

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



Chicago Scene

MARCH 1998



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Chicago Scene

March 1998 Volume 42 Number 3

Chicago Region 1998 Calendar of Events

- January 11 Tobogganing & Hackney's
- January 18 General Membership Annual Meeting
- February 8 Restaurant Tour - Cafe 36
- February 28 Bowling & Dinner
- March 8 Concoors School
 - Chili Tasting • Edible Art Contest
- March 15 St. Patrick's Day Party
- March 22 Rallye School
- April 5 Safety Tech Session
- April 19 Rallye I
 - May 3 Drivers' School
- May 13 Blackhawk I Drivers' Ed
- May 17 Concoors I
- May 23-24 Road America Drivers' Ed
- May 31 Autocross I
 - June 7 Rallye II
 - June 17 Blackhawk II Drivers' Ed
 - June 20 Concoors II • Zone 4 Concoors
 - June 28 Autocross II
- July 18 - 19 GingerMan Drivers' Ed
 - July 25 Kane County Cougars
- August 2 Potter's Picnic • Concoors III
- August 9 Autocross III
- August 12 Blackhawk III Drivers' Ed
- August 22 Golf & Dinner
- August 30 Autocross IV
- September 5-7 Concoors IV (at Road America)
 - Drivers' Ed • Trac 98 Club Race
- September 16 Blackhawk IV
- September 20 Autocross V
- September 27 Rallye III
- October 10-11 Blackhawk Octoberfest
 - October 18 Concoors V
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Cover Photo: Jack Schriver's '95 993C4 at Road America

Photo by Jack Schriver

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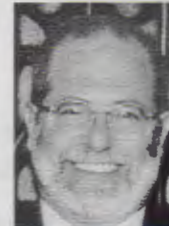
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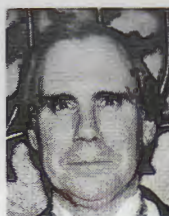
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Aungahh!

Steve had a 'big' birthday a few weeks ago and while he thinks that forty was more difficult for him emotionally than fifty, the year is still young. He was traveling for business on the anniversary day of his birth. (Certainly not his most favorite way to spend a 'significant birthday'.) At the rental car counter in the airport, because 'of a small oversight' on the part of the rental company, he was given the choice of an Escort or Deville. As he had just gotten off a full plane (to Buffalo?) and his knees still had teeth marks in them, neither was particularly appealing. To choose between a Boxster and 993 would have been greeted with much more enthusiasm but as he never drives small American cars, he chose the Deville.

The Deville was all the ads promise and well may have been the largest vehicle in the lot save for the car transport. At any rate, he climbed in and headed for the company plant on Grand Island. (Grand Island is THE island in the middle of the Niagara River that the falls rush past on their way to the rocks below.) As the car warmed and boredom set in, he decided to try to find its limits. But, as the Caddy inched toward a 1g turn on the entry ramp, he decided that discretion was the better part of valor and settled for squeals ... and as one might imagine, lots of body roll and understeer. Threshold braking was impossible!

After spending most of the day in meetings, he managed to leave a bit early to make a trip to the Canadian side (his favorite side) of Niagara Falls. Steve likes to go to the Falls as they are quite lovely, really awesome and change with the time of the year. Having seen them in all four seasons,

he doesn't have a favorite season except there are fewer tourists during the winter.

On his way back to the Deville from viewing the Falls, he noticed that it was not from New York but from Florida. It should be noted here for those of you that do not know Steve, he is (and has been for some years now) quite gray of hair and beard. (Not from age mind you, but from the kids!) Anyway, he passed over the Peace Bridge with much less confrontation than normal. Usually it's "What did you do while you were in Canada? Are you bringing anything back? No? Have a nice day." But not that birthday day. He didn't make much of it at the time but sorta noticed that the US INS agents 'seemed' much friendlier than normal.

As Steve does not travel with a radar detector, he needs to be always cognizant of the local traffic speeds and customs: having observed many citations being given on the highways in and around Buffalo. Although he had a dinner appointment later in the evening, he did have some free time and so settled into a slightly below speed limit pace on his way to the hotel. Traveling down the highway, many people passed him by, often taking a peek into the car. What he came to realize was that what everyone saw was an older, gray haired man in a Deville with Florida plates. Now, when we see the same on a highway here we expect that the driver would be no taller than the steering wheel, driving 45 miles per hour, and taking up the left and center lanes simultaneously. Wow, he thought, "Am I turning into this scary scene? Was that why INS gave me a quick and free pass into the US from Canada? Is that why I have been given such a large space on the highway?"

Upon his return, Steve recounted this story to Susan and several friends. It was greeted with too much great hilarity and joy. Was he really becoming a stereotype? He thought about it quite a bit and then we discussed it at length. People have com-

mented that we don't look our age, even with all of the gray hair. (It's the kid's fault - all four of them!) We decided that getting older is not so bad. We like the 'seat time,' so to speak, that we've had in this life. We just don't like the aches and pains of the body and, sometimes, of the heart. Why don't we feel (or act) old? What is 'it' that keeps one young - at least in spirit?

When we joined the club ten plus years ago we were encouraged to just try 'it'. First 'it' was rallyes. Several years later, 'it' was autocrosses, then, 'it' was track events, and last year, 'it' was concours. "It" was always a blast. And now, in early 1998, 'it' has struck again!

Steve has always wanted to "race" cars: a nice, he thought, but unrealizable fantasy. Well, now, with more than a little encouragement from Chicago Region friends, he will try Club Racing this year. And it's all your fault - all of you, our well meaning, wonderful, supportive friends (of all ages) in this most terrific club. We will, of course, continue to autocross, rallye, concours and drive on the track. With this new 'it' in our lives we will have even more opportunities to enjoy our current PCA friends as well as to make new PCA friends, young and old: people with young attitudes and positive outlooks, people who enjoy life, enjoy their Porsche and enjoy their friends. Porsche really does have 'it' right: *it is the people!*


We'll see you at Napleton for chili, edible art, and the Concours School; at the new-this-year St. Pat's Day Party; the Rallye School; and at the Safety Tech Session. It's getting busy and it's almost Spring!

Stay tuned, we'll keep you posted on how 'it' all goes in '98!

Steve and Susan

Aungahh (a-uun-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.*

March 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6 Board Meeting	7
8 Concours School Chili Tasting & Edible Art Contest	9	10 Scene Copy Deadline	11	12	13	14
15 St. Patrick's Day Party	16	17 	18	19	20	21
22 Rallye School	23	24	25	26	27	28
					Club Race - Texas World Speedway	
29	30	31				
Club Race - Texas Wo						

April 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3 Board Meeting	4 GingerMan Open
5 Safety Tech Session GingerMan Open	6	7	8	9	10 Scene Copy Deadline	11
12	13	14	15	16	17	18 CR - Road Atlanta
19 Rallye I CR - Road Atlanta	20	21	22	23	24	25 GingerMan Open Track Days - Race
26	27	28	29	30		

Briefly Brenkus

Well we made it back from Daytona. Had a great time: great weather, great food (ask Marla Turek to tell you what she had for dinner Saturday night), good friends, and stimulating conversation as usual. John Ruther's team was doing very well until gearbox problems forced them to drop out of the 24 hour race. Other Chicago Region members seen driving were Philip Collin and George Balbach. This has become a great mid-winter getaway weekend!

Back in Chicago, we gathered with Porsche friends at Cafe 36 to enjoy a wonderful meal with Reinhard Barthel and his son. Approximately 40 people gathered on a sunny afternoon to begin getting geared up for the upcoming Chicago Region season and getting caught up on each other's activities. Nick and John Bonnett discussed the *diets* they have put their cars on. Dan Gallagher had been out the previous day taking pictures for the Rallye School. We made plans to meet at the Porsche display at the Auto Show and have dinner afterwards. I'd say that the Chicago Region's 'engine has started' and we're getting ready to put it in first gear for 1998!

At the February Board meeting many important matters were discussed. One in particular that you should pay attention to is that the Board voted to change the helmet requirements for the 1998 season. For Blackhawk, GingerMan and Road America events, the helmet requirement is now a 1990 or later Snell SA approved helmet. For gymkhana and autocross events, we will continue to allow 1985 SA or M approved helmets, but strongly recommend people update to newer helmets.

After discussions with many members regarding

Road America, its format, dates, frequency, etc., I decided to form a Road America Committee to address these issues and make recommendations for future (not 1998) changes to the Board of Directors. The Chicago Region members who have agreed to serve on the committee are Nick Brenkus, Todd Conforti, Bob Cook, Chris Inglot, Gary Knoblauch, Ed Russ, John Ruther, Glenn Sapa, Greg Turek and Marla Turek, have experience in drivers' education, organizing events, PCA Club Racing, and racing sanctioned by organizations other than PCA and represent a wide variety of thoughts. We will meet on March 28. I invite you to seek these people out to discuss any views you would like represented.

On March 8th, we will be at Ed Napleton Porsche in Elmhurst for our Concours School, Chili Tasting and Edible Art contest. This event has become a real favorite. Then, on March 15th, we are having a St. Patrick's Day Party at Connie's Country Cafe and Illinois Billiard Club. Social Coordinator Myra Knoblauch has done a great job coming up with some new and interesting social events. If billiards is your game, come on out and join us. March 22nd is our Rallye School

at Rosati's in Schaumburg. Rallye Coordinators Dan and Peggy Gallagher are planning to rerun their 1997 Illinois & Michigan Canal National Heritage Corridor Rallye from last year using slides to show us various decision points to teach old and new rallyists alike some of the "tricks of the trade". April 5th will be a Safety Tech Session at Northstar Motorsports in Barrington. Tech Coordinator Pete Hackenson along with our hosts for the day, John and Jeannie Ruther, plan on teaching us a thing or two about safety equipment: car and drivers'. They will also review what equipment is mandatory, what's optional, expiration dates and what works and what doesn't.

The registration form for Road America I is in this issue. If you have never driven at Road America and plan on doing so this year, please stop what you're doing, make a copy of the registration form, write a check and send it off to Scott and Sharon Lynn, the event registrars. This event fills up quickly, and if you don't complete the novice school in May, you won't be able to drive over Labor Day at Road America. We also encourage you to attend the first Blackhawk in May if you plan on driving at Road America over Memorial Day. This is a great

time to dust off the cobwebs, make sure everything's working, and get back in the swing.

If you've not been to a Chicago Region event yet, or it's been awhile, I invite you to come out and enjoy the results of the hard work our various coordinators and event chairs put into each event. We'd love to see you!

Susan



Susan Brenkus with Chef Reinhard (left) and dad Reinhard, our hosts at Cafe 36: another fantastic Restaurant Tour!

Photo by Steve Rashbaum

Psst! Did you hear about ... ?

Trailer Load Of Porsches

Anyone wishing information regarding the availability and cost of shipping their Porsche by (truck) trailer to the 1998 Parade in Steamboat Springs, CO. may call me at 630.920.1929 (before 9:00 p.m. please).

Pat Yanahan

1998 Parade at Steamboat Springs Info Website

Information about the 1998 Parade at Steamboat Springs, CO, July 19 - 25, 1998 is available at the Parade website:
<http://www.pca.org/parade>.

Myra Knoblauch To Look Into Cook Book

I would like to form a committee to look into publishing a Chicago Region cookbook. Volunteers may call me at

630.325.1086 (before 9:00 p.m. please).

Myra Knoblauch Social Coordinator

GingerMan Raceway Schedules Open Track Days

GingerMan Raceway, South Haven, MI has announced its Open Track Days schedule for Spring 1998.

Sat.	April 4th	All cars
Sun.	April 5th	All cars
Sat	April 24th	Race cars only
Fri.	May 1st	All cars.

The fees per day are per day: \$50 for half day/\$100 for full day. Please call (616.253.4445) or fax (616.253.4446) Dan Schnitta to make arrangements. Other dates may be available. Please call Dan for dates and fees.

Monterey Bay Region Porsche Club of America 1998 Historics

The members of MBR invite you to join us in celebration of Porsche's fiftieth birthday. The venue is the 1998 Monterey Historic Automobile Races to be held at America's finest road course Laguna Seca Raceway. Yes this is THE year! Porsche is THE Marque. PCNA and Porsche AG have plans to dazzle the sports car world with their participation. Museum Cars, legendary drivers, on track demonstrations, exhibits and lots more await you. The MBR agenda is designed to enhance your enjoyment of "Car Week" on the Monterey Peninsula

For event information contact David or Laura Kuhlmann ph 408 626 3306, fax 408 755 1765, e mail Kuhl 912 @ aol or the January issue of Pano. For help with lodging call Room Finders 800 847 8066 or Resort II Me 800 757 5646.



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(847) 367-8837

An idea whose time has finally come! The Chicago Region throws a ...

St. Patrick's Day Party

Sunday, March 15th

2:00 - 6:00 p.m.



On Sunday, March 15th the Chicago Region is going to celebrate St. Patrick's Day at Bonnie's Country Cafe and the Illinois Billiard Club. Our members will have exclusive use of the Billiard Club and Cafe for our afternoon of entertainment, games, prizes, and dinner buffet.

Bonnie's Country Cafe has a 92-seat dining room featuring dark paneled walls, cut mirrors, soft lighting and antique wood theatre seats which once occupied the balcony of the former Oak Park Club. The dining room is connected to the playing room of the private Illinois Billiard Club.

The Illinois Billiard Club is quite a contrast to the image of the old-time pool room. Members will find no scoundrels or slit-eyed hustlers stubbing out their cigarette butts on the floor. Instead of grimy windows, there are etched glass and mirrors. Elegant mahogany chairs line the walls, floors are spotless, and the smokefree room is filled with six pocket-billiard tables and two carom (pocketless) tables covered with imported fabric. Just imagine the privilege of playing on such historic tables as one designed by Frank Lloyd Wright that's valued at \$25,000 or a 1961 Brunswick Gold Crown specimen once owned by former Cubs pitcher Milt Pappas.

Even if you don't play pool, come for a tour of this fabulous billiard club and enjoy the dinner buffet. Wear something green, grab your pool cue, and be Irish for the day at our Chicago Region St. Patrick's Day Party.

Bonnie's Country Cafe & the Illinois Billiard Club

8442-46 Archer Avenue
Willow Springs, IL
708.839.5820

From the north or south:

- I-294 to 75th Street
- 75th Street west to Willow Spring Rd
- South (left) on Willow Spring Rd to Archer Avenue (Route 171)
- Northeast (left) on Archer Ave - 1 mile.

From the east or west:

- I-55 to LaGrange Road (Rte 12-20-45)
- LaGrange Road south to Archer Avenue
- Southwest (right) on Archer Ave - 1 mile

Corned Beef and Cabbage
Red Skin Potatoes
Vanilla Ice Cream Dessert
Apple Pie
Coffee or Tea
Cash Bar

Reservation Deadline: March 6, 1998

Questions ?
Myra Knoblauch
630.325.1086
(before 9:00 p.m. please)

St. Patrick's Day Party

Mail to: Myra Knoblauch, 10 South 060 Thurlow Street, Hinsdale, IL 60521

						\$30.00
Name	Member ()	Applicant ()	Guest ()	Phone		
<hr/>						
Name	Member ()	Applicant ()	Guest ()	Phone		\$30.00
<hr/>						
Name	Member ()	Applicant ()	Guest ()	Phone		\$30.00

Please make checks payable to: PCA Chicago Region _____ Total # attending @ \$30.00 each \$ _____

Thanks, CHICAGO REGION For A Great 1997!

Over 300 drivers found
The Answer in 1997:
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Question: Do you like to drive your collector car? Maybe you participate in P.C.A. Drivers' Education Events, but are concerned about your insurance company's exclusion of coverage when you go for a ride or take your car O.N T.RACK? *Reply:* "Oh, I'll just self insure it." *The Answer:* Why risk it?

Question: Do you have your car insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? *Reply:* "Whadya mean I can't drive my Porsche to work once in a while?!" *The Answer:* No drivers under age 21. No racing. No other restrictions.

Question: Have you attempted applying for one of those other policies but were turned off by all the paperwork? *Reply:* "What am I, a circus animal jumping through all these hoops?" *The Answer:* Simple, one page application.

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1998 Charity Raffle: Children's Programs At The Lincoln Park Zoo

Danita and I are honored to be this year's Charity Coordinators. We made a presentation to the Board of Directors at the Annual General Membership Meeting in January and suggested the children's programs at the Lincoln Park Zoo. As all previous charity drives have benefited children we thought that this local charity that touches literally 100,000 kids each year would be a good choice for our Chicago Region event for 1998.

The world class Lincoln Park Zoo, one of the few remaining free zoos as well as the oldest zoo in America, began with a donation of two beautiful swans. The Chicago Region will continue this tradition by making a generous donation by year's end.

Danita and I would like to express

our gratitude to all of the members of the Board for selecting the Lincoln Park Zoo children's programs as the 1998 Charity and Susan Brenkus for appointing us as Charity Coordinators. We pledge to coordinate this charity drive with the utmost integrity, style and old-fashioned hard work. It is our undeniable goal, between now and December to sell all the raffle tickets, and with the Porsche gods help, to have a Chicago Region winner in attendance at the Dinner Dance!

Tray and Danita Anderson

Las Vegas Weekend Getaway, November 1998

The PCA Chicago Region is considering a "Las Vegas Weekend

Getaway" in November, 1998. The weekend getaway package would include: two (2) night stay, Friday and Saturday, returning on Sunday; round trip air fare; airport transfers to and from the hotel; and hotel accommodations.

I need an indication of interest from the membership to pursue the matter further and some idea of the number of members and their guests who would go in order to receive the best rates for the weekend getaway package. If interested or if you have questions, please contact me at 630.325.1086 (before 9:00 p.m. please) or fax 630.325.2286.

Myra Knoblauch

Chicago Region Home Page

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



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Club Racing

The Birth Of Club Racing In Chicago by Arnie Zann

As the event chairman of our two annual Road America events since the mid '80's, I have seen these events grow from 70 entries the last time we ran a pylon event in Elkhart Lake to 240 today, making our annual current Road America events two of the most popular events in all of PCA.

While it seems we always had a new crop of novice drivers, a large number of our most enthusiastic Chicago drivers were beginning to disappear; they had enjoyed drivers ed for many years but were now looking for something a little more challenging to do with their Porsches. Many of them entered Vintage Racing, some, IMSA and SCCA. Vintage Racing seemed to offer the most fun without risking 'dinging' one's car, not like the other two where one's pride and joy could get 'scratched'. Vintage has a 13-13 rule; if you are at fault in an incident, you are out of racing for 13 months. This rule was created to discourage people from driving beyond their abilities and to keep these beautiful cars in one piece.

For a number of years, I had thought it would be great if we could race our Porsches in a controlled, safe, head-to-head manner similar to Vin-

tage. I had also been watching a lot of Porsche Club Racing from Great Britain on late-night television and musing, "Why can't we do this in Chicago PCA?" Apparently, I wasn't the only one thinking along these lines, because around the same time, Alan Friedman was proposing this very idea to PCA National. I think it took Alan two or three years to get everything worked out, but thanks to him, we could now go racing and still be part of PCA.

The idea of being able to race our Porsches in a safe event and be there with our PCA friends sounded great to me, especially the part about racing with - and against - our friends. What I hoped to create for Chicago PCA was an event close to the size and scope of the Chicago Historics, but when I first proposed the idea to the board in the early '90's, it was hardly received with overwhelming enthusiasm. The two biggest reasons for the initial opposition were cost and not wanting to change our 'traditional' Road America events.

The cost for a Club Race was going to be much greater for us than a drivers ed event because of such items as more expensive insurance, higher Road America rental costs, mandated increase in corner workers, more safety and medical personnel, the expense of the

national stewards, et cetera.

The way I solved part of the cost problem was to have corporate sponsors. Hari Matsuda stepped forward to take charge of this important function and established a solid foundation of sponsors and advertisers, many of whom have been with us since Day One. Bill Jacobs Motorsports, for example, was our principle sponsor since the first Chicago PCA Road America race. Through Hari's hard work, he was able to raise many, many thousands of dollars to help offset the cost of racing at Road America and keep the entry fees reasonable. It should also be noted that Lad Sanda was the very first person to put up \$1,000 as a sponsor and in doing so, showed the board that the sponsorship program could work.

The second hurdle - not wanting to change our 'traditional' R.A. event - was and is a little more problematic. Change, while sometimes difficult, is constant; similarly, the Road America event is ever changing. It started out many, many years ago as an auto cross, became a timed, single run of the track with chase cars and pylons set up as chicanes (you could wait for hours between runs), then evolved into to an open-track, drivers-ed event. When I began running our Road America events, we had 100-110 participants with constant complaints



Andy Zann and Margo Pinkerton share a laugh.



Margo Pinkerton, Arnie Zann with Peggy and Dan Gallagher.

of too much traffic.

Today, there are around 240 entrants with very few complaints of traffic and much greater safety. So, what really is 'traditional'?

One of the great things about being a Porsche nut and being a member of our club is that no matter what kind of activity you enjoy, there is an event for you, be it social, rallye, technical, autocross, drivers ed, concours, and for several years now, club racing

The first Chicago PCA club race was held on two midweek days, as it was nearly impossible to get an additional weekend date at Road America. We had about 75 cars at this event - a large turnout for the first year - but I knew that to make it really successful, we needed a weekend date. Our solution was to add club racing to the Labor Day Road America event with emphasis on more experienced drivers and to keep Memorial Day as the 'novice' event with Skip Barber instruction. This was consistent with my strong commitment to make sure that PCA Chicago provided an event for everyone.

The next year on Labor Day weekend, we had about 240 drivers, roughly half drivers ed and half racers - not bad, I thought, for the first such weekend event. What was really great, though, was that when I put out the call for volunteers, some 100 Chicago PCA members signed up. I knew then that we had a winner. Indeed, the event has grown every year to some 350 cars (230 racers, 120 drivers ed) last Labor Day weekend, and what a show it was. Great cars, everything from those wonderful, old, classic, 'bath tub' 356's to street and race 911's, 914's, 924's, 944's, 968's, 993 RSR's, 935's, and 962's. This is the largest track event for Porsches in the country.

What I think was one of my best ideas for the weekend - and really what makes the event such great fun - is the combined concours and party at Siebkens on Saturday night. With the closing off of the streets around Siebkens and the mix of a traditional concours with a race car exhibition -

not to mention a little wine thrown in - it doesn't get much better. It is always well attended, even by some people who are not driving in the event for one reason or another.

Any event, however, has growing pains, and our Road America Club Race is no exception. It is inevitable with an event that has grown so quickly. Many of our members may not know that our '96 Labor Day event was closed down Saturday morning before the first run. Some PCA members had lost sight of their manners and the fact that we were guests, albeit paying ones, of Road America. I was summoned to the track's headquarters, because a few people had not respected fire lanes, refused to move when asked by track officials, and were verbally abusive, to boot. We were put on notice that if there were any further infractions of Road America's rules, we would be closed down for the weekend and everyone would be asked to leave the track. I radioed all this up to Margo Pinkerton, my co-chair, who immediately dedicated her weekend to being a strict enforcer of the rules, sometimes incurring the wrath of a

relatively few lappers and racers who didn't feel they needed to comply. Unfortunately, it was this group who initially put us in the predicament.

It is also unfortunate that we were being penalized - in this case, unfairly so - because of the inappropriate behavior of some PCA members at the Track Time event immediately preceding ours. Nevertheless, we knew that we were being watched under a microscope by headquarters and instead of racing on the track, were racing between sound-level testing stations and fire lanes that were blocked in spite of numerous announcements over the PA system. We were in a Catch-22 situation; the announcements were annoying to many, yet many were ignoring the messages.

While a lot of our energy was expended putting out fires, we had help. There was a group of people who, when we explained to them the tenuous nature of our being allowed to continue the event, stepped in and took some of the load off us.

Things began to settle down, and by the end of the weekend, dozens of people were thanking us again for a great time. We headed off to an assignment, returning home Wednesday exhausted to find the phone ringing. It was Road America telling us that there was a problem and that we needed to meet in Elkhart Lake as soon as possible. Having just returned from an eight-hour drive, the prospect of heading back up north, was not alluring, but our event at Road America was clearly at stake, and we felt we had no choice.

It turned out that there had been several more incidents that had never reached our attention, including the two worst cases: a semi driver who was about to charge the gates and cross a live track to exit and was only deterred by the presence of the executive director of Road America and a state trooper; a verbally abusive racer who refused to move his car so that an ambulance could transport a driver to the infield medical center.

We were told that PCA was welcome to hold its Memorial Day event but that the Labor Day events were



When Arnie says 'see ya out there', the track is one of the places he means!

Photos from Chicago Scene archives

Club Racing ...

canceled. Margo and I listened carefully to Road America's concerns and the reasons behind them. We also heard some excellent suggestions. Some concerns we could answer immediately, such as PCA national's procedures manual which was already in the works, but even more importantly our commitment and dedication to following Road America's rules and solving the problems. Thus began nearly nine months of hard work and constant communication with Road America, and still, I am not sure we would have succeeded had not we already had the respect and trust of Road America.

After a few weeks, we were told we could hold a drivers-ed event over Labor Day weekend, but that Club Racing was off until such time as we could persuade Road America that we had solved all the problems. From the beginning Road America made it clear that it wanted to negotiate with only Margo or me, but when word got out, a few well-meaning people stepped in to help, unwittingly exacerbating the problem and fueling fires we had to put out. One exception was Bob Gelles, head of PCA national's insurance program and a close friend of the executive director of Road America, who went to bat for us.

One of Road America's mandates was that we hire an SCCA region to man our event because of its growth and scope. After long negotiations with Milwaukee SCCA, we hired them, and after a few more

things fell into place, including controlling the initial entry into the track and assigning parking places in the upper paddock area, Road America gave us the go ahead for a Club Race in '97.

It was a tough nine months, but all worth it. If I have any regrets about the weekend, it is the 'we-vs-they' attitude that regrettably still exists between some drivers ed people and a few racers; hopefully, this will change as time passes. On the other hand, I can't tell you how many people have made a point of thanking us for the event, literally dozens and dozens at each of the Road America weekends. Often, we hear, "This is our favorite event," "This is the best race event in the country," and similar comments. Chicago PCA should feel proud of that track record. In fact, our Labor Day event is the third largest event at Road America.

Chicago PCA Club Racing equals great cars, great racing, great party, great friends, and a great show.

While Chicago PCA's Road America would not be a success without the efforts of countless volunteers, there are a few that merit special thanks, people who helped me make club racing a success in Chicago:

- Hari Matsuda - for taking care of sponsorship and advertising all these many years;
- Bob Law - for being my able right-hand man for the first couple of years;

- Bob Neal - for also being there at the beginning doing registration and other hard work;
- George and Brian Weathered and their crew from Midwest Eurosport - for running tech since the beginning;
- Dan Gallagher - for being our official (and inimitable) Voice of PCA;
- Steve Heim, M.D. - for developing a superior emergency medical plan that has always exceeded PCA Club Racing requirements, and for always being there in case of an incident;
- Ed and Debbie Leed - for researching, setting up, and running Timing and Scoring;
- Andy Zann, my son - who did whatever was asked of him to help (maybe not always at home, but certainly always at Road America);
- and finally, Margo Pinkerton, soon to be Mrs. Z - for her cheery humor and enormous energy in helping me run - and helping me save - the event.

I can still say ... "See ya out there!"

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Bring your questions, paper and pencils. Dan and Peggy will take you through a 'paper rallye'. This is a school for the novice rallyist as well as the experienced participant.

Reservations are not necessary, but a courtesy call to Dan and Peggy at 708.784.0784 would be appreciated so that we can give Glen Spiegler, our host at Rosati's a 'head count'.

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Tech Scene

911 Tech Tips

by Paul Lighthill, Riverside Region
(from PORSCHE GEDANKEN)

Air Conditioning Relay

When replacing the air conditioning power supply relay on 911s equipped with factory installed air conditioning, use the latest relay (Porsche P/N 911.615.103.01). This relay has additional current carrying capacity and is fused.

Short Shift Kit

Although some aftermarket short-shift kits have proven problematic, Porsche offers an original equipment quality retrofit kit for 911s from 1974 through 1986 and 1976 through 1988 Turbos. The kit (Porsche P/N 911.424.931.00) will reduce the shift throw by 20% on 1974 through '84 models, and by 10% on '85 and newer cars. It will also fit 1973 911s but with some additional shifter parts from a later car.

911 3.2 Intermittent Misfire

An intermittent miss or occasional complete stoppage of a 911 Carrera 3.2 engine equipped with the DME engine management system may be traced to a poor engine electrical ground or a defective cylinder head temperature sensor. Here's the fix. Disconnect all of the ground (brown) wires that are connected to the rear of the left side engine intake manifold; clean each of the wire connectors and the attach point; reinstall the wires and tighten the fastener. If this does not correct the problem, you may have a defective cylinder head temperature sensor (located under the engine in cyl. no. 3).

With the car elevated and the engine running, shake the wire leading to the sensor. If the engine dies or runs rough, the sensor is defective. Using a voltmeter, you may check the voltage between the sensor and an engine ground while the engine is running, which will vary from

approximately 3 volts when the engine is cold to less than 2 volts when the engine is at operating temperature. A spike in the voltage at the same time the engine stumbles would indicate a defective head sensor; if there is no change in voltage when the engine misfires, the problem is elsewhere.

When replacing the head sensor, use the sensor from the 3.6 Carrera 2 (Porsche P/N 930.606.013.02). Unlike the sensor for the 3.2 engines, the 3.6 sensor has a dedicated ground wire and is much more reliable since it doesn't rely on the threads in the cylinder head for the ground path. The 3.2 cars already have the necessary ground connection in their wiring loom, so no modification is necessary for this upgrade.

To remove and install the sensor, take a deep socket of the appropriate size and, using an appropriate grinding tool, cut a 2 mm slit lengthwise from the open end to within 1/2 inch of the drive end. This will allow the sensor wire to clear the socket as you remove and install it. Any 3.2 911 with more than 60,000 miles that still has the original head sensor should have it replaced to avoid a potentially inconvenient breakdown, as complete failure of the sensor will render the engine inoperative.

Removing 911 Wheel Bearing Caps

by Ray Calvo, Allegheny Region
(from RUNDSCHAU)

I was at a recent driver's education event where someone with a pre-C2 911 wanted to remove the wheel hub bearing center cap in order to check and adjust the front bearings. From my '76 911 days, I remember these could be quite difficult to remove (I seem to remember he was struggling, too).

However, my '84 Turbo-Look had

a neat solution. Since the bearing cap is buried in the wheel hub to a greater extent on the Turbo-Looks and 930s, the factory welded a small threaded bushing into the center of the cap. Now you could use a slide hammer (factory tool, naturally) to screw into the bushing and then whack the cap straight out with the slide hammer. I am sure you can duplicate this using a deep nut or bushing (approx. 1/2" OD, 1/4" min. threaded length) and weld this to the center of your bearing cap. Go down to your auto store and buy an el-cheapo slide hammer and a bolt of the proper thread size to fit the bushing/nut. Weld the bolt to the end of the slide hammer, and you have duplicated the factory setup for probably \$50 in parts and labor.

If you have a factory 930 or Turbo-Look, I would be careful about using much force on the slide hammer. The bushings are spot-welded very lightly, and don't take much force. Once the caps are off, go down to your local welding shop and continuous-weld the bushing to the cap. Now, you should never have any trouble removing a bearing cap again. If you want to just go out and buy the factory 930 caps, I do not know if these are a straight replacement for the regular 911 caps.

What's A Limited Slip?

by Andrew Warren,
San Diego Region

Have you ever wondered what a limited slip differential is; what it does; how it works? When your car turns a corner, its outside rear wheel must travel farther than its inside rear wheel. The open (non-limited-slip) differential allows that to happen. It's a clever arrangement of gears that can transmit torque to either the left or right wheel and still allow the other wheel to rotate at a different speed. In fact, you can hold

one wheel completely motionless and still drive the other wheel.

Limited-slip differentials (LSDs) work the same way, but they LIMIT the differential (the "slip") between the two rear wheels. The main reason for wanting a limited-slip is to improve traction in a turn. In a hard turn, the inside rear wheel will tend to lift off the ground (either completely or just partially) due to weight-transfer to the outside wheel. Because of the way an open differential works, the engine torque is directed to the wheel with the LEAST amount of traction, so in a situation like this, the inside wheel will tend to spin - losing traction - and the outside wheel, which is in the best position (since it's heavily loaded) to drive the car through the turn, will just coast along.

A limited-slip differential will allow SOME slippage of the inside wheel, but it will still direct a significant portion of the engine torque to the outside wheel where it can do some good. This, by the way, is the reason that I don't recommend using a rear sway (or "anti-roll") bar on a car with an open differential. The sway bar tends to pull the inside wheel off the ground in a corner, which is the last thing you need if your engine

torque is going to go to the wheel with the least amount of traction.

There are numerous LSD designs. Many, including Porsche's LSD, use friction plates (like clutches) to accomplish the torque split. Some (like the Quaife) use an extremely clever gear-only arrangement to accomplish the same thing. The clutch-pack LSDs are probably more durable and are easier to modify for varying torque splits, but they wear out and need to be rebuilt every once in a while. The Quaifes contain a whole bunch of little gears, so they may be somewhat fragile, but on the other hand, they never go out of adjustment.

Some racers like to use a completely LOCKED differential, in which NO slip is allowed between the rear wheels. You can spot these guys in the paddock pretty easily - they're the ones who can't make U-turns. However, the tendency of locker-equipped cars to just drag their inside rear wheel in a turn causes really bad corner-entry understeer.

Lockers are used successfully only in very limited applications. You can read more about them in Carroll Smith's books. Here's a summary of those successful applica-

tions:

1. On big ovals, where tire stagger can take care of the left-to-right differential requirement.
2. On cars with more tire than engine. In these cases, the corner-entry understeer problem is minimized through the use of really stiff rear sway bars (so the inside rear wheel is unloaded at corner entry). That stiff rear bar hurts on corner EXIT, however, which is why it's only useful with cars that don't have enough power to accelerate really hard off a corner anyway.
3. In cases where your car is already so much faster than everything else on the track that you can afford to trade cornering performance for durability. The Porsche 917s and 962s used lockers only for this reason.

Finally, here's what Smith says (Carroll Smith, "Drive To Win", p. 7-26) about the largest problem with lockers: "Should a drive shaft or drive joint fail under power, the car will turn in the direction away from the failure at unbelievable speed and with inconceivable force. There is no recovery."

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1963	George LaCross	Claire LaCross		Karl N. Klockars	Sara Lynn Klockars
1967	Rod Gustafson	Sue Gustafson		William R. Van Meter	Erin K. Van Meter
1969	Ted Klint	Denise M. Klint		Eugene W. Wright	
1971	Todd J. Kaitis	Jean C. Kaitis		David A. Dreyfuss MD	
1972	Louis E. Rapp	Eric S. Rapp		David Erickson	John Erickson
1973	John D. O'Keefe	Johanna O'Brien	1995	Gerhard Cless	Ruth I. Cless
	Roger A. Knuth	Kathy Sue Knuth		Charles R. Eble Jr.	
1975	Rollin Polonitza	Barry Polonitza		Ezra S. Goldman	Ilana Goldman
	David E. Siembieda			Lee M. Duquette	Barbara Duquette
	Jerry Voight	Sally Voight		Patrick W. O'Neil	Sue O'Neil
1976	Jerry L. Quebe	Lisbeth Quebe		Martin R. Brown	
1978	Thomas E. Beverly	Randee Beverly		F. Michael Martin	Roberta Martin
	Allen W. Seidel	Nancy J. Seidel		John F. Ovník	J. T. Ovník
1982	Fred P. Bartlett	Pat Bartlett		Norman F. Chaffee	
	Frank O. Koronkiewicz	Mary Ann Westell		Mary Norek	
1985	Lawrence A. Fik	Joyce Fik		Randy Stenson	
1985	John G. Ruther	Jeannie Ruther		Sam Collura	
1986	James Sadlon			Peter G. Haracz	Laurie M. Haracz
1986	Henry M. Estrada	Barbara Dolder		Bruce A. Malter	
	Gerald J. Butler		1996	Paul T. Jasper	Susan Jasper
1987	Phil Koepke	Nadeen Koepke		Eric C. Gehm	Sandy Harte
	Mark W. Roter	Bonnie S. Roter		Andrew Glaister	
1989	Rick Bowman	Julie Bartholomae		Louis J. Caravetta	Patricia Caravetta
1990	John C. Carlson	Laverne Carlson		Pedro Moriyon	Teresa Moriyon
	Robert A. Rocque			Jeffrey Kupczyk	Keith Kupczyk
	Jeanette Russo	Peter Gregg		James F. Long	James F. Long
	Jeff J. Girard	Jill Girard	1997	Keith A. Vakoc	
	George C. Weathered	Brian Weathered		Myles E. Miller	
1991	Peter J. Kaplan	Chase Kaplan		Mark D. Birtch	Eric Birtch
	Mark A. Basso	Penny D. Basso		William B. Steele	Barbara Steele
	Carl D. Cucco MD	Marilyn Mitchell MD		Michael I. Miller	Steve Miller
	Timothy P. Daly	Dan Daly		Donald P. Kovar	Claire Kovar
	Karla M. Gerling	Tamara Gerling		Jeffrey P. Schonberg MD	Nancy Schonberg
	Peter M. Kaludis	Olga Kaludis		Eric Myers	Patricia Myers
	Michael L. Kenaga	Theresa S. Kenaga		Joseph T. Seminetta	Denise Seminetta
	Michael J. Ksiazek	Susan Ksiazek		Scott A. McLaughlin	
	Daniel C. Tynor	Marilyn J. Tynor		George H. Binder Jr.	Cindy Binder
	Jose M. Paredes			Robert F. Follmer	Deanna Follmer
1992	David V. Stori	Mary Stori		James B. Smith	Michalene M. Smith
	Robert J. Russell	Robb Russell		Val Dodd	Michelle Dodd
	James V. Scardina	Scott R. Sharvan		Terry C. Neer	Michele Neer
	Oda "Todd" Drake IV	Cynthia Drake		Robert J. Nicolazzi	Christine Nicolazzi
	Michael G. Metts	Sharon A. Hartzel		Marty Hahnfeld	Marinee Hahnfeld
	Daniel M. Novak	Anne Marie Novak		Leonard Quartetti	Marijane Quartetti
	Claude B. Reed	Judy Reed		Carey A. Buxbaum	
	Wendell E. Jelm			Michael P. Haas	Anita M. Haas
	Nicholas A. Lillig	Marie E. Lillig			

Welcome to our New Members for February 1998!

Peter Baron
Grayslake, IL
1989 930

Frank Klapperich
Winnetka, IL
1983 911 SC & 1985 928S

Steven M. Shipka
Riverwoods, IL
1997 Boxster

Craig Whitehead
Libertyville, IL
1994 911 Speedster

Kenneth Fraser
Dunlap, IL
1997 993 Turbo

Ronald Lentz
Naperville, IL
1997 Boxster

Jim Stebbins
Lake Forest, IL
1998 993C2S

Doug Gold
Chicago, IL
1986 930

C. Michael Lopiano
Elmhurst, IL
1994 968

Douglas W. Turnbull
Madison, WI
1987 944 Turbo

Jeremy Goldberger
Highland Park, IL
1993 RS America

Santa Massey
Chicago, IL
1996 993

Darrell Voitik
Naperville, IL
1976 911

Members News for February 1998!

Engagement Congratulations to Arnie Zann and Margo Pinkerton who are planning a summer wedding!

Speedy Recovery wishes to **Tim Daly** after surgery in February. Hope you're up and about soon!

Speedy Recovery wishes to **Director Keith Clark** who underwent by-pass surgery in February. We're thinking about you, buddy!

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

Ed Barnicle, Membership Chair



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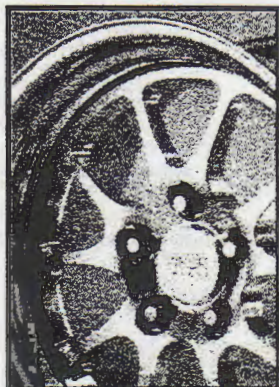
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Club Racing Scene

90 SNELL SA Helmets Required In 1998

The information from the Club Racing Web Page and printed in this column in the January Chicago Scene stated that "Driver equipment includes Snell 95 SA helmet ..." This information is in error. The 1998 Club Racing Rule Book states that a 90 (or later) Snell SA helmet is required.

The editors regret any confusion that our incorrect information may have caused. Please be advised that the incorrect information may still be on the Club Racing Web Page.

1998 Club Race Schedule (From Club Race Web page <http://www.pca.org/clubrace> Updated February, 1998)

Date	Track
Host/Region(s)	
Feb 13-15	Sebring
Gold Coast/Suncoast	
Mar 28-29	Texas World
Lone Star	Speedway
Apr 18-19	Road Atlanta
Peachstate	
May 2-3	Las Vegas
Intermountain	
May 8-9	Lime Rock
Connecticut Valley	
May 16-17	Mid Ohio
Mid Ohio	
May 30-31	Putnam Park
Ohio Valley	
June 6-7	Pocono
Northern New Jersey	
June 20-21	Brainerd
Nord Stern	

June 26-27	Summit Point	Oct 3-4	Thunder Hill
Potomac		Sacramento Valley/Golden Gate	
July 4-5*	GingerMan	Oct 3-4	Watkins Glen
SE Michigan		Riesentoeter	
July 17-18	Second Creek	Oct 10-11	Heartland Park
Rocky Mtn/Alpine Mtn		Great Plains	
July 18-19	Gratten	Oct 31-Nov 1	Memphis
West. Mich.		Mid-South	
July 25-26	Mosport	Dec 5-6*	Sears Point
Upper Canada		Golden Gate	
Aug 8-9	Portland	Dec 5-6*	Roebing Road
Oregon		Carolinas	
Aug 15-16	Pocono	* means dates are based on 1997	
Riesentoeter		schedule; no final confirmation	
Aug 21-22	Indianapolis -IRP	date has been received from the	
Central Indiana		host region	
Sept 5-7	Road America	<u>Other Possible events:</u>	
Chicago		Charlotte Motor Speedway	
Sept 19-20	Mt. Tremblant/	Blue Ridge Region	
Rennsport	Ste Jovite	A Fall Lime Rock Park Event	
Sept 26-27	Willow Springs	<i>(Ed. note: Changes are in bold.)</i>	
Los Angeles			

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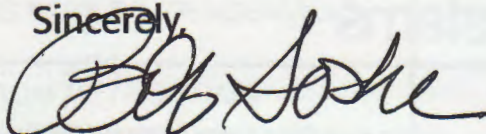
We are still located at 959 Lee Street in Des Plaines. Please take note of our new phone and fax numbers.

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Fax 847.824.4775

E-mail: presstech@mc.net

Sincerely,

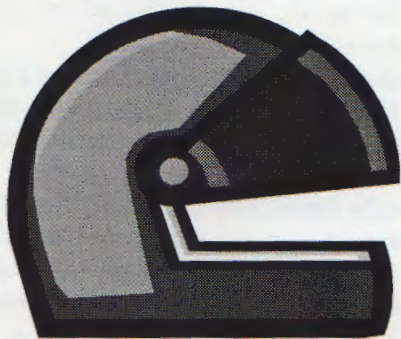


Bob Soske

Printer of:

- Porsche Club of America
Chicago Region Scene
- Beanie Baby Phenomenon

SAFETY TECH SESSION



April 5, 1998

11:30 a.m. - 4:30 p.m.

Northstar Motorsports

28144 W. Industrial Ave.
Suite 108
Barrington, IL
847.304.5515

\$5.00 per person

Beer, Wine and Soda
Hors d'oeuvres

Directions to Northstar Motorsports:

From the East:

Route 22 West to Kelsey Rd., Left on Kelsey to Pepper Rd. (approx. 1/2 mile), Left on Pepper Rd. to Industrial Ave., Left on Industrial, 2nd building on left.

-or-

Route 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), Right on Pepper to Industrial Ave., Right on Industrial, 2nd building on left.

-or-

I-90 West to Barrington Road Exit, Exit Barrington Road North, West on Rt. 14 (Northwest Highway) to Pepper Rd. (approx. 3 miles West of Rt. 59), Right on Pepper Rd. to Industrial Ave., Right on Industrial, 2nd building on left.

From the North:

Rt. 59 South, to Rt. 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), Right on Pepper Rd. to Industrial Ave., Right on Industrial, 2nd building on left.

From the West:

I-90 East to Route 59, Exit Rt. 59 North, to Rt. 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), Right on Pepper Rd. to Industrial Ave., Right on Industrial, 2nd building on left.

From the South:

Rt. 59 North, to Rt. 14 (Northwest Highway) West to Pepper Rd. (approx. 3 miles West of Rt. 59), Right on Pepper Rd. to Industrial Ave., Right on Industrial, 2nd building on left.

Countdown To The 1998 Track Season

Featured Speaker:

John Ruther Chicago Region Chief Driving Instructor,
1998 Road America Co-Coordinator,
USRRC, SportsCar and PCA Racer

Assisted by:

Ed Leed SCCA and Historic Racer,
Chicago Region Autocross and Track expert

Jeff Girard Chicago Region Safety Coordinator,
Autocross and Track expert

Chris Inglot: 1998 Road America Co-coordinator
Autocross and Track expert

Todd Conforti Chicago Region Race Tech Coordinator

Pete Hackenson Chicago Region Tech Coordinator

As the new track driving season is about to begin, it is important to make sure that both the car and the driver's equipment are up to the job. This tech session will provide drivers with important checklists of what equipment is mandatory and what is optional. We will discuss equipment expiration dates as well as what works, and what doesn't.

Two Porsche factory race cars will be on display to demonstrate what equipment the factory uses, as well as a complete discussion of drivers' personal safety equipment.

John Ruther's in-car videos of the 1998 24 Hours of Daytona will be shown.

Pre-registration for the Safety Tech Session is not required, but a call to Tech Coordinator Pete Hackenson would be appreciated so that we may give our hosts at Northstar Motorsports, John and Jeannie Ruther, a 'head count'.

Pete Hackenson: 630.655.1629 (before 9:30 p.m., please)

Board Meeting Minutes

Porsche Club Of America Chicago Region Board Meeting Minutes November 7, 1997

Voting members present: Bittman, Clark, D. Gallagher, Inglot, Janecek, Murrin, Rashbaum, Ruther and Zann. Voting members absent: S. Brenkus
Vote by proxy: None
Coordinators present: Bittman, Hackenson, Inglot, Jacisin, Murrin, Rashbaum, Ruther, Shire, Yanahan, Zann.

Meeting called to order by D. Gallagher at 8:10 p.m. at the Park Ridge V.F.W.

Secretary - Chuck Bittman

Bittman presented the minutes, as provided by Myra Knoblauch, from the October 3, 1997 board meeting. The following corrections were noted: Road America Club Race - the late fee that A. Zann agreed to split with Kelly-Moss was \$500.00 not \$1,000.00 as noted in the minutes. Murrin moved, Inglot seconded, to approve the minutes as corrected above. Approved unanimously.

Thanks were given to Gary and Myra Knoblauch for taking, typing, and copying the October meeting minutes.

Treasurer - Susan Brenkus, absent

A reported was presented from S. Brenkus including the following reports. A balance sheet as of 11.6.97 showing account balances of \$164,113.81. Cash flow reports were presented for various events: Month of October, \$350.57 surplus; Blackhawk 4, \$3,303.29 surplus; Concours de Musique, \$28.75 surplus; Sheridan Road Rallye, \$225.04 surplus, Bill Jacobs Concours, \$219.59 surplus.

Vice President - Bruce Janecek

Janecek strongly requested outstanding insurance waivers from previous events.

President - Dan Gallagher

D. Gallagher stated that there will be a Zone 4 President's Meeting on March 14, 1998 in Fort Wayne, IN.

The meeting will also be for newsletter and webpage editors.

Autocross - Jeff Girard, absent

No report.

Road America Club Race - Arnie Zann & Chris Inglot

No report.

Road America Registration - Chuck Bittman

No report.

Road America Sponsorship - Hari Matsuda

No report.

Blackhawk Farms - Dan Gallagher

D. Gallagher reported that our request for a May 13, 1998 event date was denied. Alternatively our first '98 Blackhawk will be Monday, May 11, 1998.

Octoberfest event will have a surplus of about \$6,000.00. All '97 Blackhawk events had a total surplus of \$21,000.00.

Insurance liability coverage for events next year will increase from \$2 million to \$5 million and will increase our insurance costs by about \$300.00 per event.

Chief Driving Instructor - John Ruther

Thanks were offered to all that helped instructing.

Concours - Pat Yanahan & Jim Jacisin

Yanahan proposed a new "E" class for concours that will be scored 20 points for general presentation, 20 points for emotional appeal.

Rallye - Steve Rashbaum & Susan Shire

The Sheridan Road Rallye had 18 cars.

Social - Peggy Gallagher, absent

Yanahan reported that there are currently 105 paid registrations with a total of 210 available spots for the Dinner Dance. Door prizes will be limited to 10 gift certificates and jewelry.

Membership - Bill Murrin

Murrin presented 14 applicants for membership into the club. Murrin moved, Rashbaum seconded to ac-

cept the 14 applicants into the club. Approved unanimously.

Safety - Jeff Girard, absent

No report.

Technical - Mike Gray, Pete Hackenson & George Weathered

Hackenson reported that he has 53 registered for the Tech Session at Midwest Eurosport.

Goodie Store - Rip & Linda Patterson

No report.

Charity - T.J. Burke

Yanahan reported that 65-70 tickets for the Raffle are being sold per day with 2,023 (of 4,000) sold.

Chicago Scene Editors & Chief Photographer - Susan Shire & Steve Rashbaum

No report.

Advertising - Nick Brenkus

N. Brenkus reported that we have 21 paid advertisers with Nives Rizza Porsche as a new advertiser.

Property - Ed Leed

No report.

Timing & Scoring - S. Brenkus, absent

No report.

Webpage - Chuck Bittman

No report.

Old Business

The 1998 Calendar Planning Meeting will be held Sunday, Nov. 11, 1997 at 12:00 noon at Wolf's Head in Indian Head Park.

New Business

Gallagher presented the results from the election of the 1998 Board of Directors. The ballots were counted by G. Knoblauch, M. Knoblauch, and Lee Lichtenstein. The winners: President - Susan Brenkus, Vice President - Bill Murrin, Secretary - Chuck Bittman, Treasurer - Chris Inglot, Directors - Peggy Gallagher, Bruce Janecek and John Ruther. All winning candidates received 71 votes with no write-in candidates. Gallagher moved, Bittman seconded, to accept the results from the election.

Approved unanimously.

November 23, 1997 there will be

an Open House at Northstar Motorsports.

Adjournment

Gallagher moved, Bittman seconded to adjourn. Approved unanimously. Next meeting Sunday, January 18, 1998 at Bacino's in Naperville.

Respectfully submitted,
Charles Bittman, Secretary

Porsche Club Of America Chicago Region Board Meeting Minutes January 18, 1998

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

Voting members absent: None

Vote by proxy: None

Coordinators present: Barnicle, Bittman, N. Brenkus, S. Brenkus, D. Gallagher, P. Gallagher, Hackenson, Inglot, Janecek, Jacisin, G. Knoblauch, M. Knoblauch, E. Leed, O'Keefe, R. Patterson, Rashbaum, Ruther, Shire, & Yanahan.

Meeting called to order by S. Brenkus at 12:10 p.m. at Bacino's, Naperville
Secretary - Chuck Bittman

No report.

Treasurer - Chris Inglot

Inglot presented pie-charts showing the make-up of receipts and expenditures for 1997.

Vice President - Bill Murrin

No report.

President - Susan Brenkus

No report.

Autocross - Jeff Girard, absent

The events are planned for 1998 are: 5/3 Drivers' School, Hawthorne Racetrack; 5/21, TBA; 6/28 & 8/9, Rockford Speedway; 8/30, Utica; 9/20 Lake Geneva.

GingerMan Raceway weekend is July 18 - 19, 1998.

Road America Drivers' Education & Club Race - Chris Inglot & John Ruther

No report.

Road America - Drivers' Education

Registration -

No report.

Road America Club Race Registration - Nick & Susan Brenkus

No report.

Road America Sponsorship - Steve Rashbaum

No report.

Road America Volunteers -

Gary Knoblauch

No report.

Blackhawk Farms - Dan & Peggy Gallagher

No report.

Concours - Jim Jacisin & Pat Yanahan

The following concours are scheduled for 1998: 5/17 Air Classic at Aurora, Jim Jacisin; 6/20 Lincoln Park Zoo, Tray Anderson; 8/2 Potter's Picnic, Jerry Matta; 9/6 Road America, Bruce Janecek; 10/18 TBA, Pat Yanahan.

Rallye - Dan & Peggy Gallagher

The following rallyes are scheduled for 1998: 3/22 Rallye School, Dan and Peggy Gallagher; 4/19 Kane County Cool Car Classic Caravan, Nick and Susan Brenkus; 6/7 Drive Me To Drink Rallye, Dan and Peggy Gallagher; 9/27 TBA, Steve Rashbaum and Susan Shire; 10/24 & 25 Two Rallye to New Glarus, WI, Chuck Bittman, Lee Lichtenstein and Jack Stephensen.

Social - Myra Knoblauch

The events planned for 1998 are: 1/11 Tobogganing and dinner at Hackney's; 2/8 Restaurant tour, Cake 36; 2/28 bowling & dinner, Nu-Vision Entertainment Center; 3/15 St. Patrick's Day Party, Bonnie's Country Cafe & Illinois Billiards Club; 7/25 Kane County Cougars; 8/2 Potter's Picnic; 8/22 Golf and dinner; 10/31 Halloween Party; 12/5 Dinner Dance, Drury Lane at Oakbrook; 12/31 New Year's Eve Party, Siebkens Resort.

Membership - Ed Barnicle

Barnicle presented 31 applicants for membership into the club. S. Brenkus moved, Clark seconded, to accept the 31 applicants into the club. Approved unanimously.

Safety - Jeff Girard, absent

No report.

Technical - Pete Hackenson

No report.

Insurance - Bruce Janecek

Janecek again asked for all insurance waivers from 1997.

Goodie Store - Rip Patterson

No report.

Charity -

Tray and Danita Anderson recommended the Lincoln Park Zoo for consideration for our charity for 1998. P. Gallagher moved, Murrin seconded, that the charity for '98 should be the Children's Programs of the Lincoln Park Zoo. Approved unanimously.

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

No report.

Property - Ed Leed

No report.

Archive Manager/Historian - John O'Keefe

No report.

Timing & Scoring - Susan Brenkus

No report.

Webpage - Chuck Bittman

No report.

Old Business

No report.

New Business

The 1999 Dinner Dance will be held at the Skokie Country Club, chaired by Jack Schriver.

S. Brenkus announced a Road America Committee consisting of: N. Brenkus, Todd Conforti, Bob Cook, C. Inglot, G. Knoblauch, Ed Russ, J. Ruther, Glenn Sapa, Greg Turek, and Marla Turek.

D. Gallagher presented details for a Chicago Region Caribbean Cruise and asked that the board consider making a deposit now so as to receive a discount for the first 10 rooms. D. Gallagher moved, Rashbaum seconded, to make a \$5,000 deposit for 10 rooms on the Dawn Princess for Jan. 9, 1999. The \$5,000 would be repaid to the club. Motion passed 9 for, 1 against.

Adjournment

Rashbaum moved, P. Gallagher seconded, to adjourn. Approved unanimously. Next meeting Friday, Feb. 6, 1998 at V.F.W. Park Ridge.

General Membership Annual Meeting

Photos by Steve Rashbaum



Road America Drivers' Ed Registrar Scott Lynn (left) and daughter Victoria and Mike O'Meara in the background.



Jack Stephensen (left) gives Road America Coordinator Gary Knoblauch some rallye tips. (Jim Jacisin in the background.)



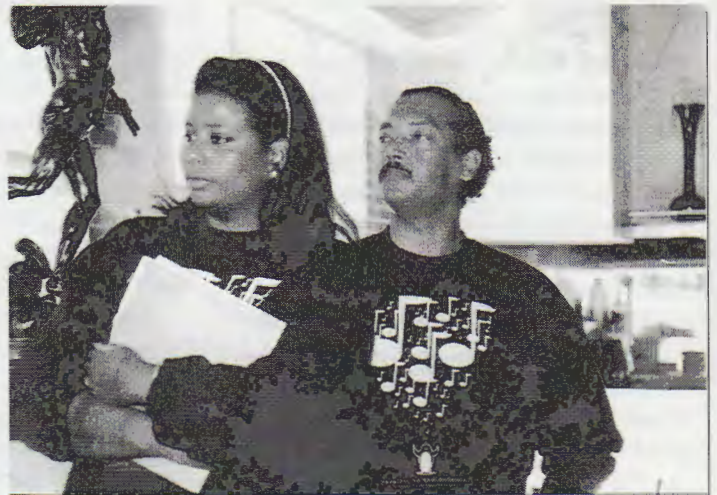
Shirley Cook (left) and Ilene Wostoupal shared a table next to Rob Cook.



Ed Leed (left) with Cy and Marcia Ling who made the trip from Bloomington for the meeting.



Greg Turek and Sandy Sapa.



Newly appointed 1998 Charity Coordinators Danita and Tray Anderson.



Secretary Chuck and Bridget Bittman.



Director Peggy Gallagher listens while Vice President Bill Murrin (center) and Director Keith Clark 'mug' for the camera.



Bruce Clay (left), Greg Turek and Road America Co-coordinator John Ruther (right) share a joke.



George Gutmann (left) studies the financial pie charts while Tray Anderson listens to the presentation.



Bob Gummow does his Jack Benny imitation.



A. J. Tiller waits patiently for the pizza.

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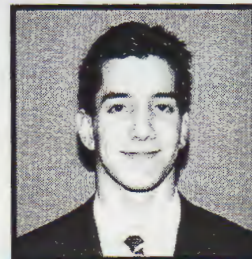
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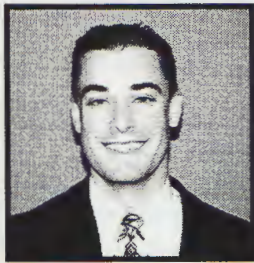
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PCA Chicago Region Tech Inspection Sheet

Name: _____ Color: _____ Class: _____
 Model/Year: _____ Eng. Disp.: _____ Perm. Car #: _____

Pass Fail TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- _____ 1. **WINDSHIELD** - No cracks. Functional wipers with good blades.
- _____ 2. **MIRRORS** - At least one securely mounted rear view mirror.
- _____ 3. **BRAKE LIGHTS** - Functional.
- _____ 4. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
- _____ 5. **SEAT BELTS** - Original factory installation; or securely anchored metal-to-metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five or six point harnesses required for Classes 1 - 3 at Road America and highly recommended for all other events.
- _____ 6. **ROLL BAR** - All open cars except 914's, Targas, and cars in the Production class.
- _____ 7. **HELMET, SNELL SA 1990 or later required for all track events** including Blackhawk, Road America, and GingerMan (sticker must be attached inside) and **HELMET, SNELL SA or M 1985 or later required for all autocross or gymkhana events** (sticker must be attached inside).
- _____ 8. **BRAKE FLUID** - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If an other high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.
- _____ 9. **BATTERY(IES)** - Securely fastened and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.
- _____ 10. **DRIVE BELTS** - Tight and in good condition.
- _____ 11. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
- _____ 12. **LEAKS** - No leaks of any fluid - oil, gas, brake, or coolant.
- _____ 13. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
- _____ 14. **FRONT SUSPENSION** - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition.
- _____ 15. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber.
- _____ 16. **WHEEL BEARINGS** - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.
- _____ 17. **ENGINE** - Check for odd sounds and satisfactory exhaust. (Remember 108db sound limit at Road America.)
- _____ 18. **BRAKES** - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh competition pads properly bedded in.
- _____ 19. **WHEELS** - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hubcaps removed.
- _____ 20. **TIRES** - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured.
- _____ 21. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended.
- _____ 22. **GAS CAP** - Gasket intact and cap tightened.
- _____ 23. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc.
- _____ 24. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials

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

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

DRIVER'S SIGNATURE: _____ DATE: _____

WITNESS TO DRIVER'S SIGNATURE: _____ DATE: _____

We will leave from historic **San Juan, Puerto Rico** on Saturday, January 9th, 1999 and sail to **Barbados**, with its British flavor, and then on to **St. Kitts** which is very West Indian. From there we cruise to **St. Lucia** which is definitely French and then on to **St. Maarten** whose unique atmosphere is half Dutch and half French. Last, but certainly not least, is **St. Thomas** with its American culture - duty-free shopping. You will enjoy a different island culture every day of the seven day trip.

Our ship will be the one year old **Dawn Princess**: 77,000 tons and 900 feet in length. Because we are going as a group (eight or more rooms), we will save approximately 20% off the regular rate. If we get 16 or more rooms, the price will drop approximately \$50 more each. A terrific time for Chicago Region PCA members and their friends at a price that can't be beat!

All prices are based on double occupancy and include: Air Fare from O'Hare, tax, ground transportation, food, room, and transfer fees. Only alcoholic beverages and tips are extra.

If you need to cancel, you may do so at no charge until 60 days before sailing. After that time, a sliding refund scale will apply.

Reservation Deadline with \$500.00* down payment: April 15, 1998
Balance due: August 1, 1998

Have questions? Want more info? Call **Dan or Peggy Gallagher** at **708.784.0784** (before 9:00 p.m. please)



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January 9 - 15, 1999

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OUTSIDE ROOM - 2 lowers beds - PRIVATE BALCONY	\$2,035.00- \$ 1,935.00 per person*
OUTSIDE ROOM - 2 lower beds - OUTSIDE WINDOW	\$1,885.00 - \$1,780.00 per person*
INSIDE ROOM - 2 lower beds - NO WINDOW	\$1,685.00 - \$1,485.00 per person*
	* prices based on double occupancy

Please send check for \$500.00*, made out to PCA Chicago Region, and stateroom preference to:

Dan & Peggy Gallagher
11156 Indian Woods Drive
Indian Head Park, IL 60525

			Yes () No ()
_____ Name	_____ Day Phone	_____ Evening Phone	Chicago Region PCA Member
			Yes () No ()
_____ Name	_____ Day Phone	_____ Evening Phone	Chicago Region PCA Member

_____ OUTSIDE ROOM - 2 lowers beds - PRIVATE BALCONY

_____ OUTSIDE ROOM - 2 lower beds - OUTSIDE WINDOW

_____ INSIDE ROOM - 2 lower beds - NO WINDOW

Please use one form per couple.

PCA Chicago Region Permanent Car Numbers

The assigned numbers appearing on this list will be purged if you do not attend at least two (2) Chicago Region autocross or drivers education events during 1998. Contact Ed Leed at 847.382.6911 if you think that your 1998 schedule might not allow you to attend enough events to keep your number active, if you would like to reserve a permanent car number for your car, or if the information listed for you or your car is incorrect.

#	Class	Region	Driver	Car Description
0	P6	CHO	Bruce Janecek	'93 911RS
00	P6	CHO	Howard Yefsky	'93 911RS
01	P5	CHO	Tim Daly	'81 911SC
1	P3	CHO	Dan Gallagher	'88 928S4
02	M1	CHO	Dan Bacin	'87 944
2	I2	CHO	Ed Leed	'69 911S
03	P4	MIL	Mary Medo	'74 911
3	M1	CHO	Bob White	'73 911RS
4	P4	CHO	George Gutmann	'72 911S
04	P4	CHO	Dan Daly'	86 944 Turbo
05	I1	CHO	Ed Russ	'73 914
5	P6	CHO	Greg Turek	'91 C2
06	P5	CHO	Jeff Swanberg	'82 911
7	P5	CHO	Nick Brenkus	'78 911SC
07	P4	CHO	Andy Heard	'87 944 Turbo
8	P6	CHO	Jim Starai	'87 911 Carrera
08	M1	CHO	Joanne Brescia	'93 930
9	P2	CHO	Bob Neal	'86 944
09	M1	CHO	Jerry Isaacson	'93 911 RS
10	P3	CHO	Harold Beach	'95 993
11	P4L	CHO	Peggy Gallagher	'88 928S4
011	M1	CHO	George Mueller	'74 911
12	I2L	CHO	Debby Leed	'69 911S
13	M1L	CHO	Wilma White	'73 911RS
14	P4L	CHO	Linda Gutmann	'72 911S
15	P6L	CHO	Marla Turek	'91 C2
16	P6	CHO	Pete Hackenson	'87 911
17	P5L	CHO	Sue Brenkus	'78 911SC
18	P6L	CHO	Kimberly Starai	'87 911 Carrera
19	P6	CHO	Gary Knoblauch	'88 911
20	M1	CHO	Bob Law	'70 914-6
21	P6	CHO	Ron Hayden	'85 911
22	P6	CHO	Peter Kaludis	'93 911 RS
23	P4	CHO	Chuck Reiter	'91 944 S2
24	P2	CHO	Chuck Bittman	'80 924
25	P6	CHO	Mark Gadbois	'84 911
26	P6	CHO	Lad Sanda	'93 911RS
27	P2	CHO	Scott Sanda	'86 944
28	P2	CHO	Chris Ingot	'91 944 S2
29	P2	CHO	Mike Mullins	'83 911
30	P4	CHO	Gary Kovener	'87 944S
31	P5L	CHO	Liz Quebe	'74 911 Carrera
32	P4	CHO	Kent Ijichi	'87 944 Turbo
33	I2	CHO	John Ruther	'93 911RS
34	M1	CHO	Arnold Zann	'85 911
35	P6	CHO	Robert Cook	'85 911
36	P1	CHO	David Matthews	'74 914 2.0
37	P3	CHO	David Beach'	73 911T
38	P2	CHO	Mark Carlson	'84 944
39	P6	CHO	Bjorn Forsell	'93 911RS
40	I2	CHO	Trent Oler	'74 914 2.0
41	P2	CHO	Bruce Clay	'86 944
42	P5	CHO	Jim Fuerstenburg	'69 911S
43	M1	CHO	Chris Ellis	'71 911S
44	P4	CHO	Lee Lichtenstein	'88 944 Turbo S
45	M1	CHO	Mike Gray	'71 911
46	P2	CHO	John Mueller	'93 968
47	P3	CHO	Todd Conforti	'93 911RS
48	P6	CHO	Bob Soske	'85 911
49	P2	CHO	Neiland Pennington	'84 944
50	P4	CHO	Steve Rashbaum	'86 944T
51	P6	CHO	Bob Cook	'89 911 Turbo
52	P4L	CHO	Susan Shire	'86 944T
53	P2	CHO	Casey Wisniewski	'86 944
54	P4	CHO	Bruce Rohner	'89 944 Turbo S
55	P6	CHO	Charlie Pyne	'84 911
57	P4	CHO	Mark Squitieri	'87 944S
58	M1	CHO	Glenn Sapa	'71 911
59	I2L	CHO	Jeannette Russo	'72 911S
60	P3	CHO	John O'Keefe	'70 911T
61	P1	CHO	Sam Patterson	'64 356SC
62	P1	CHO	Ron Goldstein	'62 356B
64	P1	CHO	Rip Patterson	'64 356SC
65	P2	CHO	Eugene Novosad	'86 944
66	M1	CHO	Frank Wagner	'72 911
67	P2	CHO	Alan Petrucci	'83 944
68	P5	CHO	Dave Siembieda	'82 911SC
69	P1	CHO	Ed Leed	'64 356SC
70	M1	CHO	John Bonnett	'72 911RS
71	P6	CHO	Tony Neczet	'97 911 C4S
72	M1	CHO	Ed Duffy	'73 911S
73	M1	CHO	Glenn Sapa	'73 911 CarreraRS
74	P4	CHO	Keith Clark	'87 944S
75	P6	CHO	Daniel Novak	'85 911
76	P2	CHO	Tom Burke	'87 944
77	M1	CHO	Hari Matsuda	'70 914-4
78	P5	CHO	Bill Browne	'79 911SC
79	P6	CHO	Marty Saltzman	'92 C2
80	P6	CHO	Dennis Grollo	'84 911
81	P2	CHO	Rich Potempa	'86 944
83	P2	CHO	Steve Carlson	'84 944
84	P6	CHO	Ed Soske	'85 911
85	M1	CHO	George Weathered	'74 911
86	P4	CHO	Dennis Cunningham	'86 930
87	P4	CHO	Arnie Hetzel	'87 944 Turbo

88	I2	CHO	Ed Kessler	'85 911	162	P1	CHO	Adam Goldstein	'62 356B
90	P3	CHO	Patrick Pilcher	'73 911	163	P5	CHO	James Mansfield	'97 993 C4S
91	P4	CHO	Bill Murrin	'70 914 2.0	164	P4	CHO	Ken Lindgren	'96 993 Turbo
92	M1	CHO	Ricardo Gonzales	'69 911	165	P4	CHO	Scott Varwig	'87 944S
93	P5	CHO	Jim Harrington	'81 911	167	P2	CHO	Mike Petrucci	'83 944
97	P6	CHO	Hans Becherer	'95 911	168	P6	CHO	Anthony Schaneen	'96 993 C2
98	M1	CHO	Tony Koufos	'70 911	169	I2	CHO	Kurt Hipke	'70 911S
99	M1	CHO	Jerry Petrosky	'69 911	172	P2	LTR	Gene Pish	'97 944
100	P2	CHO	Dan Tynor	'74 914	173	P6	CHO	Peter Kaplan	'89 911
101	P6L	CHO	Myra Knoblauch	'88 911	174	P4	CHO	Randy Jester	'88 944 Turbo S
102	M1	CHO	Tom Murphy	'74 914 2.0	175	P6L	CHO	AnneMarie Novak	'85 911
105	P3	CHO	Mark Roter	'71 911S	176	P3	CHO	Mark Rutter	'72 911T
106	P3	CHO	Phil Marquez	'69 911	177	P6	CHO	Ed Stout	'89 911
107	P6	CHO	Bill Roeser	'85 911	178	M1	CHO	Bruce Dandrew	'73 911
108	P5	CHO	A. J. Tiller	'82 911SC	179	M1	CHO	John Lloyd	'93 Ruf BTR
109	P5	CHO	Tom Kalina	'83 911SC	180	P2	CHO	David Varwig	'87 944S
110	P5	CHO	Rich Gore	'87 911	181	P4	CHO	Andy Discher	'86 944 Turbo
111	M1	CHO	Nicht Heissenschuh	'95 968	182	P3	CHO	Robert Korth	'73 911E
112	P6	CHO	Mike Coglianese	'93 911	183	P2L	CHO	Sherry Carlson	'84 944
114	M1	CHO	Tom Murphy	'81 930	185	P2	CHO	Keith Vakoc	'73 914 1.7
115	P5	CHO	Jack Stephensen	'87 911	186	P4	CHO	Lee Duquette	'87 944S
116	I2	CHO	Phil Koepke	'73 911	187	P4L	CHO	Julie Applequist	'87 944 Turbo
117	M1	CHO	Nick Leicht	'71 911	188	X	CHO	Andy Zann	'87 VW GTI
118	X	CHO	Andy Discher	'81 Fiat X-19	189	P4	CHO	Gary Cates	'91 944 S2
119	P3	CHO	Michael Ryan	'71 911S	190	P3	CHO	Andrew Pilcher	'73 911
120	P1	CHO	Andreas Fischer	'74 914	191	P5	CHO	Joe Csiha	'79 911SC
121	P6L	CHO	Nancy Micek	'85 911	193	P6	MIL	Bill Tunan	'95 993
122	M1	CHO	Terri Gardner	'74 914-6	195	P4	CHO	Bob Grabowski	'88 911 Turbo
124	M1	CHO	Tom Phelan	'88 944 Turbo	197	P2	CHO	Jim Hopp	'84 944
127	P2L	CHO	Leah Herman	'86 944	199	P6	CHO	Robert Trahan	'92 911 C2
128	P4	CHO	Todd Drake	'88 911	200	P6	CHO	Joe Hish	'90 C4
130	P6	CHO	Jim Beltrame	'87 911	201	P6	CHO	Paul Wible	'90 C4
131	P6	CHO	Jerry Cohen	'90 911 C4	207	P6	CHO	Keith Olcha	'89 911
133	P6	CHO	Scott Lynn	'84 911	212	P4	CHO	Robert Boxall	'87 944S
135	P5	CHO	Mario Jedwabnik	'83 911SC	214	P6	CHO	Mark LiPuma	'85 911
136	P4	CHO	Reinhard Barthel	'89 944	217	M1	CHO	Steve Paoletti	'73 911 RS
138	P3	CHO	Bill Monte	'73 911T	221	P4L	CHO	Kristin Boxall	'87 944S
139	M1	CHO	Phil Wesa	'79 930	222	M1	CHO	Peter Kaludis	'86 930
141	P4	CHO	Mike Faems	'87 944 Turbo	231	P6	CHO	Theodore Boundras	'88 911
143	P6	CHO	Andrew Bulkowski	'90 911 C2	232	P6	CHO	David Dreyfus	'88 911
144	P4	CHO	Jack Schriver	'89 944 Turbo	234	P5	CHO	Mike Gaynor	'76 911S
145	M1	MIL	Mike Ketten	'85 911	241	P6	CHO	Abel Schall	'87 911
146	P6	CHO	Lou Morabito	'88 911	245	P6	CHO	Jerry Kowalczyk	'86 911
147	P4	CHO	Art Andersen	'89 928 S4	246	P3	CHO	Brian Allendorfer	'84 928S
149	M1	CHO	Art Andersen	'82 911SC	247	P6	CHO	Cliff Zmick	'86 911
150	P3	CHO	John Danreiter	'73 911	250	P6	CHO	David Jenkins	'89 911
151	P6	CHO	Brandon Hackenson	'87 911	251	P4	CHO	Richard Grottemeyer	'89 944
152	P5	CHO	Bob Ostroga	'87 911	266	P4	CHO	Andrew Mandell	'89 944 Turbo
153	P2L	CHO	Suzanne Wisniewski	'86 944	267	P4	CHO	Chris Pederson	'86 944 Turbo
154	P4L	CHO	MaryEllen Rohner	'89 944 Turbo S	276	P6	CHO	Adrian Lannin	'90 911 C4
155	P1	CHO	George LaCross	'67 912	281	P4L	CHO	Cindy Drake	'87 944 Turbo
156	P6	CHO	Bob Scherer	'89 911	299	P5	CHO	Charlie Cook	'78 911SC
157	P6	CHO	Bob Mitchell	'88 911	300	P6	CHO	Bohdan Kroczek	'91 911
158	P1	CHO	Bernard Lakemaker	'58 356A	301	P6	CHO	Bill Schutz	'95 993
159	P3	MIL	Mike Ketten	'73 911S	303	P6	CHO	Jeff Kushner	'96 993
160	P2	CHO	Rick Gurolnick	'84 944	304	P4	CHO	Leo Shapiro	'92 911 Turbo
161	P5	CHO	John Csiha	'79 911SC	311	P2	CHO	Jeff Kane	'83 944

Permanent Numbers ...

314	P6	CHO	Peter Fischer	'86 911	714	P5	CHO	Richard Hocking	'87 911
315	M1	CHO	Joe Seminetta	'69 911	717	X	CHO	Mike Gallagher	'87 VW GTI
316	P5	CHO	Jerry Quebe	'74 911Carrera	726	P6	CHO	Bob Ostholthoff	'93 911 RS
317	P3	CHO	Doug Coup	'70 911T	727	P6	CHO	Jim Smith	'96 993 C4S
321	P6	CHO	Jack Gaggini	'97 911 C2S	746	P3	CHO	Dave Golterman	'76 911
325	P4	CHO	David Dunaway	'76 930	757	P4	CHO	Rich Noose	'89 944
327	P6	CHO	Skip Gianopulos	'87 911	771	XL	CHO	June Gallagher	'87 VW GTI
331	P5	CHO	Dan Bettcher	'87 911	777	P6	CHO	Ez Goldman	'91 911 C4
332	P4	GST	Neal Jordan	'87 944	800	P4	CHO	Gary S. Collins	'87 944 Turbo
333	P3	CHO	Haig Haleblian	'70 911	801	P6	CHO	John Takehara	'87 911
337	P5	CHO	Tom Karkos	'88 911	808	P6	CHO	Scott Adleman	'97 993 C2S
340	M1	CHO	Tom Murphy	'90 Ferrari F40	810	P6	CHO	Renee Takehara	'87 911
345	P3	CHO	Claude Reed	'76 911	817	M1	CHO	Stuart Acker	'86 930
355	P6	CHO	Laurent Cunin	'95 993	820	P4	CHO	Ron Micek	'88 930
357	P2	LT	Ted Vaughn	'89 944	828	P4	CHO	Tommy Thompson	'86 911 Turbo
358	P6	CHO	Fred Jolly	'90 C2	839	P4	CHO	Don Larson	'87 930
360	P6	CHO	Ed Barnicle	'95 993	850	P4	CHO	Bob Allen	'84 911
369	P6	CHO	Mark Lundstrom	'83 911SC	871	P6	CHO	Eric Gehm	'87 911
389	P3	CHO	Bruce Hayner	'77 911S	872	P4	CHO	Robert Rocque	'88 944T
400 - 420 Reserved For Temporary Autocross Use					881	X	CHO	Arnold Zann	'87 VW GTI
421	I2	CHO	Jim Levine	'89 911 C4	888	P4	CHO	Steve Wagner	'84 930
422	P6	CHO	Ted Arneson	'91 911	890	P6	CHO	Glen Spiegler	'94 911C4
424	P5	CHO	Mike Donaldson	'88 911	891	P6	CHO	Jose Paredes	'90 911
427	P6	CHO	Bruce Malter	'85 911	893	P6	CHO	Bob Turner	'88 911 Turbo
444	P2	CHO	Len Larson	'76 914	900	P4	CHO	John Dabek	'86 944 Turbo
450	P6	CHO	Andrew Stobnicki	'91 911 C4	901	M1	CHO	David O'Bryan	'77 911S
457	P4	CHO	Ed Holzer	'86 930	909	P5	CHO	Steve Bowman	'87 911
458	P4L	CHO	Jo Holzer	'82 928	908	P3	CHO	Rick Fischer	'72 911S
510	P4	CHO	Tom Boysen	'86 944 Turbo	910	M1	CHO	Heather O'Bryan	'77 911S
513	P4	CHO	Roy Olson	'87 911 Turbo	911	M1	CHO	Jim Becker	'72 911S
514	P4	CHO	Roy Olson	'87 911 Turbo	914	I1	CHO	Matt Scott	'76 914 2.0
515	P5	CHO	Buzz Epstein	'79 911 SC	917	I2	CHO	Joe Purpura	'73 911
550	P5	CHO	Jerry Bauman	'82 911	918	P5	CHO	Peter Faehnrich	'78 911
551	P3	MIL	Tony Stevens	'71 911	930	P4	CHO	Bill Linhares	'94 930
555	P4	CHO	Phil Brown	'76 930	944	M1	CHO	Jim Becker	'87 944
567	P2	CHO	Lloyd Roin	'89 944S2	951	P4	CHO	Tim Wiese	'86 944 Turbo
581	P4	CHO	Robert Nicollazi	'97 993	955	P4	CHO	Jim Murray	'92 968
707	P5	CWR	Tom Peters	'82 911SC	962	I2	CHO	Austin Mansur	'91 911 C2
711	M1	CHO	Jack Gaggini	'70 911E 2.7	964	P4	CHO	Bob Palazola	'93 968
712	P2L	CHO	Jill Girard	'85 944	969	P6	CHO	Jim Schwade	'97 993
713	P2	CHO	Jeff Girard	'85 944	990	P5L	CHO	Karen Ashley-Bowman	'87 911
					993	P6	CHO	Dan Bacin	'95 993
					999	P4	CHO	Roger Beck	'89 944 S2

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

Sunday, April 19, 1998

Kane County Cool Car Classic Caravan (Kane County Rallye)



Carson Pirie Scott parking lot
Spring Hill Mall
West Dundee, IL

Registration Opens 11:00 a.m.
Drivers' Meeting 12:00 noon
First Car Off: 1:01 p.m.

\$ 20.00 per car Rallye Fee



Directions to Spring Hill Mall

Take I-90 to Route 31 North
approximately 1½ miles to the mall.

Dinner, awards, Chicago Region
comraderie and a rallye
wrap-up will take place after
the final checkpoint. Dinner
will be ordered off the menu.

Questions: 630.529.0911
(before 9:00 p.m. please)

Come join us for a leisurely drive through Kane County which will also double as the first rallye of the year. Every rallyemaster promises that everyone will finish their rallye, but **Rallyemasters Nick and Susan Brenkus** really mean it!

In addition to the usual **S. O. P. class**, Nick and Susan plan on having a **"touring" class** that will provide additional instructions for novice rallyists. If you run in touring class, you will not receive points for year-end, however, their hope is to teach you what you may or may not be doing right at the point you are executing the rallye instructions. So if you've been avoiding running rallyes because you've heard all those horror stories about arguing with your navigator or driver and getting hopelessly lost, come on out and give the touring class a try. This will be a great opportunity to apply what you learned at the spring rallye school.



We can hardly wait to drive the Kane County Cool Car Classic Caravan.
Sign us up!!

Kane County Driver:

Name _____

Phone (eve) _____

Cool Car Type: _____

Kane County Navigator:

Name _____

Classic Caravan Class: SOP _____

Touring _____

Fee: \$20.00 per car

Please make checks payable to "PCA Chicago Region"

Mail registration & check to: Susan Brenkus
408 Cardinal Drive
Bloomington, IL 60108



Concours Scene

Concours Corner: Cleaning Glass

by Kathy Golik,
(from RUNDSCHAU)

One of the most important features of your car can sometimes be the most difficult to keep clean. So, let's take a look at glass cleaning. As with other car care products, no two people will easily agree on which glass cleaner is the best. Most of us use a product such as Windex. Many concours people will clean first with plain water and then polish with glass cleaner. Again, as I've discussed with other products, it comes down to experimenting to determine which product and method works best for you.

Glass cleaners in spray form work just fine. However, overspray may be a problem, particularly when doing the inside of windows. For example, it usually is difficult to direct these cleaners on the inside of the windshield without spotting the dash. Consequently, it is better to spray the cleaner on a towel first, and then wipe the glass with it. Glass cleaners containing ammonia tend to streak less on initial applications. However, two applications may be necessary because they tend to push the dirt and film around the window causing smeared corners and edges. Clear water with a clean wash mitt may be used. With this method, there is little concern with residual films or smears because water doesn't push a film around the window. Follow with a good towel drying. If you keep up with your windows, this method is quite sufficient.

You may also mix your own cleaner. Many detailers mix about one capful of ammonia per half bucket of water. The ammonia cuts through grease and promotes the evaporation of water more quickly. Whatever glass cleaner you use, prevent it from dripping on painted surfaces or upholstery. Just to be safe, you can lay a towel over the paint, dashboard, or seat for protection.

More than likely, if you look closely, you will see a build-up of dirt in the corners of the glass, next to trim, particularly along the windshield and rear window. This can be removed with a toothbrush and cotton swab. Whether working on the outside or inside of the car, place a towel at the base to catch drips. Spray the toothbrush with window cleaner or dip in water and shake off the excess. Scrub along the trim to break the dirt loose. Use a cotton swab to reach into the seam to remove debris.

When cleaning windows, be sure to roll down the driver and passenger side windows an inch or so to allow access to the top edge of the glass which is hidden in the upper groove along the door frame. Clean and dry this part first. Then, roll the window back up and clean the rest of it. Pay particular attention to the corners. This is where most of the smears end up. Take your time and inspect each window before moving on. It is best to inspect in the sunlight and from various angles. Also, don't forget to do the mirrors. The insides of windows are generally covered by a film due to vapors given off by the interior. Therefore, clean them frequently to prevent this film from building up. The inside of the windshield is easiest to clean from the passenger side. This way, the steering wheel won't be an obstacle and you can easily reach across the full length of the window. Go slow and be careful around rearview mirrors so as not to knock them off. When finished with the windows, use a soft cloth or paper towel to polish them. Many concours people polish their windows with newspaper. The paper absorbs and picks up the dirt, while the ink works as a very fine polishing compound.

Windshield wipers work best when the rubber is in good shape and the glass is clean. Wash front and rear wiper blades at the same

time you wash the glass. Use a toothbrush to remove any dirt, grease, wax, or bug residue build-up. Use the same method for headlight wipers. Although dressing helps most rubber parts, do not use it on wiper blades. The best treatment is frequent cleaning to help prolong their use.

After your windows are nice and clean inside and out, you will notice how much better your car seems to perform. Most importantly, clean glass is a safety factor. I'm sure we all can identify with driving on a rainy night, straining to see through a dirty windshield with wipers that aren't wiping water effectively. But proper cleanliness and attention to car glass and wipers will make a world of difference to the overall appearance of your prized possession.

Car Beautiful:

Use Cotton When Washing

by Henry Watts, Loma Prieta Region

Abrasive dirt on your Porsche leads to deterioration as the dirt is pushed around the paint's surface by the wind, by your car cover, or by the mitt you use to wash the car. Before attacking the dirt with soap and water, therefore, you'll want to choose a cleaning material that will do the least damage to your car.

Cotton is the cleaning material of choice. It is soft, reasonably absorbent and easily cleaned. Use a cotton wash mitt. Wool wash mitts should be avoided. The wool fibers are a little harsher than cotton, and will eventually add minor scratches to your paint. It will take some time for all of this to show up, but why do it the wrong way. It will show up sooner on cars with dark paint. Such scratching is one of the sources of spider webbing, which can be most easily seen when a dark car is viewed in full sunlight. Wool also tends to grab and retain the dirt particles, so you end up sanding the paint with

the dirt embedded in the wash mitt. Not good. Nor should you use a sponge. The sponge does a great job of carrying a large amount of soapy water to the car's surface, but the dirt and grime it picks up tend to stay in the sponge. Note that cotton mitts will not carry quite as much soapy water to the car as will a mitt or a sponge, but you soon become used to slightly more frequent trips to the soap bucket.

Cotton, either in the form of diapers or terrycloth towels (100% cotton) should be used for drying the car. The classic chamois does a great job of absorbing the water, but, like wool, tends to trap the dirt. Some

people also believe that the chamois tends to pull on the wax and remove some of it. Jay Kolinsky of Malm's disputes the notion that the chamois will remove wax. In any case, my view is that you'd best put that chamois away.

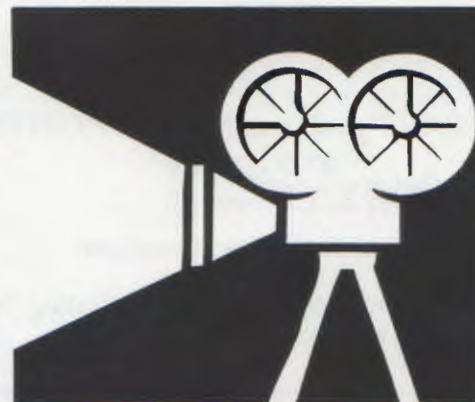
You will need diapers, if not for drying the car then for other procedures later. If you end up buying new diapers (about \$1 each at major toy and department stores) wash them two or three times before attempting to use them. The manufacturers seem to put some sort of starch in to help the cutting and sewing processes, and the unwashed fibers are naturally a little stiff. The best

way to get the diapers is to get them used from a diaper service. These companies usually sell the diapers when they get a little old. You will get a diaper that is well broken in, which is to your advantage. You will pay about 30 cents each, about a third of the new cost. Get 50 or so; otherwise you nearly have to do a rag laundry every time you do any cleaning on the car. Be sure you know whether you are buying the old, single-layer type of diaper, or the prestitched kind. I prefer the single-layer type as it allows me to fold or unfold the diaper as much as needed.

Appearing in the April issue of the Chicago Scene

Event information for:

Autocross I	May 31st
Blackhawk II	June 17th
Concours II • Gimmick Rallye • Zone 4 Concours	June 20th
Autocross II	June 28th
Places to stay in South Haven, MI over the GingerMan Raceway Drivers' Education weekend	July 18 - 19th



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Are You Getting "Everything" Out of Your Porsche?

You have the car. Why aren't you enjoying it to its fullest?

This is your opportunity to learn what it takes to get the most from your Porsche. The 1998 Chicago Region Drivers' School is for the novice who wants to learn how it's done as well as the experienced driver who wants to clean out the cobwebs of a long winter. The event is designed to make it easy to learn the skills that you'll use at autocrosses and track events during the rest of the year.

To start, Ed Leed will present the theory of performance driving during the classroom session. Then you'll have the opportunity to try each skill individually: skid pad, slalom, and braking; and then to put it all together on the autocross course, all with the help of Chicago Region's best drivers.

This is what you'll need:

- Your car in good mechanical condition.
- A helmet with a 1985 or newer Snell rating. Sorry, no loaners will be available.
- Closed toe shoes. Gym/Tennis shoes work well.
- A valid drivers license.
- A valid PCA membership card or verification of membership (in 1998 Membership Directory).

General Notes:

No consumption of alcoholic beverages is allowed before or during the event. (This includes guests and non-participants.)

EVERYONE present at the event must sign the insurance waiver. Parents must sign for a child who cannot write.

Vehicle occupants at the drivers' school must be at least **18 years old**.

Passengers are only allowed during formal driving instruction.

NO 4-DOOR SEDANS are permitted at any autocross, gymkhana, or track event.

All drivers (members, applicants, and guests) must show a valid driver's license at registration.

For any gymkhana, autocross, or drivers' school event a 1985 or newer SA or M approved helmets

is required. Closed toe shoes are required. Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.

Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.



Interested? Great! This is what you do:

1. Complete the registration form and mail it to the registrar with your check.
2. Before leaving for the school, remove anything from the car that you won't need that day.
3. Bring your helmet and at least one large garbage bag. Dress appropriately for the weather, you'll be outside for much of the day.
4. Since you sent in your registration by mail, just check-in with the registrar when you arrive.
5. Find an empty space in the pits. Empty your car (including the trunk, glove compartment, map pockets, cup holders, floor mats, sun visors) of any remaining loose items and put them in the garbage bag. It will keep them together and dry in case of rain.
6. Get your car teched. Return your car to your 'pit'.
7. Go to the classroom and have a great time!

1998 Chicago Region Drivers' School

Sunday, May 3, 1998

Hawthorne Race Track
35th & Cicero

8:30 am Registration Opens
9:15 am Classroom
11:30 am Lunch
12:00 p.m. Driving Instruction
3:00 p.m. Autocross Instruction

Map and detailed
directions to
Hawthorne Race Track
in April Chicago Scene

YOU ARE WANTED!

You know who you are. You are a regular at every Autocross. You've been autocrossing for years. You can drive Utica from memory. You've probably trophied at least once last year. We need your help! We need every experienced driver to come to the autocross school to pitch in and share your experience to "Show'em how it's done." Bring your hot rod to Hawthorne, have some fun, and give a new member THE BUG.

QUESTIONS? Marla or Greg Turek
630.904.0800
(before 9:00 p.m. please)

Mail to: Marla & Greg Turek, 4231 Colton Circle, Naperville, IL 60564

Chicago Region PCA 1998 Driver's School Registration

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

Driver #2 (same car): _____
[] Member [] Applicant [] Guest of _____

1st Driver \$25.00 Members / \$30.00 for non-member guest (Member must be present.)
2nd Driver (same car) \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest
(Member must be present.)

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

Lunch will be provided at the event for a nominal fee.

For planning purposes, how many adults (including non-drivers) will be having lunch? _____

From Our Members

Preparing for Blackhawk by Dan Gallagher Blackhawk Event Chair

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 I 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 Blackhawk on May 13th!

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Blackhawk Drivers' Education

Here is your opportunity to learn to drive your Porsche or other sporty vehicle at high speed in 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.

At this event 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.

The club's insurance requires that all cars pass tech and that all drivers wear long sleeved non-flammable shirts, long pants, socks made of non-synthetic materials, closed toe shoes, and a Snell

90 (or later) helmet while on the track. Recommended, but not required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher. Please remember that you must present a valid driver's license and your PCA membership card at registration.

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

On the 13th, the concession stand WILL be open and there will be "Gallagher weather"! So, change your oil, brake fluid and pads, and come out to the first track event of '98. You'll have a great time!

- 8:30 am Registration and Tech open.
- 10:00 am Mandatory Drivers meeting for all entrants who HAVE NOT run this event previously.
- 11:00 am Registration closes.
- 5:00 p.m. Track closes. Dinner will be immediately following at a site to be announced at the track.

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

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

Questions: Phone: 708.784.0784
 Fax: 708.784.0785

Blackhawk XXIX Drivers' Education Registration Form

[] Wednesday, May 13th

First Driver Name: _____
 Member: ___ Applicant: ___ Guest: ___ of _____
 PCA Membership # _____
 Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

Second Driver (same car) Name: _____
 Member: ___ Applicant: ___ Guest: ___ of _____
 PCA Membership # _____
 Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

Fees: \$125.00 Pre-registered
 \$140.00 At the gate
 Second driver free if family member

Make checks Payable to PCA - Chicago Region

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RACING SAFETY EQUIPMENT
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800.313.7997

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825 75th Street, Unit F, Willowbrook, IL 60521

Phone: 630.455.4960 • Fax: 630.455.4340

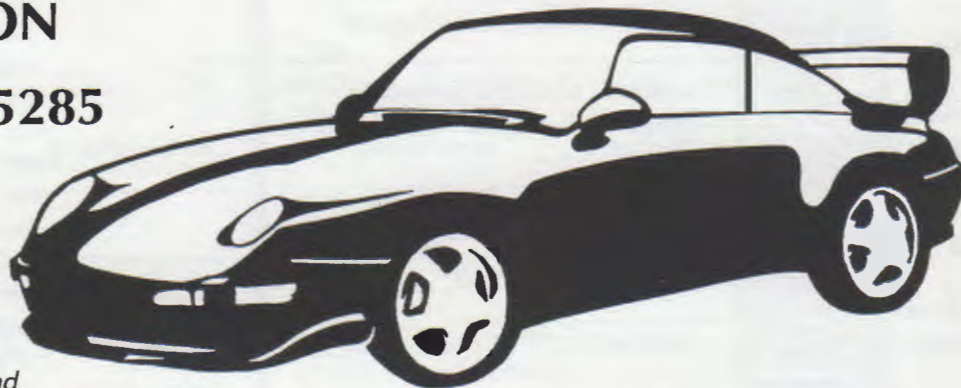
Web: www.bestracing.com



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Barrington, IL 60010

(Across the street from Northstar Motorsports)

"THE PREMIER MEMBERS CHOICE"

Air Classics

CONCOURS ONE

Concours One May 8 @ Air Classics Air Museum, Aurora Municipal Airport in Sugar Grove Illinois

It has been a long time coming, but this years first concours is at last finally here. Picture, literally, your Porsche parked under the wing of a Classic World War II T-28 Navy Carrier Trainer. Perhaps a B-25. Need something in a water cooled model? Try a P-51. How about an F-15, a F-4 Phantom, a Russian MiG 21 or a A-7 Corsair just back from Desert Storm? The ultimate in aero ad ons! Feel a little ground bound, feel the need for an altitude adjustment? For a small additional fee, a vintage Bi-Wing Stearman *could* be giving club members rides to experience the difference between ground speed and air speed. So come out and see how our Ground Classics look alongside Air Classics.

- 9:30 am:** Cars may begin arriving at the airport
- 10:00 am:** Continental breakfast
- 12:00 pm:** Judging begins & Guided tours
- 1:30 pm:** Trophy presentations & Photo sessions

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



Questions? Call Jim Jacisin @ 630-279-4835

Fee \$20 per car, includes guided tour. Guided tours for each additional guest \$5

Please make checks payable to: **PCA Chicago Region**
c/o Jim Jacisin 508 Rex Blvd., Elmhurst, IL 60126

Name _____

Address _____

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

Phone () _____ **Region** _____

PORSCHE Model _____ **Body Style** _____

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





Road America I Drivers' Education

May 23 & 24, 1998

It's time again for Road America I, the first of our two events at Elkhart Lake this year. This event is open to all Porsche drivers, including novices. It is highly recommended, if you are a novice, to attend the Blackhawk Farms Drivers' Education event on Wednesday May 13th before participating in this event at Road America.

There will be four run groups: Group I - our most experienced drivers with usually, but not always, the fastest cars; Groups 2 and 3 - our next most experienced drivers who are somewhat slower than Group 1; Group 4 - our novice drivers and others who are still fairly new to Road America. 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 to help you improve your driving skills. All novice drivers will also be required to attend a Novice Orientation Meeting on

Friday evening, May 22 at Siebkens at 8:00 p.m. There will be a limit of 40 spaces for novice drivers, so please pre-register NOW.

Using the Chicago Region Tech Sheet (found in this issue of the Chicago Scene), it is your responsibility to thoroughly check your car yourself, or better yet, 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 fluid and brake pads.

For Groups 1, 2 and 3, a five or six point harness is mandatory for the driver, and if you wish to have an instructor ride with you, the same type of harness is required on the passenger's side.

Mandatory clothing requirements have changed for this event. Now required are a SNELL approved SA 1990 helmet, long sleeved cotton shirt, long pants, socks, all of non-synthetic material, and closed-toe shoes. Recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher. Please check the date on your helmet NOW: it will be checked at tech inspection. Remember, if you do not pass tech inspection, you may not drive: so these points are very important.

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

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

Road America personnel will be monitoring our cars throughout the weekend.

In addition to the mandatory Novice Orientation Meeting on Friday evening, there will be Mandatory Drivers Meetings both Saturday and Sunday mornings for ALL drivers at the track at 7:30 a.m. Anyone missing any of these meetings will not be allowed to drive.

Spaces for the event are limited so we highly recommend that you pre-register early. You will be notified of your acceptance by mail. Included in your acceptance packet will be a copy of the Rules of Road America. Please read these prior to coming to the event so you can ensure that you the driver, your family, crew, friends, etc. will comply with these rules. Please remember that you must present a valid driver's license and your PCA membership card at registration.

Track registration opens at Siebkens on Friday, May 22nd at 4:00 p.m. The tech crew will be on hand to scrutinize your car and helmet. If your car is not teched at Siebkens on Friday, it must be teched at the track on Saturday morning following the drivers' meeting. No car will be allowed to run without a tech sticker.

This year, as in the past, Siebkens will be the headquarters for the Friday registration and all non-track meetings. In addition to lodging, they also offer a continental breakfast at 6:00 a.m. and a full-service breakfast starting at 9:00 a.m.

The Registrars have established a 24 hour Registration Information line at 847.622.4483.

If you have any questions, please feel free to call any of the Road America committee listed below.

Chris Inglot & John Ruther

Event Chairs

Chris Inglot
847.559.1126

John Ruther
847.639.1094

Event Coordinator

Gary Knoblauch
630.985.6739

Registrars

Scott & Sharon Lynn
24 Hour Information
847.622.4483

Chief Driving Instructor

Greg Turek
630.904.0800

Safety Coordinator

Jeff Girard
630.985.6739



**PCA Chicago Region
Road America Drivers' Education
May 23 & 24, 1998
Event Co-Chairs: Chris Ingot & John Ruther**

First Driver Name

Address

City _____ State _____ Zip _____
() ()

Eve Phone _____ Day Phone _____

PCA Member Yes Region _____ No

Current PCA Membership # _____

Second Driver Name (same car)*

Address

City _____ State _____ Zip _____
() ()

Eve Phone _____ Day Phone _____

PCA Member Yes Region _____ No

Current PCA Membership # _____

Requested Run Group

<Fastest 1 2 3 4 Slowest>

Requested Run Group

<Fastest 1 2 3 4 Slowest>

Chicago Region (previously assigned) Permanent Car # _____

If none, Requested Car # _____

Chicago Region (previously assigned) Permanent Car # _____

If none, Requested Car # _____

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

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

Yes No 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

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:

Porsche Model _____ Year _____ # of Cylinders _____ Displacement _____

Please list other performance enhancing modifications to help us classify your car: _____

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

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

NO REFUNDS OR CANCELLATIONS AFTER MAY 16, 1998

Mail pre-registration form and check to:
**Scott Lynn
Road America I Drivers' Education
1605 Keim Trail
St. Charles, IL 60174**

Questions:
Phone: 847.622.4483 (24 hour info)
e-mail: chicagopca@aol.com

PLACES TO STAY WHILE VISITING ROAD AMERICA

Hotels • Motels • B & B's

AmericInn Motel - Belgium
Belgium, WI
920.285.3566

AmericInn Motel - Plymouth
Plymouth, WI
920.892.2669

AmericInn Motel - West Bend
West Bend, WI
920.334.0307

Barefoot Bay
Elkhart Lake, WI
920.345.7784

Best Western Harborside Motor Inn
Port Washington, WI
920.284.9461

Boarding House Bed & Breakfast
Elkhart Lake, WI
920.876.3616

Breeze Inn/Chalet Motel
Mequon, WI
414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI
920.451.0644

Budgetel Inn
Sheboygan, WI
920.457.2321

Comfort Suites - Comfort Dome
Appleton, WI
920.730.3800

Cream City Bed & Breakfast
Plymouth, WI
920.893.8162

Crest Hotel
Plymouth, WI
920.893.6111

Eastlake Bed & Breakfast/Rentals
Elkhart Lake, WI
920.876.2272

East Shore Inn
Chilton, WI
920.849.4230

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

52 Stafford
Plymouth, WI
920.893.0552

Holiday Inn Express
Sheboygan, WI
920.451.8700

Holiday Inn - Holidome
Fond du Lac, WI
920.923.1440

Holiday Inn
Manitowoc, WI
920.682.6000

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

Oshkosh Hilton
Oshkosh, WI
800.365.4458

The Osthoff
Elkhart Lake, WI
800.876.3399

Pinehurst Inn
Sheboygan Falls, WI
920.467.4314

Pioneer Inn & Marina
Oshkosh, WI
800.683.1980

Plymouth Inn
Plymouth, WI
920.893.5623

Ramada Plaza Hotel
Fond du Lac, WI
920.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI
920.793.1794

Rochester Inn Bed & Breakfast
Sheboygan, WI
920.467.3123

Select Inn Fountain Park
Sheboygan, WI
920.458.4641

Sheboygan Super 8 Motel
Sheboygan, WI
920.458.4265

Siebkens
Elkhart Lake, WI
920.876.2600

Starlite Motel
New Holstein, WI
920.898.4265

Village Inn - Motel
Two Rivers, WI
920.794.8818

West Bend Inn
West Bend, WI
800.727-9727

Wisconsin Aire Motel
Random Lake, WI
920.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI
920.892.2222

Campgrounds

Hoef's Resort Campground
Cascade, WI
920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI
920.892.4252

Mark & Dean's Camper Rental
Kiel, WI
800.894.7181

Marsh Lodge Campground
Elkhart Lake, WI
920.876.2535

Westward Ho Camp Resort
Glenbeulah, WI
920.526.3407

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

3 nites - mo
199
\$ 169 - woodbed
Labor
3 nites -
\$ 169



Drive Gallagher To Drink Rallye

Sunday, June 7th

Countryside Pub

Countryside, IL

10:00 a.m. Registration Opens
 11:00 a.m. Drivers' Meeting
 11:31 noon First Car Off

Complimentary Coffee
 and Pastries

S.O.P., Equipped and Touring Classes

Directions to Countryside Pub
 Joliet Road & Brainard Avenue
 Countryside, IL, 708.482.7330

\$20.00 Rallye Fee per car

From the north: 294 South. Follow St. Louis exit. Pay \$.15 toll. Take middle fork/Joliet Road. (Do not go to St. Louis.). East to Brainard Ave. On the right (across from The Flame).

From the city: Take Stevenson (I-55) West. Exit LaGrange Road North. Left (West) at first major intersection (Joliet Road) to Brainard Ave. On the left (across from The Flame).

From the south: 294 North. Exit Wolf Road. Right ¼ mile to Joliet Road. Right on Joliet Road to Brainard Ave. On the right (across from The Flame).

From the west: I-55 East. Exit Joliet Road on left (exit 276c). East to Brainard Ave. On the right (across from The Flame).

Rallyists, join us for the second rallye of the year. Rallyemasters Dan and Peggy Gallagher have planned a wonderful route through southern Cook and northern Will counties. Upon completion of the rallye we will compare scores, award prizes, share stories, and dine festively at Die Bier Stube (in Frankfort, IL) where we will enjoy the outdoor patio, fine German food and beer, and a German band.

Non-rallyists are welcome to join us at 5:00 p.m. for the festivities. Frankfort is a 'neat little town' with many antique and curio shops and would be a fun destination for a Sunday drive in the country! (Please let Dan or Peggy know that you'll be there!)

Die Bier Stube

42 Kansas Street, Frankfort, IL
 815.469.6660

Family-style Dinner includes: Wiener and Jager Schnitzel, Schnitzel Florentine, Bavarian Pork Roast, Rouladen, Smoked Kassler, soup, salad bar, vegetables, choice of potato, dumplings, and homemade breads and butters.

Dinner \$21.00 per person (includes tax & tips) **Cash Bar**

Questions ? Dan or Peggy
 708.784.0784

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

Driver: _____ Phone # _____
 Member__ Applicant__ Guest of _____

Navigator: _____ Phone # _____
 Member__ Applicant__ Guest of _____

Car Model _____ Color _____ SOP _____ Equipped _____ Touring _____

Rally Car Fee: \$ 20.00 Class: S. O. P. _____
 Equipped _____
 # of Dinners @ \$21.00 \$ _____ Touring _____

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

Restaurant Tour: Cafe 36

Old Friends, New Friends by Susan Shire

Movie and book sequels are often disappointing: you know the 'basic' story line and the cast of characters. This was NOT the case as we revisited Cafe 36 this year. Yes, there were old friends we had not seen since the end of the driving season or the Dinner Dance. Yes, there were other old friends we had not seen since Hackney's or the Membership Meeting. But, there were also new members, new friends, who joined us on a

sunny, not-altogether-bad February Sunday for a terrific afternoon with Reinhard Barthel and his son at their Cafe 36.

Hugs, hellos, appetizers and cocktails preceded the delicious luncheon which was served European style. Laughter and good conversation flowed like good wine. The finale, dessert, was, like last year, 'to die for' and I had trouble keeping mine from not only my children, but from the other members at our table who were not content with just one Creme Brulee.

Between luncheon courses Susan Brenkus thanked Reinhard and his son, brought us up to date with the latest Club news and invited all to meet at the Porsche display at the Auto Show later in the week for an 'unofficial Chicago Region event'.

On behalf of the members in attendance, I echo Susan in thanking the Barthels for their hospitality and for another splendid afternoon spent at Cafe 36 in the company of some of the best folks around - members of the Chicago Region.



Peter Fischer and Janice Jacobs.



Pat Foltz (left), frequent Scene contributor John Mueller, and Amy Murrin (back to camera).



Janet Wayne and Rob Cook with Immediate Past President Dan Gallagher (left).



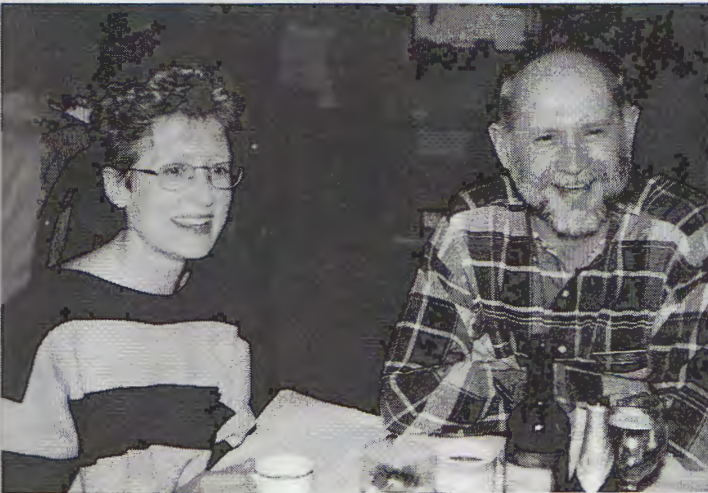
Concours Co-coordinator Jim and Patty Jacisin.



'Turbo' Bob Turner (left), Michelle Lucente, and Chicago Scene printer Bob and Joan Soske.



Peggy Gallagher (left), Taylor Shire, Richard Shire, and Dan Gallagher (right).



Debbie and Tony Neczet.



Avis Bonnett (left) and Lois Beach.



Jim (left) and Karen Mansfield with our host Reinhard Barthel.



Ken Pesavento (left), Nikki Kroll, and Director Bruce Janecek.

PCA members are welcome to place ads of a non-commercial nature at no charge in **The Mart**. The non-member, non-refundable fee for this service is \$15.00 for three months, and checks should be made payable to

PCA Chicago Region. Ad material must be received by the 10th of the month for publication in the next month's issue, is subject to editing, and will run for three months. To be run again after the initial three month period, ads must be resubmitted. Please advise the editors should your ad no longer be necessary. Please limit ads to 75 words or less.

The Mart/Chicago Scene
Susan Shire
9507 North Central Park Avenue
Evanston, IL 60203

Phone: 847.674.2285
Fax: 847.679-8973
e-mail: Sshire9066@aol.com

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1969 911 Soft window Targa 67K mi. Total restoration, excellent fun car. \$18,500. Buy a car/get 5 free open track days at GingerMan Raceway. Dan Schnitta 616.253.4445

1970 911 Soft window Targa 114K mi. Good original car. \$7500. Buy a car/get 5 free open track days at GingerMan Raceway. Dan Schnitta 616.253.4445

1972 911 T Owned 10 yrs., 8700 mi. On rebuilt 2.4 eng. With Carrera chain tensioners. 1991 work done by Jim Becker. Stainless heat exchangers. New: clutch, ignition, oil cooler, carpet, headliner, master cylinder, shocks. 2 year old wonderful black paint. No winters/racing. Over \$2K invested. \$18,900/OBO. Jim Spence

(h) 630.983.0449 (Naperville), (wk) 630.801.0063.

1973 T Club racer GT-3 class RS narrow body look w/ducktail. Johnson Autosport turn key prepared. 3.3 liter twin plug direct fire, headers, 46IDA webers, 320+ hp, 2120 lbs., lexan, 6pt cage & fuel cell. 7.5x16 & 10x17 Youngblood rims, S4f & 930r brakes w/bias control, 915 gearbox, RSR clutch. All new - 2 races, 2 class wins! \$60,000. John Waterbury (h) 612.429.0242 (w)612.944.9101 St. Paul, MN.

1973 911T Tangerine/blk leather. 40K mi. MFI. New '96: Comp TA/ZR's, koni adjustables, 21mm frt & 26mm rear torsion bars, turbo tie rods, sport muffler, Robt Wood 7x15" Fuchs, master cylinder. New '97: H-4's & batteries. Carrera upgrade tensioners. "S" instruments, recent tune-up, F/R alignment, lowered & corner balanced at Midwest Eurosport. Beautiful org. cond. Must be seen. No winters/accidents/dings. No A/C. \$20,000. Mike Southard 847.294.3689.

1978 911SC Alpine White w/full brown leather. 80K mi. All records. New clutch, power windows, doors and sun roof. A/C & Clifford alarm. Garaged/covered. No winters/smokers/accidents. \$15,000. Steve (w) 773.935.3977 (h) 847 566 1362.

1982 911SC Coupe Prussian blue/blue leather. 93K mi. 16x7&8 Fuchs. Sport seats, power sunroof. Bra & car cover. Over \$6K worth of mech. work done recently: new clutch/rotors(frt)/brakes/suspension (lowered)/shocks. Comp T/A w/less than 10K mi. All service records/current history available. Runs great/looks great. \$14,750. Pat Mc-Crystal (h) 815.728.1593, (w) 815.385.9233.

1986 911 Turbo Carrera Guards red/tan leather. 33K mi. Car is all stock except lowered w/silver & gold OZ Racing wheels. Recent (last 500 mi) major rebuild/overhaul of engine, etc. Like brand new. Have to see it.

Stephen 630.654.8006 or e-mail FSS006@aol.com

1987 911 Turbo Coupe Midnight blue/dove gray leather. 14K mi. #WPOJB0934HS051092. Sunroof, ltd. slip, diffuser, Bilstein sport shocks. Dunlop SP 8000 tires in 16" forged alloys. Garaged/covered. Flawless. \$37,500. Mell Wostoupal, 5 Court of Harbinger Falls, Northbrook, IL 60062. 847.564.7799.

1987 911 Turbo Coupe Red/Cashmere leather. 26K mi. Pwr. seats. sunroof, H4's, K27, 1 bar W.G., euro exhaust, lmt. slip, street/no track. All records/garaged/non-smoker. Perfect. \$38,000. Don Larson 630.595.8660.

1990 911 Carrera Cabriolet Metallic Midnight blue/platinum leather. Upgrades: leather, paint & sound system. 38K mi. Power seats/windows, mirrors/locks/top. Factory installed alarm. Built-in radar & laser diffuser. Heated garage/covered/pampered. Driven weekends only. No winters/smoking. Beautiful/must see. \$41,500. Mike 847.842.0704.

1993 RS America Alpine white/blk. A/C. Lmt. slip/lowered/no sunroof/otherwise completely stock. No chips/dings/scratches/racing/abused. Looks showroom new! Cover/bra/extra set wheels. 17K mi. \$40,000. Guy (w) 507.284.3584, (h) 507.285.9414.

1974 914/2.0 Roadster Phoenix red/blk int. Exc. org. cond./fuel inj. Always garaged. Driven 3 mos. per yr. Strong & straight. #4742903158. New tranny & paint, plus much more. \$8500. Patrick Clerkin, 505 S. Randolph, Macomb, IL 61455. 309.837.1934 or e-mail: ppclerkin@wiu.edu.

1982 928 Silver/blk leather. 5 spd., 220hp V8 from Traynor Motors, Fairfield, CT (3/23/82 have org. window sticker). 36+K org mi. Runs great! Factory sunroof, AM/FM/cassette. Pwr steering/locks/windows. A/C. Cruise, tilt wheel. Premium alloy wheels. New clutch @ 29K mi., new

Dunlop 225/50ZR16 tires @ 31K mi. No smoking/racing/accidents. Includes bra, full car cover, org. Liter can of paint. \$9,995. (Serious only) Tom 630.627.5465.

1982 928S White/brown leather.

5 spd, 45K mi. Sun roof, chrome wheels. Full concours condition:

1st Place Chicago Region.

#WPOJAO927CS822244 No winters, garaged, cardex & brochures, bra & cover. New battery/tires/brakes/water pump & extras. \$15,500/OBO.

John Brandt (e) 847.397.7238.

1979 930 Turbo Blk/blk leather. Tail, intercooler. 46K mi. #9309800680. In '96 turbo charger & chain tensioners replaced. Garaged/polished/babied. Beautiful car/awesome performance. \$29,900 Tom 630.305.8507.

1989 944 S2 Black/burgundy leather sport seats. 62K mi. New clutch.

Quaife, competition suspension (bars, shocks, springs, the whole ball of wax), lowered/chassis balance, chip. Car is well sorted out. Parade winner 1994, 2nd place 1996.

Offered at \$15,995. Nick Brenkus (w) 847.540.2258 (h) 630.529.0911.

1990 944S2 Cabriolet Blk/blk. 56K mi. \$24,000. Call for more info. A. T. Kremer 800.830.8387.

1991 944 Super Firehawk Only 7 of these cars were built to race for Firestone Firehawk Series. MO30 suspension/big brake package. Ltwt sun-roof/radio delete. Cars shipped w/o body caulk & undercoating. Factory "Matder" roll cage. Best conditioned, least used limited production Porsche ever made. Competitive & collectible. \$39,500. Deena 9a.m.-5p.m. M-F CST 630.232.7487.

1996 993 Twin Turbo Black/black. Heated sports seats, B&B exhaust system. New Bridgestone S02 tires, chrome forged Folger wheels. 10K soundsystem, built-in K40 undetectable front & rear sonar radar. Camber strut brace. Lowered w/ Ibach springs. Racing pedals, door sill option, euro tail lenses, etc. Asking \$109,000. Anthony 630.212.2769.

1996 993 Twin Turbo Blk/blk. 33K mi., all dealer maintained. \$154K invested. Factory carbon leather seats/ss door sills. \$10K+ stereo system, Eibachs, chrome wheels, new tires,

strut brace, B&B ss exhaust system, TechArt pedals. Amber rear lens imported from Milano. Priced to sell at \$100,000. Rob (w) 630.548.9295, (message) 630.305.4391, (pager) 630.658.2055.

WANTED

OTHERS/PARTS

1972 Datsun 240Z Orange/blk. Low mi., 4 spd., AM/FM, A/C, driving lights, rear window louvers. \$5,500.

Jack Brodiske 815.485.8950.

1981 Lancia Zagato Targa Blk/blk leather. Special edition w/gold stripe. Low mi., 2.0L DOHC, 5 spd., tilt wheel, AM/FM stereo, A/C.

\$4,500. Jack Brodiske 815.485.8950.

1986 Panther Kallista Brooklands green/blk & tan. Alum. body. 1 of 150. 3500 mi. 2.3L OHC, 4 spd, AM/FM stereo, A/C, chrome wire wheels. \$32,000. Jack Brodiske 815.485.8950.

1995 Viper RT-10 Red/gray. Like new/2800 mi. All stock, (rare factory A/C delete). No rain/abuse. \$49,900. Erik C. Zeier, 4934 N. Laramie Ave., Chicago, IL 60630. 773.777.2124.

Racing Suit Nomex Fire Retardant suit. Size large. \$50.00. Michael Kenaga (h) 708.246.2123, (w) 312.368.8937.

Bell Vortex Helmet Size 7½. Includes both Smoke & Clear shields, Bell lined bag & OMP neck brace. \$220. Gene Pish (h) 309.827.4795 or (w) 800.766.4640.

Parts Wheels 15x7 and 15x8 w/Dunlop tires from '76 930. Injection system from 2.7 motor. Heat exchangers from 2.7 motor. 356 chrome wheels. Dan Schnitta 616.253.4445

911 Parts Front brake rotors (vented) from '74 911. Will fit '65 - '83 911s. Set of 2 \$40. One (1) rear rotor \$10. Left & right window lift motors \$25 pair. A. J. Lisanti 312.432.9831.

914-4 Parts Hood, doors; '75-'76 bumpers, front driving lights; electrical; brake; suspension; steering; door handles; glass; many other parts. UPS or can deliver to Chicago area or pick up at house. SASE for list. Lance Trusty, 8236 Hawthorne, Munster,

IN 463211, e-mail TrustyL@aol.com or 219.838.7275

Parts Stock '76 911S CIS cams, exc. cond. \$350/pair: 3-bearing 911 cam towers, exc. cond., \$350/pair: Cool Carbon pads for front A" calipers, new, \$50.00/pair. Buyers pays shipping. Claude B. Reed 630.252.5970 or e-mail CBReed@anl.gov.

944 Turbo Bodywork Bumper cover \$500. Hood \$500. Fenders \$350 each. Complete doors w/glass wiring harness window motors, header panel \$150. Headlights \$200 each. Headlight motor \$150. Rear hatch glass w/spoiler \$350. Rear lower valance \$300. Rear bumper \$250. Black interior w/electric non-sport seats. Buyer pays shipping. Andy Mandell 847.433.8622 or e-mail: trba951@aol.com.

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Free Issues of Chicago Scene 9/95 - Present. \$5.00 boxing plus UPS costs. D. H. Moody 708.798.22637.

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Chicago Scene - 5 copies each of 1997 December, 1998 January and 1998 February Good condition. Susan Shire 847.674.2285.

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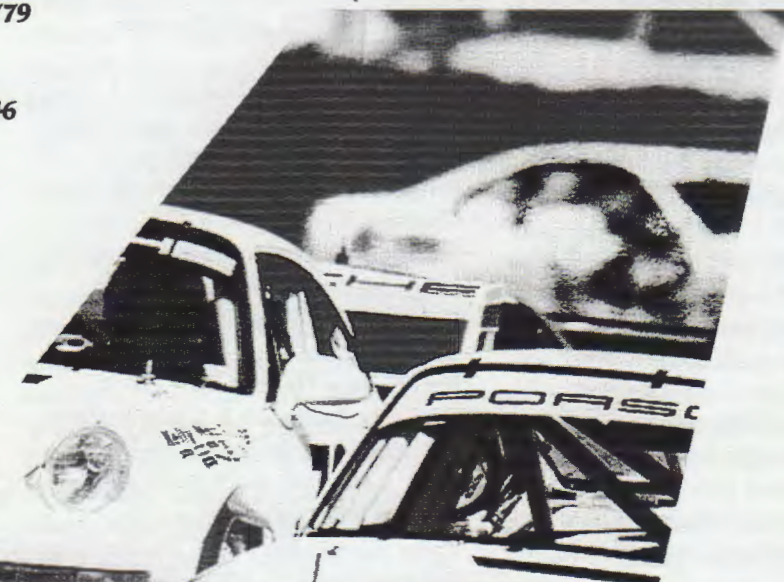
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Oversteer ...

(Continued from page 52)
interior.

- Dash Crack (Option 901.567.988.DC). Available on all models. By far our most popular factory option, Porsche can deliver unique crack designs on the dashboard. Normally placed in the very center of the dash, we guarantee that no two are alike. A great way to personalize your 911!
- Carpet Wear Marks (Option 901.567.765.CW). Available on all models. If you are ... and do not drive your 911, but want the look and feel of a car that is driven often, we can deliver your 911 with carpets and mats that appear to have wear marks on them already.
- Radio Face Plate (Option 901.566.876.FP). Available on all models. Most cars these days have radios, but they are heavy and don't

produce very good quality sound. This face plate looks like a radio, with real buttons!

- Auxiliary Defogging Unit (Option 901.345.881.DU). Available on all models. This 100% cotton unit can be used to supplement the defrost system during times of severe humidity, such as rain.
- Seat Tear (Option 901.566.200.ST) Available only on the E. The vinyl seats of the 911 can be made more comfortable by tearing them along the seam. This option is popular in conjunction with option 901.566.201.SS.
- Soft Seats (Option 901.566.201.DS -Driver, 901.567.201.PS -Passenger). These seats have extra soft springs for your ... comfort.

The exterior of the 911 is the perfect blend of aesthetics and aerodynamics. These option are useful for ...

- Stay-Closed (TM) Gas Filler Door

(Option 901.342.231.SC). Available on all models. Normally the gas filler door opens when you pull on the lever inside the passenger compartment. Using patented technology, the Stay-Closed (TM) door does not open, to deter theft.

- Broken Antenna (Option 901.121.877.BA). Available on all models. Another theft deterrent is the fully functional antenna that looks like it's broken.
- Orange Duct Tape (Option 901.112.988.DT). Available only with cars painted silver. Orange duct tape over the fenders and front hood provides the perfect accent for silver cars, and silver&orange is Professor Porsche's favorite color combination. One of the most distinctive options ever offered by any automotive manufacturer!

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Oversteer

Factory Options

by Chris Welty

(From PORSCHE)

I am not a concours participant. I don't wash my car every day, worry about whether bolts are the right color, or regularly clean carbon deposits off my exhaust valves. I have, however, always had an interest in historical authenticity, perhaps because I'm the son of an historian, and as an owner of one of the classic motor vehicles ever produced - a pre-73 911 - I have always tried to insure that my car is accurate and original. This is an interest that I share with concours nuts. Of course, they go a little overboard.

Not me. I'm realistic about it. I'm really not the type of person who goes overboard about anything. That makes my interest complicated, because historical research can be very time consuming. Keeping a car accurate and original requires first having the information that documents just what "original" really is. This information comes from sources that are diverse and difficult to locate. That's why when I heard about an archeological expedition to the Dead Sea I jumped at the opportunity.

Of course I don't go overboard about anything, so I flew there. It's a long trip by boat.

The Dead Sea has long been known in archeological and concours circles as a treasure trove of ancient documents. The environmental conditions are perfect for their preservation (in layman's terms, the weather is so dry that there isn't much water). I presume the lack of water keeps these ancient manuscripts from rusting or something.

I went there, obviously, to track down some literature that was published way back, round about the time

my car was manufactured and sold. This period is known to archeologists as the mezzoferdinandic era. Very little is known about the time, and my car is one of the few relics that has survived.

The trip was not quite as eventful as my first 911 purchase, but it was quite rewarding. During a round of beach volleyball, I accidentally fell into a lost cavern that had been buried under the sand for an indeterminate time.

In it, I discovered an ancient piece of parchment. Not all the text inscribed on the parchment had survived the nearly thirty years since it was written, but what remains has provided valuable clues about the conditions in which 911s were sold in 1969.

I include below what can be deciphered from this parchment. It was apparently at one time a three-fold pamphlet of which one fold is now missing. The document, now known in the scholarly community as, "The Dead Sea Pamphlet," clearly proves that my 1969 911E is in perfect, original, condition.

I have been trying for some time to get this document accepted by the PCA historical committee, in order that the parade rules be changed to incorporate my findings into the guidelines for judging at the concours d' elegance. My efforts have thus far been without success, as the committee keeps asking to see the actual document. This is not possible, since the environmental conditions required to preserve the ancient text are so precise as to preclude transporting it. In addition, it is written in a very old dialect that is no longer in use, and only through extensive and agonizing study by a highly trained group of specialist was I able to produce for you the translation that appears below.

The Dead Sea Pamphlet results, made public here for the first time, have already sent ripples through the very fabric of our society. There is no telling what the ultimate consequences may be. In reading this for yourself, note that our team has used an ellipsis (...) to indicate sections of

the original text which are smudged, missing, or otherwise illegible.

911 Factory Options, Model Year 1969

Porsche offers the most cost-effective ... in the automotive ... and with the 911T, 911S, and the top of the line 911E, has now moved to the forefront ... The basic 911 package provides you with all that you need to enjoy driving in its finest form, and we proudly present these additional options to enhance your ...

Porsche is proud to offer the most trunk space of any ... vehicle, and has introduced an advanced hood support system, utilizing intelligent pneumatic struts which determine when the hood should stay open and when it should ... The following accessories are a perfect match for this system:

- Basic Hood Support Supplement (Option 901.230.000.HS). Available on all models. Manufactured by Tylenol Corporation, this medication can be used to relieve symptoms resulting from having your head in the way when the ... hood strut system determines the hood should close.
- Hood Support Supplement (Option 901.230.001.HS). Available on all models. Made of pure American White Pine, this one-meter long device can be inserted between the lip and the base of the front hood when open, to override the strut decision process.
- Deluxe Hood Support Supplement (Option 901.230.002.HS). Available on the E and S models. Made of polished Brazilian hardwood, and ornamented with the Porsche Crest, this deluxe hood support is a more attractive version of option 901.230.001.HS, for the discerning user of the trunk. Can be gold-embossed with your initials.

Within the ... interior, Porsche's Teutonic philosophy of function and simplicity characterizes its flagship vehicle. We do offer our customers the following options to enhance and customize the appearance of your

(Continued on page 51)



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