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THE PORSCHE CLUB OF AMERICA,
CHICAGO REGION



Chicago Scene

MAY 1998



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Chicago Scene

May 1998 Volume 42 Number 5

Chicago Region 1998 Calendar of Events

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

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Cover Photo: Kane County Cool Car Classic Caravan Rallye cars lined up at the end of the odo check.

Photo by Steve Rashbaum

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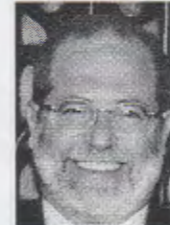
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Aungahh!

We began last June's Aungahh! with "At last, it was time to Rallye! It was so much fun!" We wish we could think of some other way to say it this year, but those two sentences just seem to sum it up. We wish we were impartial; that we didn't love rallyes the best. But we do and it was a wonderful rallye. There were CASTs in the 50s. There was a road on which we were almost air-borne. We went places we weren't supposed to go and found roads that we were supposed to find. There were new rallyists and new rallye teams as well as old friends. Even though we didn't do the best we've ever done, we had a superb time. Thanks to the Rallyemasters Brenkus, their assistants, and our worthy competitors. It was so much fun!

The day after the wonderful rallye the 951 went to the mechanic to begin it's transformation from street car to street car/race car. We're excited about the new wheels and tires and the other stuff. This is may be the hardest part for one of us: the impatient waiting 'till it's done and ready to drive. For the other one of us, the hardest part is living with the impatient one 'till it's done and ... Stage one of transformation will be completed in time for Blackhawk I.

Last month we chronicled our trials and tribulations beginning our Club Race career. We made it to Step Seven, but have been stuck there ever since. The tow vehicle - trailer saga continues. We have spent the past month examining our options and examining/driving each tow vehicle model. We are not much for public self psychoexamination and psychotherapy but we can reveal that neither of us are "shoppers". Like everyone else, we are too busy. We

have neither the time nor the desire to talk to every competitor to get the best possible deal on anything. But, fully cognizant that we are financially disadvantaged by these personality traits, and time constraints, we forged ahead with the search for the elusive tow vehicle.

Step Seven, cont. We made the call to find out about buying out the BMW lease: big big bucks! After some deliberation and a quick examination of our finances, we decided that we could not afford to it. (Disappointment.)

OK, we can trade in the BMW. (Boo-hoo.) We thought our first choice of tow vehicle would be an Explorer. A visit to the most local, but small, dealer revealed that the trade-in value of the BMW versus the buy-out would make an Explorer impossible. (More disappointment.)

Perhaps a larger dealer might be able make a better deal. Two visits demonstrated that the larger dealer would take the BMW in trade, but a quick calculation concluded that the buy-out was still too high. (Continued disappointment.)

Should we go to plan B and look for a rental tow vehicle? A few calls made it clear that while this plan might work, we would be driving a 15-ft. truck that might or might not have the wiring we needed for the

tow vehicle's brakes.

Another friend suggested a local combined BMW-Jeep dealer. We had not really considered a Jeep. But, after some calls to friends who used Jeeps to tow and reading some reviews, we decided that the Jeep would work just fine. Off to the dealer.

Visit one: we drove and liked the Jeep. It was luxurious and had most of the creature comforts of the BMW. It's not as large as the Explorer but has more than enough towing capacity and even fits in the garage (with room to spare). We got a price for the Jeep with no consideration of a BMW trade: good base-line data.

Visit two. test drove the Jeep again. Not nearly as much fun as the BMW but acceptable. This would work. What would the price of the Jeep be if we were to trade the BMW? The salesman walked across the drive and got the manager of the BMW dealership to appraise the car. The next day we phoned to get the price, did a quick calculation of the amount of money terminating the lease would cost, and it turned out to be "reasonable". (We are hesitant to use this particular word since none of this venture is really "reasonable".)

Back to the dealer for visit three. We "need" to come to a conclusion. We specify a color with appropriate options (V8, tow package and hitch, and running boards). The dealer finds



Steve Rashbaum and Susan Shire are not discussing tow vehicles or trailers.

Photo by Pete Hackenson

Aungahh! ...

one in Iowa. The sales manager comes over for what he thinks will be 'the kill'. A second appraisal of the BMW. We spend much too much time waiting for the numbers. Wow, over three thousand more than they originally said. (This might be the perfect time to take some quick and easy shots at auto dealers but we suspect that we have all had similar experiences so any comments would be 'like preaching to the Choir'.) We voiced our dismay and dissatisfaction with the new numbers. On our way out the door the sales manager says that the salesman did not fully describe our wishes regarding color and options. Home we went. So close, but still no tow vehicle, no resolution.

A call very early the next morning from the sales manager reveals that the dealer has re-calculated or done some other 'magic' so that the price is now within several hundred dollars of the original price. We ask again to confirm that the color Jeep with

options we wish is still available. No answer yet. At this rate, we may never get past Step Seven.

Since the beginning of the year we've welcomed some new advertisers - R. A. Adams Enterprises, CF Direct, Eldrup Autobody, Integrated Media Systems, Signs Now, and Spahr Graphics - and would like to thank them for their trust and support. Reluctantly, we also have said good-bye, for a variety of reasons, to some old advertisers - Burkhardt Automotive, EuroCare, Michael Coglianesse, Bill Jacobs Motorsport, and PartsBahn Express - and we wish them well. One departing advertiser commented that while he enjoyed the exposure in the Scene, he wasn't sure that, for his advertising 'dollar', it was a good investment: he didn't think that it brought him any business. Such a comment prompts us to remind you that when you use a service advertised in the Scene, mention that you saw their ad here and you

appreciate their support.

As we won't get the 951 back until right before Blackhawk I on May 13th, we'll be at the Drivers' School to help and not drive. We'll see you at Blackhawk, at the Concours in Aurora and at the Tres Chic Autocross in Rockford. Due to a graduation in Arizona over Memorial Day weekend, we will not be at Road America. Have one at Siebkens for us and we will think 'dry track and sunny days' thoughts for you. And then, it will be time to rallye again with the Gallaghers and their Drive Me To Drink Rallye on June 7th. The driving season has begun! We're having a ball!

Steve and Susan

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

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Briefly Brenkus

I am happy to report that we have had record turn outs for all of our 1998 events so far. Myra Knoblauch's St. Patrick's Day Billiards Party was a blast! I discovered we have many accomplished hustlers in the club.

We then moved on to the spring Rallye School. Luckily, Dan Gallagher's voice held out (with the help of one or two Heineken's) through his very successful Rallye School which brought out 72 people. After carefully and concisely explaining the General Instructions, Special Intersections and Route Instructions of a rallye, Dan showed slides of the various decision points on his '97 I&M Canal Rallye. This turned out to be a great way to teach people about rallying. Glen Spiegler, club member and our host at Rosati's in Schaumburg, put on a great spread for us. Nick and I even got a private tour of his kitchen and ovens.

April 5th brought good weather and many people to John and Jeannie Ruther's Northstar Motorsports in Barrington for the Safety Tech Session. We got to view a great videotape (another great teaching tool) that John has put together of 11 different tracks around the country. He has super-imposed an image of each track on the tape so as you watch the driver executing, you can see where he is on the track. Thanks to Pete Hackenson for coordinating this event for us.

As you are reading this, Blackhawk I will be just a few days away. Hopefully, you've already signed up. At the April Board meeting, Gallagher reported that he already had 30+ cars signed up. We are expecting a big turnout for this. Typically this is the most well attended Blackhawk of the year, and if we have typical Gallagher weather, it should be a great day! Be sure to note the new directions (through Rockton) to the track so as to avoid the closed ramp at IL 75. Please remember that the Board voted to change the helmet requirements. **You are now required to have a Snell**

rated SA 1990 (or later) helmet for all track events including Blackhawk, Road America and Gingerman. If you do not have the proper helmet, you may not drive.

Sunday May 17th is our first concours of the year. Event Chair and Concours Co-coordinator Jim Jacisin has found a really interesting new site, the Aurora Municipal Airport. Not only will there be pristine Porsches, but also on display will be World War II planes, an F-15, a Russian MiG and other great air classics. We may even have a chance to take a ride in a vintage plane.

Also at our April board meeting, Scott Lynn, Road America I Registrar, reported that the novice class was already full and that a waiting list has been established. I hope you took my advice in the April column and signed up early. As usual, Road America I promises to be a sell-out. While I always look forward to all of our events, I must admit that nothing marks the beginning of summer for me more than that Memorial Day weekend Friday night drive past Road America on the way to Siebken's for registration.

The last Sunday of May takes us to Rockford for the first autocross: the second annual "Tres Chic" racing extravaganza. Interestingly enough,

last year when Marla, Jill and I put on this event, many of you guys thought that this event was for women only. Not so! This is one of our five scheduled autocrosses for the year. However, I would love to see some more women come out and participate in our autocross series. The helmet requirement for all autocrosses (and gymkhanas) is a Snell rated M or S 1985 (or later).

Sunday June 7th is our second rallye of '98, Gallagher's Drive Me To Drink Rallye. Rallyemasters Dan and Peggy Gallagher have planned an easy and fun rallye. Dinner following the rallye will be at Die Bier Stube in Frankfort, IL. Non-rallyists are welcome to join us at 5:00 pm at Die Bier Stube for dinner. Frankfort is at the intersection of Rtes. 30 and 45 in Will County. I-80 is only 3 miles to the north and I-57 is just 6 miles to the east. Dating back to the 1850s, the historic district of Frankfort has been restored and offers a unique assortment of shops.

Information about all of these events are in this issue of the Scene. We're coming into the really busy part of the year for the Chicago Region, and I look forward to seeing you at an upcoming event.


Susan



Dan Gallagher (left) and Susan Brenkus thank Glen Spiegler for hosting the Rallye School at Rosati's in Schaumburg.

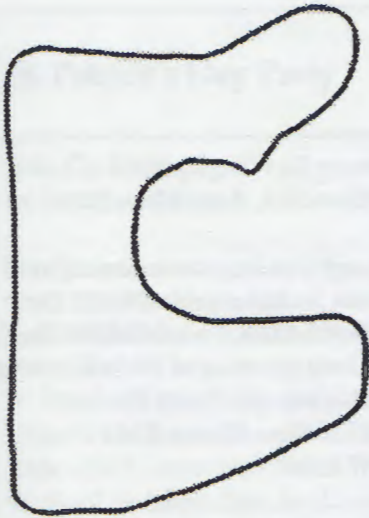
Photo by Steve Rashbaum

May 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Board Meeting	2
					GingerMan Open Track	CR - Las Vegas
					NSR DE/Brainerd	
3 Drivers' School	4	5	6	7	8	9
CR - Las Vegas						
NSR DE/Brainerd					CR - Lime Rock	
10 Mother's Day Scene Copy Deadline	11	12	13 Blackhawk Farms I	14	15	16
		Road America - Track Time, Inc.				CR - Mid Ohio
17 Air Classics Concours I	18	19	20	21	22 4:00 pm Registration & Tech open at Siebkens	23 Road America Drivers' Ed
CR - Mid Ohio						
24 Road America Drivers' Ed	25  Memorial Day	26	27	28	29	30
						CR - Putnam Park
31 Tres Chic Autocross I						
CR - Putnam Park						

June 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5 Board Meeting	6
						CR - Pocono
7 Drive Me To Drink Rallye II	8	9	10 Scene Copy Deadline	11	12	13
CR - Pocono						
14	15	16	17 Blackhawk Farms II	18	19	20 Golden/Zone 4 Concours II Gimmick Rallye DE/CR Brainerd
21	22	23	24	25	26	27
						GingerMan - Mich/Ind
					Road America - June Sprints	
					CR/Summit Point	
28 Rockford Riot Autocross II	29	30				
GingerMan - Mich/Ind						
Road America - June Sprints						



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

While we allow lesser cars to participate, we are not suggesting that you bring the family mini-van. Sports cars that pass tech inspection will be permitted. The entrants will be divided into three classes so that slower cars and/or novice drivers will not be on the track at the same time as the faster cars.

The club's insurance requires that all cars pass tech and that all drivers wear long sleeved non-flammable shirts, long pants, socks made of non-synthetic materials, closed toe shoes, and a **Snell 90 (or later) helmet** while on the track.

Recommended, but not required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher. Please remember that you must present a valid driver's license and proof of PCA membership at registration.

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

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

Blackhawk Drivers' Education

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

Due to road construction at IL 75, follow these directions to Blackhawk Farms Raceway

From Chicago: North on Northwest Tollway (I-90) to Rockton Road exit. West on Rockton Road (through Rockton) to Prairie Road (after the Rock River and S. Bluff Road). Right onto Prairie Road. Continue north about 8/10 mile to the sign on the left reading 'Blackhawk Farms Raceway'.

There are gas stations in Rockton, IL near the intersection of Rockton Road and Blackhawk Road: Phillips 66 and Mobil. At the intersection, to the right 5 blocks is Phillips 66 and to the left 2 blocks is Mobil.

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

Questions: Phone: 708.784.0784
Fax: 708.784.0785

Blackhawk XXIX Drivers' Education Registration Form

Wednesday, May 13th Wednesday, June 17th Wednesday, August 12th

First Driver Name: _____
Member: _____ Applicant: _____ Guest: _____ of _____

PCA Membership # _____
Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

Second Driver (same car) Name: _____
Member: _____ Applicant: _____ Guest: _____ of _____

PCA Membership # _____
Permanent Car #: _____ Novice: _____ Experienced: _____ List Experience: _____

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

Make checks Payable to PCA - Chicago Region

Psst! Did you hear about ... ?

Last Call For A Trailer Load Of Porsches

Time is running out to get info regarding the availability and cost of shipping a Porsche by (truck) trailer to Parade in Steamboat Springs, CO. Call 630.920.1929 (before 9:00 p.m. please).

Pat Yanahan

1998 Parade at Steamboat Springs Info Website

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

Monterey Bay Region PCA 1998 Historics, Aug. 14th - 16th

For event information contact David or Laura Kuhlmann at 408.626.3306, fax 408.755.1765, e mail Kuhl912@aol or the January issue of Pano. For help with lodging call Room Finders 800.847.8066 or Resort II Me 800.757.5646.

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St. Patrick's Day Party

Erin Go Bragh!
by Ken Pesavento

Our green hats are off to Myra and Gary Knoblauch (and their able assistants Bonnie Yanahan and Kristy Kocinsky) for organizing the St. Patrick's Day Party at the Illinois Billiard Club and Bonnie's Country Cafe which were even better than advertised and first class in all respects! Approximately 50 club members had a very enjoyable afternoon playing pool and dining on a delicious meal of corned beef and cabbage.

The afternoon began at 2:00 pm with casual pool playing and cocktails. At 3:00 pm the food was served and we adjourned to Bonnie's Country Cafe conveniently connected to the Billiard Club. After our great St. Patrick's Day meal and some games we adjourned back to the Billiard Club, chose cues, racked up the balls, and played pool or billiards until 6:30. Excellent coaching was available from not only the Billiards Club management, but also from the 'amateurs' who were spectating and kibitzing.

Playing a game that has a traditionally male 'spin', the ladies had as much fun as the men. Ilene Wostoupal played her very first game of pool. We all held our breath each time she took a shot. Bonnie Yanahan and Ilene teamed up for one game and actually beat the team of Nikki Kroll and Lois Beach. Harold was so upset with Lois he told her that she had to walk home! Well, you know the end of that story: Lois drove and Harold walked!

We all had a great time and look forward to 'another game' next year.



Harold Beach ...



Lois Beach ...



Bruce Janecek ...



and Mell Wostoupal "rack 'em up".

Photos by Steve Rashbaum

Letters, Faxes and e-mails

Sierra Nevada Region Hosts Weekend and Raffle Drawing For '99 911 Carrera Cabriolet

The Sierra Nevada Region cordially invites you to participate in the 2nd Annual "Kiss Me, I'm Basque Weekend" Friday - Sunday, June 5 - 7, 1998 in Reno NV. The scheduled events include a PCNA Win-A-Porsche Gala/Raffle, an Infamous Red Light Tour, Autocrosses and an authentic Basque style dinner. Details and information about the weekend are available at 702.828.3950. The raffle tickets are \$100 each and only 1998 will be sold. Raffle tickets may be obtained by calling 702.784.4831. The proceeds from the raffle will benefit the University of Nevada Foundation, KNPB Channel 5 PBS, and the Reno Philharmonic.

Porsche Weekend Planned In Conjunction With The Meadowbrook Concours d'Elegance

Rally Sport and Southeast Michigan Regions are proud to co-host a weekend of events for Porsche fans, in conjunction with the Meadowbrook Concours d'Elegance, the weekend of Friday - Sunday, July 31 - August 2, 1998. Held on the grounds of the elegant Dodge estate in Rochester Hills, MI, the Meadowbrook Concours d'Elegance, held this year on Sunday August 2nd, is one of the oldest and most prestigious classic car shows in the country. Porsche, in honor of its 50th anniversary, will be the featured marque. On display will be many vintage Porsche cars, including several flown to the event from the Porsche Museum in Stuttgart. In addition to the vintage Porsches, there will be almost 200 rare and classic autos on display, brought in from around the country.

Saturday, August 1st are the Waterford Hills Historic Races featuring several types of vintage

cars, including a 356 race. In the evening is *A Night With Porsche Team Drivers* reception and dinner. Included will be door prizes and memorabilia as well as the opportunity to meet these legends as well as obtain autographs.

Reservations are required for some of these events. For further info please contact either Sue Sarin at 248.855.2682/fax 248.855.2682 or Pette Feczko 248.641.9467/e-mail: pfezzzz@aol.com.

St. Louis Region Plans Gateway's First PCA Event

St. Louis Region will hold its 1998 "Carrera Classic" drivers' education weekend August 22-23 at the new Gateway International Raceway in Madison, Ill., near downtown St. Louis. The 1.6-mile road course includes a fast infield section and more than half the banked oval of the Chris Pook motorsports complex that opened in 1997. The weekend will kick off with an instructor orientation day on Friday, August 21. For more information, contact Carter Dunkin at 314.576.0593 or Jim Fiss at 314.530.9914.

Porsche/Watkins Glen Double Fifty Celebration

There is a new event this year at the Glen for PCA Club racers in which they will be able to race both in sprints and enduros. Hosted by Brian Redman, Thursday - Sunday, August 27, - 30, 1998, the weekend will be a unique celebration of Porsche's 50th birthday and the 50th anniversary of the rebirth of American road racing at Watkins Glen. The two Golden Anniversaries will be celebrated in an unforgettable weekend of racing, a Concours d'Elegance, and a downtown tour.

Amongst the legendary Porsche

drivers attending will be George Follmer, Dickie Attwood, Hurley Haywood, Vic Elford, Joe Buzzetta and Brian Redman.

Fittingly the Porsche museum in Stuttgart is sending the first 356 built along with an RS60, Sebring winner in 1960 and a Gmund Coupe, the first Porsche to win at Le Mans (750-1100cc class). Also from Stuttgart will be a Le Mans winning Rothmans 956, the "Moby Dick" long tail 935, a 917K in the 1970 Le Mans winning colors of Porsche Austria (then driven by Richard Attwood/Hans Herrmann) and a 1971 Gulf 908/3. Four cars are coming from the Collier museum in Naples, Florida, including the Spa winning 908/01 Langheck coupe and an RS 61 eight cylinder. The dominating 917 series will be well represented by three John Wyer/Gulf 917K coupes, the Brumos 917/10 for Hurley Haywood, Mike Amalfitano's beautiful Interserie car and Dave Morse's legendary 1100 horsepower Penske/Sunoco/Donohue Can-Am championship winning 917/30. A Le Mans winning Rothmans 962 and 956 head the list of over a dozen of these superb long distance machines. Other racing Porsches will be well represented by examples of the 936, 935, 934, 924GTR, 910, 907, 906, 904, 550, RSK and more.

All Porsche racing cars are welcome to compete in this extraordinary event. PCA Club racers-for the first time-will be able to compete at one of North America's finest circuits along with the many vintage racers in both sprint and 1 hour endurance races.

For registration information please contact Intercontinental Events, Inc. at phone/fax: 904-280-2148, e-mail: GoRace@usa.net, or Internet: www.GoRace.com

Chicago Region Home Page
<http://www.mcs.net/~bman/pca.html>

Air Classics

CONCOURS ONE

Concours One **May 17** @ Air Classics, Aurora Municipal Airport in Sugar Grove Illinois

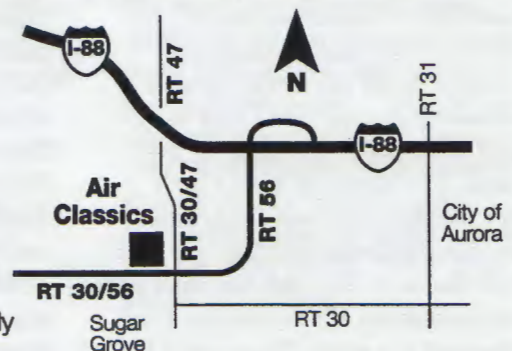
It has been a long time coming, but this years first concours is at last finally here. Picture, literally, your Porsche parked under the wing of a Classic World War II T-28 Navy Carrier Trainer. Perhaps a B-25. Need something in a water cooled model? Try a P-51. How about an F-15, a F-4 Phantom, a Russian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

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

- Class A:** Exterior, Interior, Trunk, Engine & Undercarriage
 - Class B:** Exterior, Interior, Trunk & Engine
 - Class C:** Exterior, Interior & Trunk
 - Class D:** Exterior & Interior
 - Class E:** Exhibition Style of Exterior & Interior. Visual Inspection Only
- Novice:** For fun & first time participants only.

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

Questions? Call Jim Jacisin @ 630-279-4835



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

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



Name _____

Address _____

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

Phone () _____ **Region** _____

PORSCHE Model _____ **Body Style** _____

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



Concours Scene

Protect Your Porsche On The Track And Autocross by Larry Reynolds, Northern New Jersey Region

One of the questions I am most frequently asked is, "Will I damage my Porsche during PCA Driver Education and/or Autocross Events?" The answer is, if you are careful and take some precautions, you shouldn't. Normally, stone chips are about the worst damage your car will suffer at a driver's education event and cone rubs are usually the worst that an autocross has to offer. You will brake harder than you normally do on the street, so will increase brake pad wear and thus you'll see more brake dust on the wheels. The tires will take a little extra punishment, but when you consider that both activities are just about the most fun you can have with your clothes on, it's worth the extra brake and tire wear. There are a few simple things that will minimize, if not eliminate, possible damage to your car's appearance.

A. Wax:

The benefits of a good coat of wax can not be over emphasized. The wax will help protect the paint against everything from 100 mph bugs to autocross cone rubs. Autocross courses are outlined by rubber traffic cones and the fastest way around the course is to miss these cones. All of my cone rubs occur when I direct my car to just miss the cone and it suddenly decides to ignore my directions and, of it's own free will, jump on the cone instead. These rubs are easily removed with a little 3M Imperial Hand Glaze followed by a coat of wax. The wheel-wells and wheels will also benefit from a coat of wax. Prior to an event, clean the wheel-wells thoroughly with a citrus degreaser such as P21S Total Auto Wash, rinse thoroughly and apply a coat of wax. Also, clean your wheels

thoroughly with a quality wheel cleaner such as P21S or Sonax and give them a good coat of wax. I have found that a couple of light coats of Sonax Spray Hard Wax provides excellent protection for both the wheels and wheel-wells and requires little buffing. After the event, be sure to thoroughly wash the car, the wheels and wheel-wells.

B. Nose Mask/Bra & Mirror Bras:

These are one of the most important aspects of your protection program. Of all the brands on the market, Porsche and Colgan (Colgan makes the Porsche bra) are, in my opinion, the best fitting and thus able to withstand the higher speeds of driver education events without flapping and beating the paint to death. They are manufactured from heavy vinyl and fully lined with a soft felt. There are magnetic bras made from the same stuff as refrigerator magnets. They are usually comprised of several sections that will cover most, but not all of the nose. These gaps in protection may result in "stone chip strips". If you use racer's tape to fill in the gaps, they provide reasonable protection. Make sure you wash the car thoroughly before installing any bra, but especially magnetic bras as they have a tendency to scratch the paint if dirt is trapped underneath.

There are a few caveats concerning the use of a bra.

- 1 Take your time and install the bra properly the first time, as this will determine the quality of fit for the life of the bra. There are a few keys to proper installation. It takes two people to initially fit a bra. Read the directions several times. You will need a screw driver, needle nose pliers, regular slip pliers and a white grease pencil.

Remove the front license plate. Lay your new bra out in the sun for several hours to smooth it out

and let it get as hot as possible. With one person on each side of the car, start in the center and stretch the bra over the nose as tightly as possible. Continue stretching (with each person pulling against each other) until you have stretched/fitted it evenly to the front wheel-wells. Use your grease pencil to mark all of the tabs, on both sides, where they meet the radius of the wheel-well.

Place the side of your needle nose pliers along a line 1/4" TIGHTER than your grease pencil marks. Bend the tab into an L shape using the regular slip pliers. If you have fairly large needle nose pliers, you can use them as a jig to bend the tab into the required J shape. Continue bending the rest of the tabs 1/4" tighter than your original marks. Trial-fit the new bra and make any necessary adjustments. On 911's the hood release may have to be adjusted slightly to allow for the thickness of the bra material.

- 2 Make sure that your car is freshly washed and the inside of the bra is thoroughly cleaned before you install a bra. This way, you do not trap dirt underneath it, creating "sandpaper" that will scratch the paint.
- 3 Do not leave the bra on the car for extended periods of time. The paint that is exposed to the sun will bleach out at a different rate from the areas covered by the bra. You have just created "tan lines" on your car. There are places for tan lines, but the front of your Porsche is not, in my humble opinion, one of them.
- 4 Remove a wet bra as soon as possible. We are not talking emergency slam on the brakes and rip it off type of removal, but don't let it sit on the car for a several days after it has gotten wet. The water will be trapped by the felt lining and this nice

warm wet environment promotes the growth of mold. Molds produce acids that can etch your paint. So unless your Porsche has a social disease and needs the penicillin, remove the bra at your earliest opportunity.

- 5 Mirror bras are very simple to install and require no adjusting. They do wonders at preventing stone chips.

C. Racer's Tape:

Buy a roll of racer's tape. Racer's tape is NOT duct tape! They both use a cloth backing, but the difference lies in the adhesive. Racer's tape uses a semi-permanent adhesive, whereas duct tape uses permanent adhesive. Duct tape may gain a life-long affinity for your paint, resulting in patches of primer seeing the light of day when your paint goes home with the tape.

Racer's tape is an inexpensive way to protect areas that are not covered by a bra. You can even buy it in matching or contrasting colors and make fashion statements if you wish. Tape up the headlights, fog lights,

turn signal lights, gaps in the bra and the base of the mirrors that are not covered with the mirror bra. The back radius of the front and rear wheel-wells are areas to spend time protecting with racers tape. Cover the inside lip, and outside 2-3 inches of the wheel-well opening with the tape. This is the area most likely to get stone chips. A couple of layers will prevent any but the most determined of missiles from damaging your paint.

The mirror stems are another place that should be taped. Look at your car head on from a low angle and try to visualize the areas that would be vulnerable to a rock kicked up by a car in front of you. If these areas are not covered by a bra, you may wish to use racer's tape. If some of the adhesive remains on the paint after removal of the tape, a little Oil Flo Safety Solvent on a rag will remove it. Rinse with water and apply additional wax to these areas. I would strongly suggest not taping the windshield, as this adds unnecessary guesswork to

your driving experience.

D. Some do's and some don'ts:

I would strongly suggest that you do not apply leather conditioner to your seats or steering wheel just prior to an event. The extra slipperiness will add a level of excitement that you don't need. I also feel strongly about not using loose fitting seat covers for the same reason. As far as the do's, keep a close watch on your fluid levels and tire pressures and most of all, HAVE A BLAST!

If you have any questions, or cannot find the products mentioned locally, please call me at 201.796.8300.

(Ed. note: Larry Reynolds, whose excellent articles are frequently reprinted in the Chicago Scene and who was a generous contributor of prizes at our Concours School in March, operates Car Care Specialties Inc., Distributors of Quality Porsche Care Products, PO Box 535, Saddle Brook, NJ 07663, phone 201.796.8300, fax 201.791.9743, or e-mail: carcaresp@aol.com).

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Road America I Drivers' Education May 23 & 24, 1998

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

There will be four run groups: Group I - our most experienced drivers with usually, but not always, the fastest cars; Groups 2 and 3 - our next most experienced drivers who are somewhat slower than Group 1; Group 4 - our novice drivers and others who are still fairly new to Road America. One thing we can guarantee is that all of you will have a great time!

All novice drivers' will be required to attend the Skip Barber class on Saturday morning and will be assigned a PCA instructor for the weekend. That instructor is there to help guide you safely through the weekend and to help you improve your driving skills. All novice drivers will also be required to attend a Novice Orientation Meeting on

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

Using the Chicago Region Tech Sheet (found in this issue of the Chicago Scene), it is your responsibility to thoroughly check your car yourself, or better yet, have it checked by a competent mechanic prior to the event. Be sure to pay close attention to the specifics on the tech sheet concerning brake fluid and brake pads.

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

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

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

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

are residential areas near the track, and Road America personnel will be monitoring our cars throughout the weekend.

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

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

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

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

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

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

Chris Ingot & John Ruther

Event Chairs	Event Coordinator	Registrars	Chief Driving Instructor	Safety Coordinator
Chris Ingot 847.559.1126	Gary Knoblauch 630.325.1086	Scott & Sharon Lynn 847.622.4483 24 Hour Info	Greg Turek 630.904.0800	Jeff Girard 630.985.6739
John Ruther 847.639.1094				



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

First Driver Name

Address

City _____ State _____ Zip _____
() () ()

Eve Phone _____ Day Phone _____

PCA Member Yes [] Region _____ No []

Current PCA Membership # _____

Second Driver Name (same car)*

Address

City _____ State _____ Zip _____
() () ()

Eve Phone _____ Day Phone _____

PCA Member Yes [] Region _____ No []

Current PCA Membership # _____

Requested Run Group
<Fastest 1 2 3 4 Slowest>

Requested Run Group
<Fastest 1 2 3 4 Slowest>

Chicago Region (previously assigned) Permanent Car # _____
If none, Requested Car # _____

Chicago Region (previously assigned) Permanent Car # _____
If none, Requested Car # _____

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

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

Yes [] No [] If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted. Yes [] No []

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

Porsche Model _____ Year _____ # of Cylinders _____ Displacement _____

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

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

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

NO REFUNDS OR CANCELLATIONS AFTER MAY 16, 1998

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

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

PLACES TO STAY WHILE VISITING ROAD AMERICA

Hotels • Motels • B & B's

AmericInn Motel - Belgium
Belgium, WI
920.285.3566

AmericInn Motel - Plymouth
Plymouth, WI
920.892.2669

AmericInn Motel - West Bend
West Bend, WI
920.334.0307

Barefoot Bay
Elkhart Lake, WI
920.345.7784

Best Western Harborside Motor Inn
Port Washington, WI
920.284.9461

Boarding House Bed & Breakfast
Elkhart Lake, WI
920.876.3616

Breeze Inn/Chalet Motel
Mequon, WI
414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI
920.451.0644

Budgetel Inn
Sheboygan, WI
920.457.2321

Comfort Suites - Comfort Dome
Appleton, WI
920.730.3800

Cream City Bed & Breakfast
Plymouth, WI
920.893.8162

Crest Hotel
Plymouth, WI
920.893.6111

Eastlake Bed & Breakfast/Rentals
Elkhart Lake, WI
920.876.2272

East Shore Inn
Chilton, WI
920.849.4230

52 Stafford
Plymouth, WI
920.893.0552

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

Holiday Inn Express
Sheboygan, WI
920.451.8700

Holiday Inn - Holidome
Fond du Lac, WI
920.923.1440

Holiday Inn
Manitowoc, WI
920.682.6000

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

Oshkosh Hilton
Oshkosh, WI
800.365.4458

The Osthoff
Elkhart Lake, WI
800.876.3399

Pinehurst Inn
Sheboygan Falls, WI
920.467.4314

Pioneer Inn & Marina
Oshkosh, WI
800.683.1980

Plymouth Inn
Plymouth, WI
920.893.5623

Ramada Plaza Hotel
Fond du Lac, WI
920.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI
920.793.1794

Rochester Inn Bed & Breakfast
Sheboygan, WI
920.467.3123

Select Inn Fountain Park
Sheboygan, WI
920.458.4641

Sheboygan Super 8 Motel
Sheboygan, WI
920.458.4265

Siebkens
Elkhart Lake, WI
920.876.2600

Starlite Motel
New Holstein, WI
920.898.4265

Village Inn - Motel
Two Rivers, WI
920.794.8818

West Bend Inn
West Bend, WI
800.727-9727

Wisconsin Aire Motel
Random Lake, WI
920.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI
920.892.2222

Campgrounds

Hoelt's Resort Campground
Cascade, WI
920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI
920.892.4252

Mark & Dean's Camper Rental
Kiel, WI
800.894.7181

Marsh Lodge Campground
Elkhart Lake, WI
920.876.2535

Westward Ho Camp Resort
Glenbeulah, WI
920.526.3407

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



We need your help to make the **Chicago Region's Memorial Day Drivers' Ed** weekend - May 22nd - 24th - the best it can be. Your help in the past has done just that. Please help out again this year. If you are interested, please send your work assignment preferences, name, address, and phone and/or fax number to:

Gary Knoblauch
Event Coordinator
10 S 060 Thurlow Street
Hinsdale, IL 60521

or Fax: 630.325.2286

Name: _____ Phone: _____
Address: _____ Fax: _____
e-mail: _____

Gary, I'd be glad to help out! Sign me up for the area circled below.

Timing / Grid / Start / Tech / Registration / Anywhere you need me
Friday pm / Saturday am / Saturday pm / Sunday am / Sunday pm

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Gallagher's Rallye School

The Evil Sibling Subdued

by Susan Shire

Dan Gallagher claims that the hardest thing that a member in the Chicago Region can do is to 'put on' a rallye and, for the most part, I agree with that observation. But, a little known fact is that the rallye has an evil sibling, the Rallye School, which is as equally hard to 'put on'. Dan, however, seems to have mastered the fine art of 'putting' on both equally well.

The turn-out for Gallagher's Rallye School at Rosati's in Schaumburg on March 22nd was approximately seventy interested members. The novice, the slightly experienced, and the 'old hands' were well represented and eager to hear from this year's Rallye Coordinators Dan and Peggy Gallagher.

Just as each rallyemaster puts his/her own spin on a rallye, so does each rallye school master. Stephan and I, in our schools have used variations of a map rallye. Dan, complete with a new laser pointer, taught his school with a slide rallye. (Revisiting the route of last year's Gallagher's Illinois & Michigan Canal National Heritage Corridor Rallye, Dan had taken slides at each decision point.)

Much of the first hour of class was spent covering the 'what and why' of the General Instructions, the Route Instructions, and the Special Instructions. And then, answering questions from participants as he went down the rallye route, Dan, fueled by a continuous supply of mysteriously appearing Heinekens, deftly explained the 'what and why' of each correct action at each decision point. The school participants were easily able to follow Dan (thanks to the laser pointer) along the rallye route using their Route Instructions in conjunction with the slides. A question and answer period followed the completion of the slide presentation.

Class concluded, the participants

then dined on the excellent pizza, salad, and dessert buffet presented by our host and fellow club member, Glen Spiegler. Novices sat with 'old hands' and rallye tips, hints, and stories flowed as easily as the Heinekens down the parched Rallye School Master's throat.

Thanks to Glen for his gracious hospitality. Kudos to Dan and Peggy on a job well done subduing the evil sibling. We look forward to seeing

the rallye school graduates as well as many other club members at Gallagher's Drive Me To Drink Rallye on June 7th.

(Ed. note: Even if you don't wish to rallye, you are welcome to drive to Frankfort for the day and then join the Gallaghers and the rallyists at the Bier Stube in Frankfort for dinner and the infamous Chicago Region comaraderie.



Carol and Rob Clarke read and reread the General Instructions.



John and Suzanne Sharpe take a study break.



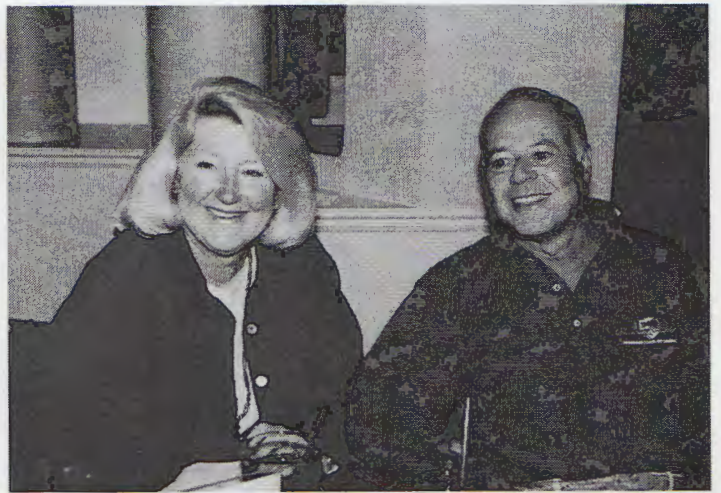
Patty and Jim Jacisin with Jim's sister Cindy and George Schaefer wait for their turn in the buffet line.



Dan Burns and Sarita Massey wonder what Gallagher meant by "Next opportunity".



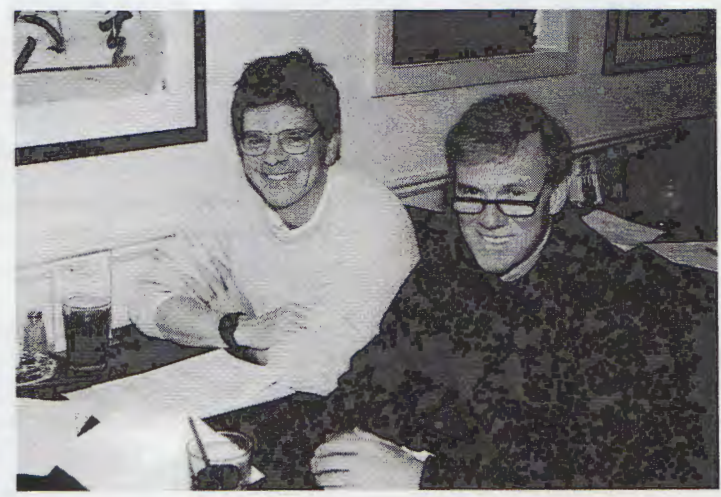
Dale Costello and Amber Schultz think they've got it 'down pat'.



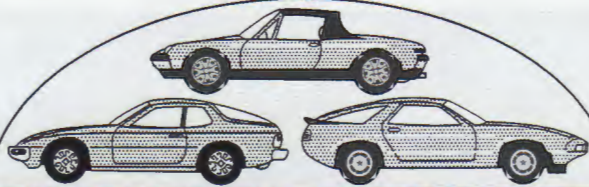
Karen and Jim Mansfield anticipate the fun on the Kane County Cool Car Classic Caravan.



Kurth Walters and Paul Becker ponder the "Onto" instruction.



Dave Mathews and Charlie Pyne enjoy another fun Chicago Region-event.



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Part Works' exclusive Fender Wall Liners protect your 914 from the corrosive effects of moisture retaining dirt trapped in the wheel wells of your car. \$99.00 per set of four

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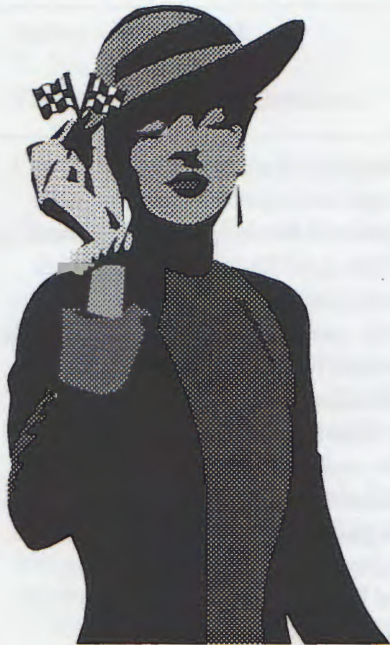


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Tres Chic Racing

presents

The "Not For Ladies Only" Autocross

Rockford Speedway, Rockford, IL

May 31, 1998

Registration & Tech: 10:00-11:00 am

Drivers Meeting: 11:00 am

First Car Off: 11:30 am

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

Tres Chic Racing has been asked to encore their Rockford Speedway "Not For Ladies Only" Autocross of last year. Again, we promise one of the most exciting events of this (or any) year: high banked oval turns, high-speed use of the straights, and challenging autocross through the figure 8. Last year, we were able to provide drivers with 5-7 runs and hope to do the same this year, depending on the numbers of drivers. The concession stands and restrooms will be available at the track. A local establishment will be chosen for dinner at the end of the day.

Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

Questions? Please call (before 9:00 pm) the Event Chair 'hot shoe' women:

Susan Brenkus 630.529.0911
 Jill Girard 630.985.6739
 Marla Turek 630.904.0800

P1 356, 914 (except 914/6), 912, 924 (except S & T)	P4 944 S2, 944T, 968, 930	M1 Modified 4, 6 & 8 Cylinders
P2 924S, 924T, 944 (except S2 & T)	P5 2.7, 3.0, & 3.2 911	Masters Production Class only (Elective class. Driver must be at least 55 years old.)
I1 Improved 4 Cylinders	P6 3.6 911	
P3 2.0, 2.2, 2.4, 911, 914/6, 928	P7 Boxster	
	I2 Improved 6 & 8 Cylinders	P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

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

Driver #1: _____ Home Phone: _____

Member Applicant Guest of _____

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

\$25.00 Members / \$30.00 for non-member guest

Driver #2 (same car): _____

Member Applicant Guest of _____

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

\$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

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

Board Meeting Minutes

Porsche Club of America Chicago Region Board Meeting Minutes March 6, 1998

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

Voting members absent: Clark.

Vote by Proxy: None.

Coordinators present: Anderson, Barnicle, Bittman, N. Brenkus, S. Brenkus, D. Gallagher, P. Gallagher, Hackenson, Inglot, Janecek, Jacisin, G. Knoblauch, M. Knoblauch, Rashbaum, Ruther, Shire, Yanahan.

Meeting called to order by S. Brenkus at 8:09p.m. at the Park Ridge V.F.W. Secretary - **Chuck Bittman**.

Bittman presented the minutes from the February board meeting. The following corrections were noted: The rallye school will be held at Rosati's in Schaumburg, not the Countryside Inn as noted. The first rallye will start at the Countryside Inn. Murrin moved, Inglot seconded, to approve the minutes as corrected. Approved unanimously. Treasurer - **Chris Inglot**.

Inglot presented a financial report which included the following: A balance sheet showing account deposits of \$113,828.39, pre-paid expenses of \$39,353.50 and total assets of \$170,807.63. An income and expense report for the first 2 months of 1998 showing a net deficit of \$35,671.26. An itemization of the pre-paid expenses. S. Brenkus moved, Murrin seconded, to approve the Treasurers report as presented. Approved unanimously.

Vice President - **Bill Murrin**.

No report.

President - **Susan Brenkus**.

S. Brenkus gave a check to the treasurer from PCA National for \$975.00 with represents our portion of the proceeds from official club racing

merchandise from our club race.

S. Brenkus read a letter sent to Arnold Zann thanking him for his years of service at Road America and stating that he can attend up to 5 Road America events for free.

S. Brenkus stated that the advertising expenses paid by the Buffalo Prairie Gang Camp for the raffle totaled \$18,989.28. The charity checking account currently has a balance of approximately \$142,000.00. Rashbaum moved, Janecek seconded, to pay the Buffalo Prairie Gang camp the amount of \$18,989.28 for their out-of-pocket advertising expenses. Approved 8 for, 1 against.

For 1997 the IRS stated that we owed approximately \$1,300.00. S. Brenkus wrote them to have this error corrected and has a letter stating the we do not owe them any penalty.

Autocross - **Jeff Girard**.

S. Brenkus reported for Girard that we are still looking for a location for the first autocross. Girard contacted Arlington Park but they wanted \$3,000.00 so we may go back to Rockford for the autocross.

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

Inglot reported that the club race contracts are signed. The Skip Barber instructor contracts are signed.

Munchwerks wants to be able to sell alcohol at our event. It was decided that we do not want any alcohol sold during our event. Inglot will talk with the track and Munchwerks before the next board meeting and report to the board.

Road America Drivers' Education Registration - **Scott & Sharon Lynn**.

Scott reported that he has been receiving some inquires by e-mail about our events.

Road America Club Race Registration - **Nick & Susan Brenkus**.

No report.

Road America Sponsorship - **Steve Rashbaum**.

Rashbaum reported that the Chicago metropolitan area Porsche dealers will be the primary sponsor of the club race. Rashbaum will work with individual dealers to sponsor specific parts of the weekend, e.g. the concours.

Road America Volunteers - **Gary Knoblauch**.

No report.

Blackhawk Farms - **Dan & Peggy Gallagher**.

All is well with Blackhawk.

Chief Driving Instructor - **John Ruther**.

No report.

Insurance Coordinator - **Bruce Janecek**.

No report.

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

The chili tasting and concours school will have about \$350 in door prizes.

Jim Jacisin reported that the budget for the first concours at Air Classics will require a budget of about \$500, of with \$360 is for the caterer. Murrin moved, Bittman seconded, a budget of \$500 for the concours. Approved unanimously. Rallye - **Dan & Peggy Gallagher**.

D. Gallagher reported that the 3/22 Rallye School will be a Rosati's Pizza in Schaumburg.

The 6/7 rallye will finish at the Bier Stube in Frankfort, IL.

Social - **Myra Knoblauch**.

M. Knoblauch reported that the Kane County Cougars event is in question.

The NuVision event was a great success with 41 people in attendance and it generated a surplus of \$161.42.

The prices for the Las Vegas trip will be available soon.

Membership - **Ed Barnicle**.

Barnicle presented 19 new applicants for membership into the club. S. Brenkus moved, Murrin seconded, to accept the applicants as members of the club. Approved unanimously.

Safety - Jeff Girard.

No report.

Technical - Pete Hackenson.

No report.

Goodie Store - Linda Patterson.

No report.

Charity - Tray & Danita Anderson.

Anderson presented a proposal outlining their recommendations for the 1998 charity raffle.

Rashbaum moved, S. Brenkus seconded, that we use Neves Rizza Porsche for the purchase of the car(s). Approved unanimously.

S. Brenkus moved, Rashbaum seconded, that we sell 4,000 tickets at \$50 per ticket and raffle 2 cars. Approved unanimously.

Rashbaum moved, Murrin seconded, that we give away two unique cars rather than have the winner order a car. Approved unanimously.

P. Gallagher moved, Rashbaum seconded, that we have the cars colored gold to honor the 50th anniversary of Porsche.

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

Shire reported that we have one new advertiser for April.

Property - Ed Leed.

No report.

Historian - John O'Keefe.

No report.

Timing & Scoring - Susan Brenkus.

No report.

Webpage - Chuck Bittman.

No report.

Old Business

None.

New Business

Ruther stated the Viper Club would like to use our "Driving Techniques" book to instruct their members. It was decided that we would allow them but they should give us credit in their book.

Adjournment

Inglot moved, Bittman seconded to adjourn. Approved unanimously.

Next meeting April 3rd, 8:00 pm, V.F. W., Park Ridge, IL.

Respectfully submitted,
Charles Bittman, Secretary.

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1998 Chicago Region Helmet Requirements

1985 Snell Approved M or S

1990 Snell Approved SA

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Autocrosses
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Track Events including

Road America events,
Blackhawk events
GingerMan events

You MUST have the correct helmet to drive the event.

Gallagher's Drive Me To Drink Rallye

Sunday, June 7th

Countryside Pub

Countryside, IL



10:00 a.m. Registration Opens

11:00 a.m. Drivers' Meeting

11:31 noon First Car Off

Complimentary Coffee
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S.O.P., Equipped and Touring Classes

\$20.00 Rallye Fee per car

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

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

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

From the south: 294 North. Exit Wolf Road. Right 1/4 mile to Joliet Road. Right on Joliet Road to Brainard Ave. On the right (across from The Flame).

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

Questions ? Dan or Peggy
708.784.0784

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

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

Die Bier Stube

42 Kansas Street, Frankfort, IL
815.469.6660

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

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

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

Driver: _____ Phone # _____
Member__ Applicant__ Guest of _____

Navigator: _____ Phone # _____
Member__ Applicant__ Guest of _____

Car Model _____ Color _____ SOP__ Equipped__ Touring__

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

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

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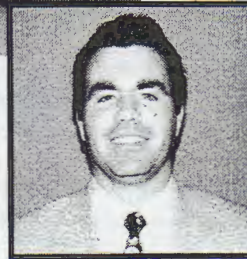
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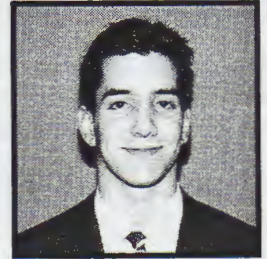
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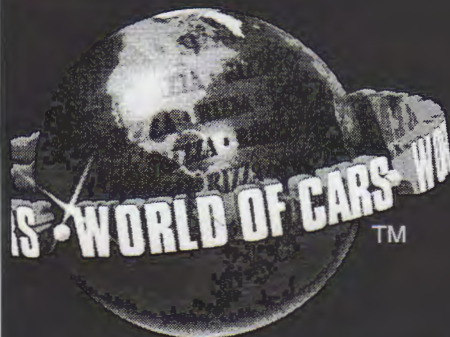
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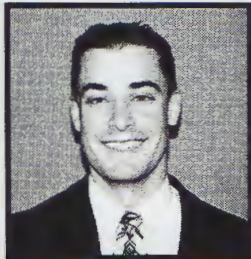
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Safety Tech Session

Safety Tech at Northstar Motorsports

by Pete Hackenson

April 5, 1998 was a beautiful, warm, and sunny early spring day as well as the Spring Chicago Region Tech Session held this year at Northstar Motorsports in Barrington. Our Northstar Motorsports hosts; John and Jeannie Ruther, ably assisted by Tracy Amato deserve a round of applause for the generous hospitality extended to the 85 Porsche enthusiasts who attended.

Safety Preparation was the theme for this Technical Session. Safety takes on a serious complexion when everything does not go exactly as planned. Our objective was to provide expert advice on preparation and planning which can reduce the risk in using the Porsche's racing potential.

John Ruther, 1998 Road America Co-coordinator; USRRRC, SportsCar and PCA Racer; and the Chicago Region's Chief Driving Instructor, discussed helmets and belts. These two requirements appear to be fairly straightforward: you get a helmet and some racing belts. John instructed us as to what is legal, what is not, and answered many questions involving which, what, when, how, and how much.

Helmets come with SNELL ratings. The SNELL rating is the approved composition requirements for a given year ('85, '90, or '95). The SA (Special Application) designation is for automobiles as opposed to the M rating which is for motorcycles. The differences are significant. The SA helmet is lined with Nomex and is made to withstand multiple-light to medium impacts. The M rated helmet is lined with nylon and is made to withstand one impact. Since all Autocross and Race events require cotton clothing, it does not make sense to wrap your head with something as flammable as

nylon. It's OK for motorcycle riders as they are not exposed, as a general rule, to fire, although they do need something that would save their heads when they scrap across the pavement for a few hundred feet. The auto driver needs the fire protection and the special impact composition of the SA helmet. The materials and construction of the SA helmet carry a slight premium over the M rated helmet. Closed-face helmets provide the best protection while the Open-face are less claustrophobic and can be cooler. An Open-face helmet would be great as a second helmet for autocross, but most of us want to invest in one good multifunction helmet rather than two. Other preferences include: large eye ports, great for us who use prescription glasses or sunglasses; Kevlar for lighter weight; ports that provide forced-air cooling. Any helmet needs to fit snugly so the skin on the face moves when the helmet is twisted side to side but not so snugly it cuts off brain function. You must not be able to slide the helmet back off the head with the strap secured.

Minimum Helmet requirements for Chicago Region Events:

- **Club Race - SNELL SA90 or later with Sticker attached**
- **Track (Drivers' Ed) - SNELL SA90 or later - with Sticker attached**
- **Autocross - SNELL SA85 or M85 or later - with Sticker attached**

Seat Belts also have ratings and come with features that may be legal for one type of racing and not in another or in the US as opposed to Europe. The discussions involved 5 vs. 6 point, width, mounting and Mfg. Date rating. All 5 or 6 point belts must be 3" wide with the submarine strap 2" wide. John noted the 2" belts that came as factory equipment on his 1993 Porsche RSR

on display in the showroom were for European use and would need to be replaced if the car were raced in the US. The 5 vs. 6-point issue is simply one of preference and comfort. Mounting locations for the belts were discussed. The shorter the belt the better, must use closed eyebolts and use big washers. (SCCA requires 4" square.) Shoulder belts cannot be mounted to harness guide bars as guide bars are to guide, not secure. The shoulder belts can be mounted properly to roll bars, roll cages and also special devices such as the new Brey-Krause Harness Truss. Most stock factory Porsche seats do not have shoulder belt slots, necessitating routing the belts around the seat back. This pulls the belts too far away from the neck, which provides inadequate fit and protection. A sternum strap (not allowed in Club Racing) can help solve this by pulling the straps together at the chest.

- **Minimum Seat Belt requirements for Chicago Region Events:** (not a replacement for the expanded PCA Club Racing Rules)
- **Race & 1, 2, & 3 Classes Road America - 5 or 6 Point 3" Belts (2" sub belt)** not mounted to seat or seat rail, anchored metal-to-metal for both driver and passenger with large diameter washers on both sides of floor mounting holes, swivels with eyes welded closed. No Y-type shoulder harnesses. The angle of the shoulder harness belts going back from the driver's shoulders cannot be above nor exceed 40 degrees below the horizontal plane of the shoulders. Sternum strap solutions to factory seat width is not allowed for Club Race. No two belts mounted to the same point.
- **ALL Labor Day Road America Classes** (no 4 Novice drivers are admitted) - **Same as Race above.**
- **All Other Tracks (Class 1) - Same as Race above.**

- **All Other Tracks (2, 3 Intermediate, & 4 Novice Classes) - Original factory installation or as Race above.**
- **Autocross - Original factory installation or as Race above.**

Additional discussion touched on roll cages and bars, race seats, window nets, Nomex race suites, gloves, shoes, balaclavas (for those with mustaches or beards), arm restraints for open cars, secure batteries, steel lugnuts for racing, electrical cut-off switches, fire extinguishers, sunroofs closed, metal vs. rubber valve caps, no hub-caps, tires for race/street, slotting and cooling of rotors, brake pad selection for street/race along with many others I don't remember.

I followed John's presentation

reviewing what safety preparations we should do before the first run session of the day along with what should happen immediately after each run session. The idea here was accomplishing the checks as early as possible thus saving time, frustration and the possible unfortunate results of our own pressure to get out on the starting grid without preparation. Ed Leed, long time PCA Club SCCA and Historic Racer, then took the podium and presented his Race Prep Checklist. Ed has modified this checklist many times for his 2.0 liter 911. The checklist helps to insure care is taken in the preparation as well as providing a space to record the run session variables like tire pressures and the results of changes we made.

Many additional questions were addressed individually by the rest of the Safety Team Hosts including: Todd Conforti, Chicago Region Race Tech Coordinator; Jeff Girard, Chicago Region Safety Coordinator; and Chris Inglot, 1998 Road America Co-coordinator

The warm sunny day meant that there was also a wonderful array of Porsches, many with new modifications, to view in the parking lot. In addition, Dan Bacin brought out his new VW Beetle and George Paul came with his BMW Cycle.

Special thanks go to Northstar Motorsports as our hosts and to the dedicated volunteers for another great Chicago Region event.



Tech Coordinator Pete Hackenson (left) and Chief Driving Instructor and our Tech Session host John Ruther oversee ...



the assembled members at the Spring Safety Tech Session held at Northstar Motorsports in Barrington, IL.



Ed Barnicle (left), Rip Patterson, Lee Lichtenstein ...



John Takehara, Gary Knoblauch, and Nick Brenkus discuss safety.

Photos by Pete Hackenson

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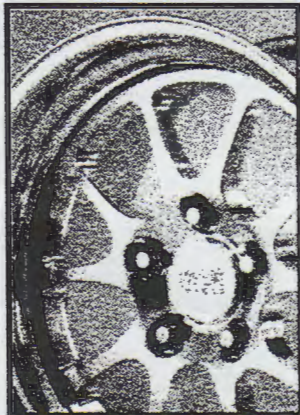
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Track Scene

What Is A Snell?

by J. D. Walter,
Nord Stern Region
(from NORD STERN)

So you're in line for tech inspection and someone comes up to your car and says "Can I see your helmet? Is it Snell approved?" Because the Club is updating the minimum helmet standard for all Track Events to Snell SA 90, I became curious and decided to find out more. Here is what I discovered.

Back in 1956 a gentleman by the name of Peter Snell was fatally injured in a racing accident. Several members of the Sports Car Club of America at the time wanted to memorialize Peter because he was so well respected. The outcome of this desire became known as the Snell Foundation. The primary focus of the foundation was to ensure suitable head protection for motor-sports participants.

The Snell Foundation is now known for its ongoing work in setting, maintaining, and upgrading the highest helmet standards in the US and throughout the world. Helmets meeting Snell standards significantly surpass those set by National Standards Institute (ANSI), and the Society of Testing Materials (ASTM).

The Snell Foundation currently tests over 6000 helmets each year and maintains neutrality by remaining independent of helmet manufacturers and government bodies. They do not accept donations from individuals or companies with a financial interest in the production of safety helmets. They are primarily interested in developing and promoting the latest in safety standards for helmets. Their income comes from testing fees and the sale of Snell Approved Labels (stickers). The labels found in all helmets meeting Snell standards are brought directly from the Snell Foundation. Each label, in each helmet, costs the manufacturer about 40 cents.

The testing that's done for a specific helmet model to pass inspection is incredible. They do a retention test, which is a dynamic strength test. They do a roll-off test (how easily it falls off the head), and a penetration test. The penetration test is conducted by shooting the shield with a pellet moving at 500 kilometers per hour. This is followed by an impact series where they hit each helmet nine times: four times in the front, four times in the back, and once on top. The eight hits to the front and rear are in only four

locations, using a laser guiding system to ensure the same exact spot is hit twice. (For the engineers out there, the force used is a 150-joule impact-energy on the first hit and then 110-joule impact-energy on the second hit in the same location.)

What I found very interesting is that they do all these tests under conditions normally found in nature: hot, cold, wet, and ambient. This means they demolish four helmet samples for each helmet model tested: one for each of the various conditions.

The Snell Foundation recommends that helmets be replaced every five years. This isn't a policy that stems from a capitalistic desire to make more money. It comes from an objective to provide the safest head protection available. The intent is safety! Helmets have to be replaced because a variety of factors can cause the liners to degrade, such as the glue that holds the liner to the inside of the shell, perspiration, hair oil, and the normal compacting through long term use. The bottom line: if the liner becomes deteriorated - your head is not as well protected. So as a general policy, because of normal degradation and improvements in the helmet, Snell recommends that helmets be replaced every five years.

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The Lincoln Park Zoo
 in association with
 Porsche Club of America, Chicago Region
 cordially presents

A Golden Concours

Saturday, June 20, 1998

Lincoln Park Zoo, Chicago, Illinois

In June 1948 the first car with the Porsche name was manufactured in the small village of Gmünd Austria. That unprecedented event started a love affair with a car which has endured for 50 years. In celebration of **Porsche's Golden Anniversary**, on Saturday June 20th, the Lincoln Park Zoo will close its doors to the public and provide exclusive use of the zoo facilities to the Chicago Region for a Zone 4 Concours, a "Walk-in-the-Park" Gimmick Rallye, a Childrens Zoo animal display, Dinner, and Awards Presentation.

The standard four classes of judging- A, B, C, & D - will occur in addition to the Chicago Region's new class - the "E" class. In "E" class the exterior and interior will be judged by visual inspection only. No interior or exterior will be touched. The entrant may show each car with windows up or down, convertible top up or down, how ever the entrant believes the car is the most presentable! The "E" class is to encourage a wider participation in concours events.

A Judges Choice Award will be selected. In addition, an Honorary Judges Award and a Peoples Choice Award will be selected.

Questions? Tray Anderson
 630.325.1327
 (6:00 - 9:00 pm, please)

Schedule of Events

<i>Cars arrive, final concours preparations</i>	3:30 pm - 5:30 pm
<i>Cars on display in the Lincoln Park Zoo</i>	5:30 pm - 6:30 pm
<i>A "Walk-in the Park" Gimmick Rallye</i>	6:15 pm - 7:30 pm
<i>Children's Zoo animal display for the kids</i>	6:30 pm - 7:30 pm
<i>Judging of Porsches on display</i>	6:30 pm - 7:30 pm
<i>Dinner</i>	7:30 pm - 8:30 pm
<i>Awards Presentation & American Club Gift Certificate Drawing*</i>	8:30 pm - 9:00 pm

Concours Fee	\$10.00 per car (One entry in American Club Gift Certificate Drawing.*)
Dinner Fee	\$20.00 per Entrant and/or Adult Guest
	\$15.00 per Child 15 and under

Fees include private entrance to Lincoln Park Zoo.

Net proceeds will be donated to the Lincoln Park Zoo Childrens Program

Location:

The Lincoln Park Zoo
 2001 N Clark Street
 Chicago, Illinois, 60614
 312.742.2000

Directions:

90/94 to Chicago exit Fullerton Ave.
 East on Fullerton to Cannon Drive,
 Right on Cannon Drive.

or

Lake Shore Drive to Fullerton Exit,
 West on Fullerton to Cannon Drive,
 Left on Cannon Drive.

***Win a \$1,000 gift certificate for the American Club in Kohler, WI.** The only 5 Star Resort in Zone 4, the American Club is located just 15 minutes from Road America. All Golden Concours entrants will be eligible. The winner will be determined by random drawing during the Awards Presentation.



A Golden Concours

Fees: \$10.00 per car
\$20.00 per person for dinner (\$15 for kids 15 and under).

Mail this completed form and check prior to 6/15/98 to:

WaterSoft Development Company
2211 York Road, Suite 205
Oak Brook, IL, 60523
Attention: A Golden Concours

Name: _____ Phone Number: _____

Region: _____

Address: _____ City/State/Zip Code: _____

Porsche Entry #1: _____ Year: _____ *Class: _____

Porsche Entry #2: _____ Year: _____ *Class: _____

Porsche Entry #3: _____ Year: _____ *Class: _____

of Porsches: _____ x \$10 = _____

of Entrant and/or Adult Guest(s): _____ x \$20 = _____

of Child Guest(s): _____ x \$15 = _____

Total amount of check = _____

Please make checks payable to PCA Chicago Region

- *Judging Classes:
- A - Interior, Exterior, Trunk, Engine, and undercarriage (Cleanliness & Condition)
 - B - Interior, Exterior, Trunk, Engine (Cleanliness & Condition)
 - C - Interior, Exterior, Trunk (Cleanliness & Condition)
 - D - Interior, Exterior (Cleanliness & Condition)
 - E - Interior, Exterior (Visual inspection only)

____ Check here to request by fax/e-mail complete event details including the *Do's and Don'ts of a Concours*

Fax Number: _____

e-mail address: _____

Chicago Region Membership

April Membership Anniversaries

1961	Harold S. Beach Bernice E. Koglin	Lois Beach Norman Koglin	Joseph Baksha Brian L. Allendorfer Jr.	Mary Baksha
1967	Robert W. Hindman Bruce Janecek	Lois Hindman Jean Janecek	Denise J. Stevens Alan J. Stengel	Gary B. Stevens Enid Chesler
1968	John C. Kern	Anne Kern	John P. Rumsey	
1969	Tyrone T. Andrews Larry Sjoblom Daniel A. Gallagher	Diane M. Andrews Ruth Sjoblom Peggy Gallagher	Steven R. Bartz Phyllis Goodman Richard Frigo	Annette Bartz Sid Goodman Dorie Bertucci
1972	J. Dennis Green Charles A. Vischulis	Nick Green Jean Vischulis	Gary S. Collins Brian J. Stevens	LaVerne Collins Joy Stevens
1973	Ralph S. Davis	Aimee Davis	1993 Roger A. Freitag	Georgia Freitag
1975	Tom Harwood	Phyllis Harwood	Joe Hish	
1977	Edward A. Raymond Jr. James J. Sovik	Marcie Raymond Holly Lee Sovik	Kenneth O. Floyd Eugene I. Novosad	
1978	Nick Brenkus	Susan Brenkus	Paul C. Jenkins	Ellen D. Jenkins
1979	Ronald O. Neurauter Robert L. Cook Michael C. Dogan Christopher R. Jensen James J. Meyer	Elizabeth S. Neurauter Shirley Cook Maureen Dogan Susan T. Jensen Laura Meyer	Gregory Domantay 1994 Edward R. Jack Jack DeBraul Thomas L. Strebige	Janet Lindeman Rosemary Jack Margie DeBraul Maureen Palecek
1980	John G. Dare		1995 Andrew I. Johnson	Janet Johnson
1981	Charles D. Deets	David Deets	Robert A. DeSalvo Jr.	Nancy DeSalvo
1982	R. Shane Beard Charles C. Cox	Debra Beard Monica L. Cox	Frank E. Jacober Jr. Paul W. Hill	
1987	Richard J. Holland Christopher L. Ellis Bennett L. Epstein	Annouk W. Ellis Meridith B. Clement	John Danreiter Gregg J. Heineman Ronald P. Sorce	Andy Danreiter
1988	James Harrington John R. Gray L. Stuart Gordon Robert D. Payne Jr.	Hilary Harrington Sharon B. Gray Joan B. Gordon	Spencer C. Hopper Gary L. Knoblauch Richard S. Noose	Marcia E. Hopper Myra Knoblauch Jeff Noose
1989	Edward J. Duffy Stuart Acker George Mueller John T. Davis	Rhonda Soussanna Susan Acker Ilona Mueller Pamela L. Davis	1996 Daniel L. Bettcher Peter L. Johnsen Michael A. Marschall MD James R. Sanger Patrick S. Kelly	Jacquelyn Johnsen Stephanie Marschall Marjorie Sanger Julie Kelly
1990	John T. Moehl Michael T. Mullins Robert A. Prenner Dr. James L. Foght Robert L. Palazola Willard A. Brown Jr. Kerry E. Kohn	Aime J. Warner Jane Mullins Kelli Prenner Martha J. Foght Angela Palazola	Dr. Matthew J. Gryzlo Paul J. Burt Anthony Neczet Michael J. O'Neill Jay T. Pearson	Carter Campbell Debbie Neczet
1991	Patrick D. McCrystal	Helene Kohn Patricia McCrystal	Michael D. Donaldson Robert C. Manion	Debbie Donaldson Chuck Manion
1992	Steve Rothman Richard R. Grottemeyer Bill Murrin James Murray Robert G. Mitchell Keith A. Clark Stephen C. Carlson	Jo Anne Rothman Kathleen Grottemeyer Amy Murrin Cheryl A. Mitchell Karen Clark Mark Carlson	Thomas Koenig Daniel A. Plaskett Glenn R. Gray Gilbert Missana James C. Martin Robert P. Cavallino R. Mark Lindman Edgar L. Noriega John B. Lloyd	Patti Koenig Lisa Plaskett Pam Gray Linda Missana Joseph Martin Lisa Lindman Sheila Noriega

Douglas L. Campbell		John Podmajersky	
Dean N. Gatziolis	Susan Gatziolis	Michael A. Rickey	Roberta Rickey
1997 Roger T. Beck	Jennifer Beck	Bo Baldwin	Maricel Baldwin
Dennis Hall	Michelle Alt	Peter Petrikas	Angela T. Gomez
Gregory K. Haglund		Joseph Ornelas Jr.	Del Ornelas
Conrad Wragg		Kurt R. Eldrup	
Gary Cohn		Michael J. Kvasnicka	Debra Kvasnicka
John C. Crane	Neil Crane	Michael C. Becker	Cynthia Becker
Vanessa Malo	John Malo	Russell Elderkin Jr.	
Robert Boxall	Kristin Boxall	Charles F. Allison	Gayle M. Allison
Scott McDonald		Michael Seehausen	
Lawrence B. Peck	Sarah D. Peck		

Welcome to our New Members for April 1998!

Dennis Austermeier Palatine, IL 1987 944 Turbo	Dr. Brian Gniadek Gurnee, IL 1987 911 Cabriolet	Robert Kruszewski Schaumburg, IL 1986 944 Turbo	Jayesh Patel Lakes In The Hills 1998 Boxster
Brian Cloch Riverwoods, IL 1995 993 Cab	Lawrence Gonzales Woodridge, IL 1998 Boxster	James A. Lawson Aurora, IL 1998 Boxster	Dr. William A. Sampson Wilmette, IL 1997 Boxster
Joseph Crane Crestwood, IL 1988 944	T. L. Grooms East Moline, IL 1997 Boxster	Nick Leb Chicago, IL 1987 944 Turbo	Tom Spence Arlington Heights, IL 1985 911
Henrick Danford-Klein Barrington, IL Transfer	Michael G. Harris Evanston, IL 1976 911S	Mark Mann Chicago, IL 1998 Boxster	K. Wayne Strom Naperville, IL 11998 Boxster
Timothy J. Dugan Chicago, IL 1998 Boxster	Brian E. Hughes Chicago, IL 1973 911 & 1986 944	Daniel C. Meenan Chicago, IL 1998 Boxster	Bob Van Olsten Roselle, IL 1991 911C2
Bill Garvy Chicago, IL 1965 356C	Christopher Johnson Northfield, IL 1986 944 Turbo	Bill Nemec Orland Park, IL 1991 911C2	Thomas J. Walker Lake Forest, IL 1986 951

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

Ed Barnicle, Membership Chair

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"Parts and Service from People with Experience, Integrity, and a Passion for Perfection"

Call FastTech today for discount prices on hundreds of 911 & 944 parts --- Including: competition solid Engine mounts, Adjustable upper strut mounts, spherical bearings, & suspension kits, brake & wheel/tire packages, carbonfiber - fiberglass & O.E.M. steel Body panels.

Cars

- 911 Twin Turbo GT1-Track - World Cup Winner
- 911 Ruf Turbo-Street/Track - Bi-Turbo Nemesis
- 944 Escort Series Turbo-Street/Track (1 of 11) Never Raced
- 968 Track - Very Trick
- 97 Boxster - Street Special suspension, wheel & tire package

Parts Special

- 944 Club Sport Control Arm **\$813**
- 944 Club Sport Caster Mount **\$171**
- 944 Club Sport Strut Mounts **\$137**
- 944 Club Sport Transmission Mount **\$388**
- 944 Fiberglass Hood **\$595**
- S2 Club Sport Rear Shocks **\$779**
- S2 Clutch Disc **\$244**
- Stainless Steel Brake Line Kits **\$49**
- Solid Motor Mounts - 915/901 **\$95**
- C2/993 **\$195**

Engines

- **930**
3.3ltr -400hp-
3.4ltr Twin Plug -490hp-
- **968**
3.0ltr -310hp-
3.0ltr -330hp-
- **944**
Turbo Motor -Stock
3.0ltr Short block

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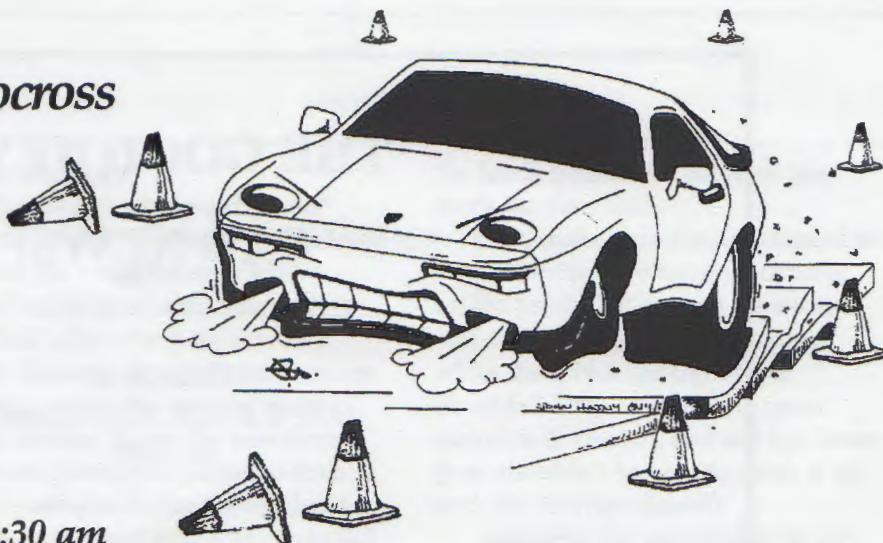
826 WALSH ROAD • MADISON, WI 53714 • FAX (608) 240-0662 • (608) 240-0660 • INFO@PORSCHERACING.COM

The Riot In Rockford Autocross

Sunday, June 28, 1998

Rockford Speedway

Rockford, IL



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

We will return to the Rockford Speedway with its high banked oval turns, high-speed straights, and challenging autocross through the infield for our second autocross of the season.

The concession stands and restrooms will be available at the track.

A local establishment will be chosen for dinner at the end of the day.

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

Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

Questions ? Mike Gray 630.836.0422 (before 7:30 pm please)

P1 356, 914 (except 914/6), 912, 924 (except S & T)	P4 944 S2, 944T, 968, 930	M1 Modified 4, 6 & 8 Cylinders
P2 924S, 924T, 944 (except S2 & T)	P5 2.7, 3.0, & 3.2 911	Masters Production Class only (Elective class. Driver must be at least 55 years old.)
I1 Improved 4 Cylinders	P6 3.6 911	
P3 2.0, 2.2, 2.4, 911, 914/6, 928	P7 Boxster	
	I2 Improved 6 & 8 Cylinders	P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Mail to: Mike Gray, 29 W 425 Crabtree Lane, Warrenville, IL 60555

Driver #1: _____ Home Phone: _____

Member Applicant Guest of _____

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

\$25.00 Members / \$30.00 for non-member guest

Driver #2 (same car): _____

Member Applicant Guest of _____

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

\$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

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



THE GOOD NEWS *and* BAD NEWS!

Changes in
O.N T.RACK C.OVERAGE
for 1998

First--The Bad News: Through no fault of our own, coverage for Drivers' Education events has been suspended. We are working hard to find another insurance company to provide it. We are optimistic. We will get the word out as soon as we know.

Now--The Good News: Nothing else has changed! Except the cost. (It's lower!)

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? "Whadya mean I can't drive my Porsche to work once in a while?!" **The Good News:** No drivers under age 21. No coverage for racing or participation in Drivers' Education events (stay tuned.) No other restrictions.

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

The Good News: Simple, one page application.

We think we've got what you need: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy.

It's priced like the others, is easy to apply for, but it is far less restrictive.

We at **CHASE & HECKMAN, INC.** *still* call it the O.T.C. Policy. Because it's C. overage that's O. n the right T. rack.

We think you'll call it **The Good News.** Phone us today for a quote.

John D. Heckman, P.C.A. member since 1978

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Tech Scene

Sticky Tire Preview

by Henry Hoeh,
Metro New York Region
(from PORSCHE POST)

Thanks to some of my internet connections (no pun intended), I got to see a few words relating to the sticky DOT-tire offerings for 1998. BF-Goodrich will be introducing a new high performance tire reported to be called the g-Force T/A R1. It will no longer be constructed using an asymmetric belt pattern that the Comp T/A R1 currently employs. It will come with less tread depth (reportedly only 3/32nds of tread) than the old R1s had and will have a tread block pattern similar to the Hoosier and Goodyear sticky tires, which is to say a non-existent or holographic-like tread pattern at best. It should be available first for 18-inch diameter wheels, which is great news for you twin-turbo and C4S owners out there who have had no 18-inch sizes available for the last two years.

I also heard that Hoosier will also be offering their sticky tire in 18-inch sizes for 1998 as well. The other tire manufacturers will follow, I'm sure. So, go ahead and order that new Boxster with the optional autocross-ready suspension and 18-inch, turbo-look wheels. We finally have shoes for you.

993 Litronic Headlight Installation

by Bob Jacobson,
Sacramento Valley Region
(from THE DRIFTER)

I just finished installation of the Porsche Litronic Headlight Kit (000-044-900-15) in my 993 which was easy to install (four hours) but pricey (\$1,400). These produce a blue, low-beam light by electrical arc in gas to produce double the light of halogen lights with 30% reduction in current consumption. The Kit included two headlight units, control

units and wire.

Begin by removing the "old" headlights by simply turning a lever inside the trunk on each fender. Next to the lever are three factory-drilled holes which are covered over. Remove the three hole covers and pop-rivet the control units to each fender. Route the new wire harness through a gasket to back of the headlight. Twist the old headlight socket and pull it out to install new wires.

The hardest job I found was to remove old wire clips from the socket (use a bent-wire "U" into each side of clip to release). Install the headlight socket into the bracket and install new Litronic headlight units. Headlight adjustment is easy; with car level, use 5mm Allen wrench into side of headlights as directed in owners manual.

The light produced ahead of the car is almost like daylight. Although pricey, with few cars now using them (911 Turbo, BMW, MB, and Lincoln), I am sure with wider application the price will drop. Also, for your information, Porsche issued a Technical Bulletin for this job.

Got A Squeaky, Creaky, Hatch Lid?

by Larry Wilson,
Sacramento Valley Region

For me, the first sign of spring is a noisy rear hatch lid on my 944. It squeaks, it creaks, it rattles, and it drives me nuts. But I've found the solution, and if the problem is not caused by the glass separating from

the hatch frame, this solution may work for you, too.

First, make sure the adjustment is correct on the two bayonet fixtures on the hatch that go into the receptacles on the body to keep it closed when shut. Not too tight (you shouldn't have to slam it to get it completely closed), and not too loose (you shouldn't be able to work it up and down when closed).

Assuming the adjustment is correct, I put silicone everywhere - better living through chemistry. Using a silicone clear gel (NAPA Silicone Compound in an 8-ounce tube for auto, home and industry use), I put some on my finger and smear it liberally on the rubber gasket (on the car body) that seals the hatch lid when closed. You might want to go light with the gel on that part of the gasket you lean over when putting parcels in the rear storage area. Then I smear it on the bayonets, the rubber block around the bayonets, the bayonet receptacles, and the rubber stop around the receptacles.

For a finishing touch, I take CRC Heavy Duty Silicone (spray can with an extension tube) and spray the hinges. Both products advertise that they reduce wear and squeaks caused by rubbing or chafing on nylon, rubber, metal, or non-metal surfaces. It's true --they completely get rid of the creaks, squeaks and rattles on my 944 rear hatch lid. Maybe yours, too.

As an added bonus, NAPA claims the silicone gel, if applied to your TV antenna, will improve reception during damp weather. Right.

In The June Issue



Autocross III

August 12th

Golf & Dinner Outing

August 22nd

Autocross IV

August 30th

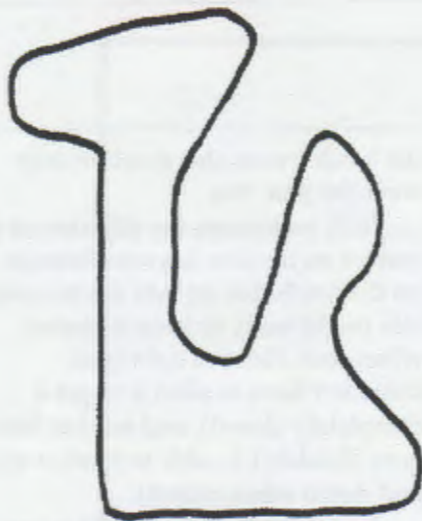
Road America II

September 5th - 7th

Drivers' Ed

Concours IV

TRAC 98 Club Race



GingerMan Raceway Weekend July 18 - 19, 1998

Questions ? **Jeff Girard**
630.985.6739
(Before 9:00 pm please)

The time is growing near again for our third trek to GingerMan Raceway in South Haven, MI.

The event will be run in a similar fashion to other Chicago Region Drivers' Education events with 1/2 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 the track.

Mandatory clothing requirements have changed for this event. Now required are a **SNELL approved SA 1990 helmet**, long sleeved cotton shirt, long pants, socks, all of non-synthetic material, and closed-toe shoes. Recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher. Please check the date on your helmet NOW: it

will be checked at tech inspection. Remember, if you do not pass tech inspection, you may not drive: so these points are very important.

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, July 17th so trailers, cars, and/or support vehicles can be left there securely.

Directions to GingerMan Raceway: From I-94 and I-196 near Benton Harbor, Michigan, go north on I-196 for 20 miles to Exit 20 (Phoenix Road). Turn right (east) on Phoenix Road 5.5 miles to GingerMan Raceway on your left.

First Driver
Name: _____
Address: _____
City, State, Zip: _____
Day Phone: _____
Eve Phone: _____
PCA Member ___ Region _____
Applicant ___ Guest of _____

Second Driver (must be family/affiliated member)
Name: _____
Address: _____
City, State, Zip: _____
Day Phone: _____
Eve Phone: _____
PCA Member ___ Region _____
Applicant ___ Guest of _____

<<Fastest Run Group Req. Slowest>>

<<Fastest Run Group Req. Slowest>>

Porsche Year, Model, Type, Engine Size

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

Chicago Region Permanent Car Number: _____
If none, requested Car Number. _____

Chicago Region Permanent 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 (must be family/affiliated member)

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

Checks payable to: PCA Chicago Region

Places To Stay Near GingerMan Raceway

Lake Bluff Motel South Haven, MI 616.637.8531	Carriage House B&B South Haven, MI 616.639.1776	South Haven Motel South Haven, MI (616-637-3808)	The Seymour House South Haven, MI (616-227-3918)
Quality Inn St. Joseph, MI 616.925.3234	North Beach Inn B&B South Haven, MI 616.637.6738	Sun 'N Sand Motel South Haven, MI (616-637-2007)	Michi-Mona-Mac Lakeshore Cottage South Haven, MI (616-637-3003)
Econo Lodge South Haven, MI 800.955.1831 or 616.637.5141	Ross House B&B South Haven, MI 616.637.2256	Sunset Cottages South Haven, MI (616-637-2727)	South Haven Inn/ Best Western South Haven, MI 219.462.6265
Old Harbor Inn South Haven, MI 800.433.9210 or 616.637.8480	Yelton Manor B&B South Haven, MI 616.637.5220	The Colonial South Haven, MI (616-637-2887)	A Country Place Bed & Breakfast South Haven, MI (616-637-5523)
Victoria Resort B&B South Haven, MI 616.637.6414	Sunny Brook South Haven, MI (616-637-4796)	Last Resort- Bed & Breakfast Inn South Haven, MI (616-637-8943)	
Arundel House B&B South Haven, MI 616.637.4790	Hotel Nichols South Haven, MI (616-637-8725)		

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



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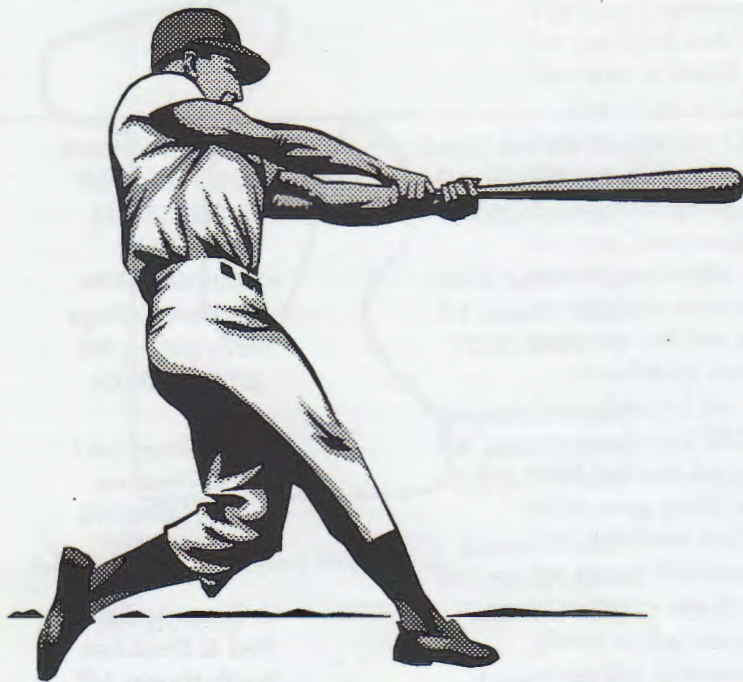
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Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM



Kane County Cougars

Saturday, July 25, 1998

\$5.00 per ticket
(bleacher seats)

5:30 pm at Gate #1

Our second outing to the Kane County Cougars is Saturday, July 25, 1998. This was a terrific Saturday evening, mid-summer affair last year as well as a super way to spend an evening with Porsche friends and their families.

As we were only able to pre-reserve 20 tickets, please call Keith Clark A.S.A.P. with your ticket order or send your check, made out to PCA Chicago Region, with the registration form.

We'll meet at 5:30 pm at Gate #1. The game starts at 6:00 pm. This year, food and drinks are NOT included in the price of the bleacher seat ticket.

Questions ? Keith Clark 630.690.3381
(before 9:00 pm please)

Philip B. Elfstrom Stadium

From I-88: Take I-88 to Farnsworth Road north exit, 5 miles north to Cherry Lane, left to the Stadium.

From I-90: Take I-90 to Route 59 south, to Route 38 west, to Kirk Road south, 1/2 mile to Cherry Lane, right to the Stadium.

Mail registration to: Keith Clark
733 Medford Drive
Carol Stream, IL 60188

Name(s) _____ Phone # _____

Member__ Applicant__ Guest of _____

Total # of Baseball Fans attending: _____ x \$5.00 Amount enclosed \$ _____

Please make checks payable to: PCA Chicago Region

The Kane County Cool Car Classic Caravan

Oh Rats, We're In McHenry County!

by Susan Shire

The ONLY disappointment of the first rallye of the year, the Brenkus' Kane County Cool Car Classic Caravan, was that we found and entered into (for some distance) McHenry County. We were supposed to do the former, but not the latter as the General Instructions clearly stated that no roads outside of Kane County existed.

One of the many delights of the rallye was that there are some really wonderful rallye roads in Kane County and I think that the Brenkus' managed to route us onto most of them. One especially wonderful stretch of newly black-topped road was immediately before the now defunct Shireland (no relation). With a CAST almost high enough to get us air-borne, we dipped up and down for a mile whopping with delight and wishing for more.

The rallye Sunday was warm and wonderful: a great day for the first driving event of the season. Rallyists, workers, Rallyemasters and friends

met at the West Dundee Mall at noon for the drivers' meeting. It was delightful to see so many new teams of members that we had met at the Rallye School as well as old friends and rallye teams not seen for a while. Everyone's Porsche was so clean and ready to play in the spring sunshine. Dan and Linda Bacin came in their new VW Beetle and Howard Yefsky was there in his old one.

Soon it was time to start. 25 S.O.P. and 10 Touring Class teams left the parking for the rallye adventure. The expert (?) rallye team of Steve Rashbaum and Susan Shire had trouble figuring out the first two instructions that were designed to get us out of the parking lot. (Hey, we were just a little rusty after the long winter!)

With CASTs of 50 and 55 we were soon out into the farm lands of Kane County and unfortunately some of us (who didn't see either the first McHenry County sign or the much smaller second sign) were also into McHenry County. It is our understanding that Bob Turner and Michelle Lucente actually made it all the way through McHenry County

to Boone County before they turned around. To their credit, Bob and Michelle found their way back and finished the rallye.

Leg #2 had a really quick first opportunity which, if missed, meant that you turned at the wrong second opportunity and were off course.

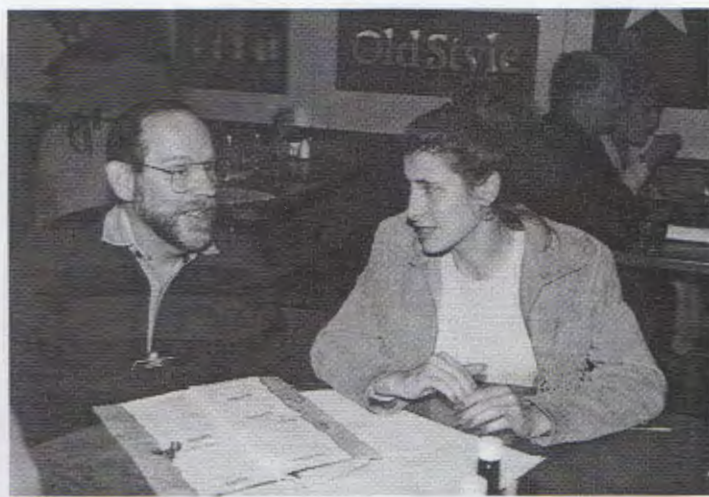
Rallye teams who met at the hot dog stand during the transit zone compared notes as to who had visited McHenry County and marveled that Harold Beach and Bruce Janecek had managed to find the hot dog stand when they had not found either checkpoints #1 or #2.

Leg #3 taught us to look both ways at a T to make sure that one half wasn't gravel and therefore not a T at all. Leg #4 had a Y-T which if not noticed routed you through a lovely little subdivision. And then, finally, there was the last checkpoint.

Rehydrated and refreshed rallyists found dinner tables and enjoyed the splendid fare of the Silverado Grill in lovely Wasco, IL. It was terrific to trade stories with Ilene and Mel Wostoupal who finished the rallye as did many of the novice teams. Scores tabulated, trophies presented and we



John Mueller and Scott Henderson discuss "Left at T".



Did Myron Walters and Nina Hoyer go "Right on Middleton or Ellithorpe"?

Kane County Cool Car Classic Caravan photos by Steve Rashbaum

Kane County ...

were soon on our way home.

It was a delightful day and a fun rallye (even if we did spend time in McHenry County). Many thanks go to Nick and Susan Brenkus for their work in putting it all together. Thanks also to the members who worked checkpoints: Bonnie and Pat Yanahan, new member Keith, Gary and Myra Knoblauch, Peter Hackenson, and Shawn Young and Kristy Kocinsky.

The next rallye is Gallagher's Drive Me To Drink Rallye on June 7th. We hope to see everyone with whom we shared this rallye well as many other members. A rallye is a delightful way to spend an afternoon.

My First Rallye By Sharif Nijim

Since birth, my brother Faris and I have been dedicated car nuts. Mom swears that our first word was "cah." Soon, after we became more articulate and "cah" transformed into Lamborghini, Lotus, Ferrari, and Porsche. For years, we've shared a monthly ritual of scouring Car and Driver cover to cover - then discussing all of the hot machinery we had just discovered.

Of all the vehicles encountered in our readings, one continuously capti-

vated us - the timeless Porsche 911. Last winter, I acquired my first "supercar": a black on black 1993 964 Carrera 2. We were ecstatic - reveling in the nuances of the 911 - addicted to the sonorous thunder of its exhaust and the way we now had to decelerate when merging into traffic.

As winter was rapidly approaching, we ferried the beast back to Iowa where she could reside in quiet slumber in Mom's big garage. Ever since the day we headed back to Chicago without the 911, we've been chomping at the bit for summer to arrive. We were desperate to be able to enjoy the car more fully and to get to know other people who share our passion.

"What better way to do this than to get involved in the PCA?" we reasoned. A quick Internet search told me how to contact Ed Barnicle, who promptly mailed out a membership application. I filled it out, returned it, and eagerly began examining the PCA calendar of events to find one to match my schedule. Given that many of my friends are getting married this summer, and that I work in Denver during the week, this proved to be a bit challenging.

Scanning furiously, I came upon the Kane County Cool Car Classic Caravan. A rallye! How exciting! I mentioned it to my brother, who

instantly agreed that this would be a blast. How intimidating! We recalled details of C&D writers and rallye computers. We'd read about them, but had had no immediate involvement with one.

Questions bloomed in our minds. Will we get lost? How do we do this? Will we need stopwatches? Calculators? Computers? A GPS navigation system? Will directions like "go straight 3.14159265359 miles at 48.675 miles per hour until you reach a reed bent at a 62.334 degree angle which points to the North Star, and turn left" be common? What are we getting into??!?

We read the registration sheet a bit more closely. Ahhhh, a touring class for novices! Wonderful! What the heck, let's do it! It'll be a great time. I put it on my calendar, mailed in my check, and that was that.

Rallye day dawned - bright, sunny, and beautiful. We grabbed a stopwatch and a calculator, hopped in, fired up, and headed out of the city to the registration point. What a sight for sore eyes! 911s, 944s, 968s, and Boxsters lurked in the parking lot. What a feast for the ears, as a 914, a 912, and more 911s grumbled into the parking lot. We walked around a bit, and noticed many of the vehicles were equipped with cross bars and racing harnesses. Hmm. Surely this type of equipment wasn't necessary



Jack Stephensen and Dan DeFava savor their second place finish.



All were winners, but these rallyists trophied.

for a rallye. However, it seemed that radar detectors populated many dashboards. Hmmmmm.

We signed in, got our copy of the general instructions, and retreated to the car. We quickly read them over. What a relief! Basic road rules applied. Instructions seemed to be simple things; like "right at T," "onto," and "straight as possible." No mileage statements were present. Okay! We can do this!

We got out, and started walking among the gathering of predators. As we ambled along, we noticed clipboards. Stopwatches. Post-it Notes. Highlighters. Uh-oh. What are we missing? What do these people see that we don't? Hmmm. Should we be nervous? Probably. Were we? Not really - we were just out to have a great time.

At the drivers' meeting, we listened carefully to instructions and questions. We made sure our stopwatch was synchronized with rallye time. We were eager to get in the car; looking forward to getting on the road.

Time passed quickly, and soon it was time for the odo check. Per Susan Brenkus' instructions, we tried to time our departure to the second, rolling away at 1:30. My brother shouted out instructions and landmarks, both of us keeping our eyes peeled. Sure enough, within moments, we were caught in traffic and behind schedule. Need to make up some time! We roared through the

countryside, eventually reaching the end of the odo check. We didn't get lost! We were relatively close on the time. Hey, we can do this rallye thing!

Waiting for our start time, we chatted briefly with a fellow driver. We quickly determined that our stopwatch and mileage calculation efforts were going to be useless. We decided we should simply follow the instructions and 'guess-timate' our average speed.

Tick, tick, tick. Two o'clock approached, and we roared away once again. We were off!

Sharif: "Bro, what's our CAST?"
 Faris: "Doesn't say, just drive."
 Sharif: "Okay, what's the next instruction?"
 Faris: "Left at T!"
 Sharif: "Okay!"
 911: ROOOOOOAAAARRRR!!!

We quickly made a couple of wrong turns, exited Kane County, turned around, back-tracked, and saw fellow rallyists going in the opposite direction. As quickly as we'd gotten lost, we found the right road. (We thought.) As Leg One continued, conversation in the car sounded more and more like this:

Sharif: "We must be behind."
 Faris: "Definitely."
 911: ROOOOOOAAAARRRR!!!

We were in heaven, squirting

through rural Illinois, sunroof open, engine thundering behind us. After 26.58 minutes of pure exhilaration, we arrived at the first checkpoint. We discovered we'd arrived within a minute of when we were supposed to. Great! We're doing well! We can do this!

Onwards! We were off again, determined to do well. That idea quickly became history, as on the 12 mile Leg 2, we racked up more than 50 miles of inadvertent sightseeing. However, our "unique" routes through Kane County in no way diminished our enthusiasm for the event.

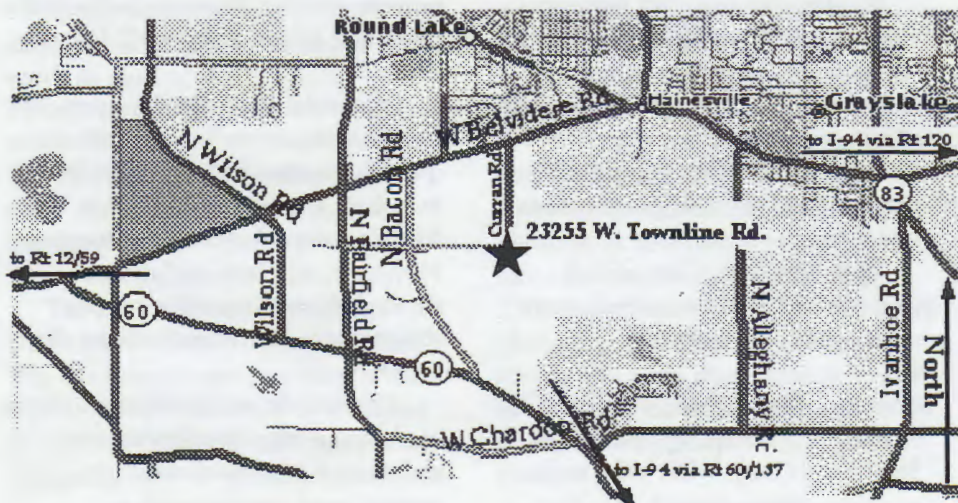
Afterwards, at the Silverado Grill, we learned how to calculate our points and discussed our general performance with a seasoned rallyist. We learned many things to keep an eye out for - the nuances of "onto" and how to interpret instructions like "turn right on Middleton or Ellithorpe."

Unfortunately, we were unable to stay for the rallye debrief, as I had a flight to catch early the next morning. We regret missing the opportunity to laugh and discuss the day with our fellow rallyists. Next time for sure.

Looking ahead, we can't wait to compete in the S.O.P. class for the rest of the year. Unfortunately, we can't make the June rallye and will have to wait until fall in order to test this unique combination of logic, reasoning, and driving skills once again.

Place	S.O.P. Driver	S.O.P. Navigator						
1	Dan Gallagher	Peggy Gallagher	11	Steve Olson	Sharon Gregor	21	John Diwik	Beth Luddy
2	Jack Stephensen	Dan DelFava	12	Ron Micek	Martha Kuffel			
3	Dan Bacin	Linda Bacin	13	Bill Murrin	Amy Murrin		Touring Driver	Touring Navigator
4	Lee Lichtenstein	Chuck Bittman	14	Mike Hass	Bill Stepien	1	Suzanne Sharpe	John Sharpe
5	Bob Nelson	Jon Nelson	15	Harold Beach	Bruce Janecek	2	Tony Neczet	Debbie Neczet
6	Steve Rashbaum	Susan Shire	16	Ed Barnicle	Gayle Timbers	3	George Schaefer	Cindy Jacisin
7	John Mueller	Scott Henderson	17	Frank Egan	Janet Egan	4	Bob Heider	Beth Heider
8	Tom Harwood	Phyllis Harwood	18	Bob Turner	Michelle Lucente	5	Joe Ornelas	Amy Ornelas
9	Paul Radja	Thomas Radja	19	Ken Pesavento	Nicki Kroll	6	Maureen Hutton	Salvesen/Kelly
10	Myron Walters	Nina Hoyer	20	Mel Wostoupal	Ilene Wostoupal	7	Sharif Nijim	Faris Nijim

Potter's Picnic & Concours III



Wayne Potter's Farm
23255 W. Townline Road
Grayslake, IL

PICNIC QUESTIONS ?

Rip and Linda Patterson
847.740.3562 (before 9:00 pm please)

THE PICNIC

Noon to 5:30 pm

\$8.00 each adult

\$4.00 each child (ages 4 - 17)

Free Mini-kids (3 and under)

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

summer, there is only one Potter's Picnic. We expect to see all of you with family, friends, and pit crews at the picnic to kick back and relax.

Location: We'll stick with tradition as 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. See the map for directions to Potter's farm.

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 blades, or roller skates, but please no family pets.

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.

Concours: See the Concours Registration form for details.

Potter's Picnic Registration (requested, but not required)

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 (ages 4-17) @ \$4.00 each \$ _____

___ Number of Mini-Kids (ages 0-3) \$ FREE

___ Total Picnickers Total enclosed \$ _____

Checks payable to PCA Chicago Region

Separate form required for Concours Registration

Sunday, August 2, 1998

THE CONCOURS

11:00 am Cars may arrive at farm for final prep

1:00 pm Judging begins

The summer tradition continues! For 31 years families and friends, along with their fabulous Porsches, have gathered at the Potter's lovely farm in Grayslake for this midsummer classic. You know you want to go to the picnic, you want to eat the brats,

you want to toss the water balloons, you want to work on your tan, and you want to drive your Porsche there. So why not do it? Come on out, park your Porsche and yourself on the big grassy lawn and be part of the summer tradition!

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

Class B: Exterior; Interior; Trunk & Engine

Class C: Exterior; Interior & Trunk

Class D: Exterior & Interior

Class E: Exhibition Style of Exterior & Interior. Visual Inspection Only

Novice: For fun & first time participants only.

Judged to Class C standards, novice class winner is eligible to trophy

CONCOURS QUESTIONS ?

Jerry Matta

847-913-8424 (before 9:00 pm please)


Entry in the CONCOURS is FREE but please REGISTER by sending this ENTRY FORM to: PCA Chicago Region, c/o Jerry Matta, 123 South Brook Hill Lane, Vernon Hills, IL 60061

Name _____ Phone _____

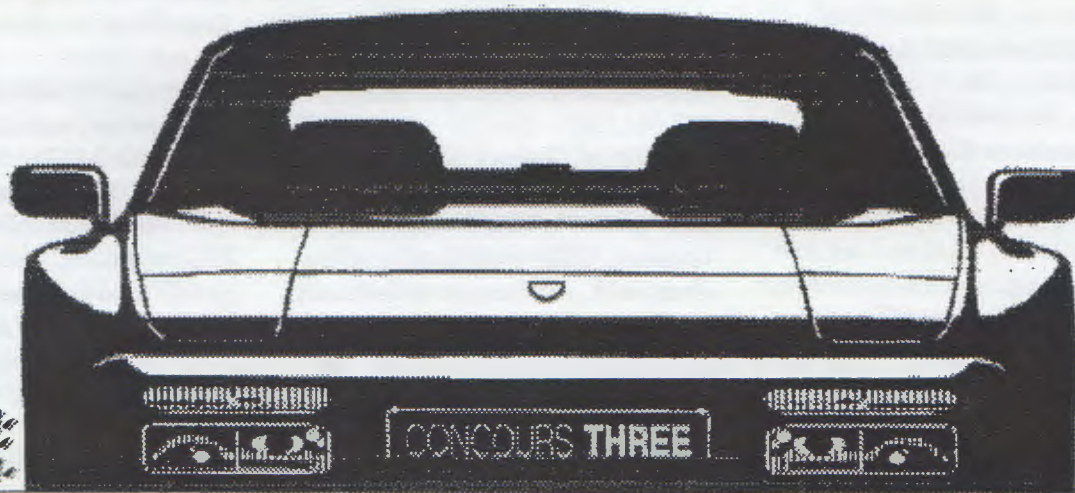
Member _____ Applicant _____ Guest of _____

Address _____ Region _____

City, State & Zip _____

PORSCHE Model _____ Body Style _____ 

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



PCA members are welcome to place ads of a non-commercial nature at no charge in The Mart. The non-member, non-refundable fee for this service is \$15.00 for three months, and checks should be made payable to PCA Chicago Region. Ad material must be received by the 10th of the month for publication in the next month's issue, is subject to editing, and will run for three months. To be run again after the initial three month period, ads must be resubmitted. Please limit ads to 75 words or less.

The Mart/Chicago Scene
Susan Shire
9507 North Central Park Avenue
Evanston, IL 60203
Phone: 847.674.2285
Fax: 847.679-8973
e-mail: Sshire9066@aol.com

FOR SALE

PORSCHEs

1967 911 S 86K km. Red. Orig. Sport Recaros. 5 sp. Fair shape. \$6,300. Brendan Connors (w) 312.886.0311 #250

1973 T Club racer GT-3 class RS narrow body look w/ducktail. Johnson Autosport turn key prepared. 3.3 liter twin plug direct fire, headers, 46IDA webers, 320+ hp, 2120 lbs., lexan, 6pt cage & fuel cell. 7.5x16 & 10x17 Youngblood rims, S4f & 930r brakes w/bias control, 915 gearbox, RSR clutch. All new, less than 5 hours total time - 2 races, 2 class wins! \$60,000. John Waterbury (h) 612.429.0242 (w) 612.944.9101 St. Paul, MN.

1973 911 RS replica Gulf blue. 2.7 w/webbers, roll bar, 5 pt. Harness. All receipts since new. \$18,000. Stuart Acker (w) 708.865.2727.

1973 911 T Red/blk. No rust. Chain tensioners, new brakes/Fuchs wheels/interior w/German carpet. Mechanically exc. Stored winters/bad weather. \$9,000. Carl Cucco 847.304.5525.

1973 911T Tangerine/blk leather. 40K mi. MFI. New '96: Comp TA/ZR's, koni adjustables, 21mm frt & 26mm rear torsion bars, turbo tie rods, sport muffler, Robt. Wood 7x15" Fuchs, master cylinder. New '97: H-4's & bat-

teries. Carrera upgrade tensioners. "S" instruments, recent tune-up, F/R alignment, lowered & corner balanced at Midwest Eurosport. Beautiful orig. cond. Must be seen. No winters/accidents/dings. No A/C. \$20,000. Mike Southard 847.294.3689.

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

1979 911SC Targa Guards red/blk. Beaut. "new" cond. 20K orig. mi. A/C, w/Carrera tensioners. \$20,900. Bill 847.283.9262.

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

1982 911SC Targa Red/tan. 63K mi. Whale tail. Complete service. New tires/brakes. Looks new/needs nothing. \$16,500/OBO. Bob 708.771.9316.

1983 911SC Euro Widebody. Anthracite gray/champagne leather. 27K mi. Bolsters recently dyed/looks immaculate. Power win. A/C. Sunroof. Many new additions. Alpine CD. OZ 3-piece rims, 17x9, 17x10. Bilsteins, Bursch exhaust, turbo tie rods, many others. Great daily driver. \$28,500/OBO. Must sell! Larry 847.940.7346.

1983 911 SC Targa Chiffon white/chocolate. 34,840 mi. #WPOEA0914DS160228. Factory options inc. LSD/sport shocks/alarm/short shift. All Carrera updates. Upgrades inc. Borla/test pipe/K&N/new targa top/lowered suspension. All service current/history available. Mint. \$21,900. Rick (w) 616.771.7555, (h) 616.977.1555. MI.

1984 911 Carrera Cabriolet Silver/blue/blue. 100K mi. Body, interior, & top in exc. cond. Engine very strong. #WPOEB0911ES171010. Frt/rr. spoilers. New battery/alternator. Short shift kit/many extras. Must sell.going into business for myself. All records/pictures available. \$25,000. Mike 815.786.6101

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

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

1990 911 Carrera 2 Coupe Guards red/blk leather. #WPOAB2969LS450269. 24K mi. Sunroof/pwr seats/CD. Orig. rims plus 17" 993 rims w/Pzero. No rain/winters. Heated garage. All books/records. My baby. \$38,000. Rocco Armocida, 1566 W. Algonquin Rd., Suite 225, Hoffman Estates, IL 60195. 847.334.0900.

1991 911 Turbo Black/Lipstick red. 20K mi. Power seats/mirror/sunroof. 10 disc CD changer/upgrade stereo. Brand new rear tires. Heated garage. No rain/snow. #WPOAA2967MS480343. Professionally services/maintained. Anthony Armocida 847.710.0900.

1992 911 Turbo Custom factory yellow/Black supple leather. Orig. & GT2 rear wing. Serious yet bullet proof) modifications. Adj. boost, fuel injection, 450+ HP/500lbs+ torque. Very fast. Lowered suspension/big red brakes. Ruf 18" wheels/frt. Air dam. 400 watt Nakamichi sound system. \$68,500. Leo 847.970.9474.

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

1997 911 C-4S Blk/blk. 10K mi. ##WPOAA2993VS320083. Alum/ltr shifter/brake handle/alum deals. Motor sound package. HiFi sound package. Litronic headlights. Heated garage. \$75,000. Rocco Armocida, 1566 W. Algonquin Rd., Suite 225, Hoffman Estates, IL 60195. 847.334.0900.

1974 914/2.0 Roadster Phoenix red/ blk int. Exc. orig. cond./fuel inj. Always garaged. Driven 3 mos. per yr. Strong & straight. #4742903158. New tranny & paint, plus much more. \$8,500. Patrick Clerkin, 505 S. Randolph, Macomb, IL 61455. 309.837.1934 or e-mail: ppclerkin@wiu.edu.

1976 914/2.0 White/tan. 107K mi. Stored outside last 9 yr. Engine seized/rusty/project car. \$900. Ken, Hoffman Estates, IL. 847.885.2481 or (fax) 847.885.8980.

1979 928 Brown. 175km. German import. 5 sp. Exc. cond. No rust. Garaged. New Yokos tires. Full service manuals. Some extras. Must sell/moving. \$9400/OBO. Steve Schafer 630.393.9019.

1980 928 Coupe Red/cloth interior. 91+K mi. Automatic. #92AO800784. \$5000/OBO. Marty Quinn 847.290.1844.

1982 928S White/brown leather. 5 spd, 45K mi. Sunroof, chrome wheels. Full concours condition: 1st Place Chicago Region. #WPOJAO927CS822244. No winters, garaged, cardex & brochures, bra & cover. New battery/tires/brakes/water pump & extras. \$15,500/OBO. John Brandt (e) 847.397.7238.

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

1985 944 Blk/blk Porsche cloth. 51K

pampered mi. Orig. owner looking for right new home. All orig. cond. Loaded with options. Stored winters/non-smoker. Had 41K service/all service records. 7x15 & 8x15 Fuchs/sunroof/Ungo alarm/new Dunlops/factory sport suspension. \$7,900. Rich Rybar. (w) 312.240.2566 (h) 630.850.9553 (lv message).

1985 944 Red/blk. 5 spd. 80K mi. Power sunroof/windows/hatch release/brakes/steering. New timing/balance belts/water pump/power steering pump/shift boot/shift lever/fog lights. Sharp/solid car. \$6100.00/OBO. Michael Kenaga (w) 312.368.8937 (h) 708.246.2123.

1989 944 S2 Black/burgundy leather sport seats. 62K mi. New clutch. Quaife, competition suspension (bars, shocks, springs, the whole ball of wax), lowered/chassis balance, chip. Car is well sorted out. Parade winner 1994, 2nd place 1996. Offered at \$15,995. Nick Brenkus (w) 847.540.2258 (h) 630.529.0911.

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

944S2 Club Sport as run in IMSA Firehawk Series. \$25,000. 610.588.6700 ext. 125 or <http://www.matthew1.com/teammatt/idxrace.htm>.

1995 993 Coupe Arctic silver/black. 29K mi. 17" wheels w/crest. No rain/snow. Covered, heated garage. 6 spd. Ltd slip. Perfect. \$55,00. Dick Wellek (eve) 847.480.1766.

1996 993 Twin Turbo Blk/blk. 33K mi., all dealer maintained. \$154K invested. Factory carbon leather seats/ss door sills. \$10K+ stereo system, Eibachs, chrome wheels, new tires, strut brace, B&B ss exhaust system, TechArt pedals. Amber rear lens imported from Milano. Priced to sell at \$100,000. Rob (w) 630.548.9295, (vm) 630.305.4391, (pager) 630.658.2055.

OTHERS/PARTS

Bell Helmet, Sport II SA95, Size M. White. Full Face. Retail \$275, will sell for \$190. Like new, used only 4 times before I realized it's too big. 937.436.1930 or e-mail: OnBoost@aol.com.

Tow Vehicle 1983 Chev. Suburban, Silverado, 3/4 ton, 454, 9 pass., heavy duty towing package, A/C, cruise, locking differential, pwr windows/door locks, no winters, previous 2 owners used summers only for towing boat. 144K mi. w/very good service history. 2 tone bronze met/almond w/tan interior. Exc. exterior, exceptionally clean interior. Mech. strong. \$6,000. 937 436.1930, e-mail: Racing911@worldnet.att.net.

Texas Bragg Trailer 2 axel. Deck/wiring/lights/wheels/tires/bearings are new. Inside deck dimensions 6'4" x 16'. \$2,000/OBO. Bob Drogan 708.579.1562

Trailex Trailer for 911/930 Model #G-7541HS. Includes ramp, electric chock, spare wheel and straps. \$6500/OBO. 630.377.2106.

1995 Feather-lite Alum. Trailer Like new w/many accessories. \$3500. Bjorn Forsell 630.892.0181.

Enclosed Auto Trailer 6'8" wide x 14'0" bed, canvas covered, dual axel, internal brake, alum ramps, new tires & spare. 6' overall height will fit in residential garage door. All tie downs and wheel chocks inc. for Porsche. I hauled by Speedster in this trailer for years, but it's time to retire from concouring. \$1500.00 complete OR trade for enclosed motorcycle trailer. Rod Gustafson, Rockford. (w) 815.654.9700 or (h) 815.633.1929.

Jeep Grand Cherokee wheels & tires 17x8 MSW type 55 w/Dunlop Sport Rover 6TX 255-55-17, 8K mi. Perfect. \$1175. Van A. Larson (after 7:00) 630.377.4686.

1986 Pontiac Fiero Silver/gray. 4 cyl. 86K mi. Loaded. Like new tires/clutch. Runs/looks good (ran hot in summer). Stored outside last 3 yr. Rear brakes locked up. \$900. Ken, Hoffman Estates, IL. 847.885.2481 or (fax) 847.885.8980.

1972 Datsun 240Z Orange/blk. Low

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mi., 4 spd., AM/FM, A/C, driving lights, rear window louvers. \$5,500. Jack Brodiske 815.485.8950.

1981 Lancia Zagato Targa Blk/blk leather. Special edition w/ gold stripe. Low mi., 2.0L DOHC, 5 spd., tilt wheel, AM/FM stereo, A/C. \$4,500. Jack Brodiske 815.485.8950.

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

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

Racing Seats 2 new in box unused Corbeau GTS Lowback seats. Blk no slip fabric. Ideal for 356/early 911/914/other vintage car application/Go-Kart too! \$175 each/\$325 for both. John Podmajersky (w) 312-738-8000, (h) 312-719-9004, e-mail Johnpod3@aol.com.

911 Fuchs alloy wheels/tires (2) 7x16 & (2) 6x16. Used only 1K mi. (4) Goodyear Comp T/A R1's mounted on & used 1 day only at Blackhawk. \$1250.00 for set. Jim Mansfield (w) 847.695.6000 or (h) 847.304.0396

1986-'89 928/928S4 BBS Wheels Silver 3-piece. (2) 8.5x16, (2) 9.5x16 H-2. Like new. \$1000. Mell Wostoupal, 5 Court of Harbinger Falls, Northbrook, IL 60062. 847.564.7799.

Parts 7x17, 9x17 '96 993 Factory Cup wheels \$1400. 911 Brey-Krause harness bar \$220. Simpson Cam-Lock belt \$220. Tony Shaneen (w) 630.513.2990 (h) 630.377.3126.

BBS Wheels 3-piece alloys. Silver. 7x16, 8x16. Used 1 season. \$1200. U. Karl 847.426.3623.

Tires & brakes (4) Pirelli Pzeros 205/50ZR 17. (1) Pirelli Pzero 255/40ZR. (2) Comp TA 255/ZR 17. Used huge 911 Brembo cross-drilled rotors & calipers w/new Pagid pads. Used 911 OEM rotors & calipers. Will separate! Peter Kaplan, Deerfield, IL. 847.948.8852.

Early 911 Parts Fuchs 15x9, 16x7 with rubber \$300/set. '67-'73: Frt bumper

\$100, eng. Lid \$50, trunk carpet-NEW \$75, blk Targa carpet set -NEW \$100. '90: Facet fuel pump -New \$75, Bosch Coil -NEW \$50, heater blower \$50, baby Tornado mirror drivers \$15, chain tower covers \$100 pair, NEW cam chains \$30, hydronic tensioners \$40. '77-'87 leather interior - electric seats, door panels, pockets, top rail. '67-'73 fuel tank \$50, new seals, Targa vent windows, front fender/body. Targa rear seats. Doug Coup (eve) 847.426.0387, (days) 847.426.0357 or dcoup@lighthouse-mkting.com.
911 Parts Tan interior, highback seats, dash, door panels, top rail. Carrera whale tail, fiberglass tail/lid w/OEM rubber lips & grill \$300. '69-'73 Coupe window frames & vent glass. '74-'86 engine lid, frt. fenders - SC rear SC flares. '76-'83 frt. & rr. Bumper complete w/Bellowes. AIR 935-3502 frt. bumper w/headlights, electric window motors. Bill Shaw 847.426.8093 or dnhmkting@aol.com. 2.7 "7R" Case All worked completed by Jerry Woods Enterprises, Feb/'98. Resurfaced and line bore case, install case savers, install anti-shuffle pins, clearance case for larger oil pump & new C2 oil pump included. At cost \$2,300. Mike Southard 847.294.3689.

911 Motor Parts 3.2 crank 74.4mm std good condition \$1600; (6) turbo connecting rods \$75/Rod; (6) 3.2 P/C 95mm pistons moly coated sides cyls cut nirosist rings \$700; 24 Dilavar case studs \$300; 3.0 case (requires matching) \$700; 3.0 oil pump \$200; 6 Euro 3.0 light weight wrist pins (CMW) \$200. E-mail: Racing911@worldnet.att.net or call 937.436.1930.

Carrera 2 Parts Car cover \$50. Bra \$50. Harness bar \$100. 7&9x17 track wheels w/235-255R1's \$750. Steel lug nuts \$35. 4 and 5 point harness sets \$75. Factory mats, black \$50. Lightweight Ruf shocktower brace \$175. Lexan windshield, light use \$200. 928S4 Parts Frt. calipers fresh rebuild w/adapters for C2 & early 911 \$500. G-analyst good cond. Comp. Orig. box \$175. 911 SC & Carrera factory rear sway bars \$35.

Guy Reeder, 3202 Hill Ct SW, Rochester, MN 55902. (eve) 507.285.9414.

Parts (4) Silver/colored enamel factory crests (964 & up), mint, \$120.. '89 911 factory muffler/tip (25K mi/like new) \$125. K+N for 3.2 Carrera \$30. Van A. Larson (after 7:00) 630.377.4686.

Parts 911/912 '65-'73 Factory shop manuals. Boxes of misc. 911/912 parts \$1 lb. Inner fenders, LR quarter, doors, lids, ,ore. 2.0, 2.2, & 2.4 engine & parts. Escort radar detector. Engine, transaxle, body, interior suspension, electric, etc. SASE for list & pricing or see WEB SITE at <http://members.aol.com/porschelvw>. Ricardo Gonzales, 8037 Lake Shore Drive, Gary, IN 46403-1339. 219.939.9946.

911/944 Parts (2) Gold painted Fuchs alloys 6Jx15 p/n 911.361.020.10 (mfg 9/73) orig. came w/'74 Carrera (sold as pair only), make reasonable offer. (1) Steel wheel 5-1/2Jx15, \$10. (1) Weltmeister SS-9005 short shift kit (new) fits '73-'86 911, \$50. (1) GMP Simple shock tower brace (new) for 911, \$25. (1) Bosch fog light lens p/n 911.631.964 fits '74-'83 911, \$5. (1 pr) Left/right custom slotted frt. rotors (new) for 944 Turbo S or '86-on 928 (sold as pair only) \$175. Lee Lichtenstein (day) 773.237.8211, (eve) 847.577.1550, (fax) 773.237.3278 or e-mail Lee@pmsales.com.

944, 944T, 944S2, 968 Parts Liquidating entire new & used part inventory. 610.588.6700 ext. 125 or <http://www.matthew1.com/teammatt/in-dxrace.htm>.

944 Turbo Bodywork Bumper cover \$500. Undertray \$200. Complete doors w/glass wiring harness window motors, mirrors, headlights \$200 each. Headlight motor \$150. Rear hatch glass w/spoiler \$350. Rear lower valance \$300. Rear bumper \$250. Black interior w/electric non-sport seats. More parts available, call with needs. Buyer pays shipping. Andy Mandell 847.433.8622 or e-mail: trba951@aol.com.

Garage Doubler same as advertised in the Scene. \$2000.00. Stuart Acker (h) 630.887.7480 or (w) 708.865.2727.

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WANTED

1978-'82 911SC Targa Red/tan or red/blk. Jack Brodiske 815.485.8950.

1984-'89 911 Coupe or Targa Prefer low mileage, original, documented vehicle. Rich (w) 616.771.7755, (h) 616.971.1555. MI.

1989 911 Turbo Coupe. Black or dark blue exterior, maybe red. All records/service history. Clean/good condition. Paul (days) 847.821.2686 or (eve) 847.949.8540.

1986 944 Turbo for track/street. Must be solid/priced right. Tim Wiese 847.223.1221

1994 or 1995 968 Coupe w/Tiptronic. Some light color (not white). Len Tralmer 847.480.0848.

Oversteer ...

(Continued from page 52)

- You've been to driver's school and didn't even have a ticket!
- You've ever had to explain the term, "pucker factor."
- You've ever spent \$100 for a battery that was three pounds lighter, when you were twenty pounds over weight.
- You've ever tried to convince your wife you needed that flow bench to fix the air filter on her station wagon.
- You've noticed that the UPS truck stops at your house more than another house on the block.
- Your 2 1/2 year-old daughter and 4 year-old son fight over who is going to be Jimmy Vassar.
- Your 2 year-old son knows the

meanings of all the flags.

- Your dogs' favorite toys are old race tires.
- Your EMAIL address refers to your race car rather than to you.
- Your friends don't recognize you without a helmet and driver's suit.
- Your racing budget is one of the big three: mortgage, car payments, day care, etc.
- Your socks in the drawer are all nomex.
- Your street car has last season's race rubber mounted on it.
- Your street car's tires are uni-directional and Z-rated.
- Your wife can never find hangers in the house 'cause you've used all the wire ones as welding rod.
- Your wife decides to become a race official so she'll see more of you during the season.

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Oversteer

The Goofy Things That Race Car Drivers Say
by Dom Miliano,
Northern New Jersey Region

Race car drivers say some of the goofiest things. Really. And it's not always their fault. Sometimes the TV catches them right after some bozo has run over the back end of their car and we get to hear uncensored comments that add new meaning to the word "colorful." The best one I can remember was A. J. Foyt trash talking Jeff Andretti who had just made a bone-head move and took both himself and a frustrated Mr. Foyt out. And Jeff is A.J.'s Godson.

Unfortunately, most times you and I only get to hear driver's silly statements after they have had some time to calm down and prepare themselves for the camera. Usually they are interviewed by a gracious pit lane "reporter" after their car has limped back to the pits with steam and titanium parts trailing out the tail pipe. We see the reporter with the microphone lean in through the crowd and ask something original and shocking like, "So what happened out there?" At this point, the driver makes the change from frustrated competitor to diplomatic salesman. He (and sometimes she) almost always answers, "Well, you know, the Valvoline, K-Mart, Pep Boys, Preparation-H, Weed Eater, Chapstick, National Public Radio, Bosch Sparkplug, Ginsu Knife, Marlboro, Lola Ford was running great. This was the best race car I have ever had in this or any other lifetime, and the team did a great job this weekend like every other weekend with the setup, and you know, we were fast right out of the truck, and our Goodyear tires were perfect, but you know, I guess Satanic forces in the cosmos made something let go in the engine and

well, that's racin' ... "

Let me clue you in, as soon as you hear a driver say, "Well, you know ... ," I can guarantee that the next 89 words you will hear will be the sponsors names, their toll-free 800 telephone numbers and nice words meant to suck up to sponsors, crew and car owner.

Just once I want to hear a driver come in and say, "This piece of crap was slow Friday, it was slower when the morons from the tire company screwed with my tire pressures on Saturday, and now, after running around like a rolling roadblock for 20 laps, it's sitting in pit lane dripping oil like a slice of cold pepperoni pizza because my tightwad sponsors wouldn't give us enough money so we could hire something better than these minimum wage, mouth breathing, room-temperature-IQ mechanics, one of whom forgot to tighten up the 39-cent oil clamp that just fell off and dumped 19 quarts of 10W-40 on the fastest corner on the track. But hey, that's racin' ... "

I think the dumbest interviews are after crashes especially if the driver being interviewed screwed up and caused the shunt. The driver usually starts with, "Well, you know, we were running good but we got a little loose, and down in turn 4 we got together with the number three car and well, that's racin' ... "

"We" got loose? I want to know what's with the "we" stuff anyway? They did away with riding mechanics sometime around the Lincoln administration. So if there was a "we" in the car that got loose, the we was you pal! But, I guess, if I just smacked a three hundred thousand dollar race car into unforgiving concrete (is there any other kind?) or someone else's three hundred thousand dollar race car, I would want to share the credit with as many people as I could. I might even blame the guy interviewing me!

But racing is such big money these days that I don't think you will ever hear an honest interview any-

more. That is unless you count the "interview" Arie Luyendyke gave as he passed another driver during the most recent Indy 500. It seems the other driver did something that annoyed Arie and he waved back the classic one finger salute (no, he was not telling him that he thought he was number one). This gesture of affection, naturally, was caught on the in-car camera and replayed at least once on national TV by ABC Sports. I think their new motto is, "The thrill of victory and the middle finger of frustration."

But hey, well, you know, I guess, that really is racin' ...

(Ed. note: This was reprinted from the NNJR Porscheforus. Dom Miliano is also a contributing editor for EXCELLENCE, A Magazine About Porsche Cars.)

You Might Be A Racer If ... **Part Three** (PCA Editors Network)

- You think the primary purpose for wings is to PREVENT flight.
- You thoroughly enjoy showing the tailgater behind how to drive around a highway off-ramp.
- You try to get home in time for RPM Tonight.
- You try to justify your hobby as continuing education.
- You used to have money.
- You wear long underwear in July.
- You will spend months evaluating replacement tire performance, but not once think of tire wear as a factor.
- You wonder why the hotel air-conditioning can't keep up with 12 people sleeping in the same room.
- You wore Nomex socks to your wedding.
- You're tired of people asking how fast your car is and expecting to hear the top speed in MPH, not a lap time at some local track.
- You've been known to yell, "It means, check your mirrors, dammit!" at your television.

(Continued on page 51)



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