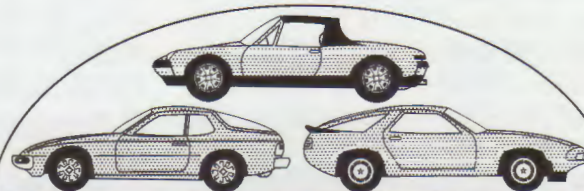
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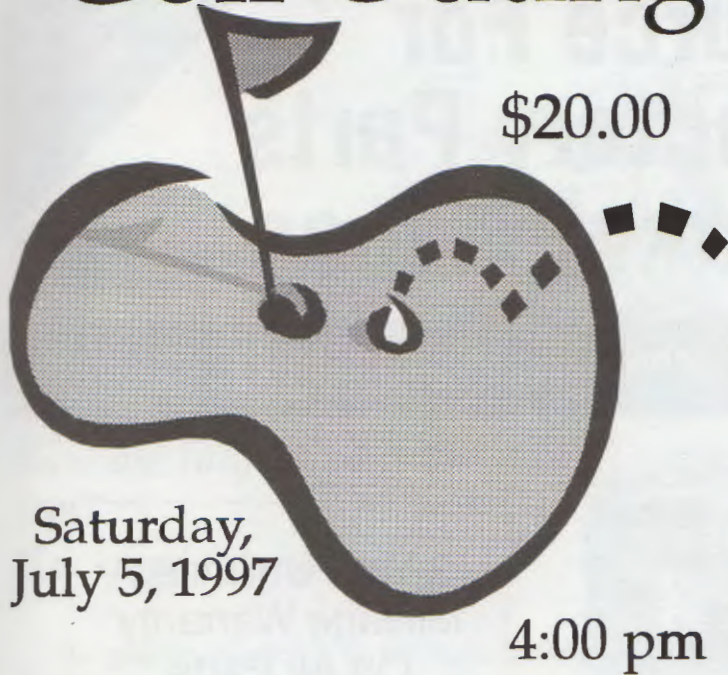
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Golf Outing and Dinner



Saturday,
July 5, 1997

4:00 pm

Flagg Creek Golf Course

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

DIRECTIONS:

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

From the South:

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

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

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

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

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

Mail registration form 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 @ \$20.00 each \$ _____ Amount enclosed

Please make checks payable to: PCA Chicago Region

QUESTIONS? Call Ed Barnicle at 708.579.0313

Registration deadline: June 25th

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944	944 573 01105	A/C Condenser	\$621.72	\$383.00	38%
911/ 928/ 944	928 110 25300	Fuel Filter	\$27.68	\$15.00	46%
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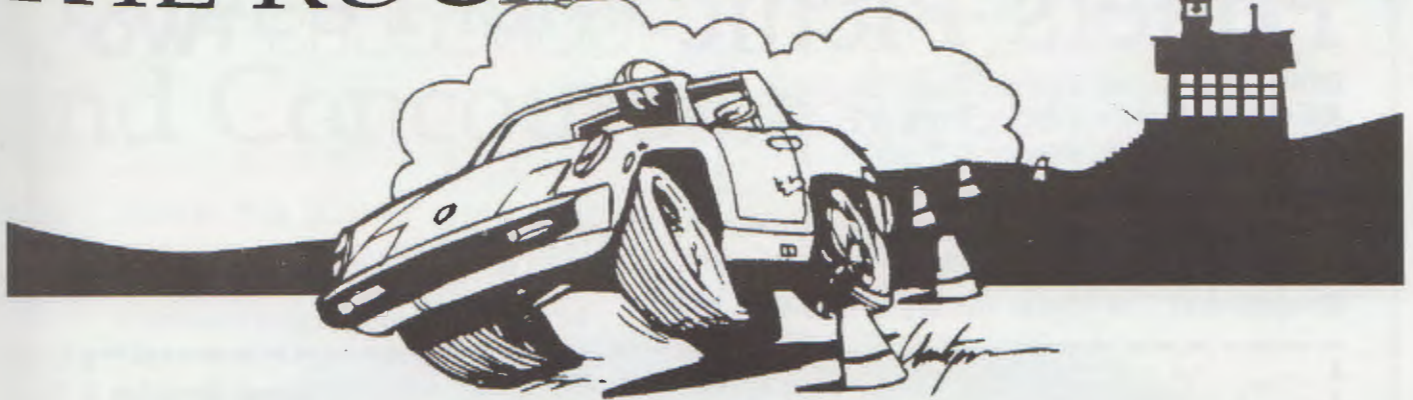
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THE ROCKFORD RUMBLE



**Sunday, July 13,
1997**

Rockford Speedway

**Registration & Tech
Drivers Meeting
First Car Off**

**9:30 - 10:30 am
10:30 am
11:00 am**

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

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

bing elbows with these 'famous' drivers.

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

Directions to Rockford Speedway:

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

Autocross Classes and Bumping Schedule

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

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

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

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

First Driver:

Name _____

Phone _____

Member__Applicant__Guest__

Second Driver:

Name _____

Member__Applicant__Guest__

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

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

Autocross Class (see above) _____ Permanent Car Number (previously assigned) _____

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

Potters' Picnic CONCOURS TWO

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

Class B: Exterior, Interior, Trunk & Engine

Class C: Exterior, Interior & Trunk

Class D: Exterior & Interior

Novice: For fun & first time participants only.

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

Questions? Call Myron Walters @ 630-690-3134

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

Name _____

Region _____

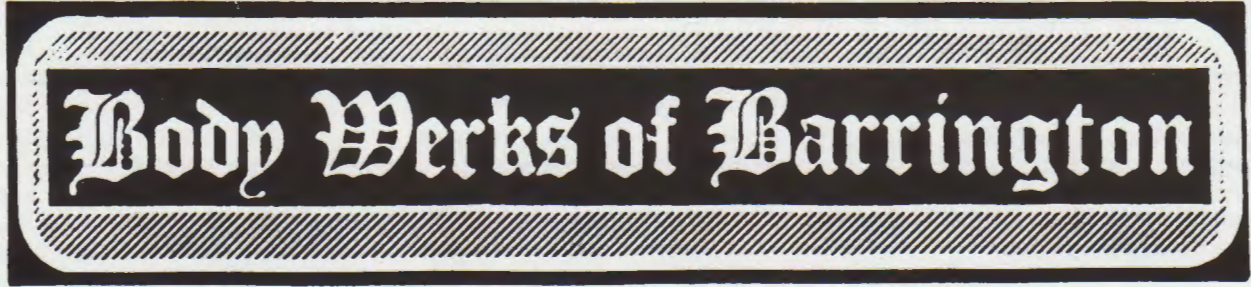
City _____ State _____ Zip _____

Phone () _____

PORSCHE Model _____ Body Style _____ Year _____

Class A _____ B _____ C _____ D _____ Novice _____

CONCOURS TWO

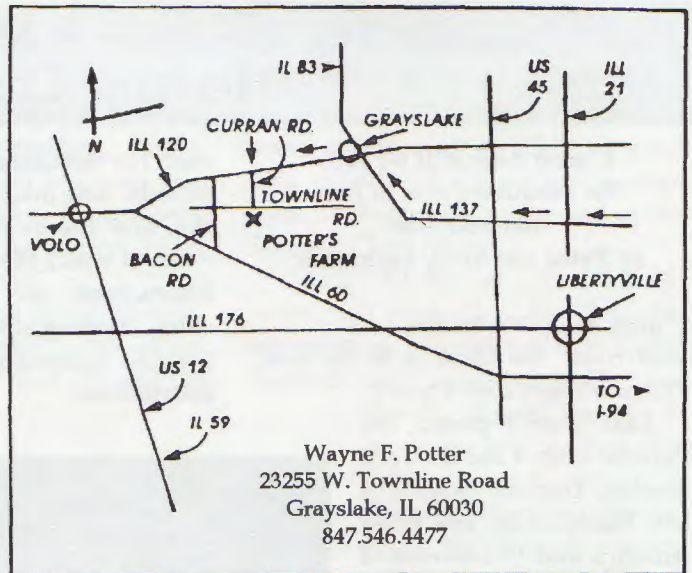


For the Finest in
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381-9144

Potter's Picnic and Concours

Date: Sunday, July 28, 1996
Time: Concours cars may arrive 11:00 AM for final clean-up
 Concours judging starts at 1:00 PM
Picnic: Noon until about 5:30 PM
Cost: \$8.00 each adult
 \$4.00 each child (age 4 - 17)
 Mini-kids (3 and under) are FREE.



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

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

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

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

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

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

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

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

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

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

Potter's Picnic Registration

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

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

Checks payable to PCA Chicago Region

Separate form required for Concours Registration

Gallagher's Illinois & Michigan Canal National Heritage Corridor Rallye

C'mon dear, it'll be fun
The misadventures of first
time rallyists
by Peter and Romy Faehnrich

C'mon dear, it'll be fun.
*Yeah right. The check is in the mail.
This won't hurt a bit. I won't...*

Last year I joined the Porsche Club. I did the Tech Session, Drivers' School, a few Blackhawks, one Road America and Octoberfest. I had a ball!!! I made a lot of new friends, learned about my car, and even sharpened my driving skills. (I think.) However, except when accompanied by my daughter, I went by myself. I felt a little guilty.

How about we buy a 944 automatic so you can drive at the track? (She doesn't drive stick.)

I don't want to drive.

How about the Chili contest, meet new friends?

Maybe.

She came and won 1st Place for the Hottest Chili. They put my name down in the Chicago Scene.

How about we enter a rallye?

What's a rallye?

I drive, you tell me where to go.

I'll tell you where to go all-right.

So, off we went to the Rallye School: Right at "T". ONTO - remember ONTO. Main Road Rule. And Gallagher offering free consultation to rallyists; "You have to be really dumb to get lost on my rallye."

Do you still want to try it?
Sure.

Allright!!!

So we entered the Gallagher Rallye. On the big day, we met at the restau-

rant for breakfast, saw some old friends, and made some new ones. We first timers were a little nervous. (I was.) We read the General Instructions one more time, paid close attention at the Drivers' Meeting and listened to the last minute instructions.



Good navigators are best started young.

OK, let's go!

This is a piece of cake.

No problem.

The odometer check done, it was time to officially start the rallye.



Peter and Romy read the Checkpoint 6 critique.

What happened to the numbers on the left side of the page? (Official Rallye Mileage)

That would be too easy. We're supposed to think.

At the first checkpoint we were only four miles over. We must've made a wrong turn somewhere. We

weren't worrying about the time, we'd never done this before. We were just trying to finish. Second checkpoint. This wasn't too bad, I thought. We're getting the hang of it. (Ha, ha.)

Are we having fun yet?

I have a headache.

I thought that only happened during other things.

Third checkpoint. Fourth? I don't know. I'd lost count. "Pause one minute at traffic control device. (This is not a 'T'.) "You have to be really dumb to get lost on my

rallye."

Says something here about Lemont Road.

This is Lemont Road.

There's the Hindu Church!

Right at Illinois.

Checkpoint at Canal; remember what Gallagher said at the Drivers' Meeting! OK, this should be it. We'd only a handful of instructions until we were finished.

What was the name of the street we just passed?

I don't know.

(What do you mean you don't know.) What are we looking for?

Weber.

OK, there's Weber.

We were back on track. We had only four more instructions to follow.

Rallye..

Left after right.

I already made the right.

We made it to the last checkpoint. Gallagher was there to give us the final checkpoint sheet.

We're fifteen minutes early and only half the miles.

Who cares? We're done.

We drove over to the restaurant for dinner and started to fill out the Score sheet.

Where's the checkpoint five sheet?

I gave you all of them.

Gallagher must have been FN-Flyin' when he made these things up.

Checkpoint 6 critique - "West ONTO Bluff ("You have to be really dumb to get lost on my rallye".) We missed Checkpoint 5 (West ONTO Bluff) when we were looking at the Hindu Church. I guess he wasn't "flyin'", he tricked us.

Dinner was great. I really do love meatloaf. We got to talk with some of the new people we met and found out that we were just as "smart" as everyone else. We made eighteenth place, and got some rallye t-shirts to boot.

Oh well, time to go home, the kiddies still need to be taken care of. **Do you want to enter the next rallye?**

I would do it again.

(She still loves me.) Fischer Motors, here we come!

But seriously, a good time was had by all. There is more to do with your Porsche than race it.

On Tour by Shirley Cook

Dan really surpassed himself on this rallye with a wonderful adventure for the Touring Class. We began the beautiful sunny

Sunday (Dan's promise of good weather holding up) at the Wolf's Head Inn with brunch before the Touring Drivers' meeting. Peggy, handling registration and collecting money for the rallye, brunch, and dinner, as there as many other friends - new and old.

Armed with our maps, instructions, and answer sheets, we set out from the Wolf's Head for our 1st

did not have to find Checkpoints or match the perfect leg time, we had to answer a question at each POI and come as close as possible to what Dan considered the perfect mileage from the beginning to the end of the Touring Class route.)

At POI #2, the Little Red Schoolhouse, we read all of the available information regarding the Great Horned Owl, saw the snakes and lizards, viewed the owl in his cage, and learned that February was the answer to Question #2: month for owl eggs?. Bob thought that another event being held was a much better POI; a 'photo op' with young attractive mini skirted models, 'black leathered' bikers, bikes and dozens of camera people lugging tripods, cameras and other paraphernalia.

Dragging Bob away, we headed for POI #3, St. James of the Sag R.C. Church where we spent 45 minutes looking at the monuments and headstones. Quite amazing to us were the number of entire families in large plots who died within days of each other from, we presume, some form of disease.

POI #4 was the Argonne National Laboratory where we did not spend much time as we decided not to look for the white deer which we were told we 'might or might not' see.

On our way to POI #5 we made a small "rallye" error; we missed a little road. There we were, with maps with the POI marked as well as the suggested routes to them, and we still missed the turn! Bob pointed out that I read maps as well as I read hieroglyphics. Arriving, finally, at POI #5, the Hindu Temple of Greater Chicago,



I was going S. A. P. (straight as possible) when . . .

POI (Point of Interest), the Lyons Congregational Church where we looked at everything in sight, including the cemetery account book dated 1857 which was the answer to Question #1. (Our Touring Class



Ed Barnicle finally gets it right and doesn't place last!



we walked up a very long hill. At the open door we peeked in, smelling the incense and listening to the minor key music. "Come in, God is for everyone, but please remove your shoes" welcomed a Hindu man. (Thank goodness we had cleaned up and worn clean socks!) Inside was a large meeting room, a small gift shop with some really lovely silk scarves and other small items, and the Krishna and Siva Rooms. Everyone we met was very friendly, informative and thanked us for coming.

At White Fence Farm, POI #6, we made a pit stop, viewed the Porsche on display, debated the model year, and purchased 10 lbs. of Vidalia

onions. (Bob, although a good sport about it, did point out that he onions had a *slight* odor.)

Lewis University was POI #7. We drove around to find the name of the aviation building, the Harold E. White Aviation Center, which was the answer to Question #7.

Happy to be on the outside looking in and thinking about the "Blues Brothers", we found the answer to Question #8 to be that there are 4 north wall guard towers at POI #8, Stateville Penitentiary.

We finally reached POI #9, the Gaylord Building. We just barely had time to visit the Information Center to look around and find the answers to Question # 9 and # 10

before it was time for dinner.

Dinner was what we would call 'down-home, country-cooking, comfort-food': meat loaf or chicken and dumplings, peach cobbler or bread pudding. All delicious and plentiful.

Bob and I have lived in Deerfield for 33 years and only recognized 3 of the 9 POIs before the rallye. We learned so much on this rallye and had a great time doing it. I know that all of the Touring Class, as well as the 'hard core' rallyists, appreciate the time and effort that went into designing this rallye. Thanks, Dan, for such a fun and informative day!

Gallagher's Illinois & Michigan Canal National Heritage Corridor Rallye Results

UNEQUIPPED CLASS

Place	Driver/Navigator	Score
1	Jack Stephensen/Dan Del Fava	560
2	Gene Urban/Bill Urban	708
3	Joe Baksha/Nicole Baksha	1072
4	Lee Lichtenstein/Chuck Bittman	1327
5	Steve Rashbaum/Susan Shire	1388
6	Tom Verachtert/Doug Beshears	1408
7	Dan Bacin/Linda Bacin	1560
8	Myron Walters/Nina Hoyer	1683
9	Ron Micek/Cheryl Kiick	1984
10	Ed Barnicle/Gail Timbers	2068
11	Bill Murrin/Amy Murrin	2070
12	A J Tiller/Barbara Tiller	2087
13	Bob Kerwin/Neil Steffens	2090
14	John Diwik/Beth Luddy	2192
15	Nick Brenkus/Sue Brenkus	2266
16	Eric Gehm/Duane Sohn	2272
17	Adrian Lannin/Marta Neilson	2369
18	Peter Faehnrich/Romy Faehnrich	2386
19	Bob White/Wilma White	2428
20	J. Csiha/D. Csiha	2618
21	Tony Shaneen/Linda Hildebrand	2705
22	Dave Mathews/Charlie Pyne	2792
23	John Mack/Margaret Rathunde	2800
24	David O'Bryan/Charlie Belzer	2982
25	John Opfel/Kaye Opfel	3011
26	Ken Pesavento/Nikki Kroll	3318
27	Keith Clark/Mom Clark	3494
28	Denny Verra/Johnny Serkes	3500

TOURING CLASS

Place	Participants	Score
1	John Mueller	10
2	Jack & Arlene Brodiske	10
3	Mike & Linda O'Meara	10
4	Bruce & Jean Janecek	10
5	George & Cindy Binder	10
6	Bob & Shirley Cook	10
7	Bob & Ginny Gummow	10
8	Keith & Lawrence Vakoc	9
9	Joe & Josephine Monaco	9



The "Unequipped" winners and the Rallyemaster!

Photos by Steve Rashbaum

Hawthorne Autocross

Sunday, August 3, 1997

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

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

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

Questions should be addressed to Ed Barnicle at 708.579.0313

Directions to the course in the July issue of the **Chicago Scene**.



Autocross Classes and Bumping Schedule

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

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

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

Place your bet and reserve your stall (send \$\$ and form) to: **Ed Barnicle**
5718 S. Madison Ave.
Countryside, IL 60525

First Driver:
Name _____
Phone _____
Member__Applicant__Guest__

Second Driver:
Name _____
Member__Applicant__Guest__

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

Please make checks payable to PCA-Chicago Region

Amount enclosed \$ _____

Autocross Class (see above) _____

Permanent Car Number (previously assigned) _____

Board Meeting Minutes

Porsche Club of America Chicago Region Board Meeting Minutes April 4, 1997

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

Voting members absent: O'Bryan, Ruther.

Vote by Proxy: None.

Coordinators present: Bittman, N. Brenkus, S. Brenkus, P. Gallagher, Inglot, Jacisin, Matsuda, Murrin, Rashbaum, Shire, Yanahan, Zann.

Meeting called to order by D. Gallagher at 8:09p.m. at the Park Ridge V.F.W.

Vice President - Bruce Janecek.

Janecek will send a letter to the IRS disputing the money it says the club owes.

Janecek is working on obtaining the increased liability amount for Road America events.

Janecek reported that to get error and omission liability insurance covering all board members would cost approximately \$5,000.00. No action was taken.

Secretary - Chuck Bittman.

Bittman presented the minutes from the March 7, 1997 board meeting. Gallagher moved, Inglot seconded, to approve the minutes as presented. Approved unanimously.

Treasurer - Susan Brenkus.

S. Brenkus presented the income and expense report and balance sheet for the first quarter of 1997. For the first 3 months of the year there were receipts of \$12,292.00 and expenditures of \$22,552.61 giving a net deficit of \$10,260.61 for the period and an account balance of \$69,848.80.

It was discussed that the 40th anniversary dinner dance will greatly reduce existing balances.

President - Dan Gallagher.

No report.

Autocross - Jeff Girard.

Inglot reported that all plans have been finalized for the autocross school at Arena Auto Auction.

N. Brenkus reported that he is working on the Lake Geneva autocross. The track rental will be approximately \$300.00.

S. Brenkus is working on the Rockford autocross and everything is ready for that event.

Concours - Pat Yanahan & Jim Jacisin.

Yanahan reported that he has 22 cars lined up for the 40th anniversary dinner dance.

Jacisin reported that everything is ready for the 6/1 concours in Elmhurst.

Yanahan reported that he is working to get an opinion from national concerning the judging of the engine compartment of the Boxster since it is not accessible.

Rallye - Susan Shire & Steve Rashbaum.

Shire reported that there were 65 participants at the rallye school.

Keith Clark is making new checkpoint signs before the first rallye.

Gallagher will be ready for his rallye on 4/20.

Social - Peggy Gallagher.

P. Gallagher reported that there were approximately 60 people at the Cafe 36 restaurant tour.

P. Gallagher reported that Ed and Debby Leed suggested giving out certificates of recognition at the 40th anniversary dinner dance. It was determined that there would not be time to present such awards due to the already full schedule. Colored name badges will be distributed identifying the year in which each member joined: red for 0-5 years, blue for 5-10 years, silver for 10-20 years and gold for 20 or more years of membership. The club guaranteed 200 people and has

received 165 registrations so far. Lee Lichtenstein and John O'Keefe will assemble a memorabilia room at the event.

Myra Knoblauch requested a \$500.00 deposit for the 1998 dinner dance at Drury Lane Oak Brook. S. Brenkus moved, Gallagher seconded, to send the \$500.00 deposit to Drury Lane for the 1998 dinner dance. Approved unanimously.

Ed Barnicle will be chairman for the 7/5 golf outing. He has reserved 40 tee times but he can reduce that number by 6/25. The first players will tee-off at 4:00p.m. Greens fees will be \$16.00.

Membership - Bill Murrin.

Murrin presented 14 new applicants for membership. Murrin moved, Inglot seconded to accept the 14 new members. Approved unanimously.

Road America Club Race - Arnie Zann & Chris Inglot.

Zann reported that the contract for the club race had an increase of \$11,000.00 that had never been discussed by the management of Road America. The track contends that we are having 2 events so we should pay double. After negotiation with the track, the increase was reduced to \$4,500.00. Track rental fees for 1997 are \$11,500.00 for Memorial Day weekend (2 days) and \$27,000.00 for the club race (3 days). Zann recommended increasing participant fees to offset increases imposed by the track. After discussion it was suggested that the club finds other ways of cutting costs rather than increasing entry fees. Gallagher moved, Bittman seconded, to eliminate the plastic favors in exchange for a less expensive item. Approved unanimously.

Road America Registration - Chuck Bittman.

Bittman reported that current registration for the May event is approximately 90 to 100, of which



about 30 are novices.

Road America Sponsorship - Hari Matsuda.

Matsuda reported that Bill Jacobs Motorsport may not be the primary sponsor for the club race.

The following sponsors have signed on for this year: Kelly-Moss Racing, Singer-Hish, Bridgestone, Northstar Motorsport and Whistler. Chief Driving Instructor - John Ruther.

Absent, no report.

Safety - Jeff Girard.

Absent, no report.

Technical - George Weather & Mike Gray.

Absent, no report.

Goodie Store - Linda Patterson.

Absent, no report.

Charity - T.J. Burke.

Gallagher reported for T. J. Burke that the Buffalo Prairie Gang Camp wants to set up an account in order to accept credit card payments. It was clarified by the board that this is

the club's charity event and all marketing and financial discussions will be made by the board and not the charity of its choosing.

Chicago Scene - Susan Shire & Steve Rashbaum.

No report.

Advertising - Nick Brenkus.

N. Brenkus reported that he signed up 2 new advertisers for the *Chicago Scene*.

Chief Photographer - Steve Rashbaum.

No report.

Property - Ed Leed.

No report.

Timing & Scoring - S. Brenkus.

S. Brenkus reported that she will be working on timing for all the autocross events.

The second timing and scoring computer is still with E. Leed. It was suggested that the computer be used for backup and registration for Road America. Gallagher will contact E. Leed about the computer.

Webpage - Chuck Bittman.

Bittman reported that he will be working on the webpage in the coming months.

Old Business

None.

New Business

Rashbaum proposed reinstating the participation requirement for membership in the region. After much discussion, the item was tabled until the next board meeting.

It was suggested that the club purchase new year-end trophies. The old ones are in very poor condition. S. Brenkus moved, Gallagher seconded, to purchase new trophies at a cost of approximately \$300.00. Approved unanimously.

Adjournment

Gallagher moved, Murrin seconded, to adjourn. Approved unanimously.

Respectfully submitted,
Charles Bittman, Secretary.

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- ◆ Popular Modifications
- ◆ Pre Purchase Inspections
- ◆ Post Purchase Inspections (oops!)
- ◆ Powder Coating Services Available also Exhaust Coatings - Call for Details
- ◆ Personalized Service
- ◆ Other Makes by Request

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E-mail ILXLR8@aol.com

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Gingerman Raceway '97 ~ August 9th & 10th

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

The event will be run in a similar fashion to other Chicago Region Drivers' Education events with 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 this now "semi" famous track.

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

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

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

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

GINGERMAN '97 Saturday & Sunday, August 9 & 10, 1997

Event Chairman: Jeff Girard

First Driver
Name: _____
Address: _____
City, State, Zip: _____
Day Phone: _____
Eve Phone: _____
Member: Yes No Region _____

Second Driver (must be family member)
Name: _____
Address: _____
City, State, Zip: _____
Day Phone: _____
Eve Phone: _____
Member: Yes No Region _____

<<Fastest Run Group Req. Slowest>>

<<Fastest Run Group Req. Slowest>>

Porsche Year, Model, Type, Engine Size

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

Chicago Region Perm. Car Number: _____

If none, requested Car Number. _____

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

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

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

Questions???? 630.985.6739

*******Rules Of Road America*******

1. ALL PERSONS ENTERING THE ROAD AMERICA RACE TRACK WILL HAVE ONE OF THE FOLLOWING:
 - a. A VALID credential:
 - i. Road America CREDENTIAL
 - ii. Event sponsoring CLUB CREDENTIAL, PROPERLY VALIDATED.
 - iii. Appropriate weekend WRIST BAND.
 - b. Signed the insurance waiver release as witnessed by a R/A or Club Staff Personnel (PARTICIPANTS ONLY).
2. UNLICENSED VEHICLES ARE NOT ALLOWED TO BE OPERATED ON ROAD AMERICA PROPERTY, WITH THE FOLLOWING EXCEPTION:
 - a. RACE VEHICLES being used in the race events.
 - b. AUTHORIZED ROAD AMERICA VEHICLES with a current year sticker.
 - c. Participants may use light vehicles and equipped carts in the PADDOCK areas, but must have current event stickers for use outside of these areas.
 - i. Furnish proof of vehicle insurance, if requested.
 - ii. WISCONSIN STATE LAW REQUIRES that all ATV's must be licensed by the State of Wisconsin or by another State, in order to be operated within the State.
 - d. ROLLERBLADES are not permitted on Road America property.
 - e. Riding BICYCLES in the COMPETITION PADDOCK AREA is PROHIBITED with the exception of race crews and race officials.
3. ALL OPERATORS OF ANY MOTOR VEHICLE (including golf carts) on the Road America property must possess a VALID state issued drivers license.
4. THERE IS TO BE NO CONSUMPTION OF ALCOHOLIC BEVERAGES UNTIL AFTER ALL RACE EVENTS ARE CONCLUDED FOR THE DAY.
 - a. Spectators may only consume alcoholic beverages in the North Paddock, and other spectator areas.
 - b. RACE ENGINES MAY NOT BE RUN WITHOUT ROAD AMERICA PERMISSION.
 - c. Before 8:00 a.m. or After 5:00 p.m. on Weekdays and Before 8:00 a.m. and After 6:00 p.m. on weekends.
 - d. On Track Activities Only Between the Hours of 8:30 a.m. to 5:00 p.m. on Weekdays and 8:00 a.m. to 6:00 p.m. on Weekends.
 - e. Car Clubs - 7:00 p.m. curfew (OFF PROPERTY).
5. ALL OCCUPIED VEHICLES REMAINING OVERNIGHT ON ROAD AMERICA PROPERTY MUST BE SELF-CONTAINED, AND HAVE:
 - a. A valid Road America overnight camping permit, or
 - b. WRITTEN permission from Road America to remain on the property.
6. NO PETS ARE ALLOWED ON THE ROAD AMERICA PROPERTY WITHOUT ROAD AMERICA PERMISSION. PETS ALLOWED ON THE PROPERTY MUST BE EITHER:
 - a. Kept within the vehicle with adequate ventilation and fresh drinking water, or Kept Under Control of a Leash.
7. FIRES, WHEN CONDITIONS PERMIT, MUST:
 - a. Be used for cooking only, and be contained within a device designed for containing a fire.
 - b. Be completely extinguished before the coals, ashes, and remains are discarded.
 - c. Not be built within 10 feet of spectator containment fences.
 - d. Not be built by a spectator within 100 feet of an occupied Road America concession stand.
8. BACK ½ OF FACILITY CLOSED TO PARTICIPANTS.
 - a. No people permitted beyond the VIP Tower, the entrance to South Paddock, or the Chain Link Fence below Marlboro Hill.
 - b. Violators will be removed from the premise.
9. NO PARKING WILL BE ALLOWED AT ANY TIME:
 - a. In any area specifically marked No Parking.
 - b. In any fire lane.
 - c. Violators will be removed from the premise.
10. GARBAGE MUST BE DEPOSITED IN GARBAGE CANS ONLY.
 - a. No garbage is to be deposited in the white barrels.
 - b. Participants are requested to dispose of their garbage and leave their site clean at the end of each day.

PLACES TO STAY WHILE VISITING ROAD AMERICA

Hotels/Motels/B & B's

AmericInn Motel - Belgium Belgium, WI 414.285.3566	Comfort Suites - Comfort Dome Appleton, WI 414.730.3800	The Osthoff Elkhart Lake, WI 414.876.3399	Starlite Motel New Holstein, WI 414.898.4265
AmericInn Motel - Plymouth Plymouth, WI 414.892.2669	Crest Hotel Plymouth, WI 414.893.6111	Pinehurst Inn Sheboygan Falls 414.467.4314	West Bend Inn West Bend, WI 800.727-9727
AmericInn Motel - West Bend West Bend, WI 414.334.0307	Eastlake Bed & Breakfast / Rentals Elkhart Lake, WI 414.876.2272	Plymouth Inn Plymouth, WI 414.893.5623	Wisconsin Aire Motel Random Lake, WI 414.994.4501
Barefoot Bay Elkhart Lake, WI 414.345.7784	Elkhart Lake Chamber of Commerce (Referrals) Elkhart Lake, WI 414.876.2922	Ramada Plaza Hotel Fond du Lac 414.923.3000	Yankee Hill Inn Bed & Breakfast Plymouth, WI 414.892.2222
Best Western Harborside Motor Inn Port Washington, WI 414.284.9461	Holiday Inn Express Sheboygan 414.451.8700	Red Forest Bed & Breakfast Two Rivers, WI 414.793.1794	<u>Campgrounds</u>
Boarding House Bed & Breakfast Elkhart Lake, WI 414.876.3616	Holiday Inn - Holidome Fond du Lac 414.923.1440	Select Inn Fountain Park Sheboygan, WI 414.458.4641	Hoef't's Resort Campground Cascade, WI 414.626.2221
Brownstone Bed & Breakfast Sheboygan 414.451.0644	Holiday Inn Manitowoc, WI 414.682.6000	Sheboygan Super 8 Motel Sheboygan, WI 800.800.8000	Plymouth Rock Camping Resort Plymouth, WI 414.892.4252
Budgetel Inn Sheboygan, WI 414.457.2321	B.L. Nutt Bed & Breakfast Plymouth, WI 414.892.8566	Siebken's Elkhart Lake, WI 414.876.2600	Marsh Lodge Campground Elkhart Lake, WI 414.876.2535
			Westward Ho Camp Resort Glenbeulah, WI 414.526.3407



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

We need your help to make the Chicago Region's PCA Club Race the best they can be. Your help in the past has done just that. Please help out again this year. If you are interested, please send your work assignment preference, name, address(es), and phone number to:

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

Name: _____ Phone: _____

Address: _____ Fax: _____

_____ e-mail: _____

Chris, I'd be glad to help out! Sign me up for the area circled below. I understand that PCA Club Race Volunteers are the guests of the Chicago Region at the Siebken's dinner.

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

Labor Day Weekend, August 30 - September 1, 1997

ROAD AMERICA, Elkhart Lake, Wisconsin

Bill Jacob's Motorsports TRAC 97 The Road America Challenge



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

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

Remember, your PCA Club Racing license must be current.

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

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

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

Road America II Drivers' Education

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

All cars must display numbers on each side and on the front. Shoe polish is not acceptable. Numbers must be 6-8" tall for the corner workers to see clearly, or you will be black flagged. Using your Chicago Region Tech Sheet, it is your responsibility to thoroughly check out your car or have it checked by a competent service organization immediately prior to the event. Be sure to pay close attention to the specifics on the tech sheet concerning brake fluids and brake pads. The mandatory clothing requirements include: a 1985 Snell-approved helmet; a long-sleeved shirt, long pants, and socks, all made of a non-synthetic material; and closed-toe shoes. Strongly recommended, but not mandatory: drivers suits gloves made of nonflammable materials and a fire extinguisher.

The street by Siebken's will be closed off for the concours, and the Chicago Region invites all Drivers to enter this event. There will be a special exhibition class for all Club Racers.

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

Looking forward to seeing you out there!

Event Chairs

Arnie Zann and Margo Pinkerton
708.366.9064

HOSTED BY THE CHICAGO REGION

August 30-September 1, 1997

Event Chairs: Arnold Zann & Margo Pinkerton
708.366.9064

Event Coordinator: Chris Inglot
847.559.1126

Bill Jacob's Motorsports
TRAC 97
The Road America Challenge



Name: _____

Address: _____

City, State, Zip: _____

Telephone: Days: _____ Eves: _____

PCA Region: _____

PCA LICENSE STATUS (CIRCLE ONE)

Novice: Have applied or will have applied for a license and completed all requirements prior to the event. Must attend Friday evening school, August 29, 1997. License requires a medical certificate signed by a doctor before being issued. Request application package from PCA National Office, P.O. Box 10402, Alexandria, VA 22310.

Rookie: Have been issued a PCA Rookie License (Completion of Novice School and one race).

Provisional: Have been issued a PCA Provisional License (Previous Competition Experience).

Full: Have been issued a Full PCA Racing License (Completion of Two Races).

Requested Car Number: First Choice: _____ Second Choice: _____ Third Choice: _____

PCA Club Racing Class: _____ Porsche, Year, Type, Model: _____

Participating in Saturday Night Concours Special Exhibition Class: Yes / No (circle one)

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

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

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

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

Drivers Signature: _____ Date: _____

Emergency Contact:	
In an Emergency contact: _____	Phone: _____
Relationship: _____	At the track? Yes / No (circle one)

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

Event Chairs: Arnie Zann & Margo Pinkerton

Event Coordinator: Chris Inglot

First Driver Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Eve. Phone: _____ Day Phone: _____ Member: Yes No Region: _____	Second Driver Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Eve. Phone: _____ Day Phone: _____ Member: Yes No Region: _____
--	---

<Fastest A	Requested Run Group B1	Slowest> B2	<Fastest A	Requested Run Group B1	Slowest> B2
---------------	---------------------------	----------------	---------------	---------------------------	----------------

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

Chicago Region Permanent (previously assigned) Car Number: _____ Requested Car Number: _____

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

First Driver	Second Driver	
Yes [] No []	Yes [] No []	Have you participated in a PCA-Chicago Region drivers education or club race at Road America before?

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

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

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

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

Driver _____ Date _____

Emergency Contact:
 In an emergency contact: _____ Phone: _____

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

Bill Jacob's Motorsports

TRAC 97
THE ROAD AMERICA CHALLENGE



CHICAGO REGION

ROAD AMERICA

AUG. 30 - SEPT. 1, 1997



MOTORSPORTS
DATA ACQUISITION
(317)259-8900

TIRES PLUS

TIRES PLUS RIDGEDALE
PRE EVENT ORDERS
(612)345-0780



D&K INTERNATIONAL
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Systems, Films & Products
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(847)958-0180

Northstar

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BRIDGESTONE

FIRST QUALITY TIRES
(615)231-3526

Johnson Autosport

NORTHFIELD, MINNESOTA 507.663.1210

REGISTRAR: CHUCK BITTMAN (708)482-4401 EVENT CHAIR: A ZANN (847)366-9064

The Big Easy Party @ Road America II

AND LABOR DAY CONCOURS **THREE**

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

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

Class B: Exterior, Interior, Trunk & Engine

Class C: Exterior, Interior & Trunk

Class D: Exterior & Interior

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

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

Questions? Call Gary Knoblauch @ 630-325-1086

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

Name _____

Region _____

City _____ **State** _____ **Zip** _____

Phone () _____

PORSCHE Model _____ **Body Style** _____ **Year** _____

Class **A** _____ **B** _____ **C** _____ **D** _____ **Exhibition Class for Race Cars** _____



1997 Drivers' School

A Newcomer's Viewpoint by Patrick Kelly

As I turned the corner into the Arena Auto Auction parking lot, I knew this wasn't going to be a 'run of the mill' Sunday. Porsche after Porsche gleamed impressively in the morning sun. What an incredible sight! After retrieving my jaw from the pavement and replacing it back in its proper resting place, I wanted to view everyone's car and compare the subtle differences between each model year. Unfortunately the growing registration line would delay the process until later in the day.

Upon taking my place in line, it didn't take long to begin earnest conversation with those around me. Rookies (such as myself) wondered aloud if this was really what we ought to be doing with an automobile roughly worth a college education. We would know soon enough.

Ed Leed's seminar was a great mix of hard facts, insightful anecdotes and useful advice. I am looking forward to employing his lessons in an upcoming autocross. Toward the end of his seminar, it was evident that everyone was getting a bit anx-

ious to begin the day's track activities. Watching the blue 911 #7 warm up in the parking lot seemed to heighten that anxiety level just a bit more.

After an excellent lunch, I regrouped with the yellow team and headed out to work the track. Initially, it was easier to see others go through the cones first, but as time wore on, the excitement to test myself and my car generated a small case of butterflies. Who would be running with me? How would I react in the skid pad test? Just how good are those Porsche brakes?

I am pleased to say that Ed's advice was right on the mark! Each and every time I thought I pushed my car to what I thought were its limits, it surprised me with its ability to deal with each of the test situations without a hitch. Each and every

run allowed me to test those limits a little more and each time the car responded positively. I came away with a new level of confidence and understanding that will benefit me during my daily driving as well as during an autocross.

Above all, I was impressed by the camaraderie of the members and their concern that everyone have an enjoyable, safe experience on the track. After last Sunday, it is a sure bet that I'll be buying a helmet for the next event! See you there.



Head 'em up, move 'em out!



"New" to driving.



Ed Leed 'apexes' in public.



Good driving requires good concentration . . .



good starts . . .



quick turns . . .



and good brakes .



Between runs, Debby Leed and Linda Patterson offer 'goodies' to Myra Knoblauch while Bruce Janecek finds his way amidst the field of cones.



Photos by Chris Ingot

PCA - Chicago Region Tech Inspection Sheet

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

Pass Fail TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- | | | |
|-----|-----|---|
| ___ | ___ | 1. WINDSHIELD - No cracks. Functional wipers with good blades. |
| ___ | ___ | 2. MIRRORS - At least one securely mounted rear view mirror. |
| ___ | ___ | 3. BRAKE LIGHTS - Functional. |
| ___ | ___ | 4. PEDALS - Free return & in good operating condition. Firm brake pedal. |
| ___ | ___ | 5. SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; <u>five point harnesses required for Classes A & B at Road America</u> and highly recommended for all other events. |
| ___ | ___ | 6. ROLL BAR - All open cars except 914's, Targas, and cars in the Production class. |
| ___ | ___ | 7. HELMET 1985 SNELL or later required (sticker <u>must</u> be attached inside). |
| ___ | ___ | 8. BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| ___ | ___ | 9. BATTERY(IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| ___ | ___ | 10. DRIVE BELTS - Tight & in good condition. |
| ___ | ___ | 11. THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars. |
| ___ | ___ | 12. LEAKS - No leaks of any fluid - oil, gas, brake, or coolant. |
| ___ | ___ | 13. RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes. |
| ___ | ___ | 14. FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition. |
| ___ | ___ | 15. REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber. |
| ___ | ___ | 16. WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings. |
| ___ | ___ | 17. ENGINE - Check for odd sounds and satisfactory exhaust. |
| ___ | ___ | 18. BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| ___ | ___ | 19. WHEELS - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hub-caps removed. |
| ___ | ___ | 20. TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured. |
| ___ | ___ | 21. FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| ___ | ___ | 22. GAS CAP - Gasket intact & cap tightened. |
| ___ | ___ | 23. LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc. |
| ___ | ___ | 24. APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended. |

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

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

DRIVER'S SIGNATURE: _____

WITNESS TO DRIVER'S SIGNATURE: _____

DATE: _____

The Mart

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

Susan Shire and Steve Rashbaum, Editors
Chicago Scene
9507 N. Central Park Avenue
Evanston, IL 60203-1103
Phone: 847.674.2285
E-mail: SShire9066@AOL.COM
FAX: 847.679.8973

FOR SALE

PORSCHE

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

1972 911 T Gulf (light) blue/tan. Mechanically exc. Perfect thruout. 9112101323. Like new! Org. new spare, never used. Others are almost new. Asking \$19,900. Gordon Roth (eves) 630.232.0772, (days) 847.742.9500, fax 847.742.2375.

1973 911 T Red/blk. No rust. Chain tensioners, new brakes, new Fuchs wheels. Brand new interior w/German carpet this year. Mechanically exc. Stored winters and bad weather. \$12,5000. Carl Cucco 847.304.5525.

1973 911 T Tangerine/blk leather, 40K miles. MFI New - '96; Comp TA/ZR's, koni adjustables, 21mm front & 26mm rear tension bars, turbo tie rods, sport muffler, Robt. Wood 7x15" Fuchs, master cylinder. New - '97; H-4's and batteries, Carrera upgrade tensioners. Recent tune up, F/R alignment, lowered and corner balance at Midwest Eurosport. Beautiful original cond. Must be seen to truly appreciate this classic. No winters/accidents/ dings/or a/c.

\$20,000. Mike Southward 847.294.3689.

1974 914 Roadster White/blk int. 1.8. Solid in & out. Very very nice, perfect for track, PCA, everyday driving. All options that year. SS heat exchangers, fuel pump in front, brand new paint, only driven on nice summer days, stored winters. #474905276. Restored by Brad Mayeur (914 Jedi Master) of Peoria. Many extras. \$5600. Bob Shallenberger (h) 815.636.2790, (w) 630.628.8083, ext. 147.

1975 911S Targa Org. aubergine (purple)/blk & wht int. New brakes, exc. Engine, otherwise generally good condition for 87K miles. Minor rust does not affect driving enjoyment; although repainting & related work could transform this special car. \$10,000/obo. Arthur Don e-mail adon@dancona.com or 847.256.7428,

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

1980 911 SC Coupe Metallic blk. "Weissach Edition" #9A10143971. Original cond., all records. 68K miles, extras. Best in Class Steamboat Springs Concours. \$23,000. Bill Micheli 847.382.8115.

1984 911 Carrera Coupe Guards red/blk interior, Exc. perf. WPOAB0914ES121295. Sunroof, p/w, a/c, Blaupunkt AM/FM stereo cassette. BF Goodrich TA comp R1 (frt 205 55 15, rr 225 65 15). Incl twin 5 pt harness w/Weltmeister harness guide. SS brake lines. Slotted rotors. Performance friction brake pads. \$14,000. Paul Jarabek, 815.728.1188.

1986 911 Coupe Silver/blk leather. Consistent Concours Winner. 1st place in Class B (street) last two

times entered. Cover of Chicago Scene June, 1996. 37,000 pampered miles & garage stored. 37.5K service done. Spoiler F/R. Robt. Wood painted and polished 16" factory wheels with enameled Porsche crest center caps. Factory short shifter. Never raced. Non-smoker. Standard power items. Nakamichi stereo cassette and speakers (8) with 2 amps. #WPOAB0914GS22000. IL. plates "ENDORFN". Myron Walters 630.690.3134.

1986 911 Targa a/c, cruise, p.w., p. seat, leather, Blaupunkt AM/FM stereo cassette, 48K miles. Beautiful car thruout, needs nothing. \$21,900. Cal Jerry Kowalczyk 630.377.2251.

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

1987 944 Turbo Guards red/blk leather. 49K miles. 2nd owner, all records, many new parts. No winters! Must see! \$14,500/obo. Edward 847.358.9171.

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

1989 944 S2 Black/burgundy leather sport seats, 62K miles, new clutch, Quaife, competition suspension (bars, shocks, springs, the whole ball of wax), lowered/chassis balance, chip, 2 sets (Turbo S and S2) of wheels and tires w/R1's. Car is well sorted out. Parade winner 1994, 2nd place 1996. \$17,200. Nick Brenkus (w) 847.540.2258 (h) 630.766.4734.

1993 911 RS America Blk/blk. 39K miles. #WPOAB2961PS419331. 3.8 RSR adj. rear bar, conical air filter, front spoiler lip (not installed), Colgan bra, a/c, stereo, lowered and balanced, Brey-Krause harness bar.



Excellent condition. \$41,500.
Bob Ostholtoff 847.475.9680.

OTHERS/PARTS

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

1995 Chevy Blazer 4 dr., red/charcoal, cruise, tilt wheel, pwr locks/win/mirrors/drv seat, stereo cassette, A/C, folding rear seat, overhead console, remote entry, 4 w.d., ABS, tinted glass, cargo cvr, lugg rack, rear wiper, tow pkg & hitch, alloy wheels, recent service, 37K+ miles, \$18,000 **1993 Audi S4**, 42K miles, exc. Condition, \$27,500. **1960 MGA Roadster**, restored, drive train built for sturdiness, reliability, and performance, \$15,900. Cyril Ling, 2815 Polo Rd., Bloomington, IL 61704, 309.663.7472.

911 Parts 15x7" Fuchs wheel, polished rim w/black center, like new, \$150; Catalytic converter eliminator pipe for '78-'79 911, nickel plated, brand new, \$50; Used engine lid grille for '78 and newer 911 (plastic), \$30; Used '74-'89 911 tailgate lenses, \$15 pair; Factory U.S. headlamp assemblies w/ buckets, rim and bulbs, near new, removed from '84 Carrera, \$100 pair; Alan Andrea (days) 847.433.7900, (eves) 847.234.2776.

911 Parts Bra, very good cond. \$25; Rear Bilstein sport shocks, 2 race seasons, \$40 pair; Early type front strut brace, \$20; 1 each, Weltmeister 19mm front sway bar, \$20; 24mm rear torsion bars, \$30 pair; Factory front and rear sway bars from Carrera, \$45; Factory short hood, finished in white, \$100; all door, side and rear tinted glass, window cranks and hardware, \$ best; Carrera gas

tank with all tubes and fittings, \$ best; Refinished 1" factory wheel spacers, \$100 pair; Cool-brake arm brake scoops and new air hoses, \$90 pair, Carrera 911 spare, plastic mold piece, jack and tool kit, \$100. George Mueller, (eves) 708.489.0466.

914 Parts 2.0L engine, trans., brakes, susp., console, cloth seats, trim, doors, glass and one of everything else. Bob Turner 847.458.0650.

914-4 Parts Complete '75-'76 black vinyl interior (fits all years) in very nice condition; sidsifter trans & linkage; '75-'76 bumpers, front w/driving lights; electrical; brake; suspension; steering; hood, trunk lid; early and late doors; door handles; glass; many other parts. SASE for list. Lance Trusty, 8236 Hawthorne, Munster, IN 46321, 219.838.7275 or TrustyL@aol.com.

944 Turbo Parts S-4 gas slotted rotors, brand new, \$300 per pair; Turbo cup springs - fits '87 & later 944s w/ ride height, adjustable struts \$300; Club sport forged wheels, 8"x16" - fit 245s on front \$475 each; Manual steering rack, \$175; Electric seats out of Turbo S, partial leather (non-sport) blk, 4-way adjustable, mint \$599; Complete interior w/ air bags. Buyer pays shipping. Andrew Mandell 847.433.8622, 312.901.3649.

Factory C2 Turbo Wheels 17" 7s & 9s w/2 tires Bridgestone Expedias 205/50/17's. \$1750/obo. Don Meyers 708.962.9444 (leave message).

Tires & Wheels P20555ZR16 (2) and P22550ZR16 Porsche org. equip.wheels w/7 slots, 5 lug and O.E. center cap. Tires are Dunlop SP sport D40M2. Tires and wheels in good cond. Asking \$1300.00/obo. Dave Powell (v/m) 708.348.1619

911 Wheels/tires Org. Fuchs alloy wheels (2) 7x17 & (2) 6x16 used only 1000 miles. 4 Goodyear comp T/A R1s mounted on & used only 1 day @ Blackhawk last summer. \$1850 for set. Jim Mansfield (w) 847.695.6000 (h) 847.304.0369

944 Turbo S Wheels Just in time for

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

Seats, Two (2) **Corbeaux Clubman Race Style** (blk), very good condition, includes mounting frame. One (1) **Weltmeister 944 harness bar** with two (2) complete **Schroth 5-pt harness**. \$600 for everything, but willing to piece out. Rich Noose 630.986-9425.

Tires (6) **BFG R/1 P245/50/16's** (4) heat cycled once \$250; (2) brand new \$150. Buyer pays shipping. e-mail JeffreyEdgar@MSN.COM. Jeff Edgar 630.582.2751

Trailers Looking for something to haul your car? Jerry Cohen (eves) 847.835.4279.

Bell Vortex Kevlar Pro Series helmet. Size 7.5. Includes both smoke and clear shields. SA90. \$350. **Pyroprotect 2 layer PBI/Kevlar driving suit**. Fits 6' - 180-190#. \$300. **OMP gloves**. Size XL. \$40. **OMP neck brace**. \$40. **Pyroprotect high top shoes**. Size 11.5-12. \$30. Gene Pish, Bloomington IL. (H) 309.827.4795, (W) 800.766.4640.

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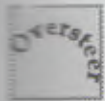
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1987-89 944 Turbo or **1990-91 944 Cab**, any color, good finish, low miles, all records, 1-2 owners preferred. Motivated buyer, willing to wait for right car, not a broker. 1st time Porsche owner. Jim Lindberg 847.330.4448 days/eve/pager.

1989 911 Carrera Coupe Prefer no sunroof and factory. Please contact Gary Busse 630.859.0553.

4 Copies of April, Vol 41, No 3 Chicago Scene Clean copies for archives. Susan Shire 847.674.2285.



(Continued from page 52)

at the intake manifold, and leap over the new spoiler.

Whew! Almost there!

Even though I'm starting to believe that the car is toying with our emotions, the experience of driving it when it's running at its peak can only be described as sensational. Its persistent appetite for new, shiny, expensive authentic Porsche parts must be fulfilled in order to experience these sporadic moments of pure driving ecstasy.

What I truly find incredible is the unconditional love that my husband and his Porsche buddies have for their cars. No matter what happens, no matter what state of disrepair the car falls into, they never give up. In spite of all the mechanical difficulties that they are confronted with, no matter how big or small the problem is, no matter how long it takes, nothing can stop them from making things right again. I admire their persistence. The only problem is, when the car is running well, they begin wanting to change things, to make it better, faster, louder, lighter

in weight, etc. So you see, this is endless. . .infinity. . ."There is no light at the end of a Porsche owner's tunnel."

Don't get me wrong. All this is absolutely fine with me, as long as we don't go broke in the meantime. I feel very fortunate that my husband has such a great hobby. Owning and caring for a Porsche requires intelligence, skill, talent, and commitment (not to mention a mastery of technical research abilities!).

I asked my husband the other day what he would like to do for a vacation this year and I noticed a slight hesitation before he said, "You know, I've always wanted to go to Stuttgart, Germany. I hear it's very nice there." Gee, what do you think he could possibly want in Germany?

Oh, and if you happen to read in the newspaper about a lunatic woman, shouting incoherently and running amok on the Porsche family's front lawn, having to be dragged away by the authorities, you'll know my vacation didn't go as well as I would have hoped.

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Oversteer

The Porsche Rules (At Our House Anyway)
by Karen Jean Woods
Rennsport Region
(from DER AUSPUFF)

WARNING: Ownership of this product causes a life long addiction. Life as you knew it before the acquisition of this product will cease to exist. No one is exempt.

This label should be stuck to the dashboard of all Porsches.

It's been one and a half years since we bought the 911, and yes, our life has changed drastically. We are ruled by the car. Actually, my husband is ruled by the car. I'm just swept up in all the commotion because of matrimonial ties.

Our weekly activities revolve around whether the car is running well, just sorta running, or under repair. If it's running well, all is well with the husband. Big smiles, good sleeps, big appetite. If the car starts to stutter or ping, the smile dims, sleep is more restless, and sandwiches will be fine, dear, just bring them into the garage. If the car breaks down completely (a stud broke a few months back, and he had to remove the engine again!), no smiles, hardly any sleep ("I can't sleep now! -I have tooooooo much work," he shouted, gesturing wildly with black, greasy hands) and food is only ingested to maintain life.

Even vacations are affected by the needs of the car. Last Christmas, my husband came home with two plane tickets to San Francisco. When we got there and found our hotel, the first thing my husband did was root around in all the drawers and closets looking for the Yellow Pages so he could find Porsche dealers and parts stores. The next day, we rented a car,

to take a nice drive along the coast he said, and somehow found ourselves in the parking lot of a Porsche parts dealer. Well, isn't this a coincidence, he said, with a sneaky smile on his face. He quickly leapt out of the car and disappeared into the store before I could start shouting.

We lived a relatively anonymous life before the Porsche came along; but now, when we take the car out, complete strangers walk right up and start asking questions about the car. My husband seems quite at ease with this intrusion, as it gives him an opportunity to discuss his favorite subject. I, on the other hand, have been brought up to be highly suspicious of strangers. Besides, I'm downright paranoid that one of these people is actually plotting a way to steal it. So, while they chat, I mentally record all their physical characteristics, just in case I have to identify them later in a police lineup.

Speaking of strangers, strangers are who I now must hire if I want to have my house painted. You see, based on the strange logic of a Porsche fanatic, all those painful hours spent doing home renovations means precious hours missed working on the car. If my husband so much as sees me looking at paint color sample strips, he runs away so fast, he leaves skid marks.

In addition to the effects the car has had on our life, it has also had a considerable effect on our mailman's life. He's lost a tremendous amount of weight since we bought the Porsche, and his sunny disposition seems to have been replaced with disdain and crankiness. I'm pretty sure it has something to do with the extensive amount of stuff my husband orders from all those big, fat, glossy catalogues. The poor man staggers toward our house, weighted down with a post bag full

of thick Porsche parts catalogues and magazines and Porsche parts parcels. I greet him at the door with a smile and sympathetic eyes, but he just hisses "bonjour" from clenched teeth, his face glistening with sweat. I sign for everything and shut the door, and I can swear I hear him breath a big sigh of relief as he turns to leave.

In the time it takes me to shut the door, turn around and begin to yell, "Mail's here," the parcels and catalogues have been ripped from my hands as my husband, moving so fast he's a blur, races into the family room to begin opening them up. I have come to learn that during this very important activity of opening everything up and reading all the catalogues, I cannot expect any kind of reasonable response to anything that I say, because he becomes temporarily deaf. The other night while trying to decide what to make for supper, I asked my husband what he would like to eat. . .no response. . . "How about pig's ass with cabbage and goat's eyes covered in chocolate for dessert? Is that okay?" I yelled. "Hmmm. Oh yeah, that's great," he said quietly without looking up from the catalogue.

After all the catalogues have been read and all the parts and stuff that he wants have been chosen, now comes the fun part (for me anyway). He has to try and convince me that he cannot go on without this or that part. How does he get me to agree to all these expensive purchases? BRIBERY! How else can I get him out of the garage long enough to take me to my favorite restaurant for dinner!

Most of the Porsche parts that are delivered to the house end up on the basement floor. There are so many things on the floor that I almost have to plan a strategic military maneuver just to get to the laundry room without falling over something and breaking a new part (Oh Gosh! Can you imagine!!). Okay, I say to myself, I'll turn left at the flywheel, and right

(Continued on page 51)



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