

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



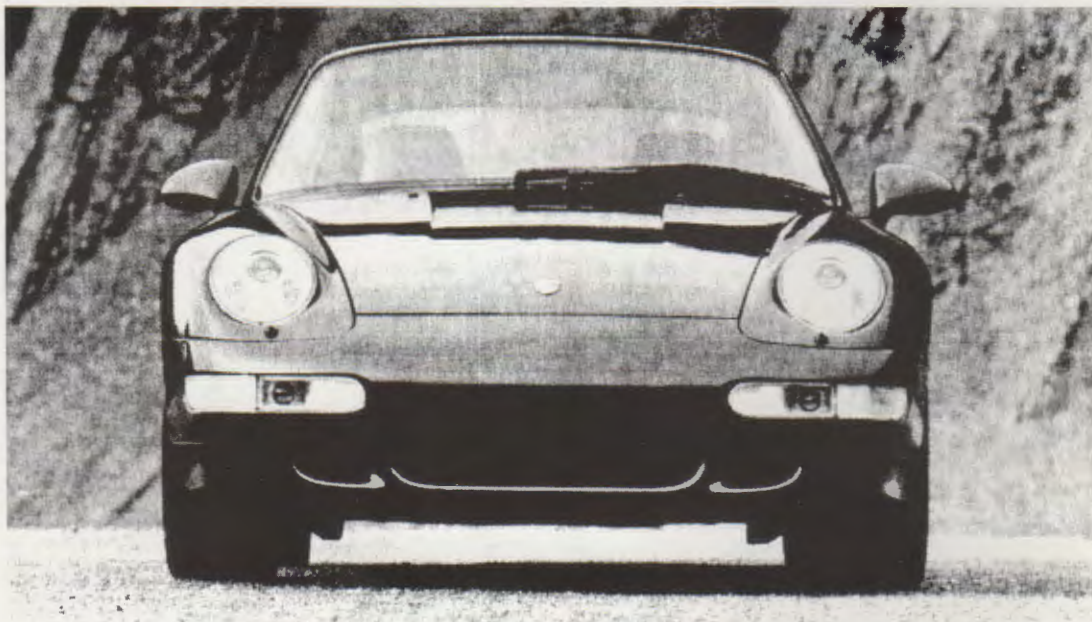
Chicago Scene

APRIL 1997



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Chicago Scene

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Cover Photo: Hari Matsuda's Boxster
Photo by Steve Rashbaum

Chicago Region 1997 Calendar

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

Susan Shire and Steve Rashbaum, Editors

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

ADVERTISING RATES: Business card: \$10 per month; Quarter page: \$35 per month/monthly, \$25 per month/annually; Third page: \$45 per month/monthly, \$35 per month/annually; Half page: \$55 per month/monthly, \$45 per month/annually; Three-quarters page: \$75 per month/monthly, \$65 per month/annually; Full page: \$100 per month/monthly, \$85 per month/annually; Back cover, inside front cover, inside back cover: \$110 per month/monthly, \$95 per month/annually. All requests for ad space must be made through the editor.

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PCA - CHICAGO REGION HOME PAGE

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

Chuck Bittman, WebMaster

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

In Gallagher's Gear

I didn't eat too much Roasted Rabbit at Chef Reinhard's Cafe 36 but I did have a great meal. Chef Reinhard outdid himself and provided a truly exquisite repast for the sixty or so who attended this superb event. Thank you Herr Barthel for an excellent afternoon.

While on the subject of excellent afternoons, Peggy and I had an excellent one up in Highland Park at the Porsche Exchange. Susan Shire and Steve Rashbaum took on the very difficult task of putting on a Rallye School. I am sure you are all aware that the mere act of putting on a rallye is by far the most difficult task you can do in this club. But to try to put on a clinic where you actually teach unaware novices as well as experienced rallyists the nuances of rallying is an impossible task. Somehow though, Susan and Steve pulled it off! Using an old rallye, they went over the General Instructions and first two legs and shared some of the 'tricks of the trade'. It was a very informative and fun event. Many thanks to Steve and Susan and also to the staff of the Porsche Exchange for the use of their beautiful facility. I hope to see all of the Rallye School students at my Illinois and Michigan Canal National Heritage Corridor Rallye. Speaking of my rallye, by the time that you read these words of wisdom the rallye will be but a memory. I hope this latest attempt to get more members involved in the art of rallying was a big success.

Apparently things have been going very well at the house of our illustrious Safety Chairman Jeff Girard. I have been informed that the lovely and talented Jill Girard is expecting a little racer. Not only does this open up Ladies Autocross, but it explains why Jeff missed the board meeting. Congratulations! I can hardly wait until the Christening Party.

Mr. Girard also informed the

Board that the most of the available lodging accommodations for the August 9th & 10th Gingerman event in South Haven, MI are filled. If you plan to attend this Drivers' Education event at Gingerman please remember that South Haven is a resort community and August is the height of the tourist season.

This newsletter may reach you before the first Drivers' Education School of the season which will be held at the Arena Auto Auction (formerly Old Chicago). Novices are strongly encouraged to attend this event.

The second Drivers' Education event of the year, one of my personal favorites, is Blackhawk. If you want



to learn how to drive your Porsche at high speed on a closed race course this is your opportunity. An excellent dinner following the event will be held in close proximity to the track. Please remember that the Club's insurance requires an 85 or later Snell helmet, plus long pants and long sleeved shirt.

The following Sunday we will be holding our first autocross/gymkhana of '97. Due to the track's scheduling conflicts, we will be at Lake Geneva in May instead of August. Actually this is probably better

in that we should not have the horrible summer traffic coming home. We do not use the entire oval track but cut down into the infield. This event is one terrific amount of fun. If you want to see what you and your car can do through the pylons, come on out and learn about understeer and oversteer.

All of this is leading up to my favorite event of the year, the Memorial Day Drivers' Education event at Road America. Why is it my favorite? Not only is it a great event at the finest road track in North America, but it is the only event of the year that Peggy and I do not work at in the same capacity. Instead, we lay back and have a great time. I have been personally guaranteed by Arnie, Margo and Chris that the weather will be absolutely perfect. Perfect weather; perfect track, perfect friends, perfect cars, and my favorite saloon in the entire world - Siebkin's. What more than that can anyone ask besides the love of a good woman (or man). I hope to see you all at the track or at Siebkin's.

I am sure you have all heard various rumors about the Club Race at Road America in August. The good news is that the event will be held, the bad news is that it is slightly more expensive. The Drivers' Education Class will receive exactly the same amount of track time as they receive at the Memorial Day weekend at exactly the same price. I want to thank Arnie, Margo, and Chris for all the work that they have put into this event so that the premier region's premier Club Racing and Drivers' Education event will be held.

Well, this is all I have to say this month. If I don't dance too much or am not in jail for killing the evil cabal that put a 30 year old picture of me at Road America on the Scene's cover last month, you'll hear from me again next month.

Gallagher

May 1997

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2 <i>Board Meeting</i>	3
4 DRIVERS' SCHOOL - ARENA CR/DE	5 <i>Scene Deadline</i>	6	7	8	9	10 2ND ANNUAL GREAT LAKES PORSCHE SWAP MEET - OSHKOSH, WI
11	12	13	14 BLACKHA- WK FARMS CR/DE	15	16	17 <u>CR/Mid Ohio</u>
18 AUTOCROSS I - LAKE GENEVA <u>CR/Mid Ohio</u>	19	20	21	22	23	24 ROAD AMERICA CR/DE
25 ROAD AMERICA CR/DE	26	27	28	29	30	31 <u>CR/Putnam Park Road Co...</u>

CR/DE = Chicago Region Drivers' Education DE = Drivers' Education CR = Club Race

June 1997

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 ELMHURST CONC- OURS ONE <u>CR/Putnam Park Road C...</u>	2	3	4	5 <i>Scene Deadline</i>	6 <i>Board Meeting</i>	7 <u>Nord Stern-Milw DE/ Blackhawk</u>
8 RALLYE - APPLE BLOSSOM	9	10	11	12	13	14 <u>CR/Texas World Speedway</u>
15 <u>Lincoln Trails/Utica</u> <u>PORSCHE PARADE/SAN ANTONIO THRU THE 21ST</u>	16	17	18 BLACKHA- WK FARMS CR/DE	19	20	21 KANE COUNTY COUGARS <u>CR/Brainerd</u>
22 <u>CR/Brainerd</u>	23	24	25	26	27	28 <u>CR/Summit Point</u>
29 AUTOCROSS II - TRES CHIC - ROCKFORD	30					

CR/DE = Chicago Region Drivers' Education DE = Drivers' Education CR = Club Race

Aungahh!

What's a PCA? by John Hajny

When we began our stint as editors of this newsletter we issued an appeal for articles and pictures from our region members about our activities, members, and cars. The response has been wonderful. Again in this issue we are able to feature articles by several members about their cars or car related activities along with pictures which they were more than willing to provide. Thank you to our past contributors, the authors in this issue, and those of you who are still thinking about putting your thoughts into words. Keep those articles and pictures coming in!

Each month as we begin the process of assembling the newsletter we also begin to think and talk about what we're going to write about in this column. The process resembles putting together a jigsaw puzzle in that we get ideas for articles from talking to non-members and members, reading car related and non-car related materials, TV, etc. We then try the idea 'pieces' out on each other. Sometimes they fit into something that works itself into a printable article and sometimes we wonder just how much time the other has been spending in the garage with the door closed and the car running.

We've written several articles about our relationship with the club and so decided that this month we would write about what or who makes up the club; not any person or group, but rather the members in general. And, lo and behold, as we sat down to 'pound the keys' the following article came across our electronic desk. And, even better, it said what we wanted to say in an eloquent fashion, was already composed, spell-checked and formatted. (It doesn't get much better than that!)

Do you own a Porsche? Are you a PCA member? Read any given Porsche Club of America publication, and you're likely to hear lots about what a great place it is to be. So what's a PCA, and what's in it for me? Ready?

Even though there are in excess of 37,000 members world wide, only about 10-15% are active. The small percentage of those active folks are always trying to figure out why the others aren't. Let's start at the beginning to see if we can discover what makes this thing called PCA different.

First, let's discuss some basic goals of the club: The general objectives of the Club to which members are joined together and mutually pledged, shall be the furtherance and promotion of:

- * The highest standards of courtesy and safety on the roads.
- * The enjoyment and sharing of good will and fellowship engendered by owning a Porsche and engaging in such social or other events as may be agreeable to the membership.
- * The maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information.
- * The establishment and maintenance of mutually beneficial relationships with the Porsche Works, Porsche dealers, and other service sources to the end that the marque shall prosper and continue to enjoy its unique leadership and position in the automotive annals.

Pretty lofty ideals, eh? Oh, I didn't come up with that stuff. It's all there in black and white --right in the National Club Bylaws. It is probably somewhat typical of every well-meaning bunch of folks who start any given club. So what makes this one different? Yeah --the cars are great, but they're just a unifying element. The real difference? It's --The PEOPLE!

Let's face it; the cars are pretty cool, from the most basic 914 or 924 right up to the 993 Twin Turbo. They're just the best! It stands to reason that there are some pretty cool people that are at-

tracted to them; some pretty talented people; a group that is rather above the norm. This is not to sound elitist, it just seems to be true! The PCA just seems to be a gathering place for a very high caliber of person.

Part of what makes those people unique is their backgrounds. The club encompasses every socio-economic group imaginable. If you had to come up with a description of the "average" PCAer, it might go like this; A bright and inquisitive person of above average intelligence, having a zest for all things good in life, striving to constantly expand their horizons, and possessing talents and energies that make this possible and that set him/her apart from the average Joe/Josephine. The cars don't factor in here because they are merely the catalyst that facilitates the bond between extraordinary peoples.

If you are active in the PCA, you can likely count a high number of ultra-interesting people that you probably wouldn't know otherwise. It is exciting to be around such folk because you are constantly in danger of having your horizons expanded for you once again just through sheer osmosis. The lengths to which PCAers will go to have just a little bit more fun than last time is truly staggering!

The people who step forward and give of their time and talents to make this club tick are an amazing bunch. Just read through your March PANORAMA and see all the names listed from across the world who think that this club is worth the effort. The spirit of volunteerism is overwhelming and it is amazing to see the activities that these people put together just to try and share the fun with everyone else.

In general, PCA people are very busy people. They tend to be quite successful in their chosen endeavors, and as such, their time is usually at a premium. If they have leisure time to spend, they are going to spend it to the max --squeezing every bit of enjoyment from it that they can. The PCA is the best place that they know

Aungahh

of to get maximum return on their investment by sharing their interest in Porsches with like-minded individuals; people with the same drives and motivations.

Those who derive the most from the club are usually the ones you will see stepping forward to help continue the work that others have started. As I said before, the spirit of volunteerism in the club is staggering. From the smallest regional gatherings all the way up to major national event productions, you can rest assured that there is a tireless and talented bunch of your friends working behind the scenes to assure everyone of having a great time.

Everyone who has an interest in the club should endeavor to discover and explore the incredible infrastructure that is at the disposal of every member. The services that the club

provides go far deeper than the excellent PANORAMA magazine, far deeper than most members ever realize. From specialized insurance coverage and legal advice programs to vehicle market evaluation services to specific expert technical advisors for each model to the ballooning Club Racing program (now the second largest amateur race sanctioning body in the country!); there is a chairperson or committee in place to handle virtually every situation regarding the club or the cars that may arise.

We realize that you have a busy life. We're just like you. It's just that we've been bitten hard by this thing called PCA. We love the cars and the people and the associations that we've discovered through both. If you've been waiting for the right time to appear --make it now! March right up, stick out your hand, and you're in - it's that easy!

~~~~~

We thank John for the use of his editorial in our editorial space. John is editor of the REDLINE REPORT, the newsletter of the Central NY Region

With the driving season and spring finally here we hope to see many of you at the driving events as well as our rallye in June.

*Steve and Susan*

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

**Michael Coglianese**, *Certified Public Accountant, P.C.*

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# CHICAGO REGION 1997 DRIVERS' SCHOOL

**Special Notice**  
Instructors will be available to teach the basics of driving a car with a manual transmission. Please provide your own vehicle.

**Date:** Sunday, May 4, 1997

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

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

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

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

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

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

## DRIVING SCHOOL REQUIREMENTS

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

### Event Co-Chairs

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

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

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

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

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

Home Phone: \_\_\_\_\_

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

# Tech Tips

## Boxster Tech Information: Front and Rear Hood Release Inoperative

According to a PCNA Technical Information bulletin issued January 21, 1997, should the front and rear hood releases become inoperative due to a disconnected or discharged battery, the following procedure will allow the hoods to be operated electrically under these conditions.

-Open the left door.

-Using an external battery, connect the negative lead to the door stop.

-Connect the positive lead to both sides of fuse "C3" (see note below).

-With the door open, move the door latch with a screwdriver into the closed position.

-Using the key, lock and unlock the door.

-The front and rear hood releases can now be operated.

(The bulletin shows a diagram of the battery positive lead wire an in-line 30 Amp fuse.)

## Tech Stuff

by Paul Lighthill, Riverside Region  
(from PORSCHE GEDANKEN)

### Paper Air Filter Elements: All Models

These air filter elements may be cleaned by tapping them on a clean floor and by blowing compressed air through them from the engine side out. But even though a paper air filter appears to be clean, with age the filter's ability to flow air can become restricted. If you don't know the date of the last replacement, go ahead and replace it. A rule of thumb is to replace the filter once every three years or every 30,000 miles, whichever comes first. It is also wise to use only an original Porsche filter or one made by an original equipment supplier, such as Knecht or Mahle. A substandard or plugged filter can alter both the performance and fuel economy of your Porsche.

### 911 CIS Injection, 1973 to 1977

To reduce the possibility of a backfire and subsequent costly airbox damage, check the following:

1) Remove the Mixture Control Unit airboot and check the height of the air sensor plate. The top plate should rest exactly even with the bottom of the "V" formed by the sides of the air intake. Raise or lower the plate resting-height as needed by bending the spring steel retaining wire that holds the leaf spring that the sensor plate rests on.

2) Replace the ignition points if there is any sign of pitting or erosion. Set point gap by using a

dwell meter and not a feeler gauge as any oil on the points will cause them to erode.

3) With the engine warm, set the ignition timing to the spec for your engine.

4) Using a 3mm Allen wrench in the small hole between the airboot and the fuel distributor, set the fuel mixture to the peak RPM. Then turn the Allen wrench 1/8 to 1/4 turn counter-clockwise (lean). If the engine runs rough at this setting, turn the wrench back clockwise (rich) until it smooths out. Although an exhaust analyzer is best used for this adjustment, this procedure will, in most cases, be satisfactory until it can be tested. Always use the hand throttle when starting from cold if your car has one, and avoid using the accelerator pedal during start-up.

### 911 CIS Injection

If a 911 engine will run in the "start" position of the ignition switch but not in the normal "run" position after the engine has been re-installed, the wire connectors for the sensor plate and cold star injector have been inadvertently switched. Reconnect them in the proper positions and the engine will run normally.

### Alternator Test With External Regulator

If you suspect a bad voltage regulator but are not sure whether it is the regulator or alternator that is causing the problem, disconnect the plug on the bottom of the voltage regulator. Connect a voltmeter to the battery terminals. Run the engine at 2000 RPM and momentarily connect a jumper wire from the positive side of the battery to the field wire (black and marked "DF") in the regulator plug that you disconnected. The voltmeter reading should increase to at least 16 volts. Anything less indicates a bad alternator. If the reading is more than 16 volts, it is most likely the regulator that has failed.

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# Blackhawk XXVIII ~ Drivers' Education

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

The entrants will be divided into three classes so that slower cars and/or novice drivers will not be on the track at the same time as the faster cars. **Please remember that**

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

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

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

---

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

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

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

---

## May 14, 1997 Drivers' Education

### Blackhawk XXVIII Registration

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

Questions: 708.784.0784  
Fax: 708.784.0785

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

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

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

Fee: \$125.00 Pre-registered      Make checks payable to PCA - CHICAGO REGION  
\$140.00 At the gate

## June 18, 1997 Drivers' Education

### Blackhawk XXVIII Registration

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

Questions: 708.784.0784  
Fax: 708.784.0785

Drive #1 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_

Experienced: \_\_\_ Novice: \_\_\_ List Experience: \_\_\_\_\_

Permanent Car #: \_\_\_\_\_

Driver #2 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_

Experienced: \_\_\_ Novice: \_\_\_ List Experience: \_\_\_\_\_

Permanent Car #: \_\_\_\_\_

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

Fee: \$125.00 Pre-registered      Make checks payable to PCA - CHICAGO REGION  
\$140.00 At the gate

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## July 16, 1997 Drivers' Education

### Blackhawk XXVIII Registration

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

Questions: 708.784.0784  
Fax: 708.784.0785

Drive #1 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_

Experienced: \_\_\_ Novice: \_\_\_ List Experience: \_\_\_\_\_

Permanent Car #: \_\_\_\_\_

Driver #2 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_

Experienced: \_\_\_ Novice: \_\_\_ List Experience: \_\_\_\_\_

Permanent Car #: \_\_\_\_\_

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

Fee: \$125.00 Pre-registered      Make checks payable to PCA - CHICAGO REGION  
\$140.00 At the gate

# Rallye On!

by Susan Shire

Sixty plus Chicago Region members and their guests attended the Rallye School at the Porsche Exchange on March 16th. Some were new members, some were more 'experienced' members (we still don't like the phrase 'old' members), some had never rallyed before, some had but wanted to give it another try, and some, like the Harwoods, the Gallaghers, the Brenkus' and others were just there to add their expertise and enjoy the comradery. Our thanks to the Porsche Exchange for their hospitality and especially to Trevor Merrick for fixing the balky overhead projector just in time!

Using the finally functional overhead projector, Stephan and I led the members through a rallye.

- what to expect when you arrive at the starting point - register, sign the waivers, secure the correct paperwork.
- what to take to a rallye - pens/pencils, something to write on, post-it notes, a sense of humor.
- a set of General Instructions - read them and then read them again because the 'Generals' are the rules.



Tom and Phyllis Harwood and Art Sebek concentrate on "Right after left after T after 3rd tree from the ....."

- the Route Instructions - the intersection to intersection directions.

- the ODO leg - gets your tires warmed up and gets you 'corrected'.

- two legs of a rallye on a map and an overhead - what the rallyemaster has in mind and how to do it.

- checkpoints - what to do when you get there and what they do for you.

- a score sheet - how well you did what you did and what it means.

With Dan Gallagher ('97's first rallyemaster) yelling that we'd given away the secrets for all of his best rallye tricks, questions were answered and fears of being hopelessly lost were assuaged.

Armed with these new rallye skills, we hope that our students tried Gallagher's rallye and will try our rallye - The Apple Blossom Rallye - on June 8th. Like Gallagher's, our rallye will be educational, informative, and fun - giving you a chance to drive some fun roads in a fun car with someone whose company you enjoy. As always, we, and other experienced rallyist, will be on hand before and after the rallye to answer questions and share our rallye experiences. We look forward to seeing you on June 8th.



Susan Shire points the way to good rallying.

Photos by Steve Rashbaum

## Vintage, Salvaged and New Parts for Porsches



- One of the U.S.'s largest inventories of top-quality parts for Porsches
- All years, all models: 356, 911, 912, 914, 924, 944, 928, 930
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- Used parts are tested and guaranteed for 90 days
- Friendly, knowledgeable staff
- We ship UPS daily
- Monday to Friday: 8 am - 5 pm, Saturday: 9 am - 3 pm Pacific Time

**800-767-7250**

Tel 510.782.0354 Fax 510.782.0358

# The Autocross at Lake Geneva

**Sunday, May 18, 1997**

## Lake Geneva Speedway

1015 Bloomfield Road  
Lake Geneva, WI 53147

Registration & Tech: 9:30-10:30 am

Drivers Meeting: 10:30 am

First Car Off: 11:00 am

### Directions to Lake Geneva Speedway:

Route 12 North to Route 50 west,  
Route 50 west to County H (Burger King on corner),  
Left on County H to Bloomfield Rd.,  
Left on Bloomfield Rd to track.

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

Concession stands and restrooms will be available at the track.

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

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#### Autocross Classes and Bumping Schedule

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

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

Class I1: Improved 4 Cylinders

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

Class P4: 944 S2, 944T, 968, 930

Class P5: 2.7 & 3.0 911

Class P6: 3.2 & 3.6 911

Class P7: Boxster

Class I2: Improved 6 & 8 Cylinders

Class M1: Modified 4, 6 & 8 Cylinders

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

---

Mail to: Nick Brenkus, 822 2nd Court, Bensenville, IL 60106

First Driver:

Name \_\_\_\_\_

Phone \_\_\_\_\_

Member\_\_Applicant\_\_Guest\_\_

Second Driver:

Name \_\_\_\_\_

Member\_\_Applicant\_\_Guest\_\_

Fees: \$20.00 First Driver    \$10.00 Second Driver    \$30.00 Non - PCA member

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

Autocross Class (see above) \_\_\_\_\_

Permanent Car Number (previously assigned) \_\_\_\_\_

Any questions, please call Nick Brenkus at 630.766.4734 (evenings before 9:00 please)

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

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

# Road America I

# Drivers' Education ~ May 24 & 25, 1997 ~

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

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

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

**Mandatory clothing require-**

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

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

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

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

have to sign off on these rules once again as a reminder of how seriously Road America and PCA enforce these rules.

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

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

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

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

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

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

See you out there!

*Arnie Zann and Margo Pinkerton*

#### Event Chairs

Arnie Zann & Margo Pinkerton  
708.366.9064

#### Event Coordinator

Chris Ingot  
847.559.1126

#### Registrar

Chuck Bittman  
708.482.4401

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

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

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

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

Porsche Model \_\_\_\_\_ Year \_\_\_\_\_ # of Cylinders \_\_\_\_\_ Displacement \_\_\_\_\_  
 Please list other performance enhancing modifications to help us classify your car:  
 \_\_\_\_\_  
 Chicago Region Permanent (previously assigned)  
 Car Number: \_\_\_\_\_ Requested Car Number: \_\_\_\_\_

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

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

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

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

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

Driver: \_\_\_\_\_ Date: \_\_\_\_\_

## PLACES TO STAY WHILE VISITING ROAD AMERICA

### Hotels/Motels/B & B's

|                                                                             |                                                                                       |                                                              |                                                                 |
|-----------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------------|-----------------------------------------------------------------|
| AmericInn Motel - Belgium<br>Belgium, WI<br>414.285.3566                    | Comfort Suites - Comfort Dome<br>Appleton, WI<br>414.730.3800                         | The Osthoff<br>Elkhart Lake, WI<br>414.876.3399              | Starlite Motel<br>New Holstein, WI<br>414.898.4265              |
| AmericInn Motel - Plymouth<br>Plymouth, WI<br>414.892.2669                  | Crest Hotel<br>Plymouth, WI<br>414.893.6111                                           | Pinehurst Inn<br>Sheboygan Falls<br>414.467.4314             | West Bend Inn<br>West Bend, WI<br>8000727-9727                  |
| AmericInn Motel - West Bend<br>West Bend, WI<br>414.334.0307                | Eastlake Bed & Breakfast /<br>Rentals<br>Elkhart Lake, WI<br>414.876.2272             | Plymouth Inn<br>Plymouth, WI<br>414.893.5623                 | Wisconsin Aire Motel<br>Random Lake, WI<br>414.994.4501         |
| Barefoot Bay<br>Elkhart Lake, WI<br>414.345.7784                            | Elkhart Lake Chamber of Com-<br>merce (Referrals)<br>Elkhart Lake, WI<br>414.876.2922 | Ramada Plaza Hotel<br>Fond du Lac<br>414.923.3000            | Yankee Hill Inn Bed & Breakfast<br>Plymouth, WI<br>414.892.2222 |
| Best Western Harborside Motor<br>Inn<br>Port Washington, WI<br>414.284.9461 | Holiday Inn Express<br>Sheboygan<br>414.451.8700                                      | Red Forest Bed & Breakfast<br>Two Rivers, WI<br>414.793.1794 | <b>Campgrounds</b>                                              |
| Boarding House Bed & Breakfast<br>Elkhart Lake, WI<br>414.876.3616          | Holiday Inn - Holidome<br>Fond du Lac<br>414.923.1440                                 | Select Inn Fountain Park<br>Sheboygan, WI<br>414.458.4641    | Hoeft's Resort Campground<br>Cascade, WI<br>414.626.2221        |
| Brownstone Bed & Breakfast<br>Sheboygan<br>414.451.0644                     | Holiday Inn<br>Manitowoc, WI<br>414.682.6000                                          | Sheboygan Super 8 Motel<br>Sheboygan, WI<br>800.800.8000     | Plymouth Rock Camping Resort<br>Plymouth, WI<br>414.892.4252    |
| Budgetel Inn<br>Sheboygan, WI<br>414.457.2321                               | B.L. Nutt Bed & Breakfast<br>Plymouth, WI<br>414.892.8566                             | Siebken's<br>Elkhart Lake, WI<br>414.876.2600                | Marsh Lodge Campground<br>Elkhart Lake, WI<br>414.876.2535      |
|                                                                             |                                                                                       |                                                              | Westward Ho Camp Resort<br>Glenbeulah, WI<br>414.526.3407       |



### Street and Race Prep

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

# Elmhurst CONCOURS ONE

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

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

**9:30 am:** Breakfast by Cafe A'roma

**12:00 pm:** Judging begins

**1:30 pm:** Trophy presentations

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

**Class B:** Exterior, Interior, Trunk & Engine

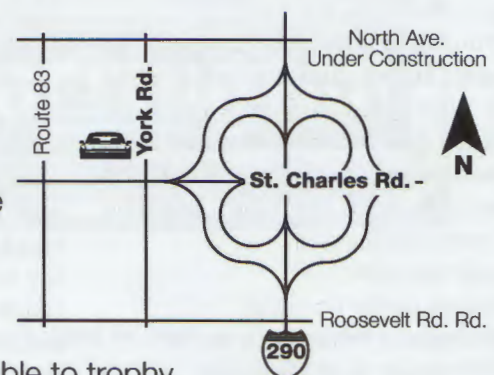
**Class C:** Exterior, Interior & Trunk

**Class D:** Exterior & Interior

**Novice:** For fun & first time participants only.

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

**Questions?** Call Jim Jacisin @ 630-279-4835



**Fee \$20 per car.** Please make checks payable to: **PCA Chicago Region**  
c/o Jim Jacisin 508 Rex Blvd., Elmhurst, IL 60126

**Name** \_\_\_\_\_

**Region** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Phone** ( ) \_\_\_\_\_

**PORSCHE Model** \_\_\_\_\_ **Body Style** \_\_\_\_\_

**Class** **A** \_\_\_ **B** \_\_\_ **C** \_\_\_ **D** \_\_\_ **Novice** \_\_\_



# Letters & e-mail

## Go Fast: Get The Picture

by Josh Sirota and Andy Hollis  
(SOLO II NOVICE HANDBOOK)

You must be able to keep track of the autocross course in your head. If you can't, then you can't drive it to its fullest potential. Knowing how to walk the course is the most important step in being competitive and staying "ahead" of the course. Usually, you'll want to walk the course at least three times.

### Step 1 -Walk The Course

Your first walk will be to get the general layout, and is often a social walk. Now get away from friends and walk the course alone, concentrating on memorizing the layout. Think of it in sections, with key cones marking the turns, such as:

- 1) start straight
- 2) slalom (enter on right)
- 3) decreasing sweeper to the left
- 4) little snake then big snake
- 5) right-hand curve (look for three pointers)
- 6) thread the needle section
- 7) tight right, then tight left
- 8) finish

Stop every now and then and run through the course in your head, from the beginning to where you are. Get down --the course looks different from a seated position. This will give you a better picture of what the course will look like at speed.

Pace off the distance between cones in a slalom. Some course designers vary the distance, and it's good to know before you arrive whether you will have to vary your speed in a slalom. Take a note-pad if you like, and make notes such as pavement changes, camber change, bumps, sand, etc.

Repeat this step over and over, until the picture is perfect.

How do you know if the picture is perfect? Sit down by your car and try to draw the course on a blank piece of paper. Include the key cones you

want to recognize while you drive. If you can't draw the course, you will want to walk it again. Once you leave the start line in your car, you should not be spending any time figuring out where the course is.

### Step 2 -Plan The Course

Do this while walking the course again. Now decide exactly how you want to drive the course. Driving the course perfectly involves two things; coming up with the correct plan, and executing the plan correctly. If you don't have a plan, you can't possibly know where you didn't execute it correctly. It's hard to know if you did this step correctly, but Step 4 is where you can work on this.

The plan involves the line you will take through the cones --the quickest way through. Note, I didn't say shortest. Think about the characteristics of your car; does it corner better than it accelerates, or the other way around? That will tell you whether to slow down so you can get through the corner in control and get on the throttle as soon as possible, or try to carry speed through to keep up the revs.

### Step 3 -On The Grid

Before you run, while you are in grid, go over the course again several times in your head, executing the plan you made before.

### Step 4 -After The Run

Sit in your car and go over your run. Figure out where you didn't execute the plan. If the plan was to be near a particular cone, and you were five feet from it, then you didn't execute the plan correctly, and a red light should have gone off in your head. Maybe you need to adjust the plan because you were going too fast in the slow parts. Decide at this point whether your next run needs to be a better execution of the plan, or a modification of the plan.

Basically, don't use the car as an excuse, you will see a big difference

in your times when you drive a course that never surprised you.

## Living with a LOUD Race Car

by Steve Gaglione, Suncoast Region  
(from PORSCHE PROFILE)

My race car, like many other race cars, has a straight pipe exhaust, which basically means it doesn't have a muffler. In short, it is loud! Whenever I drove the car, even with the best earplugs I could find at the local drug store, I still found the exhaust noise to be not only painful, but also distracting. I know that if I would continue to abuse my ears, I would permanently damage my hearing.

At Sebring recently, after my run group was over, I tracked down Brian Canfield, whose car is even louder than mine. With my head still ringing and my ears still aching, I asked Brian, "What do you do about the loud exhaust noise hurting your ears?" He said, "Huh, what did you say? I can't hear you." Later I saw Charlie Morgenthaler and I asked him. He said, "Pardon me, what did you say?" Then I asked Billy Bob Rowell and he said, "Do what now?" Finally I saw Dick Kjellsen and I asked him, "How are your ears?" He said, "I'd love a beer, what kind do you have?" I then realized that it was going to be very difficult to find a solution to my problem.

A few weeks later I was at Sebring at a SCCA national race. I was watching a great duel going on in the ITB class between an Alfa Spyder and two VW GTIs. Aside from the close racing, I was amazed how loud those three cars were. They were neck and neck for the entire race. I figured that the guy's ears in the Alfa Spyder must be bleeding and I wondered how he was enduring the pain.

After the race I tracked him down coming out of impound. I first congratulated him for winning and then

Letters

asked how he deals with the loud exhausts. He said that there were times in the past after a race when wax would run out of his ears from the trauma of the loud exhaust. Luckily he found a cure to the problem. Someone turned him on to an audiologist who can custom-make ear plugs so you can still communicate with your pit crew. He said the noise problem is no longer

a factor.

On my lunch hour the following Monday, I called around and found an audiologist about two miles from my office. They said to come in now and they could have my ears fitted in about fifteen minutes.

First, he stuffed a small sponge cube with a string attached to it into each of my ear canals all the way to the ear drum. Then, with a plastic

syringe he filled my ears with a thick solution and left it there for five minutes until the liquid set. He then pulled the hardened plugs out and wah-lah, perfectly formed plugs unique to my ears. They sent them away and about ten days later they were finished. There was no pain involved and my problem is now solved.

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# From Our Members

## The Boxster User Interface by Hari Matsuda

A lot has been written about the Boxster's performance and exterior design. So, rather than tell you about how well it handles in the rain at 120 mph, how perfectly balanced are the steering and suspension, or the wonderment of the new water-cooled boxster motor, I would like to discuss the user interface of the car as this is my chosen profession for some 35 years.

Ever watch people looking at a new car? First they study the outside of the car from all angles and then they look inside or squint through the window to get a glimpse of the driving position. They want to see the dash, steering wheel, leather seats and instrument cluster. They want to sit inside it, they want to possess it, they want to wrap it around them --they want to wear it.

The interior of the new Boxster is magnificent. After peering through the window, you open the door. The first thing you notice is that the window dropped about 3 mm from behind an overlap so you can open the door. When you climb inside and close the door, the window closes

back up behind the flap to keep out the elements and minimize the wind noise so prevalent in convertibles. You notice how easy it is to pull the door closed because the handle is not too far forward and the door itself is a work of art. The sculptural door handle, a harmony of subtle textures of high gloss,

matte gray and smooth matte black, is superimposed on the leather textured door panel that blends into the hand rest as you rest your elbow on the map compartment cover. Just below the handle is an equally sculpted and carpeted panel accented by an oval stereo speaker bezel made up of more ellipses. Even the hospitality light, with its clear and red lenses, is designed as a series of matching ellipses to complete the design statement. The door panel doesn't blend into the dash as is the case in many American cars; those

bulging forms do not look very nice when the door is open. The Boxster door, however, looks completely finished when open. The dash itself doesn't wrap around you like a claustrophobic winter coat. Instead, there is a sense of spaciousness while the design elements create continuity with curves that pull the whole passenger



compartment together visually. The instrument cluster module, quite exciting when viewed from the drivers position, is equally as interesting when viewed from outside through the windshield. In true race tradition, there is the large tac with 4000 at 12 o'clock which indicates a good shift point as the car picks up speed 'rapidly'. In a typically Teutonic response to an unwanted rule Porsche put a digital read out for mph directly under the tac. (They knew they needed a speedo but it is really a bit strange and reads from 7 to 11 o'clock.) A better solution would have been a heads up display on the windshield

Another interesting detail are the nicely designed buttons which are ergonomically correct, back lit and all proprietary Porsche --no "off the shelf" buttons here.

Then, you smell the leather. You want to open the top but you don't want to lose the leather scent. But heck, the top is supposed to come down, so you insert the key. (You know this is a Porsche because the key is to the left of the steering wheel.) You turn the key and it sounds like a Porsche! There is that whine that takes you back to the 356 but once you hit 3200 rpm, you know it's a six.



Part A goes into tab B or was it after C?

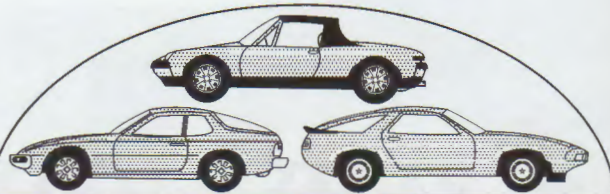
Photos by Steve Rashbaum and Hari Matsuda

Members

Watching as the body gapes open to swallow the top, you're struck by the odd thought that the top is slithering down into the engine compartment(?). Well, there is a bottom to the storage compartment which is the top to the engine compartment - one man's ceiling is another man's floor! And isn't it really strange to have a hidden engine in a performance car? Porsche must assume that you will be happy not to look at the engine. But, I want to look at it. As a kid I sat in the drivers' seat, (you probably did too) grabbed the wheel, and turned it back and forth, pretending to race down a straightaway. In the same

adolescent way, I want to open the hood to smell and look at the engine.

The only one modification that I have made so far is the installation of the Whistler custom radar detector that allows you to place the display just about anywhere you want. Positioned to the right of the emergency button it looks like a factory installation, thanks to my install buddy and Mark Graphagnia from Bill Jacobs Motorsports who gave us instructions on how to disassemble and reassemble the dash. (Anyone interested in this or any other Whistler product can give me a call at 847.475.4356 or 847.677.3777.)



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*Sunday, June 8th*

*Fischer Motors  
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Barrington, IL  
847.304.8822*

*10:45 Registration Opens*

*11:30 Drivers' Meeting*

*\$20.00 per car*

*SOP, Equipped, and Touring Classes*

*Dinner from menu after rallye  
at Flatlanders Restaurant and Brewery,  
200 Village Green,  
Lincolnshire, IL 847.821.9191*

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

*Driver : \_\_\_\_\_ Phone # \_\_\_\_\_  
Member\_\_ Applicant\_\_ Guest of \_\_\_\_\_*

*Navigator: \_\_\_\_\_ Phone # \_\_\_\_\_  
Member\_\_ Applicant\_\_ Guest of \_\_\_\_\_*

*Car Model \_\_\_\_\_ Color \_\_\_\_\_*

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

*Questions ??? Susan Shire 847.674.2285*

## 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. <b>WINDSHIELD</b> - No cracks. Functional wipers with good blades.                                                                                                                                                                                                                                                                                                               |
| _____ | _____ | 2. <b>MIRRORS</b> - At least one securely mounted rear view mirror.                                                                                                                                                                                                                                                                                                                 |
| _____ | _____ | 3. <b>BRAKE LIGHTS</b> - Functional.                                                                                                                                                                                                                                                                                                                                                |
| _____ | _____ | 4. <b>PEDALS</b> - Free return & in good operating condition. Firm brake pedal.                                                                                                                                                                                                                                                                                                     |
| _____ | _____ | 5. <b>SEAT BELTS</b> - 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 required for Classes A & B at Road America and highly recommended for all other events.                                                  |
| _____ | _____ | 6. <b>ROLL BAR</b> - All open cars except 914's, Targas, and cars in the Production class.                                                                                                                                                                                                                                                                                          |
| _____ | _____ | 7. <b>HELMET 1985 SNELL</b> or later required (sticker <b>must</b> be attached inside).                                                                                                                                                                                                                                                                                             |
| _____ | _____ | 8. <b>BRAKE FLUID</b> - 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. <b>BATTERY(IES)</b> - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.                                                                                                                                                                                                                                          |
| _____ | _____ | 10. <b>DRIVE BELTS</b> - Tight & in good condition.                                                                                                                                                                                                                                                                                                                                 |
| _____ | _____ | 11. <b>THROTTLE RETURN</b> - Freely operating & good springs. Check both throttle return springs on CIS cars.                                                                                                                                                                                                                                                                       |
| _____ | _____ | 12. <b>LEAKS</b> - No leaks of any fluid - oil, gas, brake, or coolant.                                                                                                                                                                                                                                                                                                             |
| _____ | _____ | 13. <b>RUST</b> - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.                                                                                                                                                                                                                                                              |
| _____ | _____ | 14. <b>FRONT SUSPENSION</b> - 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. <b>REAR SUSPENSION</b> - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber.                                                                                                                                                                                                                                                               |
| _____ | _____ | 16. <b>WHEEL BEARINGS</b> - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.                                                                                                                                                                                                                                                                         |
| _____ | _____ | 17. <b>ENGINE</b> - Check for odd sounds and satisfactory exhaust.                                                                                                                                                                                                                                                                                                                  |
| _____ | _____ | 18. <b>BRAKES</b> - 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. <b>WHEELS</b> - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hub-caps removed.                                                                                                                                                                                                                                                  |
| _____ | _____ | 20. <b>TIRES</b> - 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. <b>FIRE EXTINGUISHER</b> - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended.                                                                                                                                                                                                             |
| _____ | _____ | 22. <b>GAS CAP</b> - Gasket intact & cap tightened.                                                                                                                                                                                                                                                                                                                                 |
| _____ | _____ | 23. <b>LOOSE OBJECTS</b> - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc.                                                                                                                                                                                                                                                            |
| _____ | _____ | 24. <b>APPAREL</b> - 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: \_\_\_\_\_

## Café 36 - Socializing and Enjoying Fabulous French Bistro Cuisine

Sunday, March 23 was a beautiful cool spring day - one of the first after the long cold winter - and it seemed disappointing to be spending it indoors. However, after even a few minutes at Café 36, all the loveliness of the day was forgotten as we joined in the fun at Café 36. Old friends, not seen since the end of last year's driving season, as well as newcomers shared cocktails, hugs and greetings. And, while some of the ladies went next door to shop other members nibbled on hors d'oeuvres and dis-

cussed past and future events.

At 1:30, the 60 or so diners were invited to take their seats and the feasting began! The fantastic appetizers were served as newcomers were introduced and, along with the old friends, shared their "how we spent the winter" and "how we're getting ready for the driving season" stories. Luncheon was delicious and served European style with the salad after the entree. The finale for this wonderful repast was a yummy spring fruit dessert which was truly

enjoyed by all.

Between dinner courses, Dan Gallagher, club president, brought us up to date on club news, advertised his rallye, and thanked Reinhard and his son for their hospitality. I, along with all of the other members who enjoyed the wonderful meal and afternoon in the company of old and new PCA friends, join Dan in thanking Reinhard Barthel, his son, and the staff for their hospitality and the truly special afternoon.



Our host relaxes



Glenn and Sandy Sapa enjoy each other and the food.



Jim and Patty Jacisin and Bonnie Yanahan prepare to 'concoct' their table.



Gallagher's news stopped Ken Pesavento in mid bite.

Photos by Steve Rashbaum

**Kane County Cougars**

vs.

**Peoria Chiefs**

~

**Game Time: 6:00 p.m.**

~

**Saturday, June 21, 1997**

**\$15.00 per person**

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

Guests use Gate 1

50 reserved Bleacher Seats for our group

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34W002 Cherry Lane  
Geneva, IL 60134  
630.232.8811

Directions to the ball park in the next  
month's issue of the **Chicago Scene**

Member/Applicant/Guest Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Make checks payable to PCA Chicago Region

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

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

Questions? 708.784.0784

## PCA Chicago Region Welcomes Its New Members

April 1997

George Schaeffer  
Westchester, IL  
1987-944 Turbo

Roger Beck  
Barrington, IL  
1989-944 S2

Wayne Simon  
Barrington, IL  
1989-911 C4

Gary Cohn  
Northbrook, IL  
1997-Boxster

Shawn Young  
Bensenville, IL  
1997-Boxster

John Crane  
Evanston, IL  
1997-993-Targa

Chris Palabrica  
Harwood Heights, IL  
1969-911

Greg Haglund  
Joliet, IL  
1984-944

Don Smith  
Cary, IL  
1991-911 C2 Cab

Dennis Hall  
McHenry, IL  
1996-993 C2

Kemp Smith  
Spring Valley, IL  
1986-944 Turbo

Conrad Wragg  
Schaumburg, IL  
1997-993 C4S

Gene Hopp,  
Aurora, IL  
1984-944

We look forward to meet-  
ing you at the events and  
seeing your car.

Mark Lundstrom  
Rockford, IL  
1983-911SC Targa

Bill Murrin,  
Membership Chair

Visit the  
PCA - Chicago Region Home Page on  
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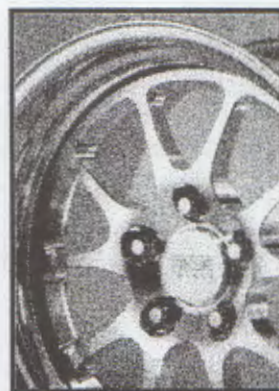
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# TRES CHIC RACING PRESENTS

## ROCKFORD SPEEDWAY AUTOCROSS

*June 29, 1997*

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

Jeff Girard (in his infinite wisdom) decided it was time to ask some of the ladies of the club to put on an autocross. Hence, "Tres Chic Racing" (think about it). We promise one of the most exciting events of the year: high banked oval turns, high-speed use of the straights, and a challenging autocross through the figure 8. Over the last few years, we have been able to provide drivers with 5-7 runs, and depending on the numbers of drivers, we hope to do the same this year. Concession stands and restrooms are available at the track. A local establishment will be chosen at the end of the day for all to congregate and swap stories.

We would like to encourage women who have not driven at previous events to come on out and participate. We plan on parade laps to familiarize you with the track (we

will also provide lots of support and encouragement). Ladies, here's your opportunity to put the Porsche on the track!!

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

Any questions? Please call:

Event Chairhotshoewomen:

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

**Directions:**

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

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

Phone #: \_\_\_\_\_ Member \_\_\_ Applicant \_\_\_ Guest \_\_\_ of \_\_\_\_\_

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

Phone #: \_\_\_\_\_ Member \_\_\_ Applicant \_\_\_ Guest \_\_\_ of \_\_\_\_\_

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

Autocross Class: \_\_\_\_\_ Permanent Car Number (previously assigned): \_\_\_\_\_

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

**Porsche Club of America  
Chicago Region  
Permanent Car Numbers**

The assigned numbers appearing on this list will be purged if not used at a 1997 Chicago Region autocross or drivers education event. Contact Ed Leed at 847-382-6911 if you would like to reserve a permanent car number for your car.

| No. | Class | Region | Driver          | Car Description |
|-----|-------|--------|-----------------|-----------------|
| 0   | P6    | CHO    | Bruce Janeczek  | '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  | '79 930         |
| 04  | P4    | CHO    | Dan Daly        | '86 944 T       |
| 05  | M1    | CHO    | Ed Russ         | '73 914         |
| 5   | P6    | CHO    | Greg Turek      | '91 C2          |
| 6   | M1L   | CHO    | Peggy Wagner    | '72 911         |
| 7   | P5    | CHO    | Nick Brenkus    | '78 911SC       |
| 07  | P4    | CHO    | Andy Heard      | '87 944 T       |
| 8   | P6    | CHO    | Jim Starai      | '87 911 Carrera |
| 08  | M1    | ???    | 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         |
| 012 |       |        | Ray VanZelst    | '?              |
| 12  | I2L   | CHO    | Debby Leed      | '69 911S        |
| 13  | M1L   | CHO    | Wilma White     | '73 911RS       |
| 14  | P4L   | CHO    | Linda Gutmann'  | '79 930         |
| 15  | P6L   | CHO    | Marla Turek     | '91 C2          |
| 16  | P4    | CHO    | Nick Brenkus    | '89 944 S2      |
| 17  | P5L   | CHO    | Sue Brenkus     | '78 911SC       |
| 18  | P6L   | CHO    | Kimberly Starai | '87 911 Carrera |
| 19  | P4L   | CHO    | Sue Brenkus     | '89 944 S2      |
| 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     | '? 944 T        |

| No. | Class | Region | Driver             | Car Description   |
|-----|-------|--------|--------------------|-------------------|
| 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  | P6    | CHO    | John Prunskis      | '87 911           |
| 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 T S       |
| 45  | M1    | CHO    | Mike Gray          | '71 911           |
| 46  | P2    | CHO    | Don Civgin         | '87 944           |
| 47  | P3    | CHO    | Todd Conforti      | '93 911RS         |
| 48  | P6    | CHO    | Bob Soske          | '85 911           |
| 49  | P2    | CHO    | Neiland Pennington | '84 944           |
| 50  | P6    | CHO    | Mike Williams      | '86 911           |
| 51  | P6    | CHO    | Bob Cook           | '89 911 T         |
| 52  | P5    | CHO    | Duane Brann        | '79 911SC         |
| 53  | P2    | CHO    | Casey Wisniewski   | '86 944           |
| 54  | P4    | CHO    | Bruce Rohner       | '89 944 T S       |
| 55  | P6    | CHO    | Charlie Pyne       | '84 911           |
| 56  | P2    | CHO    | Marshall Melcach   | '85 944           |
| 57  | P4    | CHO    | Mark Squitieri     | '87 944S          |
| 58  | M1    | CHO    | Glen Sapa          | '71 911           |
| 59  | I2L   | CHO    | Jeannette Russo    | '72 911S          |
| 60  | M1    | CHO    | John Bonnett       | '72 911RS         |
| 61  | P1    | CHO    | Sam Patterson      | '64 356SC         |
| 62  | P1    | CHO    | Ron Goldstein      | '62 356B          |
| 63  | P2    | CHO    | Karl Oestreich     | '83 944           |
| 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  | P3    | CHO    | John O'Keefe       | '70 911T          |
| 71  | P4    | CHO    | Jim Petrikas       | '86 944 T         |
| 72  | M1    | CHO    | Ed Duffy           | '73 911S          |
| 73  | M1    | CHO    | Glen 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           |
| 82  | M1    | CHO    | Ched Vugrincic     | '79 930           |
| 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 T         |

| No. Class | Region | Driver             | Car Description   |
|-----------|--------|--------------------|-------------------|
| 88 I2     | CHO    | Ed Kessler         | '85 911           |
| 89 P4     | CHO    | Mike Lambert       | '89 944 T         |
| 90 P3     | CHO    | Patrick Pilcher    | '73 911           |
| 91 P4     | CHO    | Bill Murrin        | '93 968           |
| 92 M1     | CHO    | Ricardo Gonzales   | '69 911           |
| 93 P5     | CHO    | Jim Harrington     | '81 911           |
| 94 P1     | CHO    | William Vlazny     | '73 914 2.0       |
| 95 P3     | CHO    | Ken Council        | '84 928S          |
| 96 I2     | CHO    | Mike Zitzmann      | '86 911 Cabriolet |
| 97 P6     | CHO    | Joe Meis           | '90 C4            |
| 98 M1     | CHO    | Tony Koufos        | '70 911           |
| 99 M1     | CHO    | Jerry Petrosky     | '69 911           |
| 100 P2    | CHO    | Dan Tynor          | '74 914           |
| 102 M1    | CHO    | Tom Murphy         | '74 914 2.0       |
| 103 P3    | CHO    | Randy Hauptmann    | '87 928S          |
| 104 P6    | CHO    | Michael Garnet     | '86 911           |
| 105 P3    | CHO    | Mark Roter         | '71 911S          |
| 106 P3    | CHO    | Phil Marquez       | '69 911           |
| 107 P6    | CHO    | Bill Roeser        | '85 911           |
| 109 P5    | CHO    | Tom Kalina         | '83 911SC         |
| 110 P5    | CHO    | Rich Gore          | '87 911           |
| 111 M1    | CHO    | Nicht Heissenschuh | '95 968           |
| 113 P2    | CHO    | Don Mills          | '84 944           |
| 112 P6    | CHO    | Mike Coglianese    | '93 911           |
| 114 M1    | CHO    | Tom Murphy         | '81 930           |
| 115 P5    | CHO    | Jack Stephensen    | '87 911           |
| 116 I2    | CHO    | Phil Koepke        | '73 911           |
| 117 M1    | CHO    | Nick Leicht        | '71 911           |
| 118 X     | CHO    | Andy Discher       | '81 Fiat X-19     |
| 119 P3    | CHO    | Michael Ryan       | '71 911S          |
| 120 P1    | CHO    | Andreas Fischer    | 74 914            |
| 121 P6L   | CHO    | Nancy Micek        | '85 911           |
| 122 M1    | CHO    | Terri Gardner      | '74 914-6         |
| 123 P4    | CHO    | Howard Schaffner   | '91 944S2         |
| 124 M1    | CHO    | Tom Phelan         | '88 944 T         |
| 125 P4    | CHO    | John Gavin         | '77 930           |
| 126 M1    | CHO    | Marshall Campbell  | '74 911           |
| 127 P2L   | CHO    | Leah Herman        | '86 944           |
| 128 P4    | CHO    | Todd Drake         | '88 911           |
| 129 P2    | GST    | Chris Rhoads       | '84 944           |
| 130 P6    | CHO    | Jim Beltrame       | '87 911           |
| 131 P6    | CHO    | Jerry Cohen        | '90 911 C4        |
| 132 P4    | CHO    | Peter Morgan       | '86 944 T         |
| 133       | CHO    | Scott Lynn         | ' ? 911           |
| 134 P2    | CHO    | John Mueller       | '93 968           |
| 135 P5    | CHO    | Mario Jedwabnik    | '83 911SC         |
| 136 P4    | CHO    | Reinhard Barthel   | '79 930           |
| 137 P4L   | CHO    | Jeanenne LaMarsh   | '95 968           |
| 138 P3    | CHO    | Bill Monte         | '73 911T          |
| 139 M1    | CHO    | Phil Wesa          | '79 930           |
| 140 P6L   | CHO    | Terri Prunskis     | '87 911           |
| 141 P4    | CHO    | Mike Faems         | '87 944 T         |
| 142 P5    | CHO    | Martin Masters     | '79 911SC         |
| 143 P6    | CHO    | Paul Jarabek       | '84 911           |
| 144 P4    | CHO    | Jack Schriver      | '89 944 T         |

| No. Class | Region | Driver               | Car Description |
|-----------|--------|----------------------|-----------------|
| 145 M1    | MIL    | Mike Ketten          | '85 911         |
| 146       |        | Lou Morabito         | ? ?             |
| 147 P4    | CHO    | Art Andersen         | '89 928 S4      |
| 148 P1    | CHO    | Marc Gerke           | '66 912         |
| 149 M1    | CHO    | Art Andersen         | '82 911SC       |
| 150       | CHO    | John Danreiter       | ? ?             |
| 151 P6    | CHO    | Pete Hackenson       | '87 911         |
| 152 P5    | CHO    | Bob Ostroga          | '87 911         |
| 153 P2L   | CHO    | Suzanne Wisniewski   | '86 944         |
| 154 P4L   | CHO    | MaryEllen Rohner     | '89 944 TS      |
| 155 P1    | CHO    | George LaCross       | '67 912         |
| 156 P6    | CHO    | Bob Scherer          | '89 911         |
| 157 P6    | CHO    | Bob Mitchell         | '88 911         |
| 158 P1    | CHO    | Bernard Lakemaker    | '58 356A        |
| 159 P3    | MIL    | Mike Ketten          | '73 911S        |
| 160 P2    | CHO    | Rick Gurolnick       | '84 944         |
| 161 P5    | CHO    | John Csiha           | '79 911SC       |
| 162 P1    | CHO    | Adam Goldstein       | '62 356B        |
| 163 P5    | CHO    | James Mansfield      | '88 911         |
| 164 P4    | CHO    | Ken Lindgren         | '96 993 T       |
| 165       | CHO    | Scott Varwig         | ??              |
| 166 P3#   | CHO    | Steven Carhart       | '70 914-6       |
| 167 P2    | CHO    | Mike Petrucci        | '83 944         |
| 169 I2    | CHO    | Kurt Hipke           | '70 911S        |
| 171 P4L   | CHO    | Debbie Olszanski     | '86 944 T       |
| 172 P2    | LTR    | Gene Pish            | '97 944         |
| 173 P6    | CHO    | Peter Kaplan         | '89 911         |
| 174 P4    | CHO    | Randy Jester         | '88 944 T S     |
| 175 P6L   | CHO    | AnneMarie Novak      | '85 911         |
| 177 P6    | CHO    | Ed Stout             | '89 911         |
| 178 M1    | CHO    | Bruce Dandrew        | '73 911         |
| 180 P2    | CHO    | David Varwig         | '87 944S        |
| 181 P4    | CHO    | Andy Discher         | '86 944 T       |
| 183 P2L   | CHO    | Sherry Carlson       | '84 944         |
| 186 P4    | CHO    | Lee Duquette         | '87 944S        |
| 187 P4L   | CHO    | Julie Applequist     | '87 944 T       |
| 188 X     | CHO    | Andy Zann            | '87 VW GTI      |
| 189 P4    | CHO    | Gary Cates           | '91 944 S2      |
| 190 P3    | CHO    | Andrew Pilcher       | '73 911         |
| 191 P5    | CHO    | Joe Csiha            | '79 911SC       |
| 193 P6    | MIL    | Bill Tunan           | '95 993         |
| 199       | CHO    | Robert Trahan        | '? 911 C2       |
| 201       | CHO    | Paul Wible           | '90 C4          |
| 200 P6    | CHO    | Joe Hish             | '90 C4          |
| 207 P6    | CHO    | Keith Olcha          | '89 911         |
| 211 M1    | CHO    | Jol Dantzig          | '76 914 2.0     |
| 214       | CHO    | Mark LiPuma          | '? 911          |
| 217 M1    | CHO    | Steve Paoletti       | '73 911 RS      |
| 222 M1    | CHO    | Peter Kaludis        | '86 930         |
| 231 P6    | CHO    | Theodore Boundras    | '88 911         |
| 232 P6    | CHO    | David Dreyfus        | '88 911         |
| 234 P5    | CHO    | Mike Gaynor          | '76 911S        |
| 236 P3    | CHO    | Michael Leonetti     | '84 928S        |
| 238 P3    | CHO    | Ronnacmai Kongboonma | '89 911 C4      |
| 241 P6    | CHO    | Abel Schall          | '87 911         |

| No.                                            | Class | Region | Driver             | Car Description | No. | Class | Region | Driver             | Car Description |
|------------------------------------------------|-------|--------|--------------------|-----------------|-----|-------|--------|--------------------|-----------------|
| 243                                            | P6    | CHO    | Bob Mondo          | '87 911         | 712 | P2L   | CHO    | Jill Girard        | '85 944         |
| 245                                            | P6    | CHO    | Jerry Kowalczyk    | '86 911         | 713 | P2    | CHO    | Jeff Girard        | '85 944         |
| 246                                            | P3    | CHO    | Brian Allendorfer  | '84 928S        | 714 | P5    | CHO    | Richard Hocking    | '87 911         |
| 247                                            | P6    | CHO    | Cliff Zmick        | '86 911         | 718 | P4    | CHO    | Jay Boddicker      | '90 911 C2      |
| 250                                            | P6    | CHO    | David Jenkins      | '89 911         | 726 | P6    | CHO    | Bob Ostholthoff    | '93 911 RS      |
| 251                                            | P4    | CHO    | Richard Grotemeyer | '89 944         | 731 | P4    | CHO    | Leigh Burdick      | '92 968         |
| 266                                            | P4    | CHO    | Andrew Mandell     | '89 944 T       | 746 | P3    | CHO    | Dave Golterman     | '76 911         |
| 267                                            | P4    | CHO    | Chris Pederson     | '86 944 T       | 757 | P4    | CHO    | Rich Noose         | '89 944         |
| 281                                            | P4L   | CHO    | Cindy Drake        | '87 944 T       | 771 | XL    | GST    | June Mushluski     | '87 VW GTI      |
| 300                                            | P6    | CHO    | Bohdan Kroczek     | '91 911         | 777 |       |        | Ez Goldman         | '91 911 C4      |
| 301                                            | P6    | CHO    | Bill Schutz        | '95 993         | 791 | P4L   | CHO    | Carol Wiese        | '86 944 T       |
| 303                                            | P6    | CHO    | Jeff Kushner       | '96 993         | 800 |       | CHO    | Gary S. Collins    | ?               |
| 304                                            | P4    | CHO    | Leo Shapiro        | '92 911 T       | 801 | P6    | CHO    | John Takehara      | '87 911         |
| 311                                            | P2    | CHO    | Jeff Kane          | '83 944         | 810 | P6    | CHO    | Renee Takehara     | '87 911         |
| 314                                            | P6    | CHO    | Peter Fischer      | '86 911         | 811 | M1    | CHO    | Kent Goebel        | '79 911 T       |
| 316                                            | P5    | CHO    | Jerry Quebe        | '74 911 Carrera | 817 | M1    | CHO    | Stuart Acker       | '? 930          |
| 328                                            | P4    | CHO    | Steve Rashbaum     | '86 944T        | 839 | P4    | CHO    | Don Larson         | '87 930         |
| 329                                            | P4L   | CHO    | Susan Shire        | '86 944T        | 841 | P6    | CHO    | Rich Strahota      | '88 911         |
| 331                                            | P5    | CHO    | Dan Bettcher       | '87 911         | 842 | P3    | CHO    | Mike Pierce        | '? 928          |
| 332                                            | P4    | GST    | Neal Jordan        | '87 944         | 850 | P4    | CHO    | Bob Allen          | '84 911         |
| 333                                            | P3    | CHO    | Haig Haleblian     | '? 911          | 863 | P5    | CHO    | James Sykora       | '90 911 C2      |
| 337                                            | P5    | CHO    | Tom Karkos         | '88 911         | 868 | P5    | GST    | Bill Zerbinopoulos | '82 911         |
| 340                                            | M1    | CHO    | Tom Murphy         | '90 Ferrari F40 | 872 | P4    | CHO    | Robert Rocque      | '88 944T        |
| 355                                            | P6    | CHO    | Laurent Cunin      | '95 993         | 881 | X     | CHO    | Arnold Zann        | '87 VW GTI      |
| 357                                            | P2    | LT     | Ted Vaughn         | '89 944         | 888 | P4    | CHO    | Steve Wagner       | '84 930         |
| 358                                            | P6    | CHO    | Fred Jolly         | '90 C2          | 890 | P6    | CHO    | Glen Spiegler      | '94 911C4       |
| 360                                            | P6    | CHO    | Ed Barnicle        | '95 993         | 891 | P6    | CHO    | Jose Paredes       | '90 911         |
| 389                                            | P3    | CHO    | Bruce Hayner       | '77 911S        | 893 | P6    | CHO    | Bob Turner         | '88 911 T       |
| 400 - 420 Reserved For Temporary Autocross Use |       |        |                    |                 | 900 | P4    | CHO    | John Dabek         | '? 944 T        |
| 424                                            | P5    | CHO    | Mike Donaldson     | '88 911         | 901 | M1    | CHO    | David O'Bryan      | '77 911S        |
| 421                                            | I2    | CHO    | Jim Levine         | '89 911 C4      | 908 | P3    | CHO    | Rick Fischer       | '72 911S        |
| 427                                            |       | ? ?    | Bruce Malter       | '? 911          | 910 | M1    | CHO    | Heather O'Bryan    | '77 911S        |
| 444                                            | P2    | CHO    | Len Larson         | '76 914         | 911 | M1    | CHO    | Jim Becker         | '72 911S        |
| 450                                            | P6    | CHO    | Andrew Stobnicki   | '91 911 C4      | 914 | I1    | CHO    | Matt Scott         | '76 914 2.0     |
| 457                                            | P4    | CHO    | Ed Holzer          | '86 930         | 918 | P5    | CHO    | Peter Faehnrich    | '78 911         |
| 458                                            | P4L   | CHO    | Jo Holzer          | '82 928         | 917 | I2    | CHO    | Joe Purpura        | '73 911         |
| 510                                            | P4    | CHO    | Tom Boysen         | '86 944 T       | 930 | P4    | CHO    | Randy Shearer      | '87 930         |
| 513                                            | P4    | CHO    | Roy Olson          | '87 911 T       | 944 | M1    | CHO    | Jim Becker         | '87 944         |
| 514                                            | P4    | CHO    | Roy Olson          | '87 911 T       | 951 | P4    | CHO    | Tim Wiese          | '86 944 T       |
| 550                                            | P5    | CHO    | Jerry Bauman       | '82 911         | 955 | P4    | CHO    | Jim Murray         | '92 968         |
| 551                                            | P3    | MIL    | Tony Stevens       | '71 911         | 964 | P4    | CHO    | Bob Palazola       | '93 968         |
| 555                                            | P4    | CHO    | Phil Brown         | '76 930         | 968 | P4    | CHO    | Harry Minnick      | '92 968         |
| 567                                            |       | CHO    | Lloyd Roin         | '?? 944         | 978 | P5    | CHO    | Nick Weber         | '79 911         |
| 570                                            | P4    | CHO    | Roger Miller       | '89 944 T       | 986 | P7    | CHO    | Ed Leed            | '97 Boxster     |
| 600                                            |       | CHO    | Reinhard Barthel   | '79 930         | 993 | P6    | CHO    | Dan Bacin          | '95 993         |
| 711                                            | X     | CHO    | Mike Gallagher     | '87 VW GTI      |     |       |        |                    |                 |

If the information on this list is incorrect please contact Ed Leed at 847.382.6911. All questions regarding permanent assigned numbers should be addressed to Ed Leed. Please do not attempt to secure a permanent number from the event chairs or board members.

# Golf Outing and Dinner



Saturday,  
July 5, 1997

4:00 pm

## Flagg Creek Golf Course

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

### DIRECTIONS:

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

### From the South:

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

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

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

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

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

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

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

Name: \_\_\_\_\_ Phone # \_\_\_\_\_ N S O H \_\_\_\_\_  
Member \_\_\_ Applicant \_\_\_ Guest \_\_\_ of \_\_\_\_\_

Name: \_\_\_\_\_ Phone # \_\_\_\_\_ N S O H \_\_\_\_\_  
Member \_\_\_ Applicant \_\_\_ Guest \_\_\_ of \_\_\_\_\_

\_\_\_\_\_ # of Registrants @ \$20.00 each \$ \_\_\_\_\_ Amount enclosed

Please make checks payable to: PCA Chicago Region

Questions? Ed Barnicle 708.579.0313

# The Buffalo Prairie Gang Camp

by Tom Burke

The PCA Chicago Region charity for 1997 is The Buffalo Prairie Gang Camp. I'm sure that most of you are not familiar with the organization and are wondering how and why we came to select it as this year's project. In January I asked for the opportunity at to speak at the General Membership Meeting and again in this issue of the **Chicago Scene** to talk about The Buffalo Prairie Gang and my involvement with it.

In February of 1993 I was diagnosed with cancer, underwent a 6 1/2 hour operation, and 42 days of radiation treatment. At the conclusion of those procedures, I was advised that I had a 50/50 chance to survive 5 years. Needless to say, my interests, priorities and outlook on life changed.

In looking for a way to "give back", I discovered The Hole in the Wall Gang camp. Established in 1987 in Ashford, Connecticut by Paul Newman to provide children stricken with cancer, leukemia, sickle cell anemia, AIDS and other life-threatening diseases with an opportunity to meet other children with similar problems and to spend 7 to 10 days in a outdoor setting where, in his words, they could "kick back and raise a little hell". As a supporter of that camp, I was, in the summer of 1995, invited to attend a picnic which Paul Newman holds every September at the campsite. Obviously delighted and looking forward to this experience I was, unfortunately, hospitalized 5 days before the event with what was initially misdiagnosed as a malignant, inoperable brain tumor. Since it was obvious that I wasn't leaving my hospital bed and flying to Ashford, I gave my airline tickets and reservations to my secretary and her husband, Jon Del-laria, who went in my place to express my regrets to Paul and his friends. When they returned, Jon and Gloria

were excited by the experience of meeting Alec Baldwin and sitting next to Glenn Close, and with what they had seen at the Paul Newman Camp and the efforts to bring some joy into the life of these children.

Jon had been associated with the MENTA Group here in Illinois which operated a camp in Three Lakes, Wisconsin for at-risk children. Efforts were made to determine whether that campsite might be usable to open a local branch of The Hole in the Wall Gang Camp. With the assistance of Paul Newman's Board of Directors, it was determined that the Wisconsin site was inappropriate as it was too far from a major medical facility. Undeterred, Jon continued to look for an alternative site. His search led him to a meeting with Bill Rutherford, an 83-year-old Peoria lawyer. Mr. Rutherford, who owns the Illinois Wildlife Prairie Park in Peoria, listened to the proposal and donated 200 acres of property to our fledgling organization. The following day, after the Chicago Tribune ran an article about Mr. Rutherford's gift, Jon received a phone call from the Chicago architectural firm that had done the drawings and layouts for Paul Newman's Connecticut camp. Unlike Paul's Camp which has a Butch Cassidy theme, the Buffalo Prairie Park incorporates the Illinois architectural styles of the 1800's. These designs have been completed and will be available at various Chicago Region events throughout the coming year for your review. Through Jon's efforts and the efforts of the Buffalo Prairie Gang Camp staff in Oak Brook, the medical and nursing staff have been recruited to handle all medical needs for the children at camp, volunteer applications have been received and reviewed, soil tests have been completed, engineering assistance from the Army Corp of Engineers has

been offered, Peoria based Caterpillar Tractor Company has donated the use of their heavy equipment for the establishment of the roads and other major construction efforts, and serious local and national fundraising efforts have begun. In January, Paul Newman sent a check for \$250,000.00 to The Buffalo Prairie Gang Camp Fund and offered to match any funds we can raise during the calendar year. Bill Rutherford, not content to wait until the structures are completed, has offered the use of his resort facilities at the Wildlife Prairie Park for the last 2 weeks in June of this year. In each of those 2 weeks we will provide a camping experience for 30 children.

1997 affords us several opportunities to raise funds. A golf outing on August 18 will be held at Royal Fox Golf Club in St. Charles and plans are being finalized for The Buffalo Prairie Gang Camp gala on November 1 1997 at the Chicago Westin River North Hotel, the former Nikko. While obviously subject to prior filming commitments, it is our hope that Paul Newman and a number of other celebrities will be available to attend the gala. If you would like further information on the camp, the golf outing, the gala or our fundraising activities, please call the camp office in Oak Brook at 630.990.7767.

PCA Chicago Region will raffle off 2 Porsche Boxsters with the proceeds going to the Buffalo Prairie Gang Camp. The drawing for the 2 winners will be held at the dinner dance on December 6th at the Chicago Athletic Association in downtown Chicago. Bill Jacobs Motorsport has indicated that the winners of the Boxsters, a 5-speed and a Tiptronic, will be able to select their color of choice as well as, at their own expense, any optional equipment which they may wish to add. Delivery is expected in February of 1998. Bob Soske of CopyCo Printing (printer of the **Chicago Scene**) has once again generously offered to print

Buffalo  
Prairie

the tickets. The 4,000 tickets, at \$50.00 each, will go on sale in mid May and will be available at many of the club events.

I've had a chance to drive the Boxster and I can tell you it's a real blast. So, get your ticket requests in early as I'm sure we're going to sell out once again. Ken Pesavento had to return many checks last year and I'm sure the same will happen with the Boxsters. Order your tickets early and often to avoid disappointment and to assist in another worthy cause from Chicago Region.

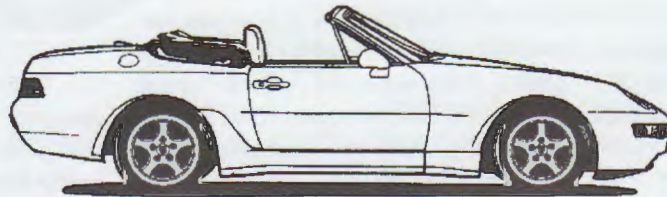
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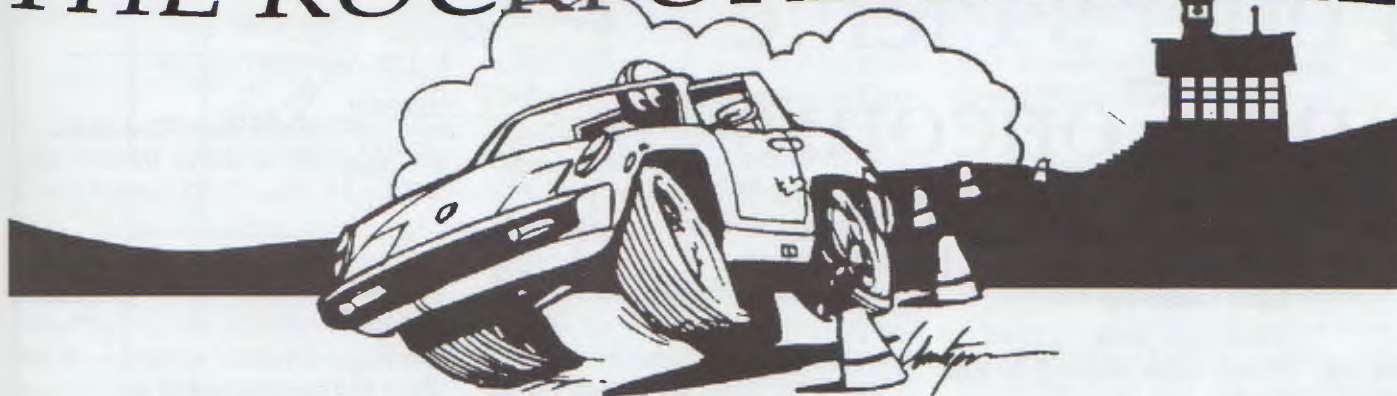
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and ask for the "SUPERCHARGERS" rate

847-816-7800 or 800-345-7784 (outside 847)

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Resort & Meeting Center

On beautiful Elkhart Lake, Wisconsin 53020

# THE ROCKFORD RUMBLE



**Sunday, July 13, 1997**  
**Rockford Speedway**  
**Rockford, IL**

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

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

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

elbows with these 'famous' drivers.

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

**Directions to Rockford Speedway:**

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

---

**Autocross Classes and Bumping Schedule**

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

Class P6: 3.2 & 3.6 911  
 Class P7: Boxster  
 Class I2: Improved 6 & 8 Cylinders  
 Class M1: Modified 4, 6 & 8 Cylinders  
 P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

---

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

First Driver:  
 Name \_\_\_\_\_  
 Phone \_\_\_\_\_  
 Member\_\_Applicant\_\_Guest\_\_

Second Driver:  
 Name \_\_\_\_\_  
 Member\_\_Applicant\_\_Guest\_\_

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

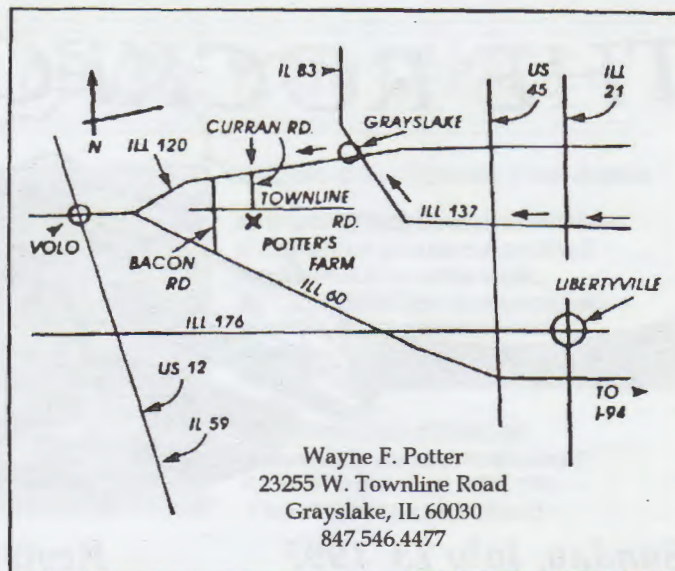
Please make checks payable to PCA-Chicago Region Amount enclosed \$ \_\_\_\_\_

Autocross Class (see above) \_\_\_\_\_ Permanent Car Number (previously assigned) \_\_\_\_\_

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

# Potter's Picnic and Concours

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



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

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

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

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

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

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

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

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

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

**Event Chairs:** Picnic **Rip and Linda Patterson**  
 847.740.3562  
 Concours: **Myron Walters**  
 630.690.3134

## Potter's Picnic and Concours Registration

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

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

Checks payable to PCA Chicago Region

Concours Class \_\_\_\_\_

# Rolex 24 Hours At Daytona - 1997

by John Ruther

After last years 5th in Class and 11th overall finish at Daytona, followed by our DNF (after 7 hours) at the 12 Hours of Sebring, my thoughts immediately began focusing on Daytona for 1997. The only problem was, I was right in the middle of negotiating the purchase of Northstar Motorsports from Brian Allman, but somehow the thought of driving a Northstar sponsored car again at the 24 Hours at Daytona with all the possible PR potential wouldn't leave my head.

So then the decision was - who do I drive for this time. Doug Trott had already called wanting me to sign on again for the Northstar/Y-ME charity Porsche 3.8 RSR that we drove last year. But I also had made inquiries of David Stone at Kelly Moss to see if

either of the two new KMR 3.8 RSRs owned by Michael Seedman or Gary Stanko might be entered in this years Florida enduros and to Rick Raimast of ARE in San Diego. Stone indicated that neither owner was prepared to enter Daytona or Sebring. And Raimast had already made offers to drivers for his new Supercup 3.8 RSR but he was very interested in trying to get me to sign on to drive his '93 Carrera RSR 3.8. This was the car that finished 2nd in class last year at Daytona, only this year it had all new drivers.

Finally, I decided to stay with the car I had driven last year owned by Doug Trott, rather than sign on with a group of guys I didn't know in Raimast's second car, even though I knew the car was superbly prepared and was very reliable. At the outset, Trott committed there would only be

four drivers in the 54 car: Doug, Me. Grady Willingham, and Richard Spennard, the French-Canadian pro driver who taught Jacques Villeneuve how to drive Indy Cars. So this appeared to offer a good opportunity for an increased amount of track time in a very competitive car. This year the car was to run on Pirelli rubber and Dave White Racing of Tampa would handle all of the crew and car preparation responsibilities.

After the three day test in early January I was even more confident. The car was clearly 3 seconds faster than last year and we had an excellent driver lineup. However, between then and the race a few things happened. Grady was having trouble coming up with the funding necessary for a full ride in the 54 car, so Doug offered that seat to Spencer Lane, who is a club racer from Day-



John Ruther in the Northstar/Y-me charity Porsche RSR 3.8 at the 1997 Rolex 24 Hours of Daytona at sunrise on Sunday morning.

Rolex  
24 Hours

tona and who owns a factory Porsche GT-2 race car. In addition, Doug had decided to put the necessary modifications into his RS America to make it competitive and he signed on 3 club racers who had never driven at Daytona plus Grady to drive the 5 car. When we got back to Daytona for practice prior to the race, the new drivers were all having trouble getting up to speed in the RS. The 54 car was easily in the 2:02-2:03s with a 1:59 qualifying time. But the red 5 car was only able to turn a 2:05 in qualifying, and as it turned out, that was fast enough for the 110% rule but not fast enough to be included as one of the 80 starters. The start of the race went great with Richard picking up places each lap. He had a terrific battle with Enzo Calderari in the car that won our class the last three years. When Richard came in and handed the car over to me we were 5th in class. My first stint went great with the exception that the tires started going away after an hour and I couldn't reach the drink tube so I started to get dehydrated. When I came in we were 6th in class and I handed the car over to Spencer. After some cold towels on the neck and plenty of Gatorade I finally started to feel a little better. Jeannie and I decided to take a walk to get something to eat, when I heard the PA announcer say that the 54 car had stopped on the course and they were flat-towing it back to the pits. When I got back to the pits I found out what had hap-



Arnie Zann wonders what Nick Brenkus (with the cigar) and Tom Dean are "up" to.

pened. The radio push-to-talk switch had come off the steering wheel and when Spencer hit the brakes it fell to the floor and it slid forward and jammed into the brake pedal mechanism and locked the brake on. Spencer got out of the car and was waiting for the corner workers to tow the car back to the pits when Steve, our crew chief, arrived in a golf cart. Steve asked what the problem was and when he looked in the



The 24 Hours at Daytona and Club Racing seem to bring out 'the best' in Jeanne Ruther.

car he saw this wire coming out of the floor board, so when he pushed the brake pedal down a little he could pull the jammed switch back out and the brakes released. Spencer then got back in the car and finished his stint, but by that time we had lost 15 laps.

After Spencer got out, Doug wanted me to do another stint, which went fine except that by now we were so far down that we had no hope of repeating our great finish of a year ago. Feeling that this years effort was essentially a write-off Doug

began substituting the other drivers from the unqualified 5 car into the 54 car, primarily to reduce the return he would have to give them.

Even though I got four full stints, we never did put Richard back in the car and with the driver substitutions I'm sure we gave away at least several finishing positions. When all was said and done we finished 12th in class and 24th overall. We never had any trouble with the car, except for the dumb radio switch problem. Dave

White's crew did a great job of both preparing the car and crewing it during the race. It was wonderful to have all of the Chicago Region PCA members come to Daytona to cheer us on. Thanks to all of you for making the trip and giving us your support. I am sure, however, that next year we will not be able to have our party after the race at the Mexican restaurant, they will no doubt remember us.

Photos by John Bonnett and Jeanne Ruther and courtesy of Ruther Racing

## Coordinators' Clipboard

### Gingerman '97 - The Weekend ~ August 8 - 10, 1997

We'll be returning to that summer getaway town of South Haven, MI, and it's now "semi" famous Gingerman Raceway the weekend of August 8 - 10. WE CAN'T WAIT!

You should not miss this event! South Haven is a wonderful community with much to see and do, plenty of shopping, the beach and our event coincides with the area's famous Blueberry Festival.

This Drivers' Education track event will be similar to our other track events. Drivers will be divided into groups based upon ability, type of car, and willingness to play with others. Novices are welcome and will be assigned an instructor for the weekend.

Registration at the track will open mid-afternoon on Friday August 8th. There are tentative plans for an open practice on Friday the 8th, at a separate fee. This open practice will be run by the track management and will **not** be part of the PCA Chicago Region Drivers' Education program. Further information on this open practice as well as complete registration and technical information will be available in the June issue of the **Chicago Scene**.

However, considering the number of planned activities in South Haven the weekend that we will be there, it is of the utmost importance that you se-

cure lodging NOW. As of April 7th rooms were known to be available at:

Lake Bluff Motel  
South Haven, MI  
616.637.8531

Quality Inn  
St. Joseph, MI  
616.925.3234

Gary and Myra Knoblauch, who are familiar with the South Haven area, have also looked for places to stay. Listed below are the inns and B & Bs that they found. Gary and Myra have also volunteered to assist anyone who is having difficulty securing lodging. They can be reached at 630.325.1086.

We have also received information from Sunny Brook Farm, located in South Haven, that they have rooms available. I have not seen this facility, but their rates seem reasonable and they can be reached at 616.637.4796. There are other towns within a reasonable driving distance with quality accommodations as well.

Any other leads on places to stay are most welcome. We are a small committee, so call us with a good joke, even a question, but please don't keep us up too late!

*Jeff and Jill Girard*  
630.985.6739

Places to stay near Gingerman Raceway in South Haven, MI (from Gary & Myra Knoblauch)

Econo Lodge  
09817 M-140 Highway  
800.955.1831 or 616.637.5141

Old Harbor Inn  
515 Williams St.  
800.433.9210 or 616.637.8480

Victoria Resort B&B  
241 Oak St.  
616.637.6414

Arundel House B&B  
56 North Shore Dr.  
616.637.4790

Carriage House B&B  
233 Dyckman Ave.  
616.639.1776

North Beach Inn B&B  
51 North Shore Dr.  
616.637.6738

Ross House B&B  
229 Michigan Ave.  
616.637.2256

Yelton Manor B&B  
140 North Shore Dr.  
616.637.5220

# Gingerman Raceway '97 ~ August 9th & 10th

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

The event will be run in a similar fashion to other Chicago Region Drivers' Education events with ½ hour run groups of open track lapping. Instructors will be assigned to novices for the weekend and available to anyone else wishing to learn the hot line around this now "semi" famous track.

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

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

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

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

## GINGERMAN '97

Saturday & Sunday, August 9 & 10, 1997

Event Chairman: Jeff Girard

First Driver

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

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Day Phone: \_\_\_\_\_

Eve Phone: \_\_\_\_\_

Member: Yes \_\_\_ No \_\_\_ Region \_\_\_\_\_

Second Driver (must be family member)

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

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Day Phone: \_\_\_\_\_

Eve Phone: \_\_\_\_\_

Member: Yes \_\_\_ No \_\_\_ Region \_\_\_\_\_

<<Fastest Run Group Req.                      Slowest>>

<<Fastest Run Group Req.                      Slowest>>

Porsche Year,      Model,      Type,      Engine Size

\*\*\*\*\* PCR CLASS \*\*\*\*\*

Production {}    Improved {}    Modified {}

Chicago Region Perm. Car Number: \_\_\_\_\_

If none, requested Car Number. \_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

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

Questions???? 630.985.6739

# Board Meeting Minutes

**Porsche Club of America  
Chicago Region  
Board Meeting Minutes  
March 7, 1997**

Voting members present: Bittman, D. Gallagher, Inglot, Janecek, Murrin.  
Voting members absent: S. Brenkus, Clark, O'Bryan, Ruther, Zann.  
Vote by Proxy: Clark to Bittman.  
Coordinators present: Bittman, P. Gallagher, Inglot, Jacisin, Murrin, Rashbaum, Shire.

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

**Vice President - Bruce Janecek.**

Janecek encouraged that all board members file proxy forms with the secretary in case of their absence.

Janecek emphasized that it is the responsibility of the event chairman to request insurance be obtained for each event where cars will be driven.

Janecek stated that for Road America driving events we will need \$10 million in liability insurance which will cost approximately \$1,300.00 above and beyond our normal coverage of \$5 million. Gallagher stated that he will be considering increasing coverage for Blackhawk events (if the cost is reasonable).

**Secretary - Chuck Bittman.**

Bittman stated that there was an error in the minutes from the February board meeting. The price for the first driver at Road America for Memorial Day weekend was stated as \$225.00 and should have been \$250.00. Also, the price for the rallye school was stated as \$3.00 and should have been \$5.00. The minutes were approved by unanimous vote.

**Treasurer - Susan Brenkus.**

Absent, no report.

**President - Dan Gallagher.**

Gallagher reported on the zone 4 president's meeting:

National membership is now above 37,000.

PCNA reports that sales are up 27% and that 80% of Boxster sales were to first-time Porsche buyers.

The region will receive a rebate of excess surplus from the '96 parade.

PCA-national has an internet webpage at [www.pca.org](http://www.pca.org) and all regions that have webpages are asked to make reference to it.

In Club Racing there were 52 "13/13th" probations last year. In the last 5 years there have been only 2 injuries and no lawsuits. Because of these figures insurance rates will be lowered. There are 21 races scheduled for next year, 5 in zone 4. Currently there are approximately 1,100 license holders.

It was also mentioned that the Milwaukee region is considering making a bid for the 2001 parade. Gallagher has offered to let them use some of our equipment.

Gallagher stated that he received a letter from the IRS stating that we own approximately \$900.00 from last year. It will be passed on for review by our accountant.

**Autocross - Jeff Girard.**

Inglot reported that for the 5/4 autocross school he has received 2 pre-registrations. The site is secured and will cost \$1,000. Lunch will be available at a cost of \$7.00. Inglot anticipates about 80 participants.

**Concours - Pat Yanahan & Jim Jacisin.**

Jacisin presented the budget for the 6/1 concours in Elmhurst. The budget showed a very small loss. The location will be in a park and the Elmhurst Park District normally charges \$500.00 rental. Since we are not-for-profit we can make a donation of \$250.00 to a charity in lieu of the fee. Gallagher moved, Murrin seconded the budget as presented. Approved unanimously.

**Rallye - Susan Shire & Steve Rashbaum.**

Gallagher reports that he is ready

for his rallye on 4/20. He will have a touring class for people who do not wish to compete. He anticipates a \$200.00 loss for the event.

**Social - Peggy Gallagher.**

P. Gallagher reported that registrations for Cafe 36 are going directly to the restaurant.

P. Gallagher reported that she is working on the name badges for the 40th anniversary dinner dance. They will be colored based on the number of years that each person has been a member.

An event has been planned for the Kane County Cougars and we must guarantee 50 seats. The cost will be \$15.00 including entry and dinner.

**Membership - Bill Murrin.**

Murrin presented 17 applications for membership. Bittman moved, Gallagher seconded, to approve the 17 new members. Approved unanimously.

**Road America Club Race - Arnie Zann & Chris Inglot.**

Inglot reported that contracts have been sent to Zann for approval.

Gallagher reported that there will be a procedures committee for the Labor Day club race. This committee will meet during the weekend in case any problems arise. This committee consists of Zann and Inglot, event co-chairmen; Ruther, racing representative; Janecek, driver's education rep.; Gallagher, region president; Bittman, registrar; Girard, safety chairman.

**Road America Registration - Chuck Bittman.**

Bittman reported that registrations are arriving, approximately 40 have been received.

**Road America Sponsorship - Hari Matsuda.**

Absent, no report.

**Chief Driving Instructor - John Ruther.**

Absent, no report.

Blackhawk Farms - Dan Gallagher.

Minutes

Gallagher reported that everything is ready for this season.

Gallagher reported that all Boxsters must run with the tops up unless an after-market roll-bar has been installed (similar to other convertibles).

**Safety - Jeff Girard.**

Absent, no report.

**Technical - George Weathered & Mike Gray.**

Absent, no report.

**Goodie Store - Linda Patterson.**

Absent, no report.

**Charity - T.J. Burke.**

Absent, no report.

**Chicago Scene - Susan Shire & Steve Rashbaum.**

Shire presented a proposed advertising rate card for this year.

**Advertising - Nick Brenkus.**

Absent, no report.

**Chief Photographer - Steve Rashbaum.**

No report.

**Property - Ed Leed.**

Absent, no report.

**Timing & Scoring - S. Brenkus.**

Absent, no report.

**Webpage - Chuck Bittman.**

Bittman reported that the region's

webpage has averaged about 10 visitors per day in the first year.

**Old Business**

Lee Liechtenstein reported that he was at the Chicago Auto Show.

**New Business**

None.

**Adjournment**

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

Respectfully submitted,  
Charles Bittman, Secretary.

## Northstar Motorsports - New Look, New Location

John Ruther, who for the second year in a row, co-drove the Northstar/Y-ME charity Porsche RSR at the Rolex 24 Hours at Daytona, has completed his acquisition of Northstar Motorsports on April 1, 1997.

John and his wife Jeannie are very excited about Northstar's new look and new location - from a new logo design to a spacious, hi-tech 3,800 sq.ft. new facility in suburban Barrington. Under one roof you'll find a larger showroom with an expanded selection of racing products and automotive gift items, a large library / viewing room where the latest in automotive books and race videos will tantalize racers and non-racers alike. The facility also houses Ruther Racing and their pair of factory Porsche RSR race cars which can be viewed from the showroom.

Exciting new automotive related gift product lines have been added to broaden the appeal to racing enthusiasts who aren't always behind the wheel. Northstar is now offering a "Racer Registry" for its customers. When you're in the new showroom, take a moment to let John or Jeannie know which items have caught your

fancy and when it's time for gift giving (birthday, anniversary, or holidays) they'll make sure that your spouse or that special someone knows what's on your list. Also, they will now have Gift Certificates, available in any denomination, for those truly difficult purchase decisions like helmets or drivers suits. And for assistance with gift giving they also offer a new personal shopping service. Custom gift baskets are available along with Jeannie's unique gift wrapping service.

Northstar's new facility is conveniently located just west of Barrington off Northwest Highway (Rt. 14). The toll-free number remains the same (800) 356-2080, however, the technical assistance line (847) 304-5515 and the FAX (847) 304-5615 are new. As in the past, Northstar plans to attend and provide support at many race track events this season. The first of these will be the PCA Club Race events at Road Atlanta on April 11-13 and Mid-Ohio on May 16-18. In addition, Northstar will be at the annual

PCA Memorial Day Drivers Ed event at Road America. Northstar Motorsports is "The Complete Racer Safety Store. And More."

Central Indiana Region and  
**TWEEKS** present...

**CLUB RACING & DRIVER EDUCATION**  
July 11, 12, 13, 1997  
Putnam Park Road Course  
Mount Meridian, Indiana

Registration:  
Hank Feeser (317) 579-5200  
Fax (317) 579-6279

Chairman:  
Jim Brillhart (317) 841-0028  
Fax (317) 841-2871

**Rev  
it  
Up**

**We've Got A Lot In Common.**



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

At Northstar Motorsports, we share your love for driving. We know it's a love which quickly becomes a passion.

Whether you're running in the ROLEX 24 Hours at Daytona, as we recently did for the second year in a row, or attending your first driving school, there's nothing to compare with the excitement, challenge and absolute fun of motorsports.

That's why we *actively* participate in and support Porsche Club Racing. Selling only the finest products and providing exceptional customer service. Applying twenty five years of PCA experience every time we attend a club race, answer a phone or work with a customer in our showroom.

# Northstar

Motorsports

The Complete Racer Safety Store. *And More.*



MOMO



1-800-356-2080

PCA Members Since 1972

sparco



SCHROTH

stand21

**WE'VE MOVED!**

28144 W. Industrial Ave., Suite 108, Barrington, IL 60010 - MON - FRI: 9-5, SAT: 9-1

# The Mart

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

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

## FOR SALE

### PORSCHE

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

**1967 912 5 spd.,** 64K original miles (no kidding), in storage for 10 years. New clutch, new Dunlops, AM-FM, needs body work. Parts to restore included. Gas heater H-4's, bra, exc. mechanicals and interior. Some body work and fresh paint and you'll have a superb 912. \$4,900. John 847.272.8878.

**1968 911 L Targa Burgundy/blk** #118550089. Rare (#89 of 134 U.S.) Short-wheelbase, hard-window, FUN machine. Just about 80K miles, with only 4K in '90s. Clean, straight and pretty as a picture w/ alloys. Webers, new tires, excellent mechanicals. Not concours, but needs nothing, either. Garaged, no rain/snow; fresh clutch, top, SS exhaust. Ill plate "678 T TOP". \$11,900. Bruce Jorgensen (days) 630.829.9615 (eves & wkends)

630.553.6354, e-mail blk@nrc.gov.

**1972 928 Coupe Red/tan leather,** 5 spd., #9289200351. New rear brake pads & disc, newer BFG Comp T/A tires, clutch package, steering rack, catalytic converter, good condition. 80K miles, no track, garage kept, summer car, non-smoker. \$10,000/obo. Matt Nielsen 847.604.9828.

**1978 911 SC Targa Silver/blk,** 45K miles all org., pristine paint, new targa top, head studs, clutch, bat., fuel pump, timing ch., and tens., air box and pop off. Spoiler and org. Lid, no rust, snow or salt, no smoke. #9118211239. Exc. mechanically and esthetically. \$18,000. Len Quartetti, 600 Stone, LaGrange Pk., IL, 708.3354.4777 or e-mail quarts@compuserve.com.

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

**1984 928 S Coupe Gold/brown** leather. No track. Garage kept/summer car. #WPOJE928E5861313. 52K miles. Must see. Best offer. Richard 847.680.8525.

**1986 911 Coupe Silver/black leather.** Consistent Concours Winner. 1st place in Class B (street) last two times entered. Cover of Chicago Scene June, 1996. 37,000 pampered miles and garage stored. 37.5K service done. Spoiler F/R. Robert Wood painted and polished 16" factory wheels with enameled Porsche crest center caps. Factory short shifter. Never raced. Non-smoker. Standard power items. Nakamichi stereo cassette and speakers (8) with 2 amps. #WPOAB0914GS22000. Ill plates. \$24,500. "ENDORFN". Myron Wal-

ters 630.690.3134.

**1986 944 Turbo** 41K miles. Nice. \$14,000. Cy Ling, 2815 Polo Rd., Bloomington, IL 61704, 304.663.7472.  
**1988 930 Turbo Guards** red/black. Dealer maintained, records. Exc condition. A/C, sunroof, pw, Blaupunkt, factory alarm. 39K miles. 35K done. New Potenza Z's. \$35,000. 414.683.9577 (11 - 7 pm only). Jim Laughlin.

**1989 911 Cabriolet Guards** red/blk top/tan int. Pwr driver seat/mirrors/locks/top. 46K mi., Clifford alarm, blt in K40 Radar detector, Autothority chip, roll bar, 5 pt harness both sides. #WPOEB0914KS171076. 4 new A008P tires. Garage kept, Zymol, no smoke, orig. spare/tools/compressor, excel maint/cond, all records. \$35,000. Edward Stout, 161 E. Chicago Ave., Apt 38H, Chicago, IL 60611, 312.664.5725 or stoutem@aol.com.

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

**1992 968 Coupe** Black/tan leather, 6 spd., #WPOAA2965NS820705. New Dunlop Sport RT 8000 tires. 37K miles. Matt (wk) 847.706.4223.

### OTHERS/PARTS

"Fleet for Sale" **1993 Audi S4,** 42K miles, exc. Condition, \$27,500; **1995 Chevy Blazer,** 37K miles, Class III hitch, clean, \$19,000; **1960 MGA Roadster,** restored, drive train built for sturdiness, reliability, and performance, \$15,900. Cyril Ling, 2815 Polo Rd., Bloomington, IL 61704, 309.663.7472.

**911 Parts** Bra, very good cond. \$25; 2

**Mart...**

each, rear Bilstein sport shocks, \$40 pair; 1 each, Weltmeister 19mm front sway bar, \$20; 2 each, 24mm rear torsion bars, \$30; 1 each, factory front and rear sway bars from Carrera, \$45; Factory short hood, finished in white, \$100; for "SSI" or pre-cad engine, dual inlet, dual side exhaust muffler, modified for great sound and more horsepower, \$115; all door and side rear tinted glass, window cranks and hardware, \$ best; Carrera gas tank with all tubes and fittings, \$ best. George Mueller, (eves) 708.489.0466.

**911 Wheels/tires** original Fuchs alloy wheels (2) 7x16 & (2) 6x16 used for only 1000 mi. 4 Goodyear comp T/A R1's mounted on & used only 1 day @ Blackhawk last summer. \$1850 for set. Jim Mansfield (days) 847.695.6000 or (eves) 847.304.0369.

**914 Parts** 2.0L engine/trans \$1,100, exhaust, locks, brake calipers, doors, center console and one of everything else. Turbo Bob Turner (eves.) 847.458.0965 or ILXLR8@aol.com

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

**944 Turbo Parts** S-4 brake calipers, \$500 per pair; Gas slotted rotors,

brand new, \$350 per pair; Turbo cup springs, \$300; Club Sport forged wheels, 8"x16", \$475 each; Manual steering rack, \$175; Electric seats out of Turbo S, partial leather (non-sport), blk, 4-way adjustable, mint, \$599; Complete interior w/ air bags. Buyer pays shipping. Andy Mandell, 2441 Leavitt, Chicago, IL 60647; 847.433.8622 or 312.901.3649.

**356 Parts** (5) Rudge wheels, XZX, A drums, hammer, rechromed, exc. \$10,000; G.T. Tank, "B" \$800; Original Flat Nardi, restored \$1,850; Hella in-body fog lights, perf. \$850; Hazet speed wrench, exc. \$100; a turn signal switch, N.O.S. \$250; Pre-mann fuel filter \$100; B jack restored, \$100; a heater boxes, good, \$150; Rod Gustafson, Rockton, IL, 815.633.1929.

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

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

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

**Bell Vortex Kevlar Pro Series helmet.** Size 7.5. Includes both smoke

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

**4 wheels mounted on Fuchs** (2) P205/55 ZR16, (2) P255/50 ZR16; \$500/obo. Lou (days) 847.404.4968, (eves) 847.949.8131.

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**1986-88 911 Turbo Coupe** Looking for clean and good condition turbo coupe. Must be Dark Blue exterior, all records/service history. Paul (days) 847.821.2868 or (eves) 847.949.8540.

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

**OTHERS/PARTS**

**4 Copies of April 1997 Chicago Scene - Clean copies for archives.** Susan Shire 847.674.2285.


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streets, I did not get an opportunity to feel the turbo's top end speed of 181 MPH - nor would I. However, you know, after the first time you punch it, the speed is there. Perhaps the best word to describe driving the wheeled rocket ship is *enhanced*. Every aspect of the driving experience is enhanced. The handling and cornering is enhanced by the all wheel drive system. The braking is enhanced by those massive red caliper brakes in concert with the 18" wheels. I fell asleep Thursday night with a smile on my face.

Friday morning was bright and sunny, but as I had an 8:00 AM business meeting in Orange County, we checked out of our room bright and early. As I pulled SHAQ to the front of the hotel, I saw the smile on the face of the bellman as he steadied the cart full of our luggage. Perhaps he was intrigued by the expansive storage capacity available in the new 911. Yeah, right! Being a concours guy, I regrettably folded down the back seats and gingerly stowed the excess luggage items. (My wife is never allowed to place her pocketbook on any seat as that's what the floor is for.) Fortunately, we had enough time before my meeting to drop off Danita and the luggage at our next hotel - the Westin South Coast Plaza in Costa Mesa.

Business (and meeting) completed, it was now time to relax a bit. No, I didn't take a nap. I did a quick detail on my car. (One travel bag was reserved for my detailing essentials). I cleared a few bugs from the hood and windshield, I sprayed a quick gloss on the paintwork, and I dressed up the tires. (No self-respecting concours guy would do less.) Now SHAQ was ready for a nice drive through the California Riviera.

Our car trek started in Costa Mesa on the Pacific Coast Highway (PCH); a winding, scenic road, a veritable test track for any Porsche. We headed south to Newport Beach. With the sand and sea as a backdrop, we seized a photo op along the beach which was

packed with families, surfers, and bikini-laced rollerbladers. Adjacent to the beach is a "colorful" bar & grill where all the locals hang five. Deciding to get some lunch there, even though the place was packed, we were seated by 'Miss Fitness America 1996' at a table with a view (of SHAQ, of course). Fifteen minutes later, our waitress, 'Miss Fitness America 1996 Runner-up', handed us our menus. Looking around the room, we wondered out loud, "Do any of these people work?" Mind you, it was a Friday when most Chicagoans are hard at work. However, after our first round of mega margaritas, we no longer concerned ourselves with avocation, we simply enjoyed our meal and the view.

After lunch, we returned to our car, retracted the sunroof and headed further south to Laguna Beach. We passed many Porsches along the way. We convoyed with 356 Speedsters and 993 Cabs. All the drivers were enjoying the road, the weather and the cars. Southern California must be the Porsche capital of the world and all of the cars appeared to be in concours condition. (Perhaps it's a local ordinance for operating a Porsche). We made a right turn at Ritz-Carlton Drive and drove amongst the multi-million dollar homes in Laguna-Nigel. (Unfortunately there were no open houses that day as all the realtors were back at the bar!)

With jet lag starting to kick in, we decided to return back to our hotel. As we pulled up to the hotel lobby, the smiling bellman asked if I wished 'valet parking'. I remembered the Porsche commercial where the bellman graciously valet parked a Porsche with 40 new miles on the odometer, and replied, "No thanks," with a much larger smile.

In the comfort of our hotel room, Danita began to do what she enjoys most - reading. (I'm convinced Danita was a book editor in a previous life.). Reading the Westin Welcome book about the local activities within walking distance of our hotel,

she noticed the South Coast Plaza Mall and began reciting some of the more famous boutiques - Calvin Klein, Armani, Escada.

"Do you want to go to the mall Tray?" asked Danita. (Can you guess Danita's second most favorite thing to do?).

"No, I'm too tired," I replied as I shifted into a more comfortable position in the bed.

"It has a store called Porsche Design," said Danita with a giggle. Well, I wasn't that tired.

We visited many stores and, believe it or not, we ended up at Porsche Design, one of only three stores in the U.S. - Vegas, Beverly Hills and Costa Mesa. Porsche Design, a retail shop specializing in upscale items, such as sunglasses, cookware, and leather hand bags, was begun by "Butzi" Porsche, designer of the 911. The philosophy of Porsche Design is, as stated in the brochure, "Design is neither form alone nor function alone, but the aesthetic synthesis of the two." They didn't mention in the brochure, however, to bring your Visa Gold and/or American Express Platinum, because you can easily pay the equivalent of a 15K service of a 911 with the stroke of a Porsche Design pen! With a few T-shirts in the bag, we returned to our room for the night.

We started Saturday morning with a scrumptious breakfast buffet in the outdoor courtyard - totally Californian. Deciding to take a drive to Palm Springs, I retrieved the car from the self-parking lot and waited while Danita gathered some items from our room. As I inspected SHAQ, I realized why every self-respecting concours guy has a "California Duster" in his bag of tricks. The L.A. smog is as attracted to the Ocean Blue paint as I am. Not to worry, I had enough time to dust off SHAQ before Danita returned from the room.

We drove east on 91 where I finally had an opportunity to release the twin-turbos on the highway - they call them freeways. Incredible speed

*(Continued on page 47)*



(Continued from page 46)

is available, whenever you need it! We took the car pool lanes most of the way and no traffic problems could be found that day on the freeway that guided us through snowcapped mountains. As Danita napped, I had SHAQ up to about 110 MPH in a 75 MPH zone. I realized there was a lot more speed to be had - but not that day.

Arriving in Palm Springs, we drove down the main drag - highway 111, parked and had lunch at an outdoor French cafe where our waiter was actually French. Still full from our breakfast buffet, we dined on a fresh garden salad that Chicagoans only dream about and soup. When we finished our meal, I surprised the waiter with, "L'addition s'il vous plait." He smiled and said, "I'm sorry, what did you say sir?" At the risk of bruising my French ego, I repeated myself. The waiter smiled again and quickly brought us the check.

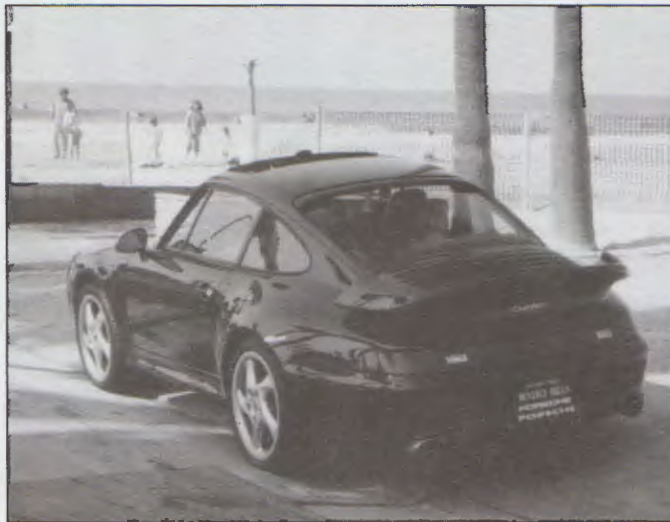
We returned to our car, disarmed the alarm with the remote and took off for Rancho Mirage. Our first time in the desert, we saw sand, tumble weeds, and cactus

plants - certainly nothing to write home about. As we approached Rancho Mirage, I said to Danita, "I thought Rancho Mirage was an upscale resort community." Before I could finish my sentence, we made a left turn onto Dinah Shore Drive and a man-made oasis appeared; Mission Hills resort, home of the Dinah Shore LPGA Golf tournament. All the flowers were in full bloom and the grass was green - a concept Chicagoans find hard to believe in the month of February. Parking along the palm tree lined drive to check out the resort, we were greeted

by spectacular waterfalls cresting into lagoons stocked with Japanese Koi and the beautiful Pete Dye designed golf course which is surrounded by an expansive mountain range - this would be a great location for a concours!

As we pulled out of the resort we were struck by the stark reality of the desert - desolate and barren - just across the street. We made a left onto Bob Hope Drive, found the freeway, and returned to our hotel.

Sunday we awoke in a melancholy mood knowing that our fabulous weekend was about to end. We checked out of our hotel and returned SHAQ to Beverly Hills Porsche for winter storage. (Yes, dealerships in California are open on Sundays.) Our special thanks to Robin Daniels and Beverly Hills Porsche for storing my car for several months at no charge. On the flight home I reflected on our trip. Like the song jazz guitarist George Benson made famous, our "Weekend in L.A." has a melody that will continuously play on in our hearts.



California dreaming!

Photo by Tray and Danita Anderson

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# Oversteer

Weekend in L.A.  
by Tray Anderson

Our weekend began on a typical cold February Chicago Thursday. Waiting standby for our upgrades to first class at an United Airlines gate, anxiety coursed through my veins in anticipation of picking up my new twin-turbo.

"Anderson, party of two, step to the podium." I removed four 1000 mile coupons and reserved the last two seats in first class. As the agent handed me our new boarding passes, a confirmed first class passenger arrived at the counter; Bill Pullman - star of *Independence Day*, *Malice*, and others. Needless to say, I was the perfect gentleman; insisting that my wife Danita take the last first class seat. To pass the scheduled 3 1/2 hour flight time, I viewed *The Preachers Wife*, starring Denzel Washington & Whitney Houston and wondered if Bill Pullman also watched the movie?. This seemed appropriate, as we were en route to the motion picture capital of the world. I prepared a few memos as we passed over the Grand Canyon and finally fell asleep.

"Flight Attendants, please prepare for landing" echoed through out the cabin. As we started our final descent, I thought of my new car. Our family always names our cars and we had named this new car "SHAQ", short for Shaquille O'Neal. When I think of Shaq, I think of power, agility and L.A. - just like my turbo. Hey, it works for me! We touched down, collected our bags, and checked into the Westin Airport Hotel. We quickly unpacked our garment bag and went back downstairs to talk to the bellman.

"How can I get to Beverly Hills 90210?" I asked.

"Let me get you a cab, sir," he replied. As quick as a bellman's whistle, we were off.

"Where to, sir?" asked the cabby.

"To Beverly Hills Porsche on Wilshire and La Cienega, please." We took the

405 north to Santa Monica Boulevard to Wilshire. "There it is, on the left," I acclaimed. The moment has finally arrived!

Please understand the magnitude of this moment. I had spoken by phone to Robin Daniels, assistant manager of Beverly Hills Porsche, back in early December. "Do you have any Turbos available?" I asked. Detailing several Turbos in stock, none to my liking, he then described an incoming Ocean Blue Turbo with cashmere interior. I immediately FedEx'd a deposit to secure the car. For three months I'd been dreaming about this car. I read the brochure. I studied the specs. I admired the photo. I surfed the internet for turbo web sites. And I waited.

"There's SHAQ!" I proclaimed. In the California sun, the beauty of the dark metallic blue paint was overwhelming. The interior was just as spectacular with it's supple leather, embossed Porsche crested seats, dark rootwood steering wheel, shifter and parking brake package. Only in Beverly Hills could a dealership order such a spec car. The vision almost made me forget the significant dent in my wallet made by the balance paid for the car.

Handing me the keys, Robin explained the operation of the buttons, dials and, of course, the six disc CD changer as I thought to myself that it all looked very similar to my previously owned '91 C2 Targa named SADE. Much of Robin's explanations fell on deaf ears. I did, however, hear him say, "Enjoy your weekend in

L.A., Mr. Anderson." I engaged the clutch, shifted to first, revved the engine and headed west on Wilshire Blvd. A right turn onto Rodeo Drive took us by the Regent Beverly Wilshire hotel which was featured in the film *Pretty Woman* and I remembered the winding road up the hill that Richard Gere drove in the silver Lotus.

In the company of my own "pretty woman" Danita, I drove up the hill via Doheny Drive, as David Sanborn pulsed through the 8 speaker digital stereo. We parked at the top to admire the view where, on a clear day, you can see all the way to Catalina - a member of the Channel Islands. We hopped back in the car and ...

"%\*##?##".

"What's wrong Tray?" asked Danita in a calming voice.

"The car won't start!" I bellowed. Now I wished I had listened to Robin's operating instructions. We finally figured it out - 15 minutes later. The car has a anti-theft ignition system which must be disengaged each time the car is turned on. We proceeded back down the hill, deciding this would be a good time to go back to Beverly Hills Porsche and listen attentively to Robin's instructions, once more.

Prepped with critical information, we headed west on Sunset Boulevard and purchased a "Home of the Stars" map from a street vendor. We cruised by Tom Cruise's house in Bel Air. We sped by Tori Spellings mansion in Beverly Hills. We killed some time at O.J.'s mansion - what's left of it - in Brentwood. Hobnobbing with the stars can be very tiring, so we decided to retire to our hotel for the evening.

Relaxing in our room, I began reflecting on the performance harnessed in the new 911 Turbo. Acceleration is continuously available. I mean, *slam dunking, in your face, move from under the backboard because Shaq's about to stuff one power with a touch of the pedal.* By driving around city

(Continued on page 46)



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