

A blue silhouette of the Chicago skyline, featuring prominent skyscrapers like the Willis Tower and the Trump Tower. The text "CHICAGO SCENE" is overlaid in white, serif, all-caps font across the bottom of the silhouette.

# CHICAGO SCENE

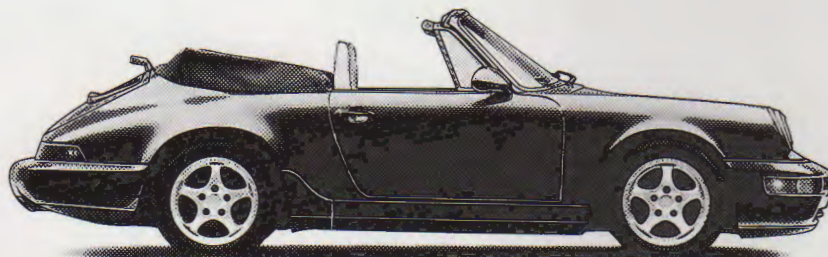


**MAY 1992**

**The Official Publication of the Porsche Club of America, Chicago Region**



# Didn't your doctor tell you to get more fresh air?



Compared to the cost of getting well these days, the therapeutic benefits of a Porsche 911 Carrera Cabriolet make it seem a downright bargain. Test drive one today. It will do you good.

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*When you think about Porsche and Performance, think about a trip to Lake Forest, You'll be pleasantly surprised. You have our promise.*

*Thanks,  
Rick*

---

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780 N. Western  
Lake Forest

Motorsports Center: 708/295-5389  
28845 Nagle Court  
Lake Bluff



## "CHICAGO SCENE"

is the monthly publication of the Porsche Club of America, Chicago Region, published at 1628 Southhampton Court, Wheaton, IL 60187. Permission to mail at Second Class rates paid at Wheaton, IL. ISSN 10564195. Subscription is limited to members of The Porsche Club of America, Chicago Region. Porsche Club of America dues are \$36.00 annually, of which \$12.00 is for the subscription to Chicago Scene. Subscription rate for non-members: \$15.00 per year. Permission to reprint any material published herein is granted provided full credit is given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. **POSTMASTER:** Send address changes to: Chicago Scene, 1628 Southhampton Court, Wheaton, IL 60187.

**DEADLINE:** Material must be received no later than the 10th of each month for publication in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

**MART:** Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

### ADVERTISING RATES:

**Quarter Page:** \$20.00/mo. yearly, \$30.00/mo. quarterly; **Half Page:** \$40.00/mo. yearly, \$50.00/mo. quarterly; **Full Page:** \$75.00/mo. yearly, \$90.00/mo. quarterly.

All requests for advertising space must be made through the editor.

**CHICAGO SCENE**  
1628 Southhampton Court  
Wheaton, IL 60187  
(708)462-0451  
(708)510-0849 FAX



**MAY 1992**  
**Vol. 35, No. 5**

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**COVER:** Howard Yefsky's 1964 356SC Coupe "Old Tub" at Joe Marchetti's Chicago Concours in 1991.

## CHICAGO REGION 1992 CALENDAR OF EVENTS

|                 |  |
|-----------------|--|
| January 19      | Annual Membership Meeting                      |
| February 16     | Restaurant Tour                                |
| March 15        | Concours School                                |
| March 28        | Tech Session                                   |
| April 5         | Rallye   |
| April 25 & 26   | <b>35th Anniversary Party<br/>and Concours</b> |
| May 3           | Driving School                                 |
| May 6           | Blackhawk I                                    |
| May 23 & 24     | Elkhart I                                      |
| June 13         | Concours                                       |
| June 17         | Blackhawk II                                   |
| June 28         | Gymkhana                                       |
| July 12         | Potter's Picnic                                |
| July 19 - 26    | Parade   |
| July 25         | Summer Dinner Dance                            |
| August 2        | Rallye   |
| August 5        | Blackhawk III                                  |
| August 23       | Utica Gymkhana                                 |
| September 5 & 6 | Elkhart II                                     |
| September 20    | Charity Gymkhana                               |
| October 3       | Rallye   |
| October 17      | Blackhawk IV                                   |
| October 25      | Halloween Concours                             |
| November 8      | Restaurant Tour                                |
| November 22     | Tech Session                                   |
| December 5      | Dinner Dance                                   |

# WHO'S WHO



**PRESIDENT**  
Dan Gallagher  
(312)616-1416



**VICE PRESIDENT**  
Rip Patterson  
(708)740-3562



**SECRETARY**  
Chuck Bittman  
(708)246-9505



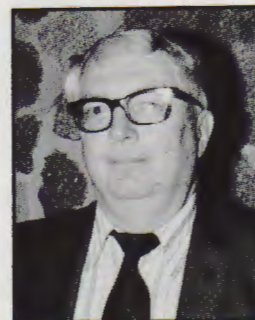
**TREASURER**  
John O'Keefe  
(708)344-0911

## 1992 COORDINATORS

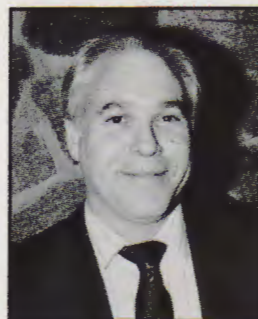
|  |                   |
|--|-------------------|
| <b>AUTOCROSS</b>                             |                   |
| John Ruther                                  | (708)639-1094     |
| <b>CONCOURS</b>                              |                   |
| Bill Gavy                                    | (312)973-3938     |
| <b>CHARITY EVENT</b>                         |                   |
| Hari Matusda                                 | (708)475-4356     |
| <b>GOODIE STORE</b>                          |                   |
| Linda Patterson                              | (708)740-3562     |
| <b>RALLYE</b>                                |                   |
| Walter Minato                                | (708)259-7334     |
| <b>SAFETY</b>                                |                   |
| Jeff Girard                                  | (708)971-8144     |
| <b>SOCIAL</b>                                |                   |
| Peggy Gallagher                              | (312)616-1416     |
| <b>MEMBERSHIP</b>                            |                   |
| Lee Lichtenstein                             | (708)577-1550     |
| 24 Hr.Member Info                            | (312)769-8193     |
| <b>TECH CREW</b>                             |                   |
| Jeff Girard                                  | (708)971-8144     |
| George Weathered                             | (708)357-4033     |
| <b>"SCENE" EDITOR &amp; ADVERTISING MGR.</b> |                   |
| Doris Voce                                   | (708)462-0451     |
|  | FAX (708)510-0849 |
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| <b>CONTRIBUTING EDITOR</b>                   |                   |
| Richard Badler                               | (708)317-0059     |
| <b>PHOTOGRAPHER</b>                          |                   |
| John Bohlander                               | (708)963-8076     |
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| GPI Printing                                 | (708)820-1770     |



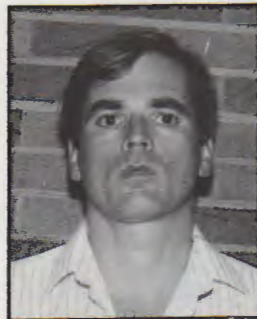
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Debby Leed  
(708)382-6911



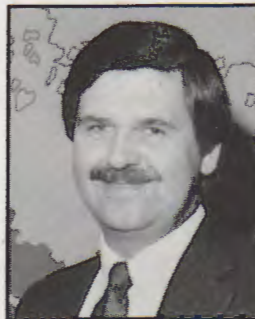
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Bruce Janecsek  
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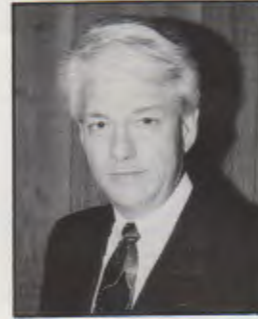
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Nick Leicht  
(815)338-4854



**DIRECTOR**  
Greg Turek  
(708)961-2439



**DIRECTOR**  
Arnold Zann  
(708)386-2864

## IN GALLAGHER'S GEAR

Spring is sprung, the grass is ris, I wonder where the Porsches is? If you were on Chuck MacKay's rallye, you know the answer to this question. Thirty Porsches showed up for our Spring rallye, which was better than we had expected. Twenty-seven of these made it through all five check-points and finished. It appears that the membership is responding favorably to the easier format. We hope the increased participation will be there for the coming rallies.

Not too much earthshattering news from our last board meeting. We did approve the purchase of a new set of hand-held radio communicators. These will be used mainly at track events and rallies and should prove to be invaluable. By the way, we got them at a damn good price via Doris, the famous newsletter person who worked for Cobra. The other point of major interest was concerning our annual charity gymkhana. The board decided that the event chairperson could decide what charity we would be supporting, as long as the charity was not affiliated with any religious denomination or racial group and was approved by the board. This year's chairman, Hari Matsuda, proposed that the cancer care unit of Children's Memorial Hospital receive the proceeds. This was approved.

I recently had an interesting conversation with the Derek Bell Driving School. As you may be aware, Porsche had discontinued the Porsche Driving Experience and related driving school which was conducted by Mr. Bell and company. They are

interested in conducting a joint driving school and a Porsche Racing Series style wheel-to-wheel event with us at Elkhart. We may have some interest in doing this depending on the success of the Porsche Race Series and the availability of the track. However, under no circumstances are we willing to alter or give up our Memorial or Labor Day weekends at Road America. This would be in addition to those if we would happen to approve their plan. Obviously if the Race Series is alive and well, we cannot do both but it does make an interesting alternative if it is not.

I know you are all dying to hear about the plans for the summer dance. My lady Peggy has done a lot of work on this. She bargained for a private room, bar, etc. on the luxury yacht Odyssey at a greatly reduced rate of \$80 per person, which includes dinner, dancing, drinks, tax and tip. She set the date for Sunday, July 19th. We learned last night that this was the Vintage Weekend at Road America. She is now trying to move the reservation onto a Sunday in August. Stay tuned to next month's *Scene*.

By the time you read this, the 35th Anniversary Party, the driving school, and the first Blackhawk will be history. I hope you attended and enjoyed these events.

So much for now. See you next month.

Dan

## DO YOU HAVE AN IRA OR C.D.??

Farmers is paying up to **8.2%** on IRA accounts.

Backed by assets of \$1.7 billion. Rated A+ by A.M. Best Co. since 1976. No sales charge.

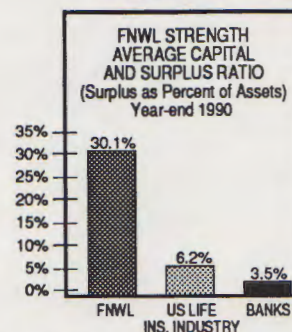
Call for details or automatic transfer.



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525 W. Higgins (at Golf)  
Hoffman Estates, IL 60195  
**490-1200**

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The Porsche 968. Come in and meet everything you ever dreamed a Porsche could be. And more.

**Bill Jacobs Motorsport**

1564 W. OGDEN AVE. NAPERVILLE 708-357-1200

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# UP AND COMING

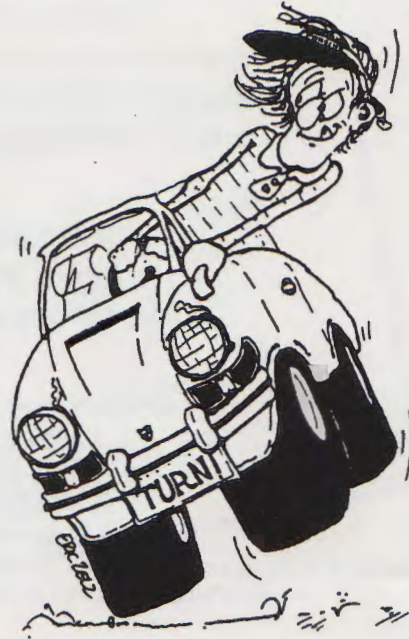
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## 1992 PCA CHARITY

Our charity event will take on a different look with some new things to try out. This year's charity drive will benefit the hematology/oncology research fund of Children's Memorial Hospital. The advances in the treatment of childhood leukemia have been so dramatic that research groups around the world are gradually conquering this disease. Children's Hospital is one of the key hospitals in America and we are eager to support and encourage their work. We will continue with the annual auction but we would also like to use the Labor Day Road America event as part of the Charity Drive.

If you have anything that may be auctionable or have any suggestions as to sources for terrific items, please call.

PORSCHE BUSINESSMEN WITH FREQUENT FLYER CERTIFICATES: WE NEED A FEW 5,000 MILE CERTIFICATES. Hari Matsuda, (708)677-3777 work, (708)475-4356 home.



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PORSCHE

Ferrari



## Concours D' Elegance



A joint event of the PCA and the FCA, sponsored by Lake Forest Sports Cars

Porsche Club of America, Chicago Region  
Ferrari Club of America, Central States Region

**Saturday, June 13, 1992**  
**Lake Forest Sports Cars**  
**780 North Western Avenue, Lake Forest, Il.**

Entrants may begin arriving at 10:00 a.m.  
Judging will begin at 1:00 p.m.

Limited Number of Entries  
Maximum thirty (30) per club

*(Due to the special nature of the custom awards and the necessary lead time to procure them,  
we must limit entries and have entry fees received - thirty days before event)*

**Entry Fee:**  
**\$10.00**

**THIS CONCOUR ONLY - MUST BE RECEIVED IN ADVANCE**

**\* Entry fee MUST be received NO LATER THAN Friday, May 15, 1992**

**ALL entrants will receive a custom award - not a dash plaque -  
(you'll find out when you sign in)**

**Additional awards (custom) will be given for FIRST PLACE only in each category:**

**PCA: Classes A, B, C and D**

**FCA: Pre 1976 Open Cars, Pre 1976 Closed Cars**

**Post 1976 Open Cars, Post 1976 Closed Cars**

**Special Awards:**

**Peoples Choice :** each club votes for cars in the other club

**Judges Choice :** each club votes for cars in the other club

**Rick's Choice:** Rick Mancuso picks one from each club

**\* IMPORTANT NOTICE**

**All members welcome. Bring your current membership card and register with Lake Forest Sports Cars  
when you arrive for the complimentary buffet.**

**Even if you don't enter your car, please let us know if you're coming so we can plan the buffet.**

**Call Heather: (708) 295-6560 Before June 6**

**Porsche / Ferrari Concour - June 13, 1992**

**Send This Registration Form in NOW!  
Remember...  
May 15th is the DEADLINE DATE**

**Porsche/Ferrari Concour June 13, 1992**      **MANDATORY Registration**

Mail Your Registration by May 15, 1992 to:      Dale Moody  
 19532 Governors Hwy.  
 Homewood, Il. 60430

Name \_\_\_\_\_ **Member** \_\_\_\_\_ **Guest** \_\_\_\_\_

Concour Class: A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_

Number Attending \_\_\_\_\_      \$10.00 Enclosed \_\_\_\_\_

Make checks payable to: **PCA / Chicago Region**

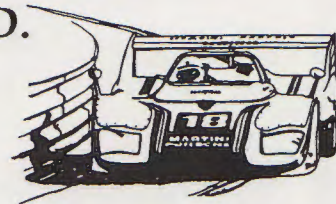
Questions? Dale Moody (708) 798-2637

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**ENTER** THE FIRST ANNUAL

## GOVERNOR'S STATE AUTOCROSS!!!

Date: Sunday, June, 28, 1992

Location: Governor's State University

Tech.....10am

First Car Off.....Noon

Rain or Shine

The south side is really closer than you think! Come squeal your tires in the GSU parking lot. The campus is only 45 minutes from the Loop. It really is home to over 100 works of outdoor sculpture by famous artists from around the world. There's even a lake for a picnic lunch.

**Event Co-Chairs:**

Joe Meis (708) 798-7432

John Ruther (708) 250-3202

**Requirements**

1985 SA Snell Helmet

Long Pants & Long Sleeve Shirt

Closed Toe Shoes

**Directions To Governor's State University:**

Kennedy to Dan Ryan to I-57 South -or-

Tri-State to I-80 West to I-57 South

Exit from I-57 at Lincoln Hywy (Route 30) East

East 1/2 mile to Cicero (2nd light), turn right (South)

South on Cicero 1.5 miles to Stuenkel Rd. (Stop sign), Turn left (East)

East over RR tracks 1/2 mile to GSU

Entrance to GSU is on the Right

Mail registration to: Joe Meis, 1249 Dartmouth, Flossmoor, IL 60422

Name of 1st Driver \_\_\_\_\_ \$20

Name of 2nd Driver \_\_\_\_\_ \$5

Car Year & Model \_\_\_\_\_

Modifications \_\_\_\_\_

Make checks payable to PCA/Chicago Region



The new tradition started last year by Hari Matsuda of having additional family activities will be continued this spring. Lauri Pickler will be in charge of the FAMILY ACTIVITIES. Please see the accompanying article and registration form and contact her at (708) 527-9141 to volunteer your help.

Hari Matsuda will be organizing a swap meet and also the commercial participation of dealers, mechanics and parts sources in a specially roped off area. Any suggestions, give him a call at (708) 475-4356.

NEW THIS YEAR will be the availability of a professional photographer to "shoot" your car on the track. He will be set-up near registration at Siebkins on Friday evening and near the start-finish line on Saturday and Sunday. Costs will be very reasonable and it should be a great opportunity to have those "fast guys" pictures taken of yourself.

Other places to stay:

Budgetel Inn  
Sheboygan, WI.  
(414) 457-2321

Crest Hotel  
Plymouth WI.  
(414) 893-6111

Imperial Motel  
Sheboygan, WI  
(414) 458-3578

American Inn  
Plymouth, WI  
(414) 892-2669

Holiday Inn  
Manitowoc, WI  
(414) 682-6000

Starlight Motel  
New Holstein, WI  
(414) 898-4216

Super 8 Motel  
Sheboygan, WI.  
(414) 458-8080

Thanks....hope to see you all there.

Arnold Zann

## CHICAGO REGION PCA



# SWAP MEET

ROAD AMERICA, MAY 23/24  
FOR INFO. 708 475 4356(0)

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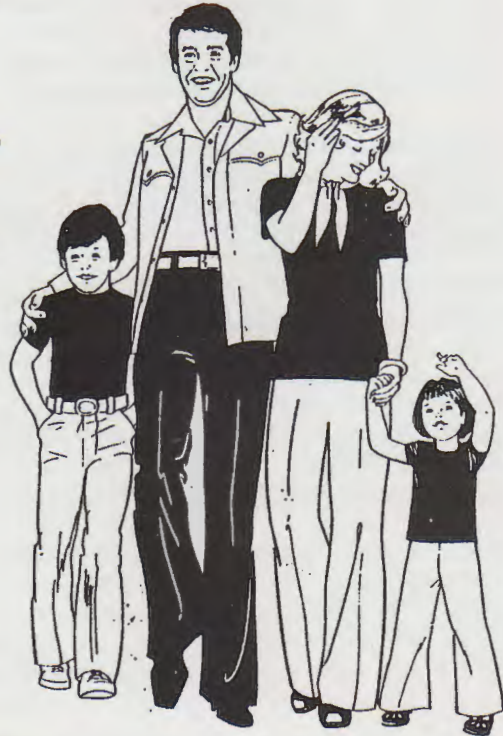
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**Help us make the spring Road America event  
fun for the whole family!!!**

**For Saturday, May 23 and Sunday May 24...  
We need volunteers to help run the  
following events for our younger members:**

- **Bicycle Rally**
- **Rollerblading**
- **Remote Control Car Racing**
- **Story Telling**

**Other ideas will be welcomed,  
and depending on turnout, trophies  
will be awarded.**



***SIGN UP THE KIDS TODAY!***

**REGISTER YOUR CHILDREN FOR THE FOLLOWING SPRING ROAD AMERICA FAMILY EVENTS:  
ROLLERBLADING • REMOTE CONTROL CAR RACING • BICYCLE RALLY • STORYTELLING  
• OTHER \_\_\_\_\_**

**CHILD'S NAME & AGE \_\_\_\_\_ EVENT \_\_\_\_\_**

**CHILD'S NAME & AGE \_\_\_\_\_ EVENT \_\_\_\_\_**

**ADDRESS \_\_\_\_\_**

**PHONE \_\_\_\_\_**

**YES! I'D LIKE TO VOLUNTEER A PART OF MY WEEKEND FOR THE FAMILY EVENTS**

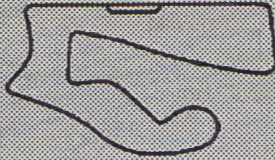
**NAME \_\_\_\_\_ PHONE NO. \_\_\_\_\_**

**EVENT I'D LIKE TO RUN \_\_\_\_\_**

**PLEASE SEND THIS REGISTRATION FORM TO LAUREN PICHLER, CHAIRPERSON  
2220 CHRISTIAN LANE, LISLE, IL 60532.....PHONE 527-9141**

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**Registration Form  
PCA Chicago Region  
Road America Drivers School  
May 23 & 24, 1992**



| First Driver                    |   |                            |
|---------------------------------|---|----------------------------|
| Name:                           |   |                            |
| Address:                        |   |                            |
| City:                           | State: Zip:   |                            |
| Eve Phone:                      | Day Phone:  |                            |
| Member <input type="checkbox"/> | Region:   |                            |
| <Fastest                        | Requested Run Group                                   | Slowest>                   |
| A <input type="checkbox"/>      | B <input type="checkbox"/> C <input type="checkbox"/> | D <input type="checkbox"/> |

| Second Driver                   |   |                            |
|---------------------------------|---|----------------------------|
| Name:                           |   |                            |
| Address:                        |   |                            |
| City:                           | State: Zip:   |                            |
| Eve Phone:                      | Day Phone:  |                            |
| Member <input type="checkbox"/> | Region:   |                            |
| <Fastest                        | Requested Run Group                                   | Slowest>                   |
| A <input type="checkbox"/>      | B <input type="checkbox"/> C <input type="checkbox"/> | D <input type="checkbox"/> |

|  |   |
|--|---|
| Porsche Year, Model, Type, Engine Size | ----- PCR Class -----   |
| _____                                  | Production <input type="checkbox"/> Improved <input type="checkbox"/> Modified <input type="checkbox"/> |
| Permanent Car Number : _____           | Requested Car Number : _____  |

Drivers must attend the Saturday morning Skip Barber classroom instruction unless they have attended at one of our previous events, or have strong driving credentials and receive approval

|  |  |   |
|--|--|---|
| <u>First Driver</u>                                      | <u>Second Driver</u>                                     | Did you attend Skip Barber Instruction at one of our previous   |
| Yes <input type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> |   |
| Yes <input type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" |

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Fees: One Driver \$175, Two Drivers, same car \$220 . Total amount enclosed: \$

Make checks payable to "PCA Chicago Region." Mail the registration form and check to:  
Greg and Marla Turek, 733 Alexandria Drive, Naperville, Illinois 60565.  
(708)961-2439 Evenings. No refunds for cancellations after May 15, 1992.

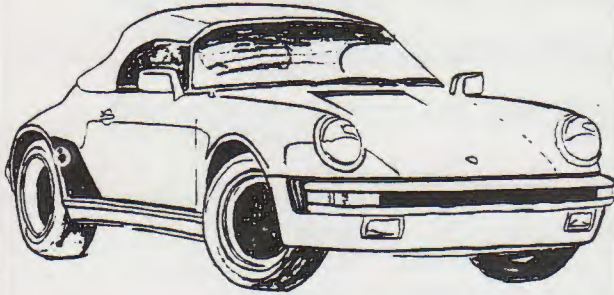
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**PCA/CHICAGO REGION TECH INSPECTION SHEET**

NAME \_\_\_\_\_ COLOR \_\_\_\_\_ CLASS \_\_\_\_\_  
 MODEL/YEAR \_\_\_\_\_ ENG. DISP. \_\_\_\_\_ ENTRY NO. \_\_\_\_\_

Passed Failed

**TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:**

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

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

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

DRIVER'S SIGNATURE \_\_\_\_\_

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

DATE \_\_\_\_\_

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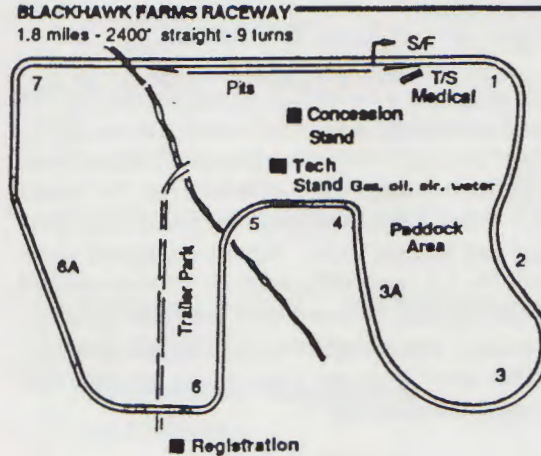
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# BLACKHAWK XXIII

**DATES:** May 6, June 17, August 5, 1992  
**TIME:** 8:30 - 5:00 \*\* Registration Closes at 11:00 AM  
**PLACE:** Blackhawk Farms Race Track, So. Beloit, Illinois

Beat the mid-week blues, play hooky from work and check out the fun at Blackhawk!

Here's your opportunity to practice all that you've learned in drivers school in the complete safety of an enclosed high - speed track. Blackhawk is an eight turn 1.8 mile track that is located just outside of Rockton, Illinois close to the Northwest Tollway. Learn to drive your Porsche or other vehicle at high speed in complete safety. At these events we allow cars other than Porsches to participate. We are not suggesting that you bring the family station wagon, but sports cars and sporting type cars that pass tech will be permitted.



The concession stand will be closed on Wednesday. We recommend that you bring a picnic lunch or plan to go into town to McDonald's. Alcoholic beverages are not permitted during the event. Afterwards, plenty of cold drinks and a great dinner will be held at one of the club's favorite spots nearby.

The entrants will be divided into three classes so that the slower cars and/or novice drivers will not be on the track at the same time as the faster cars. **Please remember that the club's insurance requires all drivers to wear long sleeved cotton shirts, long pants and a helmet at all times while on the track.**

**There is a 10:00 AM mandatory drivers meeting for all entrants who have not run this event previously. REMEMBER - registration closes at 11:00 AM!**

**\*\* To save time at the track - you may bring a letter from a recognized Porsche dealer or mechanic stating that your car has been prepared for the track. Tech begins at track at 8:30 a.m.**

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

Directions to Blackhawk: Northwest Tollway (190) North to IL 75 (just South of Wisconsin line), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T(Prairie), left about 1/4 mile to track entrance on right.

**BLACKHAWK XXIII Registration**  
 May 6, 1992

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

Car Make: \_\_\_\_\_

Driver: Experienced  Novice

Member  Applicant  Guest

Model: \_\_\_\_\_

Mail to: Dan Gallagher  
 360 E. Randolph #2202  
 Chicago, Il. 60601

\$80.00 Preregistered / \$90.00 At the Track  
 No charge for family or affiliate member as a second driver

Questions? Dan Gallagher (312) 616-1416

## JIM GLADISH –

A statement by O.J. Meyer

There has been a great deal of pressure put upon me to write something for the *Chicago Scene* about Jim. You must first understand that our relationship is closer to brothers than friends. It is, of course, difficult for me to write this.

You see, I am a coward. I do not accept the fact that Jim is dead. To me he is always there. In my mind I can ask, "What would Jim do?" When I look down the ski hill, I think of which run Jim would take. When I drive at Road America, I remember what Jim told me to do. Almost any aspect of my adult life has been influenced by the wise counsel of Jim Gladish. When I have a difficult decision to make, I can still consult Jim. He will never be further away from me than closing my eyes and forming the question.

So, what should I say?

If you were fortunate enough to have known Jim, you have had a great loss. The only greater loss is not to have known Jim.

He was my friend, mentor, teacher, and the brother I never had. We thought alike, worked together, played together and sometimes even got mad at each other. But when it counted, Jim was my rock.

The interesting thing is, however, that Jim was a rock for many people. It would be presumptuous of me to say that Jim was my "best friend". He was your best friend too.

Jim's interaction with people made everyone feel that they were important to him. This was not forced or sham, Jim truly was interested and involved.

Heidi misses "Uncle Jim" as much as Helga and I. Jim was (and is) family. I have lost an extremely valuable technical resource. Jim's company also feels this loss. He was one of the leadership beacons in his field.

Over the last few years Jim's physical condition deteriorated due to his affliction with olivopontocerebellar atrophy. This is a no win disease. I asked Jim what the doctors said about what he had. He told me there was no hope and that he would be gone in two years. The prediction was accurate within a few months. I never discussed this with Bonnie or Kent but I think they knew.

Jim's influence and thoughtful guidance given to the organizations to which he belonged has helped to direct those groups to excellence. Many people do not know how Jim was involved in all that he was, such as PCA, Sports Car Club of America, and Amateur Radio. Many, many hours of personal time were freely given to make the organizations better for all.

Was Jim my friend? I hope so. When I reached out my hand for a 13mm wrench, did he anticipate and have it ready? You bet? Was he my "rock"? Yes. But the earth's foundation and strength for Jim was Bonnie and Kent.

I can not and will not try to express the devotion Jim's family expressed during his illness. I hope to God I never have to do what they did. But if I ever have to, I hope that I will be able to do no less. No words on paper or words spoken can express my admiration and esteem for Bonnie and Kent for what they did.

This is being written for the Chicago Region Porsche Club *Scene*, so there should be some mention of what Jim's influence has been on PCA. There aren't enough pages.

It's been thirty minutes since I wrote the line above. I just relived board meetings and events and personal experiences by the dozens. Those of you who knew Jim understand. You were there. Jim was never one to look for credit. It was enough to have a successful event to satisfy him.

My life is enriched by Jim. I only feel sorry for you if you did not know him.

This is to those who are with me in this great personal loss. Stop now, close your eyes and think and feel.

See Jim's never ending smile. Think of all those times he served the club or helped you without ever receiving or wanting a thank you.

In your own words, take a pencil and write the few words you would use to describe Jim.

He was a gentleman.

He was a gentle man.

Jim was always there to help.

I always felt like he cared.

He was always smiling.

He never stopped being helpful.

I do not mourn Jim's death. For me he is not dead and will never be. I only have to close my eyes. I celebrate his life. Jim is an example of living to

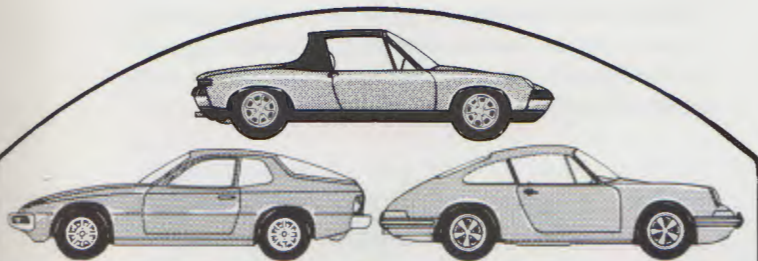
serve and living to the fullest. To use the word "courage" to describe Jim's last years is inadequate. Sitting and talking with Jim and looking into his diamond sharp eyes always made me feel good in some ways, and always that if I had the courage of Jim, that I would be a better man.

So, do I mourn Jim? No, not really. For he is not dead. In spirit, for me, he is still there. His influence on all of us is still ongoing.

OJ

P.S. Jim, I need to bleed my brakes.

*Editors note: The Chicago Scene thanks Jerry Meyer for writing about the painful loss of his friend. I'm sorry to say I wasn't fortunate enough to have known Jim Gladish. The loss, obviously, is mine. We extend our sympathies to Jim's family, friends, and all those whose lives were touched by such a special man.*



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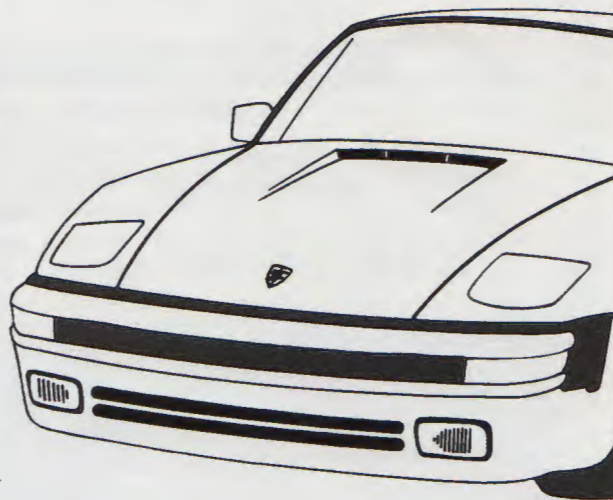
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# THE FAST LANE

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By Dick Badler

Hooray! It's Spring, warm enough to get that machine off its blocks, put back in the battery that's been collecting dust in the basement all winter and ... ride.

Ride? Sure. For many of us, a motorcycle has been laid up alongside the Porsche. How many of us? I have no idea, but I bet it's more than just me. And why not? If you own a Porsche, you probably like performance. How do 10.26, 135.9 mph quarters grab you? Top speed of 172 mph. For the street, box stock.

Welcome to the world of today's motorcycling. The Kawasaki ZX-11 is the balls-out champion of road-going acceleration. For perspective, let's tiptoe through the road test table of the latest Road & Track. Ah, here's the 911 Turbo, does the quarter in 12.9. The latest Ruf; we're getting closer at 11.9 seconds. What's the fastest on four wheels? Of course, the Ferrari F-40, at 11.8 ticks of the watch. Ultimately, the F-40 will catch up. It has a higher top speed than the Kawa. But Zuffenhausen's entry never will. Its top end is four mph shy of the bike.

For the list price of the Turbo, you can get 11 ZX-11's, and have enough left over for insurance and gas for at least a year. The bike costs \$8,299, plus tax and plates. In other words, you can get a fully optioned Yugo, or you can get the fastest street legal machine available on these or any shores. Yamaha, Suzuki and Honda also have entries with similar specs and prices. Some handle a little better. Some stop a little better. They're all land-based ballistic missiles.

I'll leave it to others to debate the wisdom of selling bikes like these to anyone with the cash and, pardon me, inclination.

I'm thinking about proto-hormonal 17 year-olds with very little experience with a stick-shift, much less a foot-shift. Oh, yeah, you do have to take a test before you can mount one on the street. The motor vehicles written test for motorcycles is trickier than the one for cars. When I moved to this state I took both on the same day. After reading the pamphlets a few times, I got one wrong on the car test, and three wrong on the one for bikes. I still passed. If you've never had a motorcycle license before, then

you have to ride around a parking lot at tricycle speeds and, if your feet don't touch the pavement as you do a series of slow-motion figure eights, God speed.

Me? I may be nuts, but I'm not crazy. I have daughters. If one of my girls ever shows up on my driveway with some pimple-faced dork bestride a ZX-11, I'll .... I ride a Honda, which you may recall is how you meet "nice" people.

The fastest Honda for '92 is something called the CBR900RR. About 120 horsepower packed in 408 lbs, dry. My Honda is tamer. A lot tamer. Mine has only 450 cc's, half the CBR's displacement. It's an '82. Bought it used at a dealer, about five years ago. The salesman told me a lawyer rode it in on his 40th birthday and rode out on something bigger. That clinched the deal. I've added a fairing, because I didn't like the sensation when my chest started catching the wind like a sail while tooling down the highway. I also added a sissybar so my wife would overcome her paranoia about falling off the back. That's right, she does go on it, about two or three times a year. I'm proud of her. Otherwise, my Honda looks perfect. And it should. It has just over 4,000 miles on it, total.

I'd like to move up. But every time I mention the subject, I'm reminded about how the kitchen floor needs refinishing, or the downpayment for summer camp is coming due. It's amazing how these bills also come due when I'm discussing a repaint for the 911. But I can't complain. Five years of maintenance has been a lot cheaper than one 911 tune-up. A fill-up, with the highest-octane, most additive-filled gas you can find, costs three dollars and change. And I still get to 60 mph in close to four seconds flat.

My riding season usually begins in April. This is purely a factor of the weather, because I don't ride when it's much below 45° fahrenheit. It can be done, but you have to dress as you would for sub-zero downhill skiing. At that point, I'd prefer to actually have boards under my feet, rather than pegs. I made the mistake of dressing improperly once, and the experience was enlightening. My legs felt like they were being stabbed with razor-sharp needles. My face went numb. My hands wouldn't stop shaking. I got home just before hypothermia set in.

The key to the sport is concentration. It's roughly analogous to the three rules of real estate -- for bikes, it's focus, focus, focus. You focus like hell, on survival. It's amazing how that task blots out all the problems of the workweek, homelife, kids, what you did five minutes ago. BMW summed it up in an ad campaign a few years back. The copy said "Cheaper than a psychiatrist."

Sunday mornings I ride over to the Highland House Restaurant, at the corner of Rt 22 and Rt 41, in Highland Park. That's the ritual bike destination in Chicagoland. Most every major community has a Sunday morning destination. It's a tribal rite, the only requirement being two wheels and a motor. The Harley crowd parks over there, the Beemers over here. A pack of Jap crotch rockets is somewhere else.

The thing to do, in fact the only thing to do, other than eat breakfast and swap tales, is to park your bike and, well, walk around all the other bikes. If you're ever thinking about getting out of the sport, the scene will change your mind. Chrome-festooned tourers armed with AM-FM cassettes and CB's. Camouflage-painted army surplus sidecars. Lots of vintage BSAs and Triumphs. Italian Ducatis, all red, of course. One day, I watched a late '40's Velocette (British) unload a steady trickle of Castor oil on the asphalt.

Some serious money is involved here. There's usually a few BMW K1's. Top of the line and priced accordingly at \$13,690 per. One guy shows up every weekend on a Honda RC-30. Very limited production. Sort of a Japanese F-40. Maybe not as fast in a straight line as a CBR, or a ZX-11, but that's partly because it has a tall first gear and close ratios for, uh, racing. The riding position is severe. You crouch up like a jockey, which puts all the pressure on your forearms and wrists, and makes them go numb after 50 miles anywhere but on a racetrack. Limited availability in the U.S., at \$15,000+.

Done walking around? Time to pair up and ride off. Destination? Curving roads. No traffic.

Some notes from the saddle. How many of us are old enough to remember when Porsche pushers blinked their headlights at each other? Motorcyclists still wave. I like the Harley motto, which is "Live to ride, ride to live." I know it's un-American to say this, but the bikes themselves don't do anything for

me. They're heavy and, well, relatively slow. Loping is a better descriptive. At idle, you can actually feel each pulse through the handlebars. Like technology? Some street bikes feature five valves per cylinder, oval pistons and rev to 12,500+. Honda's top-of-the-line tourer, the Goldwing, is powered by a six-cylinder, 1,500 cc motor. It has a reverse gear. Grand Prix motorcycles are limited to 500 cc, barely more than my bike's displacement, but they are all two-strokes and get 160+ hp. They weigh under 300 lbs. About 50% of the riders who show up at the Highland House wear helmets. I'm one of them.

Night falls. I'm back at home. I hear the sound of a SuperTrapp exhaust get louder. It gets still louder, until it cuts out ... on my driveway. I lift the blinds, ever so slightly. It's a ZX-11. Just then the doorbell rings. He's here to pick up my daughter.

"Alison, take the car keys."

"But, dad, you ..."

"Take the car keys!"

"Come on, dad!"

"Okay, okay. Take the Porsche keys."

Now, where's my helmet?

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# WELCOME

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## TO OUR NEW MEMBERS

By Lee Lichtenstein

Brian L. Allendorfer Jr.  
Chicago, IL  
1984 928S

Joe & Mary Baksha  
Naperville, IL  
1984 911

Peter C. & Peter L. Baron  
Lake Forest, IL  
1988 911

Steven & Annette Bartz  
Moline, IL  
1977 911S

Stephen & Sharon Carlson  
Hinsdale, IL  
1984 944

Keith & Karen Clark  
Carol Stream, IL  
1987 944S

Gary & Laverne Collins  
Oak Park, IL  
1981 911

Deni DesLauriers  
Wheaton, IL  
1991 Carrera 2

Richard Frigo & Dorie Bertucci  
Lake Forest, IL  
1984 928S

Phyllis & Sidney Goodman  
Niles, IL  
1987 944

Richard Hammer & Larry Linderman  
Woodstock, IL  
1990 Carrera 4

James & Jacqueline Hudmon  
West Chicago, IL  
1977 911S

Paul Karandjeff & Alice Luten  
Evanston, IL  
1980 928

V.R. & Rama Kuchipudi  
OakBrook, IL  
1988 911

Jeanenne LaMarsh & Karl Oestreich  
Glenview, IL  
1992 968

Jody Lift  
Crestwood, IL  
1986 944

Keith Martino & Anne Heiberger  
Lake Forest, IL  
1988 944 Turbo S

Mike & Elizabeth McCann  
Arlington Heights, IL  
1988 911

Robert & Cheryl Mitchell  
Lincolnshire, IL  
1988 911

James Murray  
Chicago, IL  
1992 968

Bill & Amy Murrin  
LaGrange Park, IL  
1989 Carrera 4

Alan Dale & Denise Norton  
Aurora, IL  
1987 928S

John Rumsey  
Niles, IL  
1985 944

Alan Stengel  
Chicago, IL  
1984 911

Denise & Gary Stevens  
McHenry, IL  
1985 944

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# REAR VIEW MIRROR

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## Cleaning Made Easy

By John Mueller

Well, it's spring time again when a man's fancy turns to cleaning his car! We call it in the Porsche Club...Concoursing.

This primer for concoursing starts out with the proper environment - that environment being your garage! The first recommendation is to prepare that facility so that the clean car will have a clean home properly suited for the vehicle of such high stature. You want to make sure that the walls of your garage are painted. K-Mart Latex Duragloss - exterior housepaint used on the drywall gives a high sheen and is an exterior grade. Cleaning the walls with this paint on it is a breeze. As far as the floor is concerned, do not, repeat do not use any of the paints from Sears. Contact an architectural firm in your area and ask them what they are using for garage floors, be it industrial or home, and they'll be talking about a 2 or 3 part epoxy material. One product is called Flo Rock, it's an outstanding product. You definitely want to texture the floor so you don't slip and fall when the floor is wet. Coating your garage floor will not only preserve the concrete surface from salts etc., but it will beautify it also.

Now that we have that out of the way, we'll look at some of the products that you'll be using for the concoursing of your automobile. You are going to need an air compressor. I would recommend going to Sears and getting one of their air compressors. You really need compressed air if you are going to concour.

Next, remove the wheels and put your car up on substantial 6 ton jack stands. Any road tar should be removed with Ditzler's Wax and Grease Remover. We now will be using P21 CarWash. Buy the 5 liter container - it's the most economical. Spray the P21 CarWash on and let it sit for 15 - 20 minutes, then take high pressure water and wash off the areas that have been sprayed. After this is done, you'll use your air compressor - 60 - 90 pounds of pressure and blow off all of the water. This is critical - you must blow off all the water. With the car now dry, we can begin to wash the car. I do not recommend using any detergents except those designed for car washing purposes. Do NOT use any hoses that have metal ends on them - they can put a nasty scratch on your car if you're not careful. To play it safe - cut the metal off one end. After your car is washed - use diapers - preferably old ones that have no lint (diaper services sell old clean diapers) or towels that are 100% cotton to dry off the car.

We'll now get into the detailing. Starting on the outside working in to really clean the surface use Meguiar's Mirror Glaze #7 a fantastic product. It will clean your car to a shine that would enable you to take the car directly to the show. You would not need to wax it. If you insist on waxing - I've used Zymol, \$\$\$ but it goes a long way. You apply this with your hands - not a rag - as your body temperature will help to apply this properly. Another wax that comes highly recommended is Mirror Glaze 16 Professional Paste Wax, also Sonax Paintwork Gloss. The problem I've found using wax is the build-up that can occur at the intersections of joints and mouldings and especially around your light lenses (ask Dodie about this sometime - that's her job, or at least it was until I waxed the car for competition!) A superior product 3M Imperial Hand Glaze - applied with a buffer in many cases will rival Meguiar's 7. When you are trying to bring back a finish, this 3M product is my number one choice.

Moving on to the black surfaces on the exterior of your car, you have two choices: a product called Black Chrome by Turtle Wax which you can purchase at K-Mart or Meguiar's Mirror Glaze #42 Rubber Treatment. I find that Black Chrome is my first choice - I use this on all exterior black surfaces on my 944, however I suggest you re-package this product into a sturdier bottle as it tips easily and you most likely will spill more than you'll use. The Meguiar's # 42 is limited only for the rubber bumpers and rubber spoilers. When it comes to tires, I use Armor All. Do NOT use this product anyplace else but your tires as it contains silicones. Stay away from all painted surfaces with this product. Put this on with a rag - not a sprayer. Harly's has a product called Tire-Nu. Some people like this product because it doesn't turn your tires purple when they've been exposed to excessive sunlight like Armor All has been known to do. But it's really what your choice is here.

Warm water and a clean rag is about the only thing you'll need for the interior. However if you want you can get Harly's Interior Magic with lemon oil. It does a nice job of cleaning and leaves a nice "clean" scent - if you like that! For carpet spots, Engine Cleaning fluid (all grocery stores have this) is excellent. As far as your seats are concerned, I use Lexol nf - Neatsfoot Formula. This protects and feeds your leather. There is also a product called Connolly Hide Food. Use both these products lightly please! Do not saturate the threads of your seats, they will eventually rot! I only use this once a year - again very lightly.

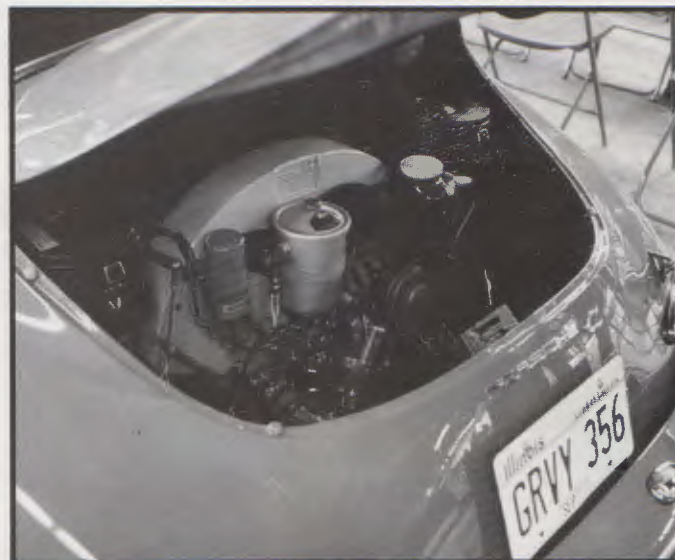
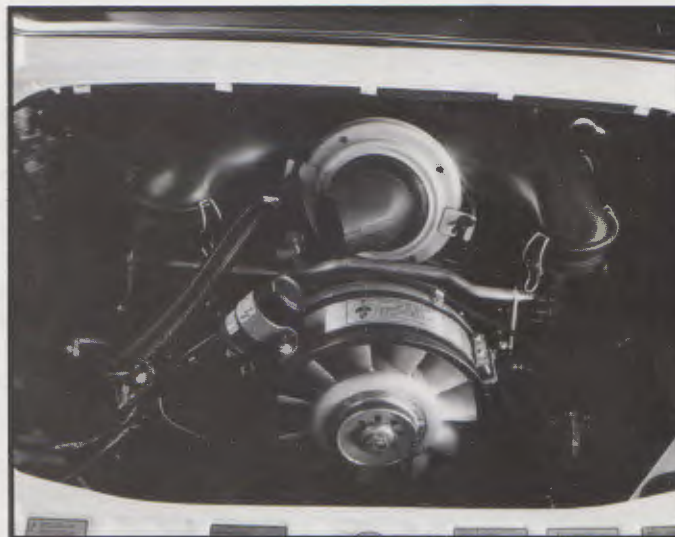
To maintain your wheels: if your wheels are painted silver, use Wurth's lacquer spray Metallic Silver (this is the paint that Porsche uses) and I think you'll be very impressed how you can renew the wheels so easily. If you have the alloys with the black centers, Meguiar's # 7 or the 3M Imperial Hand Glaze is recommended and top this off with a coating of wax. The alloy part of the wheel can be polished with a product called Pennz-Brite by Pennzoil. You can also use a product called Simichrome Polish (from Stoddard) or Blue Magic Metal Polish Creme. These are good for the fender or side decos, bare aluminum pieces, etc. These are abrasive, but with care it is possible to remove small scratches from paint. Johnson Lemon Pledge applied to a clean suspension and wheel wells will look great and make cleaning the next time much easier

Washing the windows is a snap since I've found the Ritz Window Cloth # 909 (from The John Ritzenthaler Company, 40 Portland Rd., West Conshohocken, Pa. ( phone # 215-825-9321). I always work with two of these fantastic miracles, one wet, the other dry. Outstanding. These rags are to be used with straight H2O ONLY, never Windex, soap etc. When they get soiled, rinse in plain water and use again and again.

One other thing you might want to have on hand are Q-Tips, the regular ones and the extra long ones that you can purchase from a stereo store (the head cleaner ones). These are a must for those hard to reach places where the judges find all that grime!

These are just a few of the things that I use when I prepare for concouring. If you have any questions regarding these products (most of them you can get at your local auto supply store) give me a call, I'll be happy to help out the competition. Have fun!

*(I would like to thank Jack Winters Hinsdale Motor Cars for the use of their facility and their great hospitality at our recent concour tech program.)*



## Serpicos Win First Rally of Year Redszus Awarded Porsche Owners Drivers School Prize

By Chuck MacKay

So, here I was, volunteered (and never asked-boy!, what we don't do for friends) to be rallymaster for a car club in which I'm not even a member, on a date so early in spring it would be a miracle if I got good weather and one Porsche. Three days before the big event, I had only fifteen registrants. Things were not shaping up well at all.

But, the weatherman cooperated and by the time I got to Fischer Motors for the start of registration, the parking lot was FULL. Sure made this rallymaster a happy camper. We almost missed starting on time because everyone was standing around socializing. A much simplified navigation method of Tulip diagrams was employed and some people who still had questions had their doubts cleared up by Howard Yefsky (the teacher). Thank you Howard.

The nuts and bolts of driving the rally seemed to go well. Everyone who started did, in fact, finish. Although we don't know just exactly where the Rashbaum/Shire, Fishers and Koehlers finished! They could have opened their panic envelope and met the rest of us at Rocky & Bullwinkles restaurant in downtown St. Charles. Believe it or not, no disparaging words were heard from the entrants while at the end-point. Most everyone enjoyed their day with other Porsche nuts over a cold frosty one and some grub. Although, I must admit, some person did say something to the effect "Did you catch the item on line 5? etc." Well, I couldn't make it so easy that there would be no challenge, could I?

The rally winners, first thru fifth, all received engraved crystal Revere bowls. No silly little ribbons here folks! The checkpoint workers were remembered too by the rallymaster. Thank you Todd Kaitis (Porsche Quaker State Polo shirt), Dodie Mueller (registrar-Porsche Polo shirt), Redszus Boys (Porsche Owners Drivers School from Vic Elford), Jean Fritz (asst.rallymaster - Porsche hat), The Janeceks (Porsche pen), Lee Lichtenstein and Gene Urban (\$50 service certificate or oil change from Fisher Motors). It seems to pay to volunteer.

Some of the stories heard about at the restaurant included:

Dan and Linda Bacin having to drive off-course in their ACURA NSX to refuel, then simply followed another Porsche on the rally until they could determine exactly where they were (it worked).

Our own president, Dan with Peggy Benchik, took a left when they should have made a right. While trying to make up lost time, they drove right past the second control, earning a big penalty for "evading a control" as the officials were yelling at them to stop. He says he didn't see the checkpoint sign, yea right!

No names here but, our resident concour guru demonstrated how to make up a few minutes to his teenage daughter (his navigator) by approaching lift-off speeds (rallies are not races, John!). Daughter Louanne appeared cool, calm and collected as dad pulled his hair out.

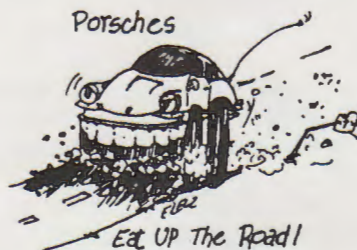
One of our distinguished past presidents seemed to have had too much coffee at Fishers and had to relieve himself by the time he reached the third checkpoint. At least he didn't get the officials truck tires wet as Margaret laughed waiting in the navigators seat!

Good thing there wasn't the usual disqualifier for receiving a ticket -huh Bob?

Good chef Karl and ace mechanic Peter rallied together. Between the first and the second checkpoints - they had an attitude adjustment break! When they returned to the rally, the navigator said "go right", the driver follows another Porsche left. Oh swell, and now two Germans try to make up for time lost before the next checkpoint. Must have been a hell of a ride.

One of the checkpoints was visited by an officer of the law. After all the usual questions, the paperwork came out of the hip pocket. With an innocent smile and his boyish charm, Todd Kaitis told the officer it was almost over and only two cars were still to pass through. The officer put away his pad. HA,HA, actually only two cars had passed through and the rest of the rally was still due!!

*I personally would like to thank both Chuck and Jean for their hard work putting this rally together. I hope they do it again. They made lots of people happy.  
Dodie*



## Official Results

|                                 |        |         |
|---------------------------------|--------|---------|
| 1 Lou & Sue Serpico             | 911T   | 213     |
| 2 Art & Kathy Sebek             | 944T   | 305     |
| 3 Jim Harper family             | Ford T | 403     |
| 4 D. O'Bryan & G. Arnold        | 914T   | 411     |
| 5 D. Gallagher & P. Benchik     | 911T   | 885     |
| 6 Dan & Linda Bacin             | NSX    | 980     |
| 7 Myron & Martan Walters        | 911    | 993     |
| 8 Dick Strahota & Trish Carroll | 911    | 1001    |
| 9 Jack & Corinne Amstadt        | 944T   | 1020    |
| 10 Dan & Marilyn Tynor          | 914    | 1042    |
| 11 Chris & Vanessa Ingot        | 944    | 1049    |
| 12 H. Yefsky & M. Young-Lai     | BMW    | 1135    |
| 13 K. Beckmann & P. Fischer     | 914/6  | 1325    |
| 14 F. Bader & L. Leers          | 944    | 1437    |
| 15 N. Leight & J. Bochenski     | 944    | 1440    |
| 16 J. Badel & R. Kratowicz      | 911    | 1482    |
| 17 John & Laverne Carlson       | 944    | 1534    |
| 18 R. Fischer & R. Preiser      | 2002   | 1577    |
| 19 Bill & Renee Schleicher      | 911    | 1791    |
| 20 C. Will & C. Dombrowski      | 911    | 1951    |
| 21 Ed Badel & Noel Shoum        | 914    | 2278    |
| 22 John & Louanne Mueller       | 944T   | 2307    |
| 23 Dennis & Mike Grollo         | 911    | 3000    |
| 24 Bob & Nancy Neal             | 944T   | 3000    |
| 25 Randy & Cindy Shearer        | 930    | 3000    |
| 26 Eugene & Bridgett Bernhardt  | Cad.   | For Fun |
| 27 Gerald & Toby Fisher         | 924    | n/a     |
| 28 Bob & Mary Koehler           | 928    | n/a     |
| 29 S. Rashbaum & S. Shire       | 944T   | n/a     |
| 30 J. & K. Madackowski          | unk.   | DNS     |



The following was received a few days after our rally....

Dear Dodie,

I would like to thank your club for organizing the recent road rally on April 5, 1992. This was the first such event in which I had the opportunity to participate. As I am lacking one of the most fundamental prerequisites necessary to join the Porsche Club, I served on that day as navigator for my friend and one of your members, Ms. Julie Badel in car #7. She had given me a packet of background material from past rallies to study in preparation for the event, however, simply reading about it did not provide an adequate sense of the great fun that I would have being with you folks for the actual doing of the deed.

The people who were involved in arranging the rally are to be commended for developing such accurate pictorials for the different instructions and accurate distance notations. Once we corrected the distances based on the odometer leg, we found every turn to be precisely where it was supposed to be found. I can appreciate the effort that went into hosting such an event and I wish you success in your future rallies. Thanks again to all who were involved in this rally.

Sincerely,  
Russ Kratowicz

312  
528-0950



*The trophied ones celebrate??*





*Lydia Wilder & rallymaster Chuck MacKay*



*"And Chuck said this would be easy?"*



*What a group of checkpoint workers!*



Photos: John Bohlander

*Now, how could anyone miss this checkpoint!*



*Julie Badel & Russ Kratowicz*



*Bob (Goin to the Ball) Koehler & Chuck Will*

## BEHIND THE SCENES

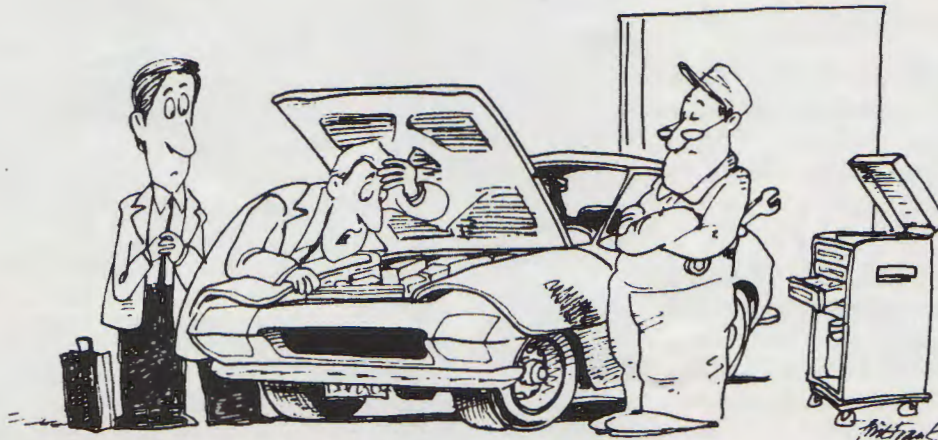
My turn again. The newsletter is getting bigger and bigger - that means only one thing...things are movin'! We've got our driving events just around the corner. Do your event chairpeople a BIG favor and send in your reservations for each event early - don't wait until the last minute. One of these days you might get left out. How would you like to be planning a big, let's say, dinner party at your house and nobody bothers to RSVP until a day or two before your fest ..not nice right? Get the picture!

My apologies to Arnold ZANN - I understand I spelled his name wrong in the Road America article. I guess I can't claim being new to this region much longer. At least it shows people are reading my stuff!?

I'm a great believer in clip art of any kind - and I'm sure in a region of our size we have some wonderful artists out there that would love to draw car-related cartoons for me. When I was the editor in Minnesota, we had a fantastic artist, Phyllis Godfredson, whose cartoons graced our magazine each month. It really would add to our magazine. I'll expect those cartoons to start rolling in (my address is in our club roster) as soon as this newsletter hits your hands. If nothing arrives...I'll use my editorship position and start to "lift" from other regions...you'll be sorry not to see YOUR name on the credit.

Keep an eye on the Up & Coming articles. Never let it be said that there is nothing to do in the Chicago Region! Until July....

*Dodie*



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# THE MART

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## ● FOR SALE - PORSCHE

1990 911 Carrera 2 Coupe #WPOAB2965LS451581. Grand Prix White/partial leather with black sport seats, sunroof, ltd. slip diff., wheel crests, lowered, sport exhaust, brake cooling kit, shock tower brace. 7K mi., absolutely perfect, always garaged and covered, warranty until 5/92. \$48,900. Bra/mirror covers/car cover available. John Ruther, 111 River Drive, Cary, IL 60013 (708)250-3202 days.

1987 911 Carrera Coupe, Guards Red/black, 18,500 mi., all service records, F/R spoilers, 16" alloys, ltd. slip, sport susp., sunroof, Reno, cruise, central locking, Clifford alarm, K-40 F/R radar, tinted glass, excellent condition, \$31,000. Ron Romac (708)799-6677/799-5682.

1969 911E Red/black, S/N 119220020, beautifully restored, all service records back to 1969. Great new paint job, too many updates to list, \$9,400 OBO. Mike Eklund (708)295-7724 days, (708)566-0838 eves.

1968 911, completely rebuilt, 2.7L engine, Weber carbs & stainless exchangers, ltd. slip, alloy, new tires, flares, updated body, sway bars, Koni's, stereo, more, superb condition, \$17,000. Ricardo Gonzales, 6920 Woodmar, Hammond, IN 46323 (219)845-6837.

1964 356 SC Coupe, Silver/red interior. MUST SELL!! Runs well. \$9,500. Also, parting out 1964 356 SC Coupe. Call for parts and prices. John Powell, Albany, OH (614)669-5081.

1961 356B Coupe, #115435 1600 Super Eng #87992, Guards Red, 114,800 mi., less than 1000 on rebuilt engine, all numbers match, Blaupunkt works. Asking \$12,000 OBO. Mike Axelrod (708)945-4866.

## ● FOR SALE - PARTS

Porsche 3-piece Epsilon wheels: two 16 x 9 rear with 255/50 VR16 Goodyear Eagle VR50 tires, two 16 x 7 front with 225/50 VR16 Goodyear Eagle VR50 tires. Wheels have black covers & polished aluminum rims, tires & wheels like new. \$1,500. Jay R. Novick (708)724-7161.

912 engine with Solex carbs, 912/356 muffler, parting out 1967 911, interior, glass, doors, trans., suspension, new floor pan & laterals in box, uncracked dash top, 5 Rudge knock-off wheels with hubs & "A" brakes (no spinners) for 356. Still many 914 parts available; 2.0L engines, doors, hoods, trunks, engine lids, interiors, center console, bumpers, anti-sway bars, side shift transmissions & linkage, Mahle alloy wheels, exhaust & flywheels. Glenn Stazak (708)208-1924.

New Colgan engine bay service cover for 911 \$30; OEM headlight buckets, trim rings, and tail-lite lenses for 911, best offer; Ronal R-9 alloys (7" & 8") with Goodyear VR-S tires 205/55/16 and 225/50/16, like new \$800 per set OBO; CIS injection system parts (from swap to Euro injection) from '81 3.0, best offer; OEM swaybars from '81 SC \$75/pair; 911 heat exchangers & converter shell from 3.0, best offer; front 911 tie rod ends \$25/pair. Tom Thompson (708)513-6629.

Porsche sales literature: 1983 911SC, 1984 thru 1989 911 Carrera catalogues, including color chips & interiors; also 1983 thru 1989 944 and 928S brochures, plus 1987 & 1988 924S; all stored in original wrappers, sent postpaid via first class mail, guaranteed to arrive in pristine condition, \$15 each. Steve Kaplan, 34 Ridges Court, Portsmouth, NH 03801 (603)431-8459 eves.

## ● FOR SALE - OTHER

1981 BMW 528i, Graphite grey/tan leather interior, 5 speed, factory alloys with Yokohama tires, air, sunroof, power windows, Blaupunkt, 143K mi., \$4,500 OBO. Ricardo Gonzales, 6920 Woodmar, Hammond, IN 46323 (219)845-6837.

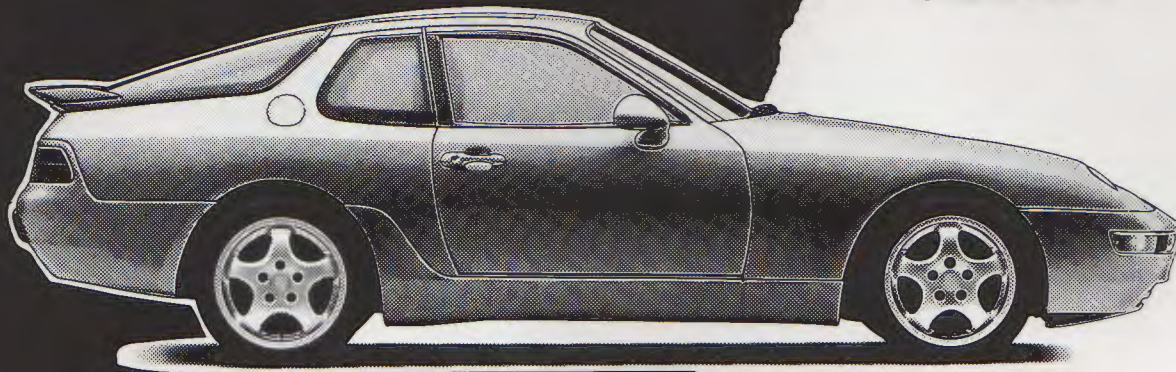
For trade and/or exchange: I have current IL priv. pass. plates "Porsha - 4" and "Porsha - 8" and will trade/exchange one and/or both for "Porsha - 6". Bruce Janecek, 1901 E. 31st Street, LaGrange Park, IL 60525 (708)354-1901.

## ● WANTED

For 1989 944 Turbo, two 8 x 16 club sport wheels or other with the same offset. Appearance not so important. Lance Flynn (815)654-5858 days, (815)623-8502 eves.

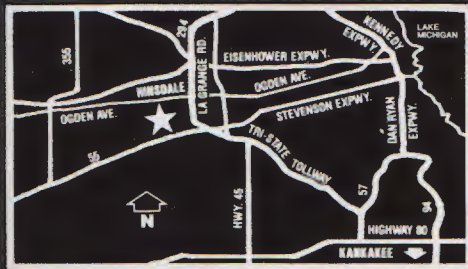
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