

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



Chicago Scene

MARCH 1997



CELEBRATING OUR 40TH ANNIVERSARY, 1957-1997

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Chicago Scene

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Cover: Jerry Isaacson's 911 getting race ready at Perfect Power. (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
- May 4 Drivers' School
- May 14 Blackhawk 1
- May 18 Lake Geneva - Autocross 1
- May 24, 25 Road America 1
- June 1 Concours 1
- June 8 Rallye 2
- June 15 - 21 Texas Porsche Parade
- June 18 Blackhawk 2
- June 21 Kane County Cougars
- June 29 Rockford - Autocross 2
- July 5 Golf/Dinner
- July 13 Rockford - Autocross 3
- July 16 Blackhawk 3
- July 27 Potter's Picnic - Concours 2
- August 3 Hawthorne - Autocross 4
- August 9, 10 Gingerman Raceway
- Aug. 30 - Sept. 1 Road America/Concours 3
- September 14 Rallye 3
- September 17 Blackhawk 4
- September 21 Utica - Autocross 5
- September 28 Concours 4
- October 4, 5 Two Day Rallye 4
- October 11, 12 Blackhawk Octoberfest
- October 19 Rallye 5
- October 26 Bill Jacob's Concours 5
- November 16 Tech Session
- December 6 Dinner Dance
- December 31 New Year's Eve Party

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The Chicago Scene is the monthly publication of the Porsche Club of America, Chicago Region, published at CopyCo, 959 Lee Street, Des Plaines, IL 60016. Second class postage paid at Aurora, IL USPS 006-381 ISSN 10564195. Subscription is limited to members of the Porsche Club of America, Chicago Region. Porsche Club of America. Dues are \$36.00 annually, of which \$12.00 is for the subscription to Chicago Scene. Subscription rate for non-members is \$18.00 per year. Permission to reprint any material published herein is granted provided full credit given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein.

POSTMASTER: Send address changes to: Deborah Leed, 37 Lakeview Drive, Barrington, IL 60010-1949

DEADLINE: Material must be received no later than the 5th of each month for publication in the next month's issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in the Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

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

ADVERTISING RATES: Eighth page: \$20 per month/monthly, \$15 per month/annually; Quarter page: \$35 per month/monthly, \$25 per month/annually; Half page: \$55 per month/monthly, \$45 per month/annually; Three-quarters page: \$75 per month/monthly, \$65 per month/annually; Full page: \$100 per month/monthly, \$85 per month/annually; Back cover, inside front cover, inside back cover: \$110 per month/monthly, \$95 per month/annually. All requests for ad space must be made through the editor.

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PCA - CHICAGO REGION HOME PAGE

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

Chuck Bittman, WebMaster

In Gallagher's Gear

As you can tell by hearing from me again, I did not have a heart attack carrying that heavy toboggan up that great big slide. This is because Bruce Janeczek did not do as directed. He failed to sacrifice his first born son or several Heinekens the night before the event. Because of this oversight, while the weather was windy and cold, there was no snow. The twenty or so brave and hardy souls had to retire to Hackney's where we were forced to drink beer and watch the NFL playoff games. All in all not a bad way to spend a Sunday afternoon. Next year will be successful as the third time/year is always a charm.

The annual meeting drew a full capacity crowd of around a hundred and thirty members. I know I had a great time sampling all the great beers. On a serious note, the co-ordinators outlined your region's plans for the year, questions were answered and I hope all left with a better understanding of where your club is going and how it intends to get there. Some of the major points raised outside of the club's financial profile, were the possible introduction of receiving your newsletter by e-mail, the exclusion of R-1 tires from the street autocross class, and lots of discussion about the Labor Day weekend at Elkhart Lake. Maybe the high point of the event was Tom Burke's presentation of the Buffalo Prairie Gang Camp as our charity for this year. (The Buffalo Prairie Gang Camp, located in Peoria, IL, is a member of the Association of Hole In The Wall Gang Camps, started in 1987 by Paul Newman.) This was ap-

proved by your board. We decided that for this year we will raffle off two 1998 Boxsters - a six-speed manual transmission and a five-speed Tiptronic transmission with gear selection switches on the steering wheel. There will be two winners. The tickets will still be \$50.00, but we will sell 4,000 this year. So, if all goes as expected, Peggy and I will each have new cars and we will raise \$75,000 for kids with life-threatening illnesses. Speaking of raising money, we recently turned over a check for \$51,000 to the Cystic Fibrosis Foundation and the keys to a 993 Cab to the lucky winner. More about this in the next newsletter.

Well, the Rock 'N' Bowl was all it promised to be: fun! I am not a bowler and as bad as I am, Peggy is even worse! But, we did have a good time. There were 8 teams of 5 attempting to bowl. If you think that an autocross has a big difference in talent, you should have seen this event. Some of us were very good and the rest just terrible. A lot of fun. Thanks so much to Rhonda Soussana and Ed Duffy.



As I mentioned earlier in this article, we are thinking about joining the computer era and taking part of our newsletter to the electronic age. I would like to hear from you if you think it would be a good idea to give you the option of receiving your newsletter by e-mail. The newsletter editors, Steve and Susan, would like to hear from you if you have any ideas on how we could do this. Do not get upset as we plan to continue our current type newsletter (great 'john' reading) if you so desire. This is at the present time only an idea to save your region some money.

While we are on the subject of new ideas, we will be adding a new event to this year's calendar. Last New Year's Eve Peggy ran a trial balloon event at Siebkin's Resort at Elkhart Lake, WI. Needless to say, it was such a great success that the good lady decided to add it as a social event for New Year's Eve 1997. We have arranged with Siebkin's for 20 heated rooms for the event. I expect this will sell out immediately when it hits this newsletter.

I am sure you are aware that the "driving season" is rapidly approaching. Thank God. I am so tired of winter. Please note that the entry forms for both Blackhawk I and the Memorial Day weekend event Road America I, are in this newsletter. I guarantee that both will sell out. By way of preparation, please read my article about preparing for Blackhawk in this excellent newsletter.

This newsletter will reach you after Nick and Jeff's fabulous go-kart racing event. I am sure that you have heard by now how I destroyed Chuck Bittman with

Gallagher

my Beanie Babies Heineken's racing kart.

I do, however, hope that this newsletter reached you before the Tech Session/Concours School/Chili and Edible Art Tasting. This was the unexpected jewel in the crown of last year. Here, all in one place, you can learn about your car, learn about how to clean it, and eat very well. I hope you all come out and vote for my excellent chili over Bob Cook's or Nick Brenkus'.

Unfortunately we have to postpone the rallye that was scheduled for March 16th due to an unexpected medical procedure for the rallyemaster, Gene Urban. Gene is doing fine and will put on his rallye in September. We will still have the Rallye School and hope that all you novice, as well as experienced, rallyists will join us for lunch and rallye lessons at the Porsche Exchange on March 16th. Details are in this newsletter.

All of this leads me to me to my rallye, which is now the first of the year, and is my own humble attempt to get more members involved in the intellectual pursuit of rallying. This rallye will be very easy and will cover the historic Illinois and Michigan Canal

Corridor from Chicago to the Lockport area. Designed for SOP and equipped rallye classes, it will also have a touring class for families with interesting stops along the way. For example, the touring class will stop at the oldest Protestant church in suburban Cook County, the Little Red Schoolhouse, the oldest Catholic church and graveyard in Cook County, Argonne National Laboratory, Joliet Penitentiary (no stop), and the Pioneer Village. Rallye cars will only observe these points of interest. For those touring cars that want to add a little competition to the day, they will have to visit all of the points of interest along the way and do it in the fewest miles. I hope to see a lot of new, as well as familiar, faces.

On March 23rd we will be doing one of Peggy's famous restaurant tours. We will repeat, after a years' absence, our visit to Chef Reinhard Barthel's Cafe 36. Not only does Reinhard possess and drive several interesting Porsches, but he is also a damn good cook. However, he prefers to be called a chef. All kidding aside, the food and ambiance are excellent. If you like fine food and excellent wines, plus great cama-

raderie, mark your calendars now and plan to have a great dinner.

Speaking of great dinners, the social event of the year is almost here. That's right, our 40th Anniversary party. The event is being held at the same site as the 1995 dinner dance, the Skokie Country Club in Glencoe, IL. The food is excellent and the site is charming. Peggy has arranged for an excellent band as well as many other exciting activities. For example, upon arrival at the club you will find an array of 40 Porsches, one for each year of our 40 year existence. The entire National Board will be present plus old time members from way back. Special name tags will be presented along with 40th anniversary wine glasses. I can honestly tell you, as your president and her husband, my wife has spared no expense or detail to make this the event of the year! We can only accommodate 250 members, so RSVP now.

Well, I have run out of things to say. So, if I don't get killed on the go-karts or die from excess gas after the Chili Tasting, you will hear from me next month.

Gallagher

Are You Moving? Has Your Area Code Changed?

Name(s): _____

Old Address: _____

New Address: _____

Phones: (H) _____ (W) _____

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

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

March 1997

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2 CHILI & EDIBLE ART TASTING CONCOURS SCHOOL TECH SESSION	3	4	5 Scene Deadline	6	7 BOARD MEETING	8
9	10	11	12	13	14	15 Reservation Deadline for Cafe 36 Restaurant Tour
16 RALLYE SCHOOL	17	18	19	20	21	22
23 CAFE 36 RESTAU- RANT TOUR	24	25	26	27	28	29
30	31					

April 1997

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Reservation Deadline for 40th Anni- versary Dinner Dance	2	3	4 BOARD MEETING	5 Scene Deadline
6	7	8	9	10	11	12 40TH ANNI- VERSARY DINNER DANCE
13	14	15	16	17	18	19
20 RALLYE I	21	22	23	24	25	26
27	28	29	30			

Aungahh!

The 951 went to the mechanic this week. It needs a new clutch, a general fluids change and a check-up for the upcoming season. We used to think that Sox or Cubs Spring Training and seed catalogs were the precursors of spring but now we know that it is really the 24-Hours of Daytona and the trip to the mechanic that harkens Spring and the beginning of the driving season. Our automotive fluids are beginning to flow. We've also attended several Chicago Region events in the past several weeks which further enhances the anticipation of the upcoming driving season and allows for a bit of reflection on last year.

We did not say much in the January-February issue of the **Chicago Scene** about the 1996 Enthusiasts of the Year award which we received at the Dinner Dance. We would have said more had it been awarded to someone else. We did hear more than a few howls of complaint from various Chicago Region members about our lack of coverage of this particular award as it is only given to any member once. It was not because we are not honored or pleased or grateful. We are, as well as awed, humbled and astonished. We did not say much partly because that is our style but mainly because we did not feel that we "earned" it. The dictionary defines enthusiasm as "a feeling of eager liking for or an interest in something"

and an enthusiast as "one who is filled with enthusiasm for something." Well, we have this car that we're both 'nuts' about and we did join PCA - Chicago Region ten plus years ago so that we could do more with the car. Because of work, kids, school and other demands on our time we participated in only a few events for the first eight years. In the last two years we have become more active as those other demands on



our time decreased. (Translation: almost all of the kids are 'out of the house'.) In 1996 we did attend virtually all of the Region's events and while we still have lots to learn about autocrossing, concurring and track driving, we met with some success in rallying. Along the way we volunteered to edit the **Chicago Scene** (credit Susan), designed a Rallye, attended board meetings, taught a Rallye School, were Rallye Coordinators, took lots of pictures, made some really great friends, and had a ball!. All of the events

in which we participated and the events that we helped coordinate were simply fun. None of them seemed like work at all. It all seemed so simple. Just show up, make friends, be supported and tutored by other PCA members and have the time of your life in your car. We did not do any of this to win any awards. We did this because it was so gratifying. We did all of it because of an initial eager liking for and an interest in our 951 and look what it got us. We are deeply honored. Our enthusiasm continues to grow and we are always happy to tell everyone about PCA, the Chicago Region, the events, our car, and, now, our award displayed prominently in our living room. It is really cool. Thank you.

Also, thank you for your kudos regarding the new format and cover of the **Chicago Scene**.

One bit of business...The April issue will be devoted to our 40th Anniversary celebration and thus be a nostalgia edition. We are still looking for pictures and articles about who we were, what we did, and why we did it. The Dinner Dance committee is also still accepting memorabilia to be displayed at the gala event on April 20th. Please look in your closets and those boxes in the basement and share with all the members your fond memories of PCA - Chicago Region.

See you on March 2nd.

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.*

Downhill Racer - The (Snowless) Sequel

It was a very cold and blustery day. Not fit for man, woman or Porsche to be out. No Porsches, but some hardy men and women braved the cold and wind and made it to Hackney's at 3:00 pm on Sunday, January 5th. Once there, the Yanahans were joined by the Knoblauchs, the Gallaghers, Sue Brenkus, Bill Murrin, Ed Barnicle, Ilene Wostoupal, John Mueller, Susan Shire and Steve Rashbaum. Food and libations were enjoyed as we watched the football game and enjoyed each other's company.

Many thanks to our chairperson, Bruce Janecek, for the arrangements and for braving the elements at noon to advise any members who did show up at Swallow Cliff Forest Preserve that there was no reason to rent a toboggan. Maybe next year we'll have snow!

Ed. note: It did snow a week later and Swallow Cliff Forest Preserve was featured in the Chicago Tribune Metro section as a fun place to go tobogganing.



Murrin, (Barnicle, Gary), Bonnie, Myra and Pat at the far end of the table.



John Mueller and Ilene Wostoupal enjoying Gallagher's jokes.



Peggy, a few 'greenies' and Dan.

Photos by Steve Rashbaum

Tech Session & Concours School Chili Tasting & Edible Art Contests

Sunday, March 2, 1997

10:00 am

In our continued effort to appeal to everyone in the club, we are planning a spectacular event which will be hosted by **Napleton Porsche in Elmhurst.**

For the **SERIOUS DRIVER**, a tech session will offer you the opportunity to learn how to best prepare your car for the upcoming season. Some of the region's best car-preppers and drivers will be on hand. Whether you're planning on putting your car on the racetrack or autocross, come on out and get answers to all your questions about suspension setups, tire choices, etc. We might even have a spectacular factory Cup Car for us all to gawk at. That alone would be worth the price of admission (which by the way is free!).

If you're a **CLEAN-CAR AFICIONADO**, a concours school will be presented by Chicago's best when it comes to restoration and preservation. There are several people in Chicago Region who have concoured (and done very well) at a national level who can give you all the tips on how to best prepare your car and present it for local or national competition. We will have the experts covering interior, exterior, trunk and engine preparation. Come on

out and learn from some of the best (again, for free!!)

And, if you're a **GOURMET PORSCHEPHILE**, we will have our second annual chili tasting contest along with this year's addition of an edible art contest (translation: dessert with a Porsche theme). We will provide chili toppings (cheese, sour cream, onions, crackers and Maalox, if necessary), tableware, beer, wine and soda. Entrants need to provide chili and a crockpot, or your own unique version of Porsche edible art.

The **CHILI TASTING CONTEST** will be judged in the following categories: meatiest, beaniest, tomatoiest, hottest and best overall. **EDIBLE ART** will be judged on: originality, taste, and best overall. Trophies will be presented for each category. If you plan on entering the chili contest, please **CALL NICK & SUSAN BRENKUS at 630-766-4734** and just tell us you plan on participating so we know approximately how many entrants we will have.

Come on out and join us for what will be a great kick-off to the 1997 season!

Questions ??

Pat Yanahan (Concours School)	630.887.7605
Mike Gray (Tech Session)	630.420.2329
Nick Brenkus (Chili Tasting/Edible Art)	630.766.4734

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

Annual General Membership Board Meeting Minutes

**Porsche Club of America -
Chicago Region
January 19, 1997**

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

• Voting members absent: Zann, O'Bryan.

• Vote by Proxy: None.

• Coordinators present: Murrin, Girard, Yanahan, Rashbaum, Shire, Inglot, Ruther, Patterson, N. Brenkus, O'Keefe.

Meeting called to order by D. Gallagher at 12:37 p.m. at the Weinkeller Brewery, Westmont, IL.

Vice President - Bruce Janecek.

Janecek promised to make his term worthwhile.

Secretary - Chuck Bittman.

There was no meeting in December, so there were no minutes to approve.

Treasurer - Susan Brenkus.

S. Brenkus presented pie charts showing revenues and expenditures for 1996.

Net surplus for 1996 was approximately \$10,000.

President - Dan Gallagher.

'97 is the 40th anniversary of the region, dinner dance should be very nice.

The club race at Road America will be held but the race groups will be limited to 3 groups of 60 cars versus 4 last year. Driver's education will remain the same. The Milwaukee Region of the SCCA will be contracted to oversee the event at an expense of \$10,000. Access to the paddock area will be restricted to cars with stickers provided at registration.

This year New Years Eve will

be a Region event at Siebken's.

We are looking into distributing the **Chicago Scene** electronically by FAX or e-mail.

The Board is looking into purchasing 5 shares of Road America stock to gain access to the annual meeting, not as an investment. Currently the stock is valued at \$1,200.00 per share.

Membership - Bill Murrin.

For '96 we had approximately 200 new members and the total membership is just over 1,000.

Murrin moved, D. Gallagher seconded to approve 26 new members. Approved unanimously.

Autocross - Jeff Girard.

Girard reported that the autocross schedule, locations and coordinators for 1997 are as follows:

5/4 Autocross school; Arena Auto Auction, Bollingbrook, Ed Leed, Chris Inglot.

5/18 Lake Geneva Raceway, Lake Geneva, WI; Nick Brenkus.

6/29 Rockford Speedway, Rockford, IL; Jill Girard, Susan Brenkus, Marla Turek.

7/13 Rockford Speedway, Rockford, IL; Ed Barnicle.

8/3 Hawthorne Racetrack, Stickney, IL; Jeff Girard.

9/21 Utica Raceway, Utica, IL; Bill Murrin.

Bob Ostholthoff inquired about the use of "R" compound tires in the Region's autocrosses. Bob believes these tires were developed as "race tires" which are not allowed in production classes as per the PCR's. Discussion was tabled until the next board meeting.

Concours - Pat Yanahan.

Yanahan reported that the 1997 concours schedule is as follows:

3/2 Chili tasting, tech. and concours; Ed Napleton Porsche, Elmhurst, IL

4/12 40th Anniversary Concours, Skokie Country Club, Glencoe, IL

7/27 Potter's Picnic, Grayslake, IL.

8/31 Road America Concours, Elkhart Lake, WI.

10/26 Halloween Concours; Bill Jacobs Motorsport, Naperville, IL.

Rallye - Susan Shire & Steve Rashbaum.

Shire and Rashbaum reported that there will be 5 rallyes and a rallye school this year.

Social - Peggy Gallagher.

Gallagher reported that there will be the Rock 'N' Bowl on Saturday, February 1

The 40th anniversary will be a momentous occasion.

Road America Club Race - Arnie Zann (absent) & Chris Inglot.

No report.

Road America Registration - Chuck Bittman.

No report.

Road America Sponsorship - Hari Matsuda (absent).

No report.

Chief Driving Instructor - John Ruther.

Ruther reported that there will be 5 Blackhawk driver's education events, 4 of which will have instruction for novices.

Road America will be limited to 50-60 novices and only at the Memorial Day event.

The Gingerman event will also have instruction available for novices.

Safety - Greg Turek.

No report.

Technical - George Weathered (absent) & Mike Gray.

No report
Goodie Store - Linda Patterson.

Patterson reported that the Goodie Store will be at as many events as possible. If anyone wants to make a purchase another time they can call Linda and she will ship the order.

Charity -

Gallagher reported that for the 1996 charity more than \$50,000 was donated to the Cystic Fibrosis Foundation.

Chicago Scene - Susan Shire & Steve Rashbaum.

Shire & Rashbaum reported that in honor of our 40th anniversary, they have re-designed the cover of the **Chicago Scene**.

Advertising - Nick Brenkus.

Brenkus reported that the number of core advertisers has increased from 11 to 15.

Chief Photographer - Jim Jacisin

No report.

Property - Ed Leed (absent).

No report.

Webpage - Chuck Bittman.

No report.

Old Business

None.

New Business

Tom Burke proposed the Buffalo Prairie Gang Camp as the charity for 1997. The Buffalo Gang camp is related to Paul Newman's Hole-In-The-Wall Gang Camp in Ashford, CT. Paul Newman has already donated

\$250,000 to the camp and will match, dollar for dollar, the money that we raise for the camp. Burke proposed selling 4,000 tickets at \$50 each and giving 2 Boxsters to 2 winners. If we sell all the tickets we should raise approximately \$100,000 for the camp.

Gallagher moved, Bittman seconded to accept the Buffalo Prairie Gang Camp as the charity for 1997. Approved unanimously.

Adjournment

Gallagher moved, Murrin seconded to adjourn. Approved unanimously.

Respectfully submitted,
Chuck Bittman, Secretary.



Tom Harwood listens intently.



Rich Noose after sampling all the beers.



Ed Barnicle and Gayle Timbers enjoying lunch.



Cy Ling came all the way from Bloomington.

Photos by Steve Rashbaum & Susan Shire

Annual General Membership Meeting



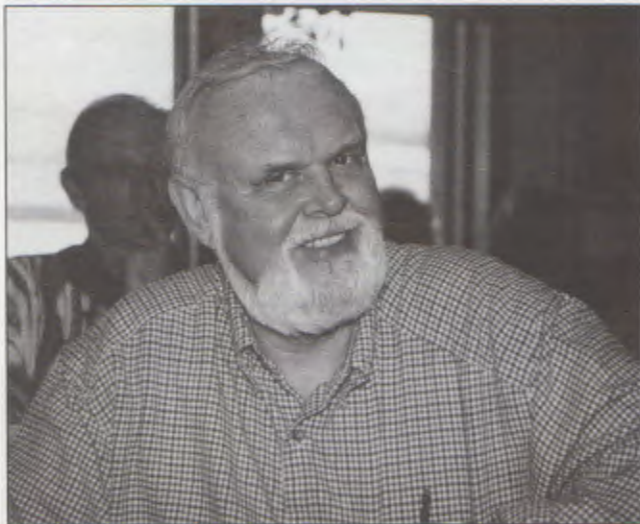
Jeff and Jill Girard. Great tie!



Lois Beach and Jean Janecek sat across from ...



Harold Beach and Bruce Janecek.



Gene Urban, one of our '97 Rallyemasters.



Jim Becker contemplates.

1st Annual Rock 'N' Bowl Bop

by Rhonda Soussana

It was like stepping into another country when you first walked in. Saturday night at the Diversey-River Bowl is a regular league night for many of the locals. The music was blaring, changing from authentic Latin music to Rap, and all players seemed to be moving in sync to the rhythms.

Some of our people were a little bit apprehensive at first, but as everyone in our group arrived, they quickly got over the fear of the unknown. We rallied in the bar area, where our dinner buffet was set up. The consensus was that the fried chicken was some of the best ever and everyone certainly filled themselves in anticipation of the evenings events.

Promptly at 8:00, we all filed over for our bowling shoes and settled into our prospective teams. Bob Soski had pre-arranged his own little "wrecking crew" while Tray Anderson's

team had a plan of their own!

I think that we all agreed that whatever apprehension we had at the start was quickly subdued, not only by the multiple beers, but by the fast-paced style and upbeat music that saturated our brains. That coupled with laser lights and the smoke machines, you could not help but have fun. I must tell you that Susan Shire elected not to bowl because she wanted to be on hand to capture our craziness on film. But, I caught her on film as she was taking a break, standing at the back of one lane, doing a kind of personalized boogie that could only have created from the soul. Now, Susan, when those pics are developed, don't hide that one!

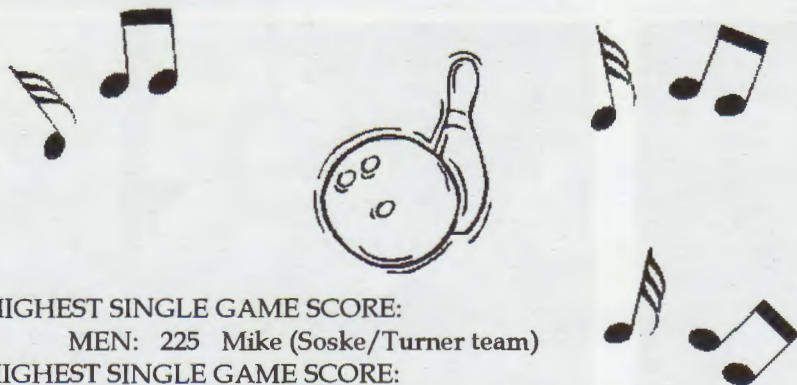


The present and future Mrs. Gallaghers

We all found our rhythm at this event, and even developed 'boogie bowl' for the second game. The bottom line...it was a success...in spite of the fact that Ruther was running at Daytona the same weekend. We had a great turnout. We meet new faces, we laughed, we screamed, we cheered. And not once did Dan call me "Rhoda"!

We have agreed that we should do this again...definitely! But there was talk that next time we should locate it more centrally, where you don't need to hire an armed guard for your car! I don't know where else we are going to find a bowling alley that can motivate a novice - with high energy music created by its own disc jockey, customized lighting and special effects, a very upbeat and happening bar - and turn someone like "Gutter Gail" into "Sally Strike n' Spare"? I'll challenge you to do it. If you do, let me know and we will certainly take it into consideration for next time. Until then...

Rock On!!!



HIGHEST SINGLE GAME SCORE:

MEN: 225 Mike (Soske/Turner team)

HIGHEST SINGLE GAME SCORE:

WOMEN: 158 Sandy Harte (aka "Gutter Gail")

MOST CONSISTENT IN SCORE:

Ed Barnicle (Even though he claimed he couldn't 'catch the groove'.)

BEST BOOGIE: Roz Finkenhoffer

"GAVE IT HER BEST SHOT": Miki (Mack/Harte team)

BEST JOKE OF THE EVENING: Keith Clark

Rock 'N' Bowl Bop



Dan Jr. thinks his father's form is amusing.



It was all downhill from here.



Roz, Susan and Sue boogie at the back of the lane.



Bob and Mike of the Soski/Turner team.



Myra and Roz .

Photos by Rhonda Soussana and Susan Shire

Tech Tips

Tech Tips
by Paul Lighthill,
Riverside Region

HIGH CLUTCH EFFORT: 356,
911, 912, 914, 924, 930

Porsches with cable operated clutches can develop a higher clutch pedal pressure than is normal and the owner or technician may not even notice it because the problem occurs gradually over time. Although this can be caused by a worn pressure plate (which requires clutch replacement), in many cases it is simply a clutch cable that is worn but not broken. As the cable wears internally from normal usage, the amount of friction in the cable increases, resulting in a pedal that is harder to push. With the cable removed from the car it's possible to check for wear or broken strands, although some of the cable is hidden from view by the outer sheath or Bowden tube. When in doubt about how long the cable has been in service, go ahead and replace it; chances are that it will make your clutch much easier to operate and your Porsche much more enjoyable to drive. Replacing the cable can be done in two hours or less and is less expensive than replacing the clutch. Just remember to follow the freeplay adjustment procedure for your model Porsche, which, in case of the earlier cars, is given in the owner's manual.

924 HARD STARTING WHEN HOT

An easy thing to check on any 924 that has a starting problem when hot is whether or not any of the fuel injection lines are contacting any part of the cylinder head.

The lines are covered with a metal sheath and heat from the head will transfer directly to the fuel, resulting in vapor lock. Repositioning lines has cured this problem for many 924 owners.

911, 914 INTERMITTENT MISS

An intermittent cutting out of the engine while driving was traced to a faulty electronic tachometer. Replacing the tach or rebuilding it solved the problem, and the clue was that the tach needle dropped to zero whenever the engine quit.

914 FUEL INJECTOR LEAKS

Check the sheet metal just under the fuel injectors for gasoline right after starting your 914 first thing in the morning. The injectors can and do leak when cold and then will stop leaking after the engine reaches operating temperature. Unfortunately, they leak long enough to present a fire hazard. The injectors can leak themselves, or it may be the small rubber seal around the top of the injector. Replace the large rubber ring at the same time.

Got Squealing Brakes?

by Larry Reynolds,
Northern New Jersey Region

Brake pad squeal is one way to warn other drivers that you and your Porsche are about to arrive. If you make enough noise, they think they are about to become intimate with a runaway garbage truck (pedestrians will yank small children back from the curb).

There are several factors that cause brake squeal. The primary reason is usually the brake pads

themselves. Many of the carbon metallic brake pads, such as Cool Carbon, etc. are the worst as far as squealing. This is due to the composition of the pad material itself. The stock Porsche pads are usually relatively quiet in comparison. Thus, the solution may be as simple as changing to a different brand of brake pad. Excessive brake pad wear, warped rotors, misaligned calipers, loose calipers, loose wheel bearings, incorrectly sized pads, glazed pads or rotors and sticky pistons may also cause your brakes to sing high alto in the anvil chorus.

If your brake pads and braking system are in good condition and you experience squeal just as you are almost stopped, this is usually the brake pad vibrating against the rotor/caliper, causing the rotor to ring like a bell. If you experience noises at other times, check to make sure your brake pads are in good condition and show equal wear. Sometimes a piston will hang up and cause excessive wear and failure of one pad. Check all of your pads to make sure that one is not down to the metal backing plate. The backing plate does not have quite the coefficient of friction as do the brake pads and will usually dig nasty grooves into your rotor for good measure. If you experience clunking noises, a vibrating pedal, or a screeching sound, you should have your entire brake system checked by a qualified mechanic. If you wait too long, the next sound you hear may be "crash."

One option to help reduce the brake pad symphony is to install brake pad vibration damper pads. The vibration dampers that Porsche and several other suppli-

Tech...

ers sell are a self-stick fiber material that adheres to the back of the brake pad backing plate. Some models are manufactured with a mushroom shaped button spring in the center. The button spring fits tightly into the piston and the fiber disk adheres to the backing plate of the pad. The theory is that the fiber disk will help cushion (i.e., soften) the vibration of the brake pad. The second part of the theory is the mushroom button will help pull the pad away from the rotor when the piston retracts after the brake is released. This resulting extra clearance will reduce/eliminate squeal. Sometimes they work, sometimes they don't.

A second option is to coat the back of the brake pads with a quality anti-squeal compound. Wurth make a couple of nice ones. Wurth Anti-Squeal Spray (#890106) is an aerosol spray that puts a thick heat-resistant polymer adhesive on the back of the pad to cushion the pad from the caliper pistons and help the pad retract with the piston. A second option is Wurth DBQ -2200 (#8931102) that comes in a can with a top that looks like a liquid shoe polish bottle. This is applied to the back of the brake pad like a shoe polish. I have found that a combination of the Porsche vibration dampers and a coating of one of the brake anti-squeal compounds usually reduces low speed squeal to a tolerable level. (At least parents stop yanking their children back from the curb.)

A third solution is to coat the area of the pad backing plate that contacts the caliper piston with a THIN coating of high temperature anti-seize. You do not have to coat the entire backing plate, only the area that is in contact

with the piston. The key words are THIN and HIGH temperature. You do not want anti-seize to run onto the front of the pads or the rotor. This is somewhat like waxing your brake pads. I use Wurth CU1100 (#8938132) that resists temperatures up to 2000 degrees and apply small circles to the piston contact area. This is not as effective as the above, but allows for quick changing of the brake pads.

The type of driving and resulting braking requirements will usually determine the best solution for you. I use anti-seize on my track car where the brakes are used heavily and the pads are changed very frequently. On a street driven Porsche you may wish to consider the combination of pad silencers and anti-squeal compound. I can not over emphasize the importance of maintaining your braking system in top notch condition. If you are not confident in your brake repair abilities, please take it to a qualified mechanic. Something will stop your forward momentum, it may be your brakes or it may be one of numerous less desirable options.

New Porsche Books

by Pete Albrecht,
San Diego Region

The holidays are past, but it's never too late to buy a book as a gift for yourself or a Porscheloving friend. Here are three new Porsche titles.

PORSCHE 356 DEFINED: A PICTORIAL GUIDE by Dr. Brett Johnson takes up where the same author's PORSCHE 356: A RESTORER'S GUIDE TO AUTHENTICITY leaves off. Where the Restorer's Guide covered cosmetics, appearance and options only, the

new work goes into more mechanical detail, with year-by-year descriptions of all models, from the ordinary to the arcane. Hardbound, 144 pp., 350 color illustrations, \$29.95.

The second new release from Beeman-Jorgensen Inc. is PORSCHE 356 CARRERA: THE FOUR-CAM PRODUCTION CARS, by Cole Scroggum. The 356 Carrera was the 911 Turbo of its day. Collectors of Porsche literature, and of the most desirable cars of the 356 line, will want to add this to their collection. Hardbound, 112 pages, color and b/w illustrations, \$29.95. Both books are available from the usual sources: Classic Motorbooks at 1-800-826-6600, Autobooks Etc., in Burbank, at 1-818-845-0707, full-service bookstores, and Beeman-Jorgensen (aka Brett Johnson), at 1-800-553-5319.

The third title is, so far, only available in German, but it's one of the more lavish Porsche books of recent years. In this country, the emphasis seems to be on releasing everything in "quality paperback" (how's that for an oxymoron) at \$19.95. In Europe, publishers, printers and bookbinders still take pride in their work, and it shows in the product.

MYTHOS PORSCHE by Tobias Aichele (author of PORSCHE 911: FOREVER YOUNG) is the latest in a series of books originally printed in Europe. The others are available in English as FANTASTIC FERRARIS (by Peter Vann and Antoine Prunet), FANTASTIC JAGUAR (already out of print) and FANTASTIC MERCEDES (Peter Vann). I have a German edition, and to call this a coffee table book would be an insult. Its 200 landscape-format pages are linen bound with a cover tip-on of Ferry Porsche, with a proper slipcase. It's full

Tech...

color with outstanding re-production. The book has a worldwide scope, including a chapter on reclusive Los Angeles collector, Rudi Klein. There are also chapters on the Boxster; the old Solitude race track; and the Berlin-Rome car, ancestor of all Porsches. If you can read German, by all means get a copy through friends overseas or the publisher, Motor Buch Verlag of Stuttgart, Germany; tel. 01149-711-210080, fax 2360415. On the internet, you may be able to order from Konrad Wittwer Buchhandlung <http://www.wittwer.de> in Stuttgart, (also in German). The book is about \$100. If you can't read German, not to worry; negotiations are underway to produce the English language edition, probably at the same \$29.95 as the other books in the series.

914 Battery Acid Corrosion

by Martin Jansen,
Santa Barbara Region

Due to the exposed location of the battery under the engine grill, a Porsche 914 battery invariably gets wet during rain or car washing. Battery acid fumes and deposits on top of most batteries will then mix with the water and flow down into the battery box, the right suspension console, and into the body area deep below the CPU (central processing unit) of the fuel injection (the "brain"). These areas will then corrode at an accelerated rate and potentially damage (beyond economic repair) a valuable car.

These areas should be regularly inspected, cleaned (wire-brush off the rust), acid neutralized with baking soda, and thoroughly rinsed and dried. Also, make sure the drain hole in the "chassis pocket" deep below the CPU is open, clear, and free to flow what

would otherwise be trapped water. I recommend removing the rubber check valves. After drying, paint with a rust-retarding primer and then a color coat (Rustoleum) to give a thick protective coating.

The battery should preferably be placed on a chemically treated battery mat or equivalent. I recommend a sealed-for-life maintenance-free battery from Track/AC DELCO, size 42, purchased at TRAK AUTO. It has no fill-caps that can leak, and is fitted with two plastic barbs at the top of the battery which will accept 3/8" clear plastic tubing (available at your local hardware store). By attaching the plastic tubing to these barbs and running the tube down past the battery box to end below the engine compartment, the battery can now vent and breathe without getting acid fumes to where they can mix with water and cause corrosion problems.



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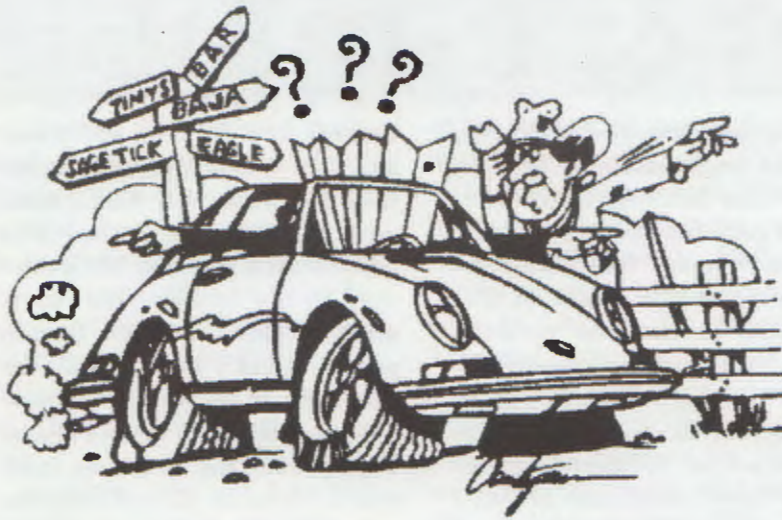
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This does not have to be you and your rallye partner on

**Sunday,
March 16th.**

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

The "EVERYTHING YOU WANTED TO KNOW ABOUT A RALLYE BUT WERE AFRAID TO ASK" Rallye School

As we begin our 2nd year as Rallye Coordinators for the Chicago Region, we continue to be amazed that out of the membership of 1,000 Porsche enthusiasts we had only a 20 to 25 car participation in each of the 1996 rallyes. What a marvelous way to spend an afternoon with a friend/partner/spouse/other. Driving your Porsche on wonderful roads at varying speeds, using your brain to solve problems that have no dire consequences regarding your job, family or life, and, finally, dining with new and old Porsche friends who have shared the same wonderful day.

Last year we tried several new things to entice you to join us: equipped classes at most of the rallyes for those more experienced rallyists who enjoy that level of competition, tourist classes for those who wished to drive, but not compete in a rallye, matching drivers or navigators who had no partner with others who wished to rallye but also had no partner, and a rallye school to help you get to the end of the route

while having a wonderful time.

We had such a good time at the Rallye School last year that we're going to do it again this year. We'll discuss the different facets of a TSD (Time-Speed-Distance) Rallye, go through a rallye leg, and answer questions. Please bring pencils, paper, clipboard or something to write on.

Before class, we'll have a light lunch (sandwiches, chips and beverage), visit with friends and admire the Porsches on display. No advance registration is required, but a courtesy RSVP to **Susan** at **847.674.2285** by March 14th would be appreciated so that we may give our host, the Porsche Exchange, a head count.

We will NOT run a rallye after the class. The first Rallye of 1997 will be April 20th.

See you at the Porsche Exchange on the 16th.

Steve Rashbaum and Susan Shire

12:30 pm.

Porsche Exchange
2050 First Avenue, Highland Park, IL

\$ 5.00 per person

Directions: Exit 1-94 (Edens Expressway) East at Central Avenue. Follow Central Avenue to First Avenue. Left on First Avenue to the Porsche Exchange.

Letters & e-mail

PCA Club Racing Schedule

This is the provisional 1997 schedule for PCA Club Racing events. It's subject to change.

- February 14-16 - Sebring (3 days of racing this year)
- April 12-13 - Road Atlanta
- April 25-26 - Lime Rock
- May 17-18 - Mid Ohio
- June 13-14 - Texas World Speedway (in conjunction with Texas Parade)
- June 21-22 - Brainerd
- June 27-28 - Summit Point
- July 5-6 - Stapleton Airport
- July 12-13 - Gingerman (in Michigan)
- August 2-3 - Portland
- August 2-3 - Mosport
- August 9-10 - Pocono
- August 30-1 - Road America
- September 6-7 - Las Vegas (new 2.5 mile FIA Road Course and tri-oval)
- September 13-14 - Willow Springs
- September 27-28 - Indianapolis Raceway Park
- October 4-5 - Heartland Park
- October to be announced - Memphis
- December 6-7 - Sear's Point
- December to be announced - Roebbling Road

Germany In the Fast Lane (in a Boxster)

by Leon G. Spheeris
Milwaukee Region

During the summer of 1996, I had the good fortune of getting to know a few Porsche engineers. They were in Milwaukee working on a new project for an American firm. You may not be aware of it,

but it is quite common for Porsche engineers to be brought in by other firms for their expertise. A good friend of mine, Tony, owns a company that will be doing some of the work on this particular project, and we soon made friends with Wolfgang Otting. Wolfgang is Porsche's quality engineer for engines. On several occasions, Wolfgang had invited Tony and me to visit Stuttgart. His invitations included the opportunity to drive a new Boxster and a new 993 on the German Autobahn. We were also invited for a private tour of the Porsche factory, and the area around Stuttgart.

On the 5th of November, Tony and I found ourselves on an airplane bound for Germany with a 5-day detour through Poland. I wasn't sure what I was going to do for five days in Poland, but I had agreed to accompany Tony on this part of the trip as well. It proved to be an experience I will never forget. The country has a rich history and the people were generous, friendly, and fun loving. The only other comment I will make about this part of my trip is that the road between Warsaw and Krakow is the most dangerous stretch of highway I have ever been on. It's a two-lane highway that is used as a three-lane highway with the middle of the road reserved for fast traffic. Everything from horse drawn buggies to cars traveling at speeds in excess of 100 miles per hour travel on this road.

When we arrived in Germany, we were greeted by Wolfgang who handed us the keys to a new Boxster that was waiting for us in the airport parking lot. The

Boxster key uses an electronic lock that is much more compact than the bulky key that comes with the 993. Our Boxster was white with a rust and black interior. In my opinion, the car is much prettier in real life than in pictures (and I like the way the car looks in pictures). We saw dozens of Boxsters at the Porsche factory over the next few days, and my favorite colors for this car are silver and white.

Wolfgang described the car with the same pride and enthusiasm that Grant Larson did in the PCA meeting at Fabson Engineering. He is passionate about the Porsche automobile as was every employee we talked to at Porsche. Wolfgang drove Tony to our hotel in the Boxster. I followed in a new BMW 528 5-speed. It was nighttime and raining but I can assure you that 145 to 150 MPH are very real numbers for this car. I was traveling at over 220 KPH and in a few minutes could not even see the Boxster's tail lights.

After checking into the hotel we drove to an excellent restaurant about 30 minutes from our hotel. I then had my first opportunity to drive the Boxster. My first impression was how quiet and comfortable the car was. There was no wind noise and very little engine noise even at triple-digit speeds. I thought the car was a little too quiet and too comfortable, but most people will love it just the way it is. In two years Porsche is supposed to release the Boxster S. That should be some car!

As it is, the current Boxster is no slouch. I have to admit that once the tach got over 4000 RPM it put a big smile on my face. This

is a very easy car to drive. It does not have the power of the 993, but it is extremely stable right up to its top end. I was a little nervous pushing the car's limits in the rain so Wolfgang took the wheel to show me what the car was capable of. He accelerated on a cloverleaf until the car started to slide. By simply letting up on the gas pedal and turning the steering wheel, Wolfgang had us back under control. This car is very neutral handling.

Convertible fans will love this car with its built-in roll bars, a trick top that opens and stows its self in 12 seconds, and a simple clear plastic device that dramatically reduces wind buffeting. The interior is comfortable, roomy, and just as pretty as the exterior, and the two trunks are surprisingly spacious for a car this size.

If you don't already have a deposit down on a Boxster, don't expect to own one any time soon unless you are willing to pay a hefty premium. Production in Germany is sold out for two years and there are waiting lists here in the USA. My friend Tony is trying to buy a car for next summer, and is finding it is not easy, even with connections.

On our second day in Germany, Wolfgang was in meetings all day so Tony and I visited the Mercedes museum and ate lunch at another excellent restaurant. We spent the rest of our time that day getting lost. For dinner we met Wolfgang at the same restaurant that we were at the night before. This time Heinz Cikerle joined us for dinner. Heinz owns a specialty plastics factory that makes parts for the automotive industry including the chain tensioner guides in Porsche boxer engines. Heinz was the chief engineer in charge of developing the first

turbo engine for Porsche, and is a close friend of Wolfgang Porsche. He spent almost 20 years as an engineer at Porsche, is a historian and a fascinating person to talk to.

The following morning, Heinz drove Tony and me to an exclusive shopping area in Stuttgart, similar in quality to Michigan Avenue in Chicago. He presented Tony and me each with a gift of a Porsche Panamerica model signed by Dr. Porsche. This is the car that was given to Dr. Ferdinand Porsche on his 80th birthday. I later learned that this model is a valuable collectors item which was given to all Porsche employees and never offered for sale to the public. After an interesting tour of the city we were off to the Porsche museum and factory.

We spent the next seven hours following every step of production. The factory is clean and uncluttered. I was surprised at how slowly the assembly line moved. The only robots I saw were there to move parts to the assembly lines. All of the actual assembly is done by hand. The engines are built on three different assembly lines. One for the Boxster engine, one for the normally aspirated 993, and one for the twin turbo. Once assembled, every engine is run for 30 minutes on a dyno. A technician would run the engine at close to redline while taking readings off of several gauges on his control panel. He would then let the engine idle and listen to it with a stethoscope to detect any problems. All of the specifications for each Porsche engine are kept on file at the factory.

The parts need to assemble each car are loaded onto a small cart that is then delivered to the assembly line by a robot. All models of Porsches proceed down the

same assembly line. Most of the cars we saw being built were Boxsters and the new-for-1997 Carrera S, which is a wide body 993 with 17-inch Turbo-style wheels.

The car's bodies are painted by hand and then run through large ovens to cure the paint. Once each car is completed, it is road tested on the autobahn. After the road test, the cars are washed and inspected for paint and finish flaws. This process has people with spray bottles and small towels going over every inch of every car. Any flaws that are found are marked and the cars are sent back to be reworked.

We then were taken to the lab where parts are tested and analyzed. Wolfgang's job is quality control. He explained how the quality control starts at the suppliers by setting strict quality control procedures and standards. He showed us some of the problem-parts and explained the steps that were taken to remedy the problems.

I left the factory even more impressed with the Porsche automobile than I was when I arrived in Germany. Porsche reliability is no accident. These cars are engineered and built, as Heinz said, to be driven hard for over 200,000 miles without a major problem. Attention to detail and quality is apparent everywhere.

Porsche owners are known for being fanatical about the maintenance of their cars. To me that only seems right. That's the way the cars were designed, and that's the way they are built. It's only fitting that the people who own and drive these cars share the same passion that created them in the first place.

From Our Members

The Boy Scout's Approach to Racing

by John Mueller

Be prepared is the Boy Scouts' motto and it's not a bad approach to track events especially if it's your first time at a race track. Although this article is intended for the tenderfoot, the eagle scout might pick up a few pointers too. Being prepared allows your mind to be free and relaxed for concentrating on the driving and for having a good time. Here are three ways to prepare for your first track event or for your first event at a new track:

1. Do your home work! Learn the track layout before seeing it for the first time on a warm-up lap.

2. Make a checklist. Clear up housekeeping details before the drivers meeting by following a simple checklist.

3. Tune your ears. Know what's most important to listen for at the drivers' meeting.

Before I go to a race track for the first time I get a map of the track. Any good boy scout reviews his map before he goes out into the woods. A good source for track maps on the Internet is The Race Track Pages at <http://www.wizvax.net/rwelly/tracks/>. This site contains pages describing Blackhawk Farms Raceway and Road America. For many members of the Chicago region Blackhawk Farms Raceway is the first track they drive on. Both pages have track maps and written descriptions of driving the tracks at speed. You can't learn to drive a race track from reading a written description but, you can get the flavor of the track and some useful information to

prepare you for driving.

The simplest thing to learn is the layout of the track from the track map. Try to learn the number of turns on the course and which way each turn goes. For example Blackhawk has seven turns and turn four is a left-hander. A good test is to take a blank sheet of paper and from memory sketch an outline of the track and label the turns. If you can, you've probably saved yourself half a day of learning at the track. You also qualify for a merit badge in orienteering.

One thing to learn from the written description of a track is what gear is used for the various corners. In my example, turn four, at Blackhawk is a third gear corner. Go back and label your sketch of the track with the gearing for each corner. That's about all I found I can usefully learn from a written description before driving a track for the first time. Learning all the braking and turn in points really must be done from inside your car on the track. Later, after you've driven a few laps, a written description can help answer some of your questions about the finer points of driving the track.

I've prepared a sample checklist geared toward preparation for a day at Blackhawk Farms. First you want to have your car thoroughly inspected according to the Tech Inspection Sheet. Registering in advance is a good idea as it will save you some time and money. Registration forms and Tech Inspection Sheets are printed in the Chicago Scene before each track event at Blackhawk. Pack your knapsack carefully. The gear you choose to

bring is up to you. However, a helmet is a must and a cooler with some food and drinks is a good idea. An extra set of brake pads may be useful. Blackhawk is very hard on brake pads and you can probably get some help in changing them from an older scout if you don't have all the necessary equipment or knowledge.

At registration you'll be asked to sign two waivers, one for the club and one for the track owners. They say, in essence, you're responsible for yourself and if you break something that's not yours; you'll reimburse the owner for the cost of the damage. This is nothing more than any good scout wouldn't do on his own. Next, you will be given a wrist band. The wristband is like a merit badge which signifies you've taken the oath and will abide by the code (i.e. you've signed the waivers and you know the rules). Speaking of rules, at registration you'll get a booklet explaining the rules at Blackhawk. It is much smaller than the Boy Scout handbook and shouldn't be hard to learn. Also, at registration, you'll be assigned a number for your car.

Now you'll want to find a place to park your car in the paddock (the area enclosed by the track) and set up camp. Just about anywhere off the roadways is OK. There is lots of room. Unload your car, put your numbers on and go to the technical inspection. The inspection station will be a line of cars on some part of the paddock roadway. Just get in line and wait your turn. The inspectors are club members who will tell you what to do. The check list

Members

shows you some key points of the tech inspection. Shoe polish is usually available at tech inspection to mark your car number on your window if you don't have prefabricated numbers.

Checklist

- I. Before Arriving at the Track
 - 1. Inspect your car according to the Tech Sheet
 - 2. Check tire pressure and oil level
 - 3. Pack helmet, numbers, tools, brake pads, cooler.
- II. at Registration
 - 1. Pay the registration fee if you haven't done so in advance
 - 2. Sign both waivers
 - 3. Pickup registration material
 - 4. Attach wristband
- III. in Paddock
 - 1. Unload the car including all loose objects (wherever they may be lurking) and remove the floor mats
 - 2. Place numbers on car
- IV. at Technical Inspection
 - 1. Turn in tech sheet
 - 2. Show helmet certification
 - 3. Torque lug nuts
- V. at the Driver Meeting
 - 1. Listen !
 - 2. Listen !
 - 3. Listen !
- VI. in Car before Gridding
 - 1. Put on helmet
 - 2. Adjust seat, seat belts and mirrors

3. Roll down driver's window
 At the drivers' meeting the event chairman will address all the drivers. For Blackhawk the event chairman is Dan Gallagher, our region's president. Think of the drivers' meeting as a meeting of the scout troop and the event chairman as the your scout master. He is there to guide you and to make sure you do the right thing when you're on the track. Listen closely to his fatherly advise. Take his words to heart and you can't go wrong.

If you have watched auto racing on television or have read about it, you are probably familiar with safety workers stationed at the corners of the race track and with the yellow flag they wave to caution drivers of hazards. The yellow flag is a standard in all forms of auto racing. The yellow flag is one of several flags used to signal drivers. The general meaning of the flags is the same from track to track, however the precise instructions they relay to the drivers vary. In particular listen carefully to the procedures to follow when the Red, Black, White or Checkered flags are displayed.

Other important instructions to listen for at the drivers meeting are:

- How to enter and exit the track and the pits.
- How and where passing is

allowed.

- Which windows on the car are kept up and which windows are kept down.

Many tracks have a certain corner that is tricky to navigate and often causes problems for drivers. Be sure to listen if any such corner is mentioned and how to avoid trouble. Blackhawk has no such corner.

The last thing before entering the track is gridding, lining up the car in the pits. Before gridding put on your helmet and seat belts and adjust your mirrors and seat. Now you're fully prepared to go out, drive the course and have fun.

Sitting on the grid in a line of purring Porsches waiting for the starter to wave us out is always a thrill for me. Knowing I have fully prepared clears my mind and heightens the experience. The belts hold me tight in the seat. My helmet hugs my head. I look down the line of cars to the starter. My hands are on the wheel. My whole being is focused straight ahead. I try to relax my breathing. It's time to be cool and focused. In a few minutes we'll be out on the track with our throttles wide open and let out the tremendous energy stored in our cars and in ourselves. So young tenderfoots prepare yourselves and I'll see you on the track!

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

<p>PREMIUM REDUCTION NO LONGER RATED AS HIGH PERFORMANCE</p> <p>Acura Legend Coupe Audi Quattro BMW (all models) Cadillac Allante Chevy Beretta GTZ Chevy Lumina Z34 Chrysler LaSaron GTC Chrysler TC Turbo Dodge Lancer Shelby Z Dodge Shadow Turbo Dodge Spirit R/T Eagle Talon Ford T-Bird SC Ford Taurus SHO Infiniti Q45 Isuzu Impulse Jaguar XJS</p>	<p>Lincoln Mark VII Mazda 323 GT Mazda 626 Turbo Mazda MX-6 Mercedes - all models Mercury XR4TI Mitsubishi Eclipse Mitsubishi Mirage Turbo Olds Cutlass (Quad-4 HO) Plymouth RS Sundance Pontiac Grand AM Quad 4 Pontiac Grand Prix Turbo Pontiac Grand Prix Turbo STE Pontiac Sunbird GT Saab 900 Toyota Celica Turbo - all types Volkswagen Corrado</p>	<p>STILL RATED HIGH PERFORMANCE</p> <p>Acura NSX Buick Grand National GNX Chevy Camaro IROC-Z Chevy Camaro IROC-Z Conv. Chevy Corvette ZR-1 Chevy Corvette L96 Coupe Dodge Stealth RT Turbo Ferrari-all models Ford Mustang 5.0 Ford Mustang GT Ford Probe GT GMC Sycamore Lotus-all models</p>
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Brey-Krause Mfg. Co.
Phone (610) 867-1401 Fax (610)866-1433
Internet WEB Address: <http://www.enter.net/~breykrause>



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PCA Chicago Region Welcomes It's New Members

November 1996 - February 1997

Bill Meyer
Hinsdale, IL
1993-C2 Targa

Skip Gianopulos
Barrington, IL
1986-911

Louis Ybarra
Lisle, IL
1987-944 Turbo

Charles Racic
Chicago, IL
1987-944 Turbo

Albornoz Gonzalo
Chicago, IL
1989-911 Cab

Richard Sanderson
Chicago, IL
911-Cab

Steve Barger
Bartlett, IL
1989-944 S2

Myles Miller
Oak Park, IL
1990-944 S2

Frank Magnifico
Chicago, IL
1981-911 SC

Martin Alter
Hoffman Estates, IL
1971-911 Targa

Bob Shallenberger
Rockford, IL
1974-914 1.8

Keith Vakoc
Elgin, IL
1973-914

John Kerfman
New Lenox, IL
1989-944

William Kniewel
St. Charles, IL
1988-928 S4

Joe Kuhel
Palatine, IL
1984-944

Eric Myers
Woodstock, IL
1982-911 SC

Terry Mollan
Rockford, IL
1989-928 S4

Guy Karm
Arlinton Heights, IL
1991-911 C2 Targa

Jay MacDougall
Deerfield, IL
1993-928 S

Don Kovar
Burr Ridge, IL
1984-944

Evan Greenbaum
Munster, IN
1988-944 Turbo

John Diwik
Aurora, IL
1985-911 Targa

Clint Eagar
Naperville, IL
1987-911 Turbo

Jeff Schonberg
Wilmette, IL
1996-993 Cab

John Manieri
Chicago, IL
1993-911 RS

Martin Glusberg
Evanston, IL
1986-944 Turbo

Jack Stvan
Orland Park, IL
1990-911 C2

Mark Birtch
Chicago, IL
1984-911

Larry Christenson
Aurora, IL
1979-928

Paul Joyaux
Chicago, IL
1960-356 Carrera GT

Bill Levine
Rockford, IL
1977-911

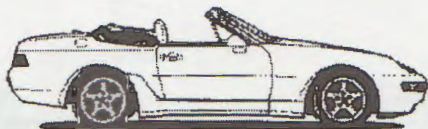
Bill Steele
LaGrange Park, IL
1964-356 C

Mike Cavanaugh
Chicago, IL
1987-944 Turbo

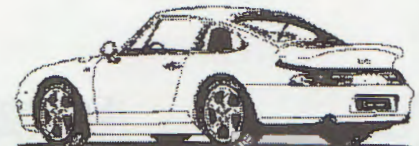
Joseph Seminetta
Kenilworth, IL
1986-911

Denny Verza
Schaumburg, IL
1988-944

Val Dodd
Barrington, IL
1996-911 C4S



We look forward to meeting
you and seeing your car at the
events.



Bill Murrin,
Membership Chair



Reinhard Barthel Chef •• Proprietor
36 South LaGrange Road •• LaGrange, Illinois 60525
708•354•5722

Reservation Deadline:
March 15, 1997

DATE: March 23, 1997
TIME: 1:00 P.M.
PLACE: Cafe 36
36 S. LaGrange Rd.
LaGrange, IL 60525
Phone (708) 354-5722
Fax (708) 354-5042

PRICE: \$30.00 Includes food, tax and gratuity. CASH bar

Don't miss out! Register today to dine on some fabulous French bistro cuisine and enjoy the day with your Porsche friends.

CHOOSE ONE ITEM EACH:

CUT -----

Hors d'oeuvres-Appetizer _____

Entree _____

If you have any questions feel free to call.

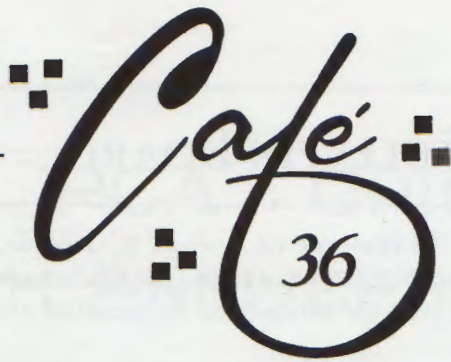
Make checks payable to: Chef Reinhard Barthel, Cafe 36

Name _____

Address _____ Telephone # _____

Number Attending _____ Amount Enclosed at \$30.00 per person _____

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VERMONT GOAT CHEESE FLORENTINE "EN PHYLLO"

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SEAFOOD CAKES WITH BEURRE ROUGE

*

CHAMPAGNE SORBET

*

ENTREE

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Wild Mushrooms, Lingonberries, Port Wine Demi Glace

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Sauce Bordelais

or

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Pommery Mustard Sauce

*

SALAD MAISON

*

FRESH FRUIT NEOPOLITAIN

Lemon Vodka Ice Cream

Sauce Anglaise

Member •• Maitre Rotisseur
Confrerie de La Chaine des Rotisseurs, Paris, France
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Distinguished Restaurants of North America

40TH ANNIVERSARY BULLETIN BOARD

- The **Skokie Country Club** (847.835.0600) is located at **500 Washington Avenue** in **Glencoe, IL**, just east of the Edens Expressway, between Tower Road and Dundee Road Exits. The Clubhouse Parking Lot is on the corner of Washington Avenue and Grove, with the entrance on Washington Avenue.

From the North, take Rt. 41 (which becomes the Edens Expressway, I-94) and exit at Tower Road. At the Exit ramp stop sign turn right. At the next stop sign (Tower Road) turn right (East). Take Tower Road to Vernon. Turn left (North) on Vernon to Washington Avenue. (Turn left on Washington Avenue to Grove.)

From the West, take either Dundee Road (East) to Grove. Turn Right on Grove to Washington Avenue.

or

Willow Road (East) to Green Bay Road. (Willow is an Exit off I-294.) Turn left (North) on Green Bay Road (through Winnetka and Hubbard Woods) into Glencoe (where the street name will change to Glencoe Road). Turn left on Washington Avenue to Grove.

From the South, take the Edens Expressway (I-94) and exit at Dundee Road East. Turn right on Grove to Washington Avenue.

40 PORSCHEs NEEDED IN APRIL

We need one Porsche from each model year, 1957 through 1997 inclusive, for the Chicago Region 40th Anniversary Party on April 12th. This is a DISPLAY-ONLY show which will celebrate the forty years of the Chicago Region - one of the oldest and undoubtedly the best region in the Porsche Club of America. All Porsches will be displayed and photographed in a beautiful setting at the Skokie Country Club in Glencoe. No judging - just show and tell the fellow guests about your love. You can also talk about your significant other, if you want.

Please call me at work, home or e-mail with the year and model. Only one per year, so call early.

Pat & Bonnie Yanahan
Work: 312.444.9570
Home: 630.920.1929
e-mail: pyanahan@mcs.com

At the dance in April we would like to have a display of MEMORABILIA from 40 years of the Chicago Region. Members with cars, pins, photo albums, old Chicago Scene issues, etc. to be displayed should contact:

Lee Lichtenstein
(home) 847.577.1550
(work) 773.237.8211
Fax (work) 773.237.3278
e-mail: PM.Lee@Electrinet.com.

Lee and John O'Keefe will act as the coordinators for all memorabilia.

Peggy Gallagher, the Dance Chairperson, is finalizing the plans for this fantastic celebration. Members who wish to VOLUNTEER to help organize the fun should contact Peggy at 708.784.0784.

Mark your calendar now! The National Porsche Board of Directors will be hosting their Spring Executive meeting at the Sheraton North Shore and will be celebrating with us. You will not want to miss this anniversary party! A block of rooms have been reserved at a special rate of \$79.99 at the **SHERATON NORTH SHORE HOTEL**, 933 Skokie Blvd., Northbrook, IL. 847.498.6500. Please make your **reservations by March 22, 1997** to secure the special rate. Don't forget to say you're with the **PORSCHE CLUB**. The hotel has been totally refurbished and is only one mile from the Skokie Country Club.

PCA - CHICAGO REGION 40TH ANNIVERSARY DINNER DANCE

APRIL 12, 1997

SKOKIE COUNTRY CLUB
500 WASHINGTON AVENUE
GLENCOE, IL

6:00 PM - MIDNIGHT

COCKTAILS

DINNER

DANCING

6:00 PM - 7:00 PM
OPEN BAR

7:00 PM - 8:30 PM

9:00 PM - MIDNIGHT
CASH BAR

BILL OF FARE

WHITEHALL SALAD
COMBINATION PLATE OF PETIT FILET MIGNON AND GRILLED SALMON
CHEF'S VEGETABLE PRESENTATION
CHATEAU POTATO
BERRIES ROMANOFF
COFFEE

BOTTLES OF FINE WINE WILL BE AVAILABLE FOR PURCHASE FOR YOUR TABLE

CIGAR SMOKING IN THE LOUNGE ONLY, PLEASE

\$55.00 PER PERSON (TAX AND GRATUITY INCLUDED)

RSVP BY MARCH 25, 1997 TO RECEIVE A 40TH ANNIVERSARY NAME TAG.
(PLEASE PRINT FIRST AND LAST NAMES ON THE RESPONSE CARD.)

RESERVATION DEADLINE APRIL 1, 1997

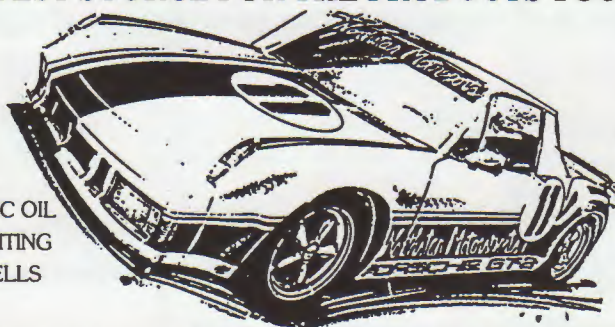
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Gallagher's Illinois & Michigan Canal National Heritage Corridor Rallye

Sunday, April 20, 1997

• Here's your opportunity to practice what you learned at the rallye school and learn a little history at the same time.

• The rallye will be short and easy. I have designed this rallye to take you down part of the National Heritage Corridor with points of interest along the way. You are encouraged to bring the entire family as there will be a touring class with easy directions. Points of interest along the way will be the earliest Protestant and Catholic churches in Cook County, the Little Red School House, Swallow Cliff Toboggan Run, Argonne National Laboratories, Lewis University, the Joliet Penitentiary, and the Pioneer Settlement and Landings at Lockport where we will have dinner in the historic Gaylord Building.

• For the serious rallyists there will be seat of the pants (SOP) and equipped classes.

• The rallye registration fee of \$20.00 per car includes a continental breakfast before the rallye at one of my favorite watering holes. (Not included, but also available, is an excellent brunch for \$8.95.) The post rallye festivities and dinner (adults @ \$15.00 each/children @ \$10.00 each) will be held in a private room. Next to the Gaylord Building (built in 1838) is the restored Pioneer Settlement consisting of a dozen restored log cabins and buildings. Both the touring class and the serious rallyists should have an hour to tour this historic spot before dinner is served at 5:00 pm.

• I hope you and your family will come out and enjoy our history plus a damn good rallye. You are, of course, welcome to just come to dinner.

START: Wolf's Head Inn, Indian Head Park, IL

11:00 am Registration & Continental Breakfast or Brunch

11:30 am Drivers' Meeting

12:00 noon First car off

FINISH: The Public Landings Restaurant, Lockport, IL 815.838.6500

4:00 pm Tour of Pioneer Settlement

5:00 pm Cash bar and Dinner

Choice of soup or salad

Meatloaf or Chicken and Dumplings

Bread pudding or Peach Cobbler

Coffee or Tea

Directions to WOLF'S HEAD INN

6937 Joliet Road (Wolf and Joliet Rds.), Indian Head Park, IL,
708.246.0400

From the north:

294 South. Follow St. Louis exit. Pay \$.15 toll. Take middle fork - Joliet Road. (Do not go to St. Louis.) WOLF'S HEAD INN is ¼ mile on right.

From the city:

Take Stevenson (I-55) West. Exit LaGrange Road North. Left (West) at first major intersection (Joliet Road). Cross Wolf Rd. WOLF'S HEAD INN is ¼ mile on right.

From the south:

294 North. Exit Wolf Road. Right ¼ mile to Joliet Road. WOLF'S HEAD INN is in shopping center on left.

From the west:

I-55 East. Exit Joliet Road on left (exit 276c). WOLF'S HEAD INN is ¼ mile on right.

YES, I AM INTERESTED IN RALLYING AND HISTORY!!!!!!

DRIVER: _____
Member __ Guest __ Applicant __

NAVIGATOR: _____
Member __ Guest __ Applicant __

Car Model _____ / Car Color _____ SOP __ Equipped __ Touring __

Dinners: Adult _____ @ \$15.00 each \$ _____

Children _____ @ \$10.00 each \$ _____

Rallye Registration fee \$ 20.00

Please make checks payable to: **PCA-CHICAGO REGION**

QUESTIONS? Call Dan Gallagher 708.784.0784

Amount enclosed: \$ _____

MAIL TO: **DAN GALLAGHER, 11156 INDIAN WOODS DR., INDIAN HEAD PARK, IL 60525**

Illinois & Michigan Canal National Heritage Corridor

A Corridor of Historic Travel

By connecting the Great Lakes to the Illinois River, the Illinois and Michigan Canal provided a link between the East Coast and mid-America. The waterway is also a link between the past and the world of today.

The earliest recorded inhabitants of this region were the Native Americans. In 1673, they met the first Europeans to venture into the area. Louis Joliet and Father Jacques Marquette. These two explorers and their company were returning to Canada from their explorations down the Mississippi River.

Marquette and Joliet traveled north from the Mississippi via the Illinois and Des Plaines rivers. At what we now call the Chicago Portage, the party encountered a low divide that separated them from the Chicago River and Lake Michigan.

Joliet saw an opportunity to connect the Chicago and Des Plaines rivers, providing an uninterrupted route to the sea. He wrote that if a short canal of but "half a league of prairie" were dug through the portage, one could travel from Lake Michigan to the Gulf of Mexico entirely by boat. Marquette and Joliet's party portaged over the divide and returned to French Canada.

The French retained control of our region until their defeat by the British in the French and Indian War. The British, like the French, were primarily concerned with the fur trade, and the construction of a canal seemed a frivolous expense.

When the Americans won the region after the American Revolution, priorities changed. The American government wanted to establish military control over the region. They started by negotiating a treaty with the Potawatomi tribe, in which the Potawatomi ceded six square miles of land at the mouth of the Chicago River. Fort Dearborn was built at this site.

Trade rapidly increased after the erection of Fort Dearborn, but the idea of a canal did not re-emerge until 1810, when a New York Congressman told Congress "...the most inconsiderable expense would open a canal between the waters of the lake and the Illinois River."

The Canal was 60 feet wide at water level, 36 feet wide at the bottom, and six feet deep along the entire route of 96 miles. The Canal connected to Lake Michigan via 5.5 miles of

the Chicago River. In the northeastern portion of the Canal, pumps were needed to keep it filled with water from the lake.

A total of 15 locks were built on the I & M. These were needed to lift or lower boats along the course of the Canal as water levels changed. Other construction along the Canal included aqueducts (which carried the Canal over rivers and streams), bridges, dams, lockkeepers' houses and the towpath along which mules pulled the motorless canal boats.

If we were to be transported back to the heyday of the I & M Canal, we would be astonished at its quiet character. The modern, harsh sounds of jet engines, trucks and trains would be replaced by the soft sounds of the mules' hooves on the towpath and the conversations of the boatmen.

The Canal and Its Impact

In April 1848, a cargo of sugar and other goods from New Orleans reached the docks of Buffalo. On the surface, this event was barely noteworthy, yet it had never happened before. It signaled a new era in the growth of the United States.

The trickle of commerce between east and west swelled into a continuous flow of people and goods. The Midwest's hub became Chicago, and the city's population soared 600% in the decade after the opening of the Canal.

The growing prosperity was not limited to Chicago; communities along the Canal route flourished. Illinois underwent a tremendous change in population and immigrants poured into the northern part of the state.

The intense use of the Canal was not to last. By 1854, railroads offered faster travel, rendering passenger boats obsolete. Rail transportation of freight became increasingly competitive, and the I & M Canal responded by reducing tolls. Canal traffic and income declined; service also declined and the Canal began to deteriorate.

Increasingly, the Canal was used to carry wastes away from Chicago. In 1900, the larger Sanitary and Ship Canal went into operation, carrying both wastes and larger, more modern barges. Six short years later, the traffic on the I & M Canal consisted mostly of small, local barges and pleasure crafts. All use of the I & M ended in 1993, with the opening of the Canal's modern successor -the Illinois Waterway.

The Gaylord Building

A National Historic Landmark, the Gaylord building, restored in 1987, once again occupies a prominent place on the Illinois and Michigan Canal at Lockport. Erected in 1838 as a depot for material used to construct the canal, with an Italianate addition in 1869, the structure is built of native dolomite limestone from nearby quarries. This same stone was sent by mule-towed barges to Chicago

to build the historic Water Tower, churches and houses.

Large arched portals were cut into the walls to allow wagons to enter, as boat cargoes were loaded and unloaded on the area reserved as the Public Landing. Today, located along the banks of the canal are the early structures comprising the Pioneer Settlement, a 2-mile histor-

ical trail with markers, and the Norton Building, now under restoration. During its over 150-year history the Gaylord Building was used for various purposes. Original plaster sections, dating from the 1840s that recall that era of grain shipments to the warehouse, can still be found on the walls of the public Landings restaurant. In 1878 George Gaylord became

the owner, and the building retains the name today. His descendants made possible the restoration.

The Public Landings restaurant occupies two floors of this historic building, with its long porches overlooking the canal. Banquet and party facilities are on the second floor, where a unique post and beam system of rough-hewn timbers support the roof.

CHICAGO REGION 1997 DRIVERS' SCHOOL

Date: Sunday, May 4, 1997

Place: Arena Auto Auction (formerly "Old Chicago")
200 W. Old Chicago Drive, Bolingbrook, IL
(Take I-55 and exit Route 53 South)

Time:	08:30 am	Registration & Tech Inspection
	09:15 am	Classroom Education
	11:30 am	Lunch *
	12:00 pm	Driving Instruction
	03:00 pm	Autocross Instruction

• Blow the dust off your Porsche and come out for the first driving event of the year! The format will be half classroom and half driving instruction. The morning will start with classroom instruction by Ed Leed. Ed will discuss the finer points of autocrossing along with track driving tips. Next the driving instruction will begin. This will include a braking zone, a skid pad, and a road course slalom. Here's the perfect opportunity to learn to drive your Porsche in a controlled environment and see what it really do! Upon completion of the driving instruction, a practice course will be set up incorporating what you

learned earlier in the day. This is an ideal way to get geared up for the Chicago Region autocrossing and road course season.

• Novices are strongly encouraged to attend this event as well as experienced drivers who want to freshen up their skills after a long cold winter in Chicago. This school is the time and the place to learn about your car, meet club members and generally become a better driver.

• Please borrow or purchase a helmet prior to the event as our insurance does not permit you to drive without one.

DRIVING SCHOOL REQUIREMENTS

Helmets with a 1985 or newer Snell rating sticker
Long pants and long sleeves
Socks made up of non-synthetic materials
Closed toe shoes
Driver's license

Event Co-Chairs

Chris Inglot 847.559.1126 (evenings) Ed Leed 847.382.6911 (evenings)

Mail your registration to: Chris Inglot, 591 Greenwood Road, Northbrook, IL 60062-2624

1st Driver: _____ \$25.00 (\$30.00 for guests/non-members)

2nd Driver: _____ \$10.00 (same car-family member)

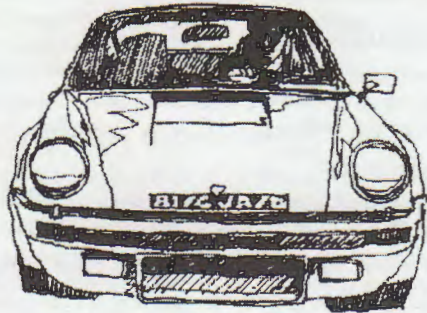
Total Amount Enclosed: \$ _____ (Make checks payable to PCA - Chicago Region)

Home Phone: _____

*Hot lunch will be available at the event for a nominal fee. For planning purposes, # of persons eating hot buffet lunch - include all adult non-drivers. _____

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also Exhaust Coatings - Call for Details
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Blackhawk XXVIII

May 14, 1997

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 pm 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.

May 14th 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: _____
Member: ___ Applicant: ___ Guest: ___ of _____
Experienced: ___ Novice: ___ List Experience: _____
Permanent Car #: _____

Driver #2 Name: _____
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

Preparing for Blackhawk

by Dan Gallagher

In the twenty-five plus years I have been the event chairman of Blackhawk, I have learned a few things. I admit I am very stubborn and never made Phi Beta Kappa but I have learned that the most important thing you can have at Blackhawk is brakes, brakes and more brakes.

Blackhawk is a short track (1.8 miles) and your brakes do not have the chance to cool down as much as they would have at tracks such as Road America. The fastest Porsche out there accelerates from zero to sixty in about five seconds where the slowest one can decelerate from sixty to zero in around three seconds.

What does this tell you? The brake pedal is much more important than the loud pedal.

As I don't want to pull your car from the weeds at corner one because your brakes went away as your pads wore out or you boiled your brake fluid. Pay attention to the following recommendations.

Brakes stop a car by slowing its forward motion by friction of the brake pads against the rotor, this produces heat. The faster the stop, the greater the heat. This heat must go somewhere. It goes

in the air, the rotor, the pads and the brake fluid.

I am not an engineer but I have been informed that brakes work best at a temperature of around 900 degrees. This heat wears down pads at a fast rate. It is for this reason that semi-metallic (race pads) and the new carbon fiber pads were developed. These pads are terrific for the track but not very good for the street as they really don't like to work until they reach 500 degrees. Therefore, my first recommendation is for a new set of factory pads. Not only are they better for the street but they also do not wear out your rotors as fast. Please be aware that it takes some time to "bed" in your new pads on your old rotors or for that matter on new rotors. Pads and rotors must get use to each other. I recommend several hundred street miles or at least five moderate laps around the track before any hot laps.

The average driver at Blackhawk puts close to 120 miles on the track. This is equivalent to 70% of the life of a set of street pads. See why I recommend you have a good set of pads before you show up.

Next and maybe even more important is your brake fluid. The

function of brake fluid is to cause the pads to squeeze the rotor, slowing the car. As I mentioned earlier this causes heat, a great deal of which is transferred to the brake fluid. The important thing to know about brake fluid is that it boils and when that happens you don't stop. Most brake fluid boils at about 400 degrees. Fortunately the fluid in your Porsche is better than that.

However, brake fluid gets old, dirty and absorbs water. We all know at what temperature water boils. I recommend that you change your fluid and put in a good DOT 5 fluid, this will increase the boiling point to 500 degrees or better. I do not recommend silicone brake fluid. I know it has a very high boiling point (700 degrees) and does not absorb water, I don't like it because it eats up rubber seals. Unless, you want to change all your seals and go serious racing don't use it, besides it is harder than hell to bleed it.

Please follow these few inexpensive brake recommendations and change your oil prior to coming out. I recommend 20 W 50 or a straight weight 40 quality motor oil.

Hope to see you all at the track!!

TOP-10 REASONS...WHY I WANT TO GO TO THE SKIP BARBER RACING SCHOOL

10. Forget Thigh Master - better leg shaping through double-clutching.
9. Friends say I look good in a helmet.
8. Have always confused "heel-and-toe" with square-dance step.
7. Out that day in high school when they taught "Formula Ford" in algebra.
6. Tired of being embarrassed by eight-year-olds on "Pole Position".
5. Moves me closer to my career goal to be a N.Y.C. taxi driver.
4. Need to find out if "Porsche" is one or two syllables.
3. Don't want to be on the Sunday Night Sports Highlights as a tumbling fireball.
2. The name "Tazio Nuvolari" keeps popping up on the family tree.
1. Gotta love going to school with a guy named "Skip".

AUTOWEEK, FEBRUARY 17, 1997

PCA/CHICAGO REGION TECH INSPECTION SHEET

NAME _____ COLOR _____ CLASS _____
 MODEL/YEAR _____ ENG. DISP. _____ ENTRY NO. _____

Passed Failed

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; five point harnesses recommended. |
| _____ | _____ | 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. Hubcaps removed. |
| _____ | _____ | 20. | TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured. |
| _____ | _____ | 21. | FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| _____ | _____ | 22. | GAS CAP - Gasket intact & 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 _____



Rear View Mirror

1996 Dinner Dance

Howard and Margaret having a good time.



These folks can really follow directions! - The Winning Rallye Drivers and Navigators.



1997 Officers, Directors and Co-ordinators of the PCA Chicago Region.

Photos by Steve Rashbaum, Chris Ingot and Jim Jacisin



Tony (Fast Track) and Faith.



Club Racers, Gary, Nick and Greg.



Overall Winners, Susan and Nick Brenkus.



The Princes of Pylons!



Autocrossers Jim and Kim Starai



Kristen Ann's parents, Vanessa and Chris Ingot.

Photos by Jim Jacisin, Chris Ingot and Steve Rashbaum

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944 Turbo	951 116 91100	Clutch Kit	\$1,100.27	\$625.00	43%
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%
944/ 924	944 105 15704	Timing Belt	\$18.00	\$13.00	28%

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The Autocross at Lake Geneva

Sunday, May 18, 1997

Lake Geneva Speedway

1015 Bloomfield Road
Lake Geneva, WI 53147

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

Come on out and join us at our first short-track banked oval event of the year. This is our third year at this track and we promise it will be both challenging and fun. We will be utilizing both the banked oval and the level infield to provide a challenging autocross for all drivers. We will lay out the track to allow you to experience the thrill of the banked oval in a safe fashion.

Concession stands and restrooms will be available at the track. See next months **Chicago Scene** for directions to the track.

Please remember that you will need a Snell 1985 or later helmet to drive.

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: **Nick Brenkus, 822 2nd Court, Bensenville, IL 60106**

First Driver:
Name _____
Phone _____
Member__Applicant__Guest__

Second Driver:
Name _____
Member__Applicant__Guest__

Fees: \$20.00 First Driver \$10.00 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 **Nick Brenkus** at **630.766.4734** (evenings before 9:00 please)

*****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 1/2 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.

Road America I ~ May 24 & 25, 1997 ~

It's time again for Road America I, the first of our two major track events of the year. This event is open to all drivers, including novices. There will be four run groups: Group A - our most experienced drivers with usually, but not always, the fastest cars; Groups B1 and B2 - our next most experienced drivers who may just be a tick slower than A; Group C - our novice drivers and others who are still fairly new at our Road America track events. One thing we can guarantee is that all of you will have *a great time!*

All **novice drivers** will be required to attend the Skip Barber class on Saturday morning and will be assigned a PCA instructor for the weekend. That instructor is there to help guide you safely through the weekend and answer any questions you may have. Novice or experienced driver, all are welcome to attend the Skip Barber class as it is a great opportunity for all. There will be a limit of 40 spaces for novice drivers, so please pre-register *now*.

Using your **Chicago Region Tech Sheet**, it is your responsibility to thoroughly check your car yourself or have it checked by a competent mechanic prior to the event. Be sure to pay close attention to the specifics on the tech sheet concerning brake fluids and brake pads. Also for Classes A, B1, and B2, a **five-point driver's harness** is mandatory; and if you wish an instructor to ride with you in those same groups, a

five-point harness is also required on the passenger side.

Mandatory clothing requirements remain a 1985 Snell-approved helmet, long-sleeved cotton shirt, long pants, socks, all of a non-synthetic material, and closed-toe shoes. Recommended, but not mandatory, are drivers suits and driving gloves made of nonflammable materials and a fire extinguisher. Remember, if you do not pass tech, you may not drive, so these points are very important.

All cars must display their **numbers** on each side of the car and on the front. Numbers must be at least 6-8" tall. Shoe polish is not acceptable. If the corner workers cannot read your numbers in all three locations, you will be black flagged and will not be allowed out again until the deficiency is corrected.

All cars running at Road America must meet a **noise restriction** of 108 db. It is the responsibility of each driver to ensure that his/her car does not exceed this noise restriction. There are residential areas near the track, and Road America is strict about the noise levels.

All **PCA and Road America Rules** must be followed. The Road America Rules are printed in this issue of the **Chicago Scene** as well as on the pre-registration form. When you sign the pre-registration form, it means you have read the rules and agree to abide by them as well as to maintain proper etiquette on and off the track. Please remember that you, the driver, are responsible for not only your activities, but those of your family, crew, friends, etc. When

you register at the track, you will have to sign off on these rules once again as a reminder of how seriously Road America and PCA enforce these rules.

There will be **Mandatory Drivers Meetings** both Saturday and Sunday mornings at the track at 7:30 a.m. Anyone missing the mandatory drivers' meetings will **not drive**.

Spaces are limited, and we highly recommend that you **pre-register early**. You will be notified of your acceptance by mail. Please remember that you must present a valid driver's license and your PCA membership card at track registration.

Track registration opens at Siebkin's on Friday, May 23rd, at 4:00 p.m. The tech crew will be on hand to scrutinize your car. If your car is not teched at Siebkin's on Friday, it must be teched at the track on Saturday morning starting at 7:30 a.m. No car will be allowed to run without a tech sticker.

This year, as in years before, Siebkin's will be the **headquarters for the non-track meetings**. In addition to lodging, they will also offer Continental breakfast at 6:00 a.m., with full-service breakfast starting at 9:00 a.m.

A **24 hour Registration Information Line** has been established at **708.482.4401**.

Questions? Please feel free to call any of the Road America I committee members listed below.

See you out there!

Arnie Zann and Margo Pinkerton

Event Chairs

Arnie Zann & Margo Pinkerton
708.366.9064

Event Coordinator

Chris Ingot
847.559.1126

Registrar

Chuck Bittman
708.482.4401

PLEASE PLAN AHEAD TO AVOID LAST-MINUTE PANIC. The Road America I Committee has to deal with many, many drivers, and we would appreciate your courtesy on this.

NO CALLS ACCEPTED AFTER 9:00 P.M. CENTRAL STANDARD TIME. The Committee does have a life outside of Road America I ... we think!

**PCA Chicago Region
Road America Drivers School
May 24 & 25, 1997
Event Co-Chairmen: Arnie Zann & Chris Inglet**

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

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 attend the Skip Barber classroom instruction unless they attended at a previous event, or have very strong driving credentials and receive approval from the Event Chairman or Chief Driving Instructor.

First Driver	Second Driver	
Yes [] No []	Yes [] No []	Did you receive Skip Barber instruction at a previous Chicago Region PCA Road America event? If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted.
Yes [] No []	Yes [] No []	

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

Fee: First Driver \$250.00
 Second Driver \$75.00 (family or affiliated member) No refunds or cancellations after May 17, 1997
 Second Driver \$250.00(not fam. or affil. with PCA) Make checks payable to "PCA Chicago Region."
 Total enclosed: \$ _____ Mail pre-registration form and check to:
Chuck Bittman, 450 S. Park Road, LaGrange, IL 60525-6111
 Questions: Phone: 708.482.4401 (24 hour voice-mail) OR E-mail: bman@mcs.net

I have read and understand the "Rule of Road America" and indicate so by signing below:
 Driver: _____ Date: _____

Coordinators' Clipboard



PLACES TO STAY WHILE VISITING ROAD AMERICA

Hotels/Motels/B & B's

AmericInn Motel - Belgium
Belgium, WI
414.285.3566

AmericInn Motel - Plymouth
Plymouth, WI
414.892.2669

AmericInn Motel - West Bend
West Bend, WI
414.334.0307

Barefoot Bay
Elkhart Lake, WI
414.345.7784

Best Western Harborside Motor Inn
Port Washington, WI
414.284.9461

Boarding House Bed & Breakfast
Elkhart Lake, WI
414.876.3616

Brownstone Bed & Breakfast
Sheboygan
414.451.0644

Budgetel Inn
Sheboygan, WI
414.457.2321

Comfort Suites - Comfort Dome
Appleton, WI
414.730.3800

Crest Hotel
Plymouth, WI
414.893.6111

Eastlake Bed & Breakfast / Rentals
Elkhart Lake, WI
414.876.2272

Elkhart Lake Chamber of Commerce
(Referrals)
Elkhart Lake, WI
414.876.2922

Holiday Inn Express - Sheboygan
Sheboygan
414.451.8700

Holiday Inn - Holidome
Fond du Lac
414.923.1440

Holiday Inn
Manitowoc, WI
414.682.6000

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

The Osthoff ***
Elkhart Lake, WI
414.876.3399

Pinehurst Inn
Sheboygan Falls
414.467.4314

Plymouth Inn
Plymouth, WI
414.893.5623

Ramada Plaza Hotel - Fond du Lac
Fond du Lac
414.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI
414.793.1794

Select Inn Fountain Park
Sheboygan, WI
414.458.4641

Sheboygan Super 8 Motel
Sheboygan, WI
800.800.8000

Siebkin's +++
Elkhart Lake, WI
414.876.2600

Starlite Motel
New Holstein, WI
414.898.4265

West Bend Inn
West Bend, WI
8000727-9727

Wisconsin Aire Motel
Random Lake, WI
414.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI
414.892.2222

Campgrounds

Hoef't's Resort Campground
Cascade, WI
414.626.2221

Plymouth Rock Camping Resort
Plymouth, WI
414.892.4252

Marsh Lodge Campground
Elkhart Lake, WI
414.876.2535

Westward Ho Camp Resort
Glenbeulah, WI
414.526.3407

*Not recommendations, just suggestions
from the folks at Road America.*

*****The Osthoff** has set aside 40 Woodland Suites at a Special Rate for Chicago Region members. 20 1 Bedroom (\$107.10), 15 2 Bedroom (\$143.10), and 5 2 Bedroom Deluxe (\$152.10) - plus tax - will be held until April 1st. Reservations are for 2 nights with 1 night deposit required. First come, First serve basis. To reserve, identify yourself as Chicago Region Porsche Club.

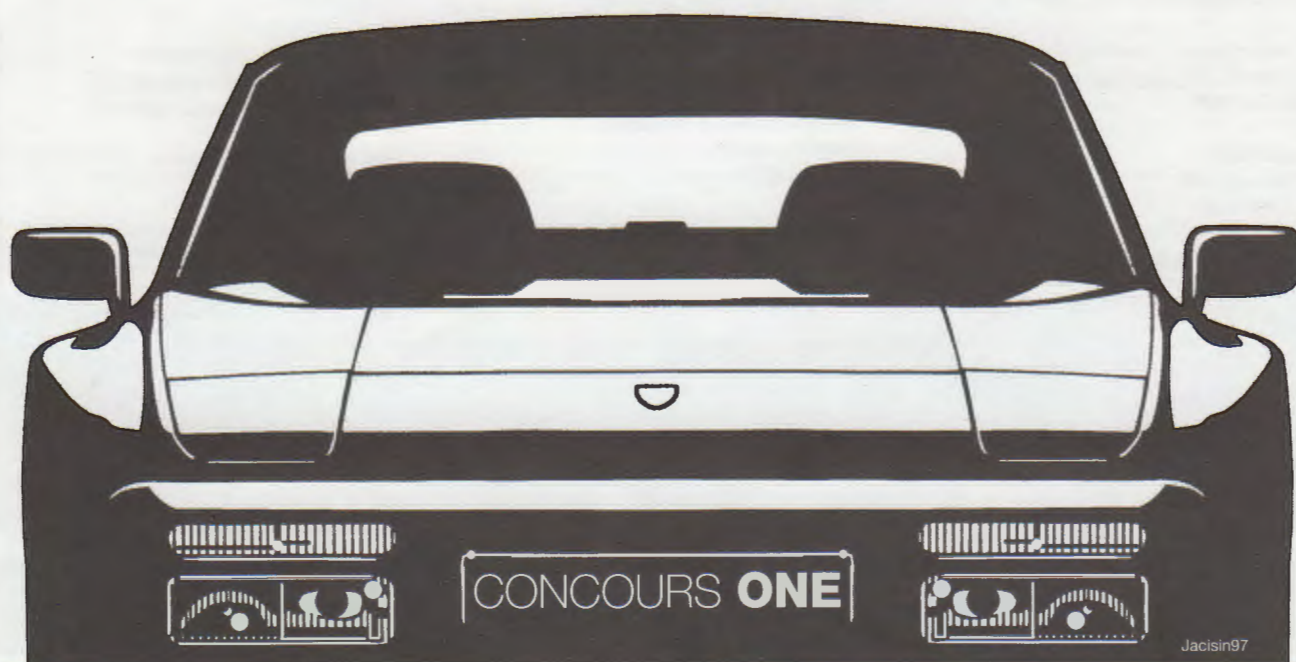
+++**Siebkin's** will be the headquarters for all non-track meetings. In addition to lodging, they offer Continental breakfast at 6:00 a.m., with full-service breakfast starting at 9:00 a.m.

Elmhurst CONCOURS ONE

Concours One June 1 @ Wilder Park Conservatory and Gardens.

It has been a long time coming, but this years first concours finally draws near. The first stop on this years calendar is courtesy of the Elmhurst Park District. Beautiful Wilder Park Conservatory will be the backdrop. Located close to the intersection of York and St. Charles Road, the Conservatory features exotic foliage and flowering tropical plants. Each Summer, perennials and annuals are featured in a beautiful formal garden next to the Conservatory. Adjacent to the Conservatory is the Elmhurst Public Library and the the Lizzadro Museum of Lapidary Art. The Museum is dedicated exclusively to the beauty of stone carvings in the form of art objects, mineral specimens, gems and precious stones. Also scheduled to be opened is the Elmhurst Art Museum featuring its permanent collection of noted 20th Century American artists. The cornerstone of the museum is the McCormick House. This is one of three such houses designed and built in the United States by the internationally renowned architect, Ludwig Mies van der Rohe. So please come out for the first of what promises to be another season of special cars and places.

Watch upcoming Chicago Scenes for more information, or phone event chairman Jim Jacisin @ 630-279-4835



Jacisin97

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1966 912 #453934. White/black interior. Solid car. Engine re-built at 87K, remaining mechanical parts either replaced or re-built. Garage kept, never driven in rain or snow. Two sets of wheels; Fuchs W/R1's and Blk steel w/ radials. 100K miles. Call for list of improvements. \$8800. Marc Gerke 630.654.3761.

1973 911 Targa Silver/blk. #9113112292. 5-spd, S-options. Newer CIS targa roof, carpets, A008Ps, fr struts, rubber ties rods, tensioners, rear calipers, oil cooler & lines, etc. 48K miles. \$10,000. Baby demands sale! :A. Balk, 225 W. Washington, #1100, Chicago, IL. (days) 312.558.1675.

1984 Carrera Cabriolet Silver/blue/blue. Body, top and interior in excellent condition. Engine strong, 100K miles. All engine work done by Becker's, have records. Car certified before purchase. Must sell, changing jobs. Mike Allen 815.786.6101.

1986 911 Turbo Coupe #WPOJB0930GS051055 Dark blue w/ gray interior, 34K miles, RUF intercooler, K27 turbo, adjustable boast, front oil cooler, SS exhaust headers, Borla SS exhaust, RUF front spoiler. \$34,000. Stuart Acker, 10 South 533 Glenn Dr., Burr Ridge, IL 60521, (eves) 630.887.7480.

1986 911 Coupe Silver w/ black leather. #WPOAB0914GS22000 Consistent Concours winner. 1st place in Class B (street) last two times entered. Cover of Chicago Scene June, 1996. 37,000 pampered miles and garage stored. 37.5K service done. Spoiler F/R. Robert Wood painted and polished 16" factory wheels with enameled Porsche crest center caps. Factory short shifter. Never raced. Standard power items. Nakamichi stereo cassette and speakers (8) with 2 amps. Non-smoker. Illinois plates "ENDORFN". Myron Walters 630.690.3134.

1986 944 Turbo Zermatt Silver, WPOAA0955GN155060 150K miles, excellent exterior and interior, touring package, Nakamichi stereo, cross-drilled brakes w/ cool brake kit, shock tower brace, Koni sport adjustables, K26 club sport turbo w/ Andial electronics, 3:88 LSD transaxle by Andial, alloy wheels. \$7900/obo. Bob Smith, 26W551 Woodvale Court, Winfield, IL 60190, (eves) 630.682.4865.

1986 944 Turbo Red/black, K & N, chip, strut brace, metal masters, ss lines, new SP8000's, cover. 23K miles. Perfect. \$13,900. Bob Douglas (days) 312.855.7709, (eves) 847.615.0033.

1987 924S Coupe Red/black & tan, #WP0AA0920HN455273, exc. cond., 5-spd., garage kept,

AZ car, pwr sunroof, pwr mirrors, security system - \$4800/obo. Tim Demel 630.372.0832, 2142 Camden Lane, Hanover Park, IL 60103.

1988 Ruf 930 Red/black. 1991 body upgrades, wheels, roll bar, etc. Professional built fresh 450+ h.p., 3.4 liter. Quaife differential. Close-ratio transmission. 5 pt. harness. Reccaro sports seats, killer stereo, huges brakes, stainless exhaust. Best of everything. \$150K invested. \$90K offer. Randy, WI 608.258.5580.

1989 944S2 Black/black leather, 48K miles. 5-spd. Pwr seats, roof, airbags. Nakamichi w/ads amp. New wtr pump, clutch, torque tube, pwr steering pump. Tires. 45K service (incl. timing belt). \$15,500. A. Balk, 225 W. Washington, #1100, Chicago, IL. (days) 312.558.1675.

1989 944 Turbo S Red Velvet Metallic, Linen leather, 51K miles, numerous options, very clean, recent major services, needs nothing. Perfect for street or Club driving. \$19,250. 993 17" wheels w/ Dunlop Sport RT 8000 tires, Brey-Krause harness & Shock Tower brace bars, 3" Sabelt 5-point seat belts also available at additional cost. Dan Bacin 630.655.1982.

1992, 3.6L, Carrera 2 coupe; WPOAB2963NS420347; silver, black full leather, full power seats, and standard factory options; always garaged and covered; 6000 mi; absolutely perfect; \$43, 900. Nicholas Rhodehamel, 301 East Sunset Court, Madison, WI 53705; (days) 608.273.8090 ext 317, (eves) 608.233-2230, e-mail: nrhodehamel@agronomy.org.

OTHERS/PARTS

1993 Audi S4 Silver/black leather; 4 door, 5 cyl. Turbo 227 hp., Quattro AWD 41k miles. PW, PL, PM, P seats (both), tilt/telescope wheel, AM-FM stereo cass, w/10 disc changer, AC/auto temp cont., console/phone, ABS, remote entry, allow wheels w/ new Dunlops, ski rack, exceptional condition, original sticker, warranty, \$29,900. Cy Ling, 309.663.7472, 2815 Polo Rd., Bloomington, IL 61704.

1994 Toyota Supra Twin Turbo 6 speed. Black/tan leather, every available option. Low miles, perfect condition. No snow, rain or smoking. Absolutely brilliant performance. \$30K firm. Bob Hoffman 219.322.6512.

1996 Wells Cargo Enclosed Trailer purch 4/96, 20' box, 24' overall enclosed trailer with many extras including: translight roof, tire rack, fuel bottle rack, spare tire, belly pan, diamond plate, alum work bench, nose cone, white ext, alum ramp ext. Original cost over \$8300, will sell for \$5700. Jerry Isaacson 847.465.0125.

Open Beaver-tail Trailer 18' with 15' bed. Dual axel. Electric brakes. 2 5/16 coupler. Carriers 5000 lbs. Has separate, lockable tool/accessory box, tie down straps, and electric winch. Good condition. \$1500. Jim Knupp (eves) 847.729.4865.

911 Parts 1981 and earlier 46mm crowsfoot tool and cam holder tool for camshaft sprocket nuts. Used only 3 times, excellent condition, paid \$98.00 new, \$50.00 for both. Stock '76 911S CIS cams, excellent condition, \$350.00/pair, buyer pays shipping. Claude B. Reed 630.252.5970 or e-mail CBReed@anl.gov.

911 Parts 2 each, rear Bilstein sport shocks \$50 pair; 1 each, Weltmeister 19mm front sway bar \$30; 2 each, 24mm rear torsion bars \$40; 1 each, factory front and rear sway bars from Carrera \$45; Factory short hood, finished in white \$100; for "SSI" or pre cad engine, dual inlet, dual side exhaust muffler, modified for great sound and more horsepower \$135; George Mueller, (eves) 708.489.0466.

911, 914, 356 Parts Complete frt & rear rust free bumpers for '69-'73 911 with all bumper guards, \$400 complete. Complete Marelli distributor for '70-'71 911T, like new, \$150. Rubber rear bumper overriders specifically for '73 911, like new, \$100 pair. Rear wiper kit for 911 coupe, \$100. Complete new 914 axel shaft in Porsche box, \$150. K26 turbo for '76-'77, used but works fine, \$150. 4 51/2 x 15 steel wheels with tires, disc brake pattern for late 356 or early 911-912, very good condition, \$200 set. Brian Allman (days) 847.487.2877.

914 Parts 2.0L engine/trans \$1,100, exhaust, locks, brake calipers, doors, center console and one of everything else. Turbo Bob (Bob Turner) (eves.) 847.458.0965 or ILXLR8@aol.com
1986 930 K-26 Turbocharger Was fully functional when removed from car this fall. Buyer pays shipping. \$200/obo. John Kramer, 312.855.6232, 2651 N. Wilton St., Apt. 2W, Chicago, IL 60604.

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

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WANTED:

911 Car cover, cotton or flannel. Tim Demel 630.372.0832, 2142 Camden Lane, Hanover Park, IL 60103.

911 camshaft bolt removal tool(s) 1981 and later. Used OK. Claude B. Reed 630.252.5970 or e-mail CBReed@anl.gov.

1 Reccaro SRD seat in very good condition or better. Seller pays shipping. John Kramer, 312.855.6232, 2651 N. Wilton St., Apt. 2W, Chicago, IL 60604.

Open Trailer single car, double axel, electric brakes preferred but not necessary. Arnold Zann 708.366.9064

Trailer single car, aluminum, double axle, surge brakes, open or closed. Ed (day) 312.527.5066, (night) 847.381.0983 or E-mail <edholzer@interaccess.com>.

Drums & Guitars, American made, from 50's, 60's and 70's. Cash buyer and fair prices for private collection. Clean out that closet and basement! Brian Allman 847.487.2877.

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Oversteer

in some fast cars, most notably Paul Ammon's '66 Ford 390 GTA and Moose's '70 442, but this, this took some getting used to. A car that could turn. I quickly warmed to the idea, and was hoping for a nice tight section of the Tri-State when I was suddenly pitched violently against my shoulder belt. Sweet Jesus, now what was happening? Was this car so fast that it actually

took awhile for its antics on the ramp to catch up with it? No, said the diabolical grin, just wanted to show you the brakes. Besides, there was a State Trooper up ahead. (I weighed the downside of signaling the officer for help against not being alive to look for a new job but thought better of it.)

In the dozen plus years since my introduction, I've had some interesting rides, and a lot of them

were faster. But there's only one "first time", and that was mine. Whatever yardstick I had used to rate an automobile's performance went right out the window of that 911, and I think that's why I've never gotten into one since that day without a little bit of anticipation. And I've never been disappointed.



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Oversteer

First Time
by Doug Wiersema

A lot of things come to mind when I think of "first". I can distinctly recall my first official hit playing little league baseball...my eyes were closed when I swung, and I felt the contact of bat on ball. When I looked up, the ball was skittering into right field between first and second and the coach was hollering for me to run.

Other first: My first unassisted bicycle ride, on the small hill behind our house. Dad held the bike while I climbed aboard, told me to look ahead and pushed off. I was riding! First time I hit the house, when I got to the bottom of aforementioned hill (you mean a bike has brakes?) First touch-down, first A, first F. The list goes on and on, and no, I'll not be discussing some firsts in this letter (my wife reads them).

I'll never forget my first ride in a 911. It was November of '82, the car was a brand new 911SC Coupe (Guards Red/Black leather, with spoilers just as God intended), the place was Hinsdale Porsche Audi (RIP) where I was just beginning my career in sales. I had been reading literature on the cars for several days, trying to acclimate myself with a line of cars I knew virtually nothing about. Oh, I knew they were German, that the engines were in back like the Volkswagens had been, and that they had a reputation for being fast and expensive. Other than that, I was blissfully

ignorant. Growing up in the sticks, I was used to seeing Porsches attached to someone's house, replete with rocking chairs and Porsche swings.

So there I was, trying to grasp the reasoning behind the anxiety built into every 911 engine (I surmised it had something to do with either the tension in the chains or in the way the engine seemed to "box" itself) when my sales manager, Dave Reel, came up to me and announced it was time to go for a ride. I learned much later that Dave had gone out on a limb by hiring me. Aside from my now-obvious lack of product knowledge, my selling experience consisted of expanding my Sunday Des Moines Register paper route many years hence. In fact, the key to my recruitment stemmed from the fact that Dave and I shared the same date of birth, further proof that it's certainly not always what you know that matters.

We climbed into the car, Dave behind the wheel. He's telling me something about always driving first (I now know that the reason for this is so I can actually drive the darn things...if I let the customer go first they'd never give it up!) while I play around with the seat adjustments. Then he fired it up. Mmmm. There's something about the growl of that six banger that I have always found both reassuring and ominous. He let it warm up for a bit, blipping the throttle now and again as he

pointed out some of the controls.

Then we eased out onto Ogden Ave. eastbound, slowly out of first, lazily through second, taking time to sneer at the English and Italian metal parked at Continental Motors up the street. Third gear comes just as Dave's foot starts to get heavy. Now the car begins to point its nose at the on-ramp to 294 South We're still in 3rd, Dave's foot is still in it, and my pulse is climbing at the same rate as the rev counter. He has my attention.

As we enter the bend at the top of the ramp, let us leave for a moment (as it seems to me the car is trying to do) to cover the topic of centrifugal force. My own experience had taught me at least three things about it. First, whenever I had encountered it on the large merry-go-round at the city park, someone inevitably flew off and got hurt. Second, when I encountered it on the Tilt-A-Whirl at the Whiteside County Fair, my date threw up. Finally, most of the cars that encountered it out at Blind Charlie's Corner (rumor had it that centrifugal force lived there) usually ended up behind Frank Baker's Ford garage awaiting the scrap heap. Ergo, straight is good, sideways is bad. Back in the 911, things seemed to be going from bad to worse.

I quickly realized that, despite our identical birthdays, Dave Reel had decided that he'd lived enough (judging from the smile on his face) and had apparently reasoned that I must have had enough as well. He grabbed 4th gear and stood on it. I made myself as small as I could, determined to outlive the sonofabitch by at least a few seconds, when an amazing thing happened. We shot off the ramp onto 294. Alive!

How was this possible? I'd been

(Continued on page 47)

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