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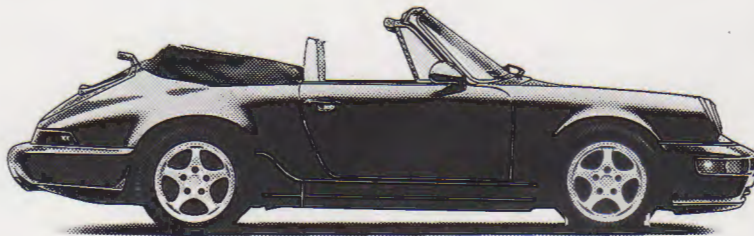
NOVEMBER 1992

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

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

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

ADVERTISING RATES:

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

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

CHICAGO SCENE
1628 Southampton Court
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COVER: Romance - Porsche style. Bernard Lakemaker's 1958 356 at the Charity Autocross. Photo by Chris Ingot.

CHICAGO REGION 1992 CALENDAR OF EVENTS

January 19	Annual Membership Meeting
February 16	Restaurant Tour
March 15	Concours School
March 28	Tech Session
April 5	Rallye
April 25 & 26	35th Anniversary Party and Concours
May 3	Driving School
May 6	Blackhawk I
May 23 & 24	Elkhart I
June 13	Concours
June 17	Blackhawk II
June 28	Gymkhana
July 12	Potter's Picnic
July 19 - 26	Parade
July 26	Summer Dinner Dance
August 2	Rallye
August 5	Blackhawk III
August 23	Utica Gymkhana
September 5 & 6	Elkhart II
September 20	Charity Gymkhana
October 4	Rallye
October 17	Blackhawk IV
October 25	Restaurant Tour
November 8	Concours
November 22	Tech Session
December 5	Dinner Dance

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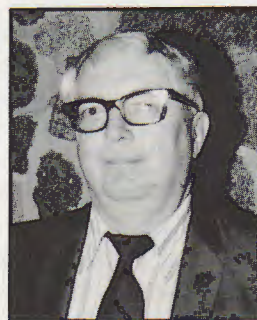
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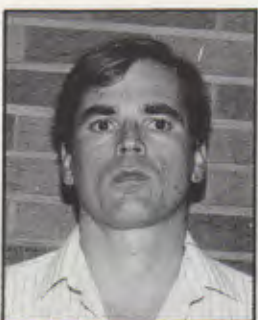
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IN GALLAGHER'S GEAR

Winter is upon us! I had a tear in my eye when I closed down the track at Blackhawk October 17th. The last driving event of the year was over. We did not go out with a wimper. Eighty-five cars experienced mild weather and excellent track conditions. No one bent anything and all cars left the track under their own power. After the track closed, Chef Karl treated us to an excellent dinner. Then the good Chef and his crazy German friends treated us to German music with the Chef playing the boomba stick and leading the sing-along. What a blast. Thankfully, most of the revelers chose to stay in the local Holiday Inn for the night. Thank you, Peggy and Pat Sanda for the great job at registration. I have to keep this good lady Peggy, she is the best registrar I have ever had.

While on the subject of Peggy, the Loop Rallye and Zoo Tour was a terrific success. Thirty-nine cars, most of them Porsches, started the rallye and all finished. I was very happy with the turn-out and the results. We parked our cars at the end of the second leg in the Chicago Locks parking lot. Thank you, Bob Neal, and then were bused to the zoo. I think everyone enjoyed the rallye through the zoo. The bus returned all to the parking lot and then we enjoyed sampling good beer and Porsche camaraderie at the Goose Island Brewery.

Not too much exciting at the last board meeting but I will give you the most important points of interest. Because of the success of Road America, the board decided to add a sweet table for the finale of the dinner dance. The board and I are trying to give back to the club what the members have given to us. The board was extremely happy with the results of Hari Matsuda's charity event. I cannot give you the final figures of our donation to Children's Memorial Hospital at this time because of the raffle that will occur at the dinner dance. All I can tell you is that it appears we will have a record charitable contribution. The board also decided to contribute the entire proceeds of the sales of the day from the goodie store to the charity. Linda Patterson, who does a damn fine job running the goodie store, convinced the board to donate all the proceeds from the day's sales (\$480.00) to the charity. A great job by Hari. We thank you and the cancer unit of Children's Hospital thanks you.

We will be setting the calendar for the coming year shortly. I have been under some pressure to expand the number of concours, rallies and gymkhanas for the coming year. I have no problem with this except that in calendar year '92 we ran 26 events, or one event every

two weeks. What I believe the board will do is to combine events. By that I mean we will run a concour with a tech event, or a rallye with a social event. In that way we can increase the number of events without increasing the number of events.

We all agree that whatever we do, the gymkhana classes will never be fair. A committee consisting of John Ruther, Greg Turek, Rip Patterson, Harold Beach, Arnold Zann, and myself is trying to make things as fair as possible. Please do not believe this is cast in stone as of this writing but here is what we are proposing to the board. (Note this does not mean this would be approved.) Class 1: 356, 912, 914 (except 914/6), 924; Class 2: 924T, 944 (except 944T); Class 3: 911 2.0, 2.2, 2.4 and 928; Class 4: 2.7 911, 930, 968 and 944T; Class 5: 914/6, 3.0 and 3.2 911; Class 6: All 3.6 911; Class 7: Modified cars. The bumping schedule will be: 1 > 2 > 3 > 4 > 5 > 6 > 7 > FTD. If there are not enough cars for a class, cars will be bumped until a three car class is gathered. FTD will be a class if three cars are bumped into it. If you have any opinions on this, please get hold of any committee member or come to the Annual Meeting on January 24th. Once we set the rules, we cannot change them for the year.

I doubt if this newsletter will be in your hands before the November 8th Concours. I am happy with the increased interest in this event. I intend to increase the number of these to five next year but to put them with other events such as Elkhart and Tech Sessions. If you have this rag in your hands before the 8th, please come out and support these nuts, plus it is a real pleasure to see these cars.

Please mark your '93 calendar now. The Annual Meeting will be held January 24th. This meeting will be held between the NFL playoffs and the Super Bowl and will feature free beer and lunch. We are also planning some other activity to insure your interest.

I hope you all attend this year's dinner dance. The Turek's have done a fine job planning it and the club has done a fine job subsidizing it. Here is your chance to bring out your honey, enjoy a great meal, dancing, etc. at a greatly reduced price. This is our way of thanking you for a great year. Hope to see you there.

Well, I am getting ready to go to Chinatown for our restaurant tour. If I don't eat too much egg foo yung, you will be hearing from me next month.

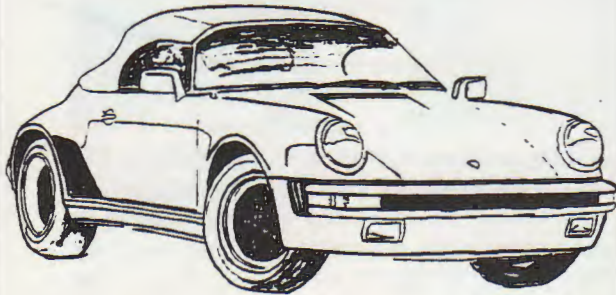
Dan

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The Chicago Region PCA Presents
Your 1992 Dinner Dance and Awards

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Relive your favorite PCA moments with fellow Porsche Enthusiasts
by joining the festivities of the 1992 Dinner Dance!

Arrive early in the Social Hour to pose with your "honey" for a
beautiful color portrait, courtesy of the Chicago Region
and
sample scrumptious hors d'oeuvres.

Dine with friends and continue those Porsche tales.
Later, discover who is "best in class" when the trophies are presented.
Then, dance to the music of "Confetti."

***** DETAILS *****

- DATE:** Saturday, December 5, 1992
- LOCATION:** Oak Brook Bath & Tennis
800 Oak Brook Rd. (31st Street between York Rd. and Jorie Blvd.)
Oak Brook, IL
- TIME:** 6:30pm Social Hour, with Portraits, Hors d'oeuvres, and Cocktails
7:30pm Dinner
- MENU:** Choice of Baked Swordfish with Tarragon Sauce
or London Broil with Bordelaise Sauce
Both include soup, salad, rolls, vegetable, potato, beverage, and dessert
- PRICE:** \$45 per person

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Mail to: Marla Turek, 733 Alexandria Drive, Naperville, IL 60565

Name(s) _____

Swordfish
London Broil

November Tech Session

Topic - PCA Club Racing

Date: Sunday, November 22nd
10 AM to 3 PM

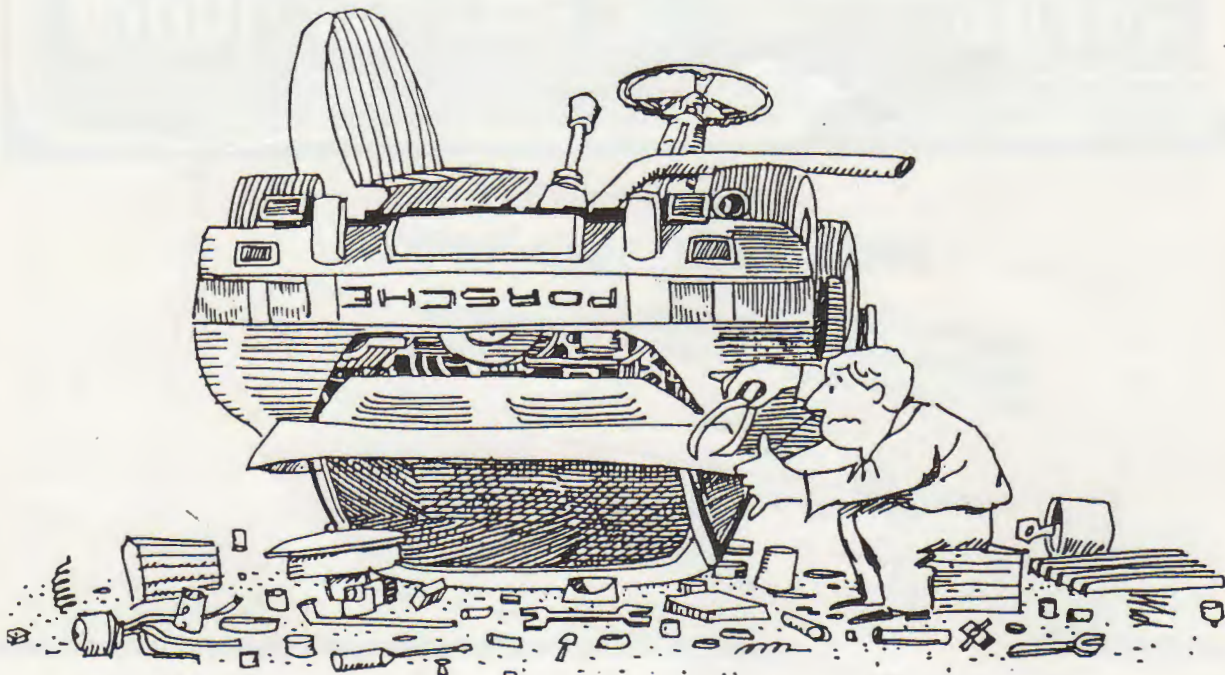
Place: Midwest Eurosport
104 W. Irving Park Road
Bensenville, IL
(708)595-5577

Come out and join us if you are interested in PCA club racing or regular track events. We will cover requirements of the driver, safety requirements of your car, rules on the track, and modifications on your Porsche.

Our featured speakers for the day will be Arnold Zann, Coordinator of PCA Racing for Chicago Region, and Bill Love from OG Racing, who will also be displaying belts, helmets, driving suits, roll bars and roll cages.

In addition, we will also have a movie on the Summit Point PCA event, and Bill Love is providing us with door prizes to be raffled off.

Lunch will be served at noon catered by "Strats 50's Diner." \$3.00 charge at the door. Parking is available on Center Street just east of Midwest Eurosport, and at Jim's Towing on Center Street. Please call George Weathered at (708)595-5577 by **November 14th** so we may plan lunch requirements.



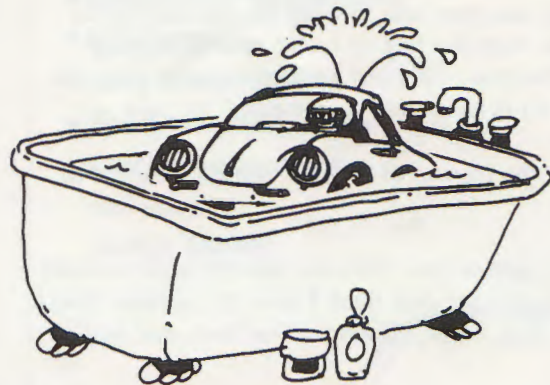
5th Annual Bill Jacob's Motorsport Fall (?) Concours

- Date:** November 8, 1992, Sunday
 Time: Concours entrants may arrive at 10:00 AM
 Judging starts at 1:00 PM sharp!
- Location:** Bill Jacob's Motorsport
 Ogden Avenue, Naperville
 East of Route 59, West of Route 53
- Cost:** \$10.00 for concours entrants only who must pre-register!
 Buffet and refreshments are compliments of our cordial host, Bill Jacob's, but please register so we can give our host a count for refreshments.

As in years gone by, our last (whew!) concours of the year will be a two club, Porsche and BMW, contest. Please note the date change!

We will use the showroom and garage facilities for the Chicago Region Concours Classes, as well as People's Choice and Judge's Choice for both clubs. The BMW Club will have their concours classes. We will be voting for their People's Choice, and they will be voting for ours.

We need concours registration ahead of time, and a phone call to tell us how many of you are coming so that we can plan for refreshments accordingly. Be sure to invite other Porsche and BMW people to come meet our members! Concours pre-registration is required!



Registration November 8th Fall (?) Classic Concours

Name: _____ Member Applicant Guest

Concours Class: A _____ B _____ C _____ D _____

Volunteer to judge? Yes _____ No _____ Maybe _____

Please let us know how many are coming for planning by our host!

of adults _____ # of kids _____

\$10.00 for concours entrants only! Checks payable to PCA/Chicago Region

Mail to: Bill Garvy, 6742 North Campbell Avenue, Chicago, IL 60645-4616

Questions??? (312)973-3938, evenings preferred

THE FAST LANE

by Dick Badler

So there I was, out in the garage, getting my regular aerobic exercise by Zymoling the Porsche. The sun was shining. I had the VCR running in the family room, taping the latest Formula 1 "parade of technology." In popped number two daughter, seven years old, back from a bicycle ride down the block. She gave me a hi, dad, whatcha doing, and skipped into the house. I was content with the world. What a lucky guy, I thought.

A half hour later, bang, it hit me. I shot into the family room, to find the VCR recording "Clarissa Knows It all" on the Nickelodeon Channel. My lovely daughter was viewing this pablum upside down, with her feet up on the couch, popping bubble gum. "It's just another car race, dad. All they do is go around and around," she said.

From the mouths of babes ... what's a car nut to do?

But it gets worse. Like the time my wife confided to me that the girls think I love my car more than I love them. Yes. Honest. That hurt, that hurt a lot.

At dinner that night I confronted them. I asked why, in heaven's name, why would they say such a thing? The answer - no, answers - came streaming out. Because I'm always washing the car, and cleaning it, and polishing it, and it stays in the garage, under a cover, and it never gets wet, and I yell at them when they get fingerprints on the windows and ...

"Stop!" I cried. "Don't you like to take care of your things?" With that, I noticed that number two daughter was clutching a headless Ken doll, with chocolate marks all over his clothes. Number one daughter, 10, had left a trail of mud leading from the front door, in that ribbed pattern which can only come from children's sneakers.

Kids, girls, what do they know? I thought to myself that at least I was around the house on weekends, and when we go out in the 911, they can come along in the jump seats. So I'm a fanatic.

It's quality time that's important, not quantity. No, no. They have it all wrong. Don't they? How can I explain it to them?

I've tried. For example, I've tried to create that "family unity thing." We frequent those high-class restaurants, the ones where they have crayons set out in a jar, and you can write on the tablecloth. As soon as we sit down, they ask me what they should draw. But, then they go ahead and draw bunny rabbits and sunflowers. My turn is next. "Dad's going to draw a car," they say. And, of course, they're right -- out comes the same thing I've been drawing since 8th grade study hall, and it always looks vaguely like a 911. "Why don't you try something else, dad?" they ask.

In the spirit of family unity, we've gone to races, and the noise is always too loud. We've gone to car shows, and it's always BORING (their exclamation). Except once, when we found a Triumph TR-6, painted hot pink, with a Barbie doll logo stenciled on the side. That they liked.

People tell us that our girls have such different personalities. I couldn't agree more. But this is unsettling, too. Because I can see character traits that will lead to ... to what? I shiver to think about it.

Take the act of helping wash the Porsche. The older one will sit on the curb and watch. "Don't get me wet, daddy," she'll say. The younger one, on the other hand, will pick up a soapy sponge and slam it onto an area I just rinsed off, splattering suds all over her hair, face, clothes ... and my very expensive Fuchs alloys. Then come the tears and the impassioned whimpering of "I just wanted to help."

The older one will be like her mother. She'll complain "I don't want to learn how to drive a stick shift. It's not more fun to me." I can picture her in a 944 - automatic, of course. The car will have fouled plugs and terminal engine run-on from never being revved above 2500 RPM. She'll bring it by on Sundays so dad can wash it. She'll throw me the keys, give me a big kiss and march into the house to look for her mother's brownies.

The younger one? She'll never own a Porsche. No need. Rich kids in Turbos will pull up to the house and toot the horn. She'll run out with barely a wave and a "don't wait up, dad." Then she'll march over to the driver's side and demand that she take the wheel, which, of course, he'll agree to. And she'll lurch the car so hard, the smell of burnt clutch will permeate the neighborhood for weeks.

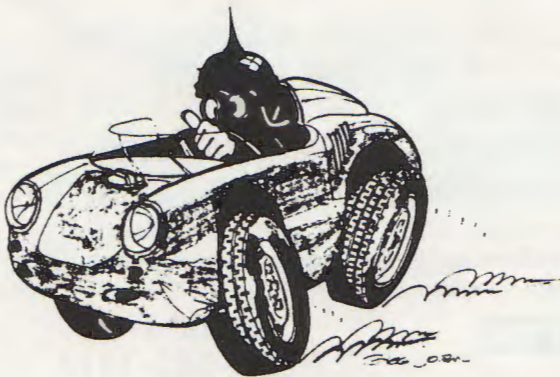
Do I worry about them too much? Do I get angry at them too much? Am I too self-centered about them? The problem is that there are also those ... moments. When the older one was born, a friend said to me that I was blessed, because girls are better. I didn't know what he meant -- I had been hoping for another motorhead, someone to whom I could pass on the fine art of heel-and-toe downshifting, and the joys of Armor-All. It took me years to get the point. Maybe it was the first birthday card I received that had a scribble on the front. "It's a Porsche in a rose garden, daddy," she said. Or the first matchbox-size model Porsche I received, paid for out of their allowances. Or the gift of the seven-piece jigsaw puzzle of a ... Lotus. That one brought new meaning to the line "it's the thought that counts."

One time I got up the nerve to ask the girls what they tell their friends about their dad. I got back, "He's really neat, he drives a Porsche." From both of them.

"But I thought you think I ... "

"C'mon, dad. You know we love you best," they said.

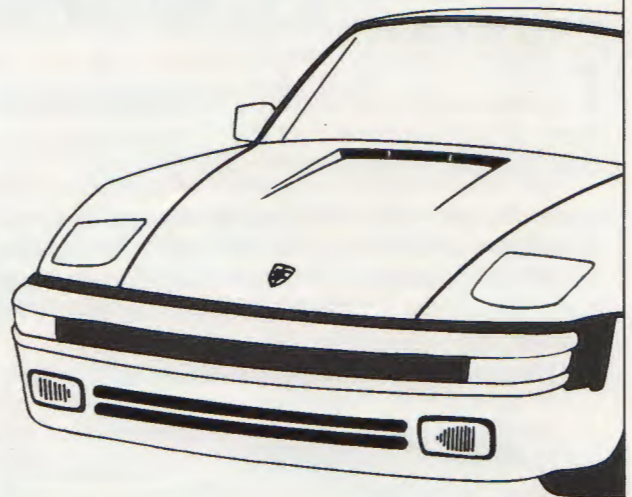
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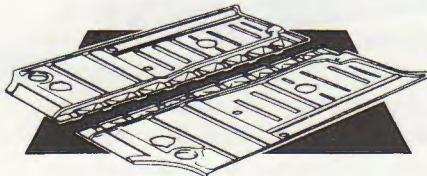
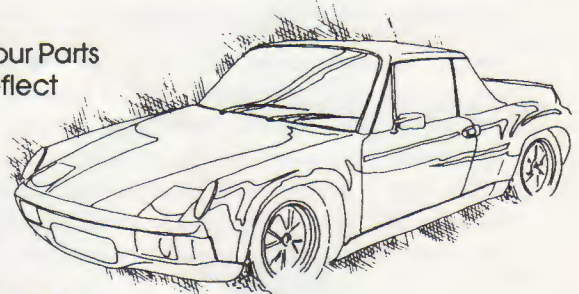
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ROAD AMERICA WITH DEREK BELL

By Peter J. Kaplan

90...95...100...105...I know what the speedo says. But I can't believe what I'm seeing. I'm thru the Carousel FASTER than I've ever been before! I don't ask myself why. My mind snaps back into gear as the Englishman's voice breaks thru the revs, "Start dialing it in Peeta, that's it...now a dab of brakes. That's it...good, good. Now...on the throttle Peeta!"

Normally I don't take kindly to passengers when I'm out and about this four-plus mile run thru the Wisconsin woods. And certainly not to passengers who lend their own personal interpretation of how to drive this corner correctly. You know the type. But this day, this weekend was different. Wrong choice of words. This weekend was sensational. Almost unbelievable...because sitting beside me, as we ran flat out thru the Kink, was none other than the Maestro of performance driving, winner of Le Mans not once, not twice, but five times, winner of Daytona three times and back-to-back World Endurance Driving championships...Derek Bell himself.

I remember reading the ad, "Coming soon to a racetrack near you," and ripping it out of my Pano with some hesitation. "Learn the basics of performance at the Derek Bell Driving School, learn cadence braking...apex cornering...heel and toe shifting...maintaining car control." Heck, I'd been racing for years. Lots of track events. Lots of track time, I don't need this school. Did I?

The next thing I remember was seeing my hand pulling out the plastic from the ole' wallet and making that phone call. I was history now.

It's early. Quiet. A beautiful morning here up at Road America. Standing trackside is Derek Bell, Ken Fongler (GM of the school and one serious driver himself), along with their crew of driving instructors...each with tons of racing experience living on the red line. Here were these demi-Gods of racing history across the track looking at the bunch of city slickers up from Chi-town for a bigtime weekend. What a sight we must have been. To break the ice, we started with some

introductions, then some discussion of what will be taking place during the next two days. Everyone's getting nervous now. Wondering how they'll do out on the track. Let's go. Let's get started...it's written on our foreheads.

Some warmup laps get our confidence back in full swing, and start the instructors talking, pointing, taking notes. The morning screams by as Derek and the instructors begin to teach a level of performance driving you can't begin to imagine. Throughout that afternoon, I begin matching the unique characteristics of MY CAR with new driving techniques. The Big Picture begins to form quickly as I see why this school is really so different than the other schools I've attended. So uniquely different, that I'm able to learn, correct and retain techniques that are individually suited for my driving skills...in my car...at my level of expertise.

It's evening now. I'm dragging after eight hours on the track. But I can't pass up the opportunity. A good friend and I meet Derek, Ken and their crew for dinner at a wonderful Italian spot. We listen to hours of racing history unfold. Spa, Nurburgring, Fuji, Daytona, Hockenheim, Le Mans, Silverstone...on and on the stories flow. Reliving racing history right before our eyes. The guy is truly a legend. A one of a kind. Dinner was an honor, to say the least.

We spent the better part of the next day reviewing braking and cornering techniques...bigtime. Learning to shave half seconds off our times. Then everything we've learned is twisted into this mini-slalom exercise for best times...while we continue to get one-on-one instruction from Derek and the guys.

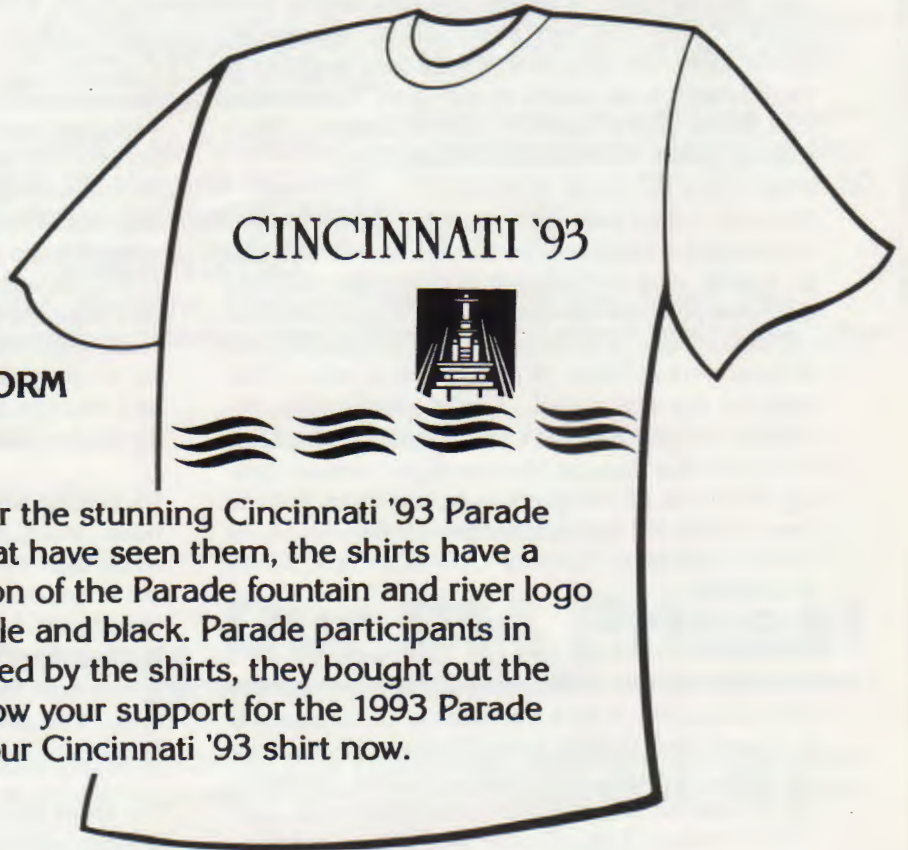
It's still hard for me to fathom...just weeks ago, this guy sitting right next to me, teaching me everything he knows, was screaming down the Mulsanne straights in a million buck 962 at 220 MPH. Twenty-five years of professional racing, winner of dozens of some of the world's most prestigious races...and this same guy just taught me how to shave five seconds off Canada corner!

What a weekend.

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THE FORGOTTEN FLAGSHIP

By Dr. Chris E. Stout

It seems that the Porsche 928 has never fully recognized the status it deserves as being the "flagship" of Porsche. Certainly it is a commonly accepted duel between the 356 and the 911. Both are wonderful cars. I suppose they "personify" the unique aspects of Porsche. They are both rear engine, air cooled machines. As such, they can take some practice in artful driving techniques as to not let off the throttle (or God forbid, brake) when cornering hard.

But as a past owner of both a 911 and a 928, it was the 928 which was more impressive (this opinion is mediated by the different vintage of the two I owned). Few non-928 owners/aficionados know that the 928 was the first Porsche design originating from a blank piece of paper. It was a totally new design, not a next-generation progression. It is Porsche's first production liquid-cooled, front engined automobile. It is Porsche's first production V-8 engine configuration. And the list goes on.

Personally, I found my 928 to be the best all around combination of acceleration (quickness and top end), cornering (as if on rails) with little chance of spilling your coffee while effortlessly pulling 2 g's, braking (60 to 0 in about 150 feet and that's pre-ABS), and creature comforts (tilt wheel / instruments; comfortable, quiet ride; etc.). All pre C-4 Carreras I know of can't claim all this and no 1978 911 I know of could do this, either.

OK, I'm biased. But I wasn't born "pro 928". I learned via my experiences - in Chicago traffic and at Blackhawk with my 928. But it wasn't perfect. So, I tinkered. (I was pleased to see the similarity with the recent Panorama's PROJECT 928 series.)

A quick rundown of my project list will sound quite similar to Panorama's PROJECT 928: updated front suspension, Recaro seats, Pioneer indash CD player, Audiovox cellular phone, pager alarm system, Momo Monte Carlo leather steering wheel (with Porsche hornbutton, of course), Ansa exhaust, H-4 headlamps, 5 speed, halon fire extinguisher, Etoile 3-piece 5-spoke wheels, Yokohama AVS dry tires, a roof mounted S-4 antenna, third brakelight, new U.S. speedometer in mph, AIR S-4 updating kit with ground effects (i.e. lower front air dam, rear apron, and side skirts/running boards, all S-4 running and tail lights and harnesses, and rear wing, and new paint. Even the service managers at my local dealerships would do a double take when they saw "1978" on the service form. It was great.



My tire and wheel sizes went the way of 225/50/16 on 8x16s in front and 245/45/16 on 9x16s in the rear. I'd raced at Blackhawk Farms and beat a Mondial first time out (pre-modifications). After my "project", I was too scared to try such fool-hearty stunts. (Actually, I couldn't imagine trying to explain to my insurance company about replacing a \$750 wheel or S-4 bumper on a '78.)

My 928 didn't have a sunroof, so my 6'2" dimensions fit with the Recaros with or without a helmet. I had no A/C, I stored it in winters, the AVSs were too wild in rain, and so I rarely drove it. I've since sold her, but I cherish her memory and have prized photos.

With all due respect to all 911 and 356 owners, I'd love to see more on 928s, Porsche's most ignored domestic flagship.

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GALLAGHER'S LOOP RALLYE

By Doris Voce

After being threatened with great bodily harm by the rallymaster if I didn't attend his rallye, it was with some misgivings (I hold the Region record for getting lost on my way to other member's homes) that I signed up for Gallagher's rallye. Martan Walters was my able, experienced navigator. Martan and I made an agreement that we were there to have fun - my kind of navigator -and she had two goals for the day. That we wouldn't be a DNF and that we wouldn't get shot if we strayed into an unfriendly neighborhood. We managed to achieve both.

Sunday morning dawned, a Gallagher kind of day, bright sunshine, mid-seventies, and lake breezes. Unlike my usual Sunday morning spent relaxing with the Tribune, I was up, dressed, semi-coherent, and right on schedule as Martan and I made our way down to the Como Inn. We spent a pleasant hour socializing and enjoying some breakfast munchies as Gallagher went over the Generals. We were Car 17 and off we went at precisely 1:17.

The first leg of the rallye took us around and around the loop and Michigan Avenue so many times that I lost count. So far, so good. No really confusing instructions and after all, how lost could one get in downtown Chicago. Part of the rallye consisted of bonus questions identifying famous buildings and landmarks in the loop. I had the advantage over Martan with that part of the rallye since I lived in the city for many years - I wasn't always a suburban hick - and I began to relax and have fun. We made it to the first checkpoint in what seemed to be reasonable time. Off we went on the second leg, a little more confusing now, in the North Michigan Avenue area (being careful to avoid the bridge with a mind of its own) and off and on

Lake Shore Drive a few times. At one point, at the corner of Michigan and Ontario, some tourists were seen standing on the corner counting the Porsches with numbers in their windows. Is this a new Chicago trend? Still we managed to make it to Navy Pier for the secure parking of our babies for the bus to take us to the third leg, a walking rallye through Lincoln Park Zoo.

It was a beautiful day, and the zoo tour proved to be a nice break from driving. We had an assigned route and some more of those tricky bonus questions - this time about the animals. Most of the answers were easy to sleuth out by reading the identifying plaques on the cages. Some proved to be a little more challenging - the birth date and the sex of one of the animals turned out to be very questionable. Pretty easy you say - but not if the animal is sitting down and no amount of coaxing from the group with the clipboards would bring it to its feet. We decided to guess. What the heck, we had a fifty-fifty chance. We got through the zoo in record time and were back at the entrance for our return trip to Navy Pier to pick up our cars.

Dinner and the awards followed at the Goose Island Brewery, a really interesting spot even though I'm not a beer drinker. Gallagher began to read out the scores in descending order. By the time he got half-way through it, Martan and I were sure we had missed hearing our names. Imagine our amazement when we heard we came in Fifth Place - a Blue Ribbon - we were thrilled!

A BIG thank you to my able navigator Martan, to Bob and Pat Neal who graciously provided the secure parking for our cars, and to Dan and Peggy and the checkpoint workers who worked so hard on this rallye. It was just as Gallagher had promised - a beautiful day and a fun rallye.



GALLAGHER'S LOOP RALLYE RESULTS

	<u>Driver/Navigator</u>	<u>Car</u>	<u>Points</u>
1.	Mark & Susan Sanders	Dodge	-216T
2.	David O'Bryan & Jeff Arnold	914	-204T
3.	James Harper & Alice Harper	924	-144T
4.	John O'Keefe & Gene Urban	911	-138T
5.	Doris Voce & Martan Walters	944	-125T
6.	Rick & Chris Gurriei	Ford	-115T
7.	Stephan Rashbaum & Susan Shire	944	- 44T
8.	Chuck Bittman & Bridget	Mazda	- 39T
9.	Scott Musser & Robert Severa	914	+ 6T
10.	Bob Turner & John Turner	911	57T
11.	Julie Badel & Russ Kratowicz	911	82T
12.	M. Hutton & Martha Cochran	924	150T
13.	Arnie Hetzel & Julie Appelquist	944	150T
14.	Lou & Sue Serpico	911	179T
15.	John Weitzner & Tina	911	192T
16.	Walter & Mae Minato	911	254T
17.	Mike Gallagher & June	VW	274T
18.	Jim & Hillery Harrington	911	296T
✓19.	Keith & Wayne Clark	911	302T
20.	John Ward & Art Nystrom	Aerostar	350T
21.	Frank Bader & Lorette Leers	944	418
22.	Jeff Girard & Jill Kruhn	VW	419
23.	Bernard Lakemaker	VW	458
24.	Ed Nemea & Sue Hitzler	Eclipse	482
25.	Kevin Schilling & Stacy Fuja	944	488
26.	Steve & Kathy Jacobson	911	524
27.	Dom & Carole Cece	911	524
28.	Howard Yefsky & Margaret	356	574
29.	John & Dodie Mueller	944	595
30.	Daniel Gallagher Jr.	MIT	604
31.	James & Kimberly Starai	911	638
32.	Todd & Jean Kaitis	Chevy	677
33.	John Rumsey & Dave Redzsus	944	713
34.	Mark Basso	Ford	727
35.	Dan & Dave Redzsus Jr.	BMW	784
36.	Stastny & Olshewsky	911	813
37.	Chuck Fauser & Myra	Buick	863
38.	Larry Poli & Jackie	Chevy	944





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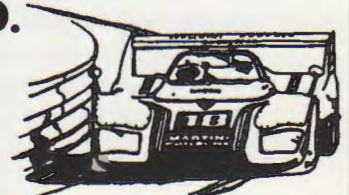
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GALLAGHER'S LOOP RALLYE



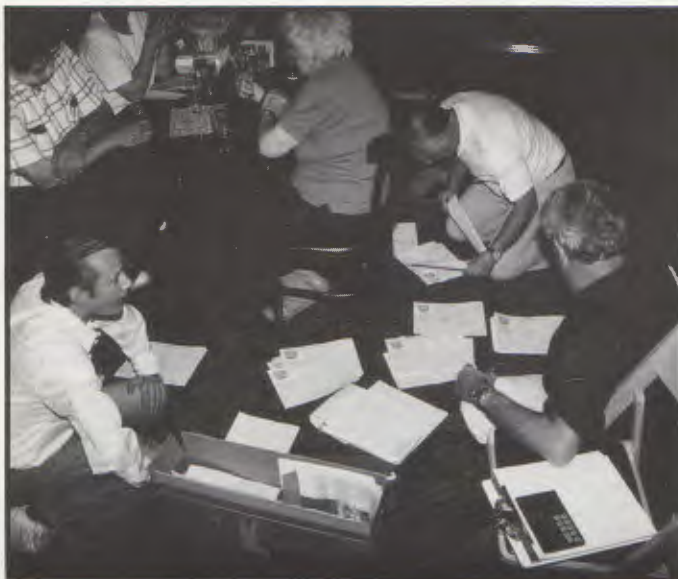
Gallagher sends the rallye on its way



Jeff Girard



Checkpoint workers with an attitude



So this is how they total the scores!



Winning smiles

CHARITY AUCTION

By Hari Matsuda

We drove up to the Charity Autocross in the slowest possible autocross vehicle, a 27 foot motorhome full of the booty donated by many wonderful people and businesses. We displayed the items at the autocross for all to see before they arrived at the Brae Loch Country Club for bidding wars. Although my motorhome would have turned the course in about five minutes, Dan Bacin's heated pizza truck would have given me trouble for that last place since his driver would have the pizzas sliding off their plates. We thank the Bacin Group for donating the super deep dish pizzas and drinks that we enjoyed all day long. We had more than enough to go around and a few lucky ones got to eat the tasty Bacino pizzas at home.

There was a lot of hot bidding going on for a number of items. The hottest bidding war went on for the 962 rotors which were autographed by Michael and Mario Andretti. \$120...\$125...\$127...\$135...\$140...and on and on and on.

The kids even got into the act with the baseball which my daughter, Shayle, took home. There was a plastic model car which had a radio inside which Shayle's friend, Jonah Kraut, took home and a pewter bank that my son, Ross, took home, so the Matsuda's did our part in the auction. Shayle was very pleased that the "big" people didn't bid against her because she really-really wanted the autographed baseball.

Oh, and when Gallagher was playing auctioneer while Peggy (his dear friend) was bidding for an item that she thought Dan would want. Well, Dan didn't want to put the 962 rotor on his 356, it stopped good enough with those puny metal plates it already has. So every time Dan got going, Peggy was bidding and he would try to stop her...and they would holler back and forth until the bidding really got serious.

I have never been to an auction before but if this PCA auction is anything like a normal one, I think we should all go and get some super deals. It was a lot of fun, we all came home with great items and the money went to a good cause, the Hematology/Oncology Research Fund of the Children's Memorial Hospital. We would like to give our thanks to those who donated items for this charity drive as well as those who made contributions. Up to this point, the drive has been very successful. We still have two great items to raffle at the Annual Dinner Dance - the free round trip air fare to Japan, and the Lojack security system donated by Mitsubishi which includes installation. We also have the discount

on reconstructive surgery and the dental work valued at \$500.00 is available to anyone interested.

We also have a set of three 935 pistons (retail cost of \$500 each) that are autographed by the three Andretti's (Michael, Mario and John), and a father/son set autographed by Mario and Michael. These sets will be positioned on a half inch thick acrylic cut in the shape of a 935. It should make an outstanding display. Sealed bids will be accepted and will start at \$1,500 for the dual set and \$2,000 for the triple set. We would like to see these become part of a Chicago Region collection but they will be offered to any Porsche enthusiast. Keep in mind that the funds will go to charity.

We would like to thank the PCA members and participating Porsche related businesses for their generous contributions. The companies that made contributions have done so because we asked. We, as members of Chicago Region, can show our appreciation for their generosity by patronizing our friends. Need a radar detector or other automotive product? Think Whistler. If you need more information on their products, just call me. Got a 911? Well, Perfect Power is a great place with a lot of quality. Need accessories? Emmon's has a bunch. Mitsubishi's makes the Lojack system we're raffling and they make great cellular phones. A portrait of your Porsche by Artwerks would make an excellent addition to any household decor. Yokohama, well, PCA members already are loyal to this tire marque as can be seen at any driving event. You want to buy a new Porsche? Lake Forest Sportscars has shown their commitment to our membership (at the track as well) and Schumacher makes killer battery chargers. If you have a 914 or a 944 series race car and you want to really go fast, Dave Finch is the Guru.

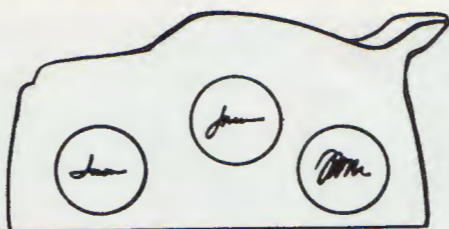
I recently visited the Porsche Museum in Tokyo and it was a real surprise. The owner of the Porsche Museum has a total of six buildings. The Ferrari Museum had an incredible collection that has to be one of the finest in the world. It comprises three buildings on a large estate and the exhibit is very well done.

The Porsche Museum contains a 917, several 962s, 550s, 534s, 356 speedsters, coupes and convertibles. There were at least ten race cars and a few 914s. I was disappointed when I didn't find any 911s and then I learned that the 911s were in "that other building". Sure enough, 934s, 935s, RSs and other 911s that you would expect to see in a museum. The museum is about a forty-five minute train ride to Odawara station and then a half-hour car/cab ride to Hakone. Hakone

is the mineral springs resort area at the base of Mt. Fuji and is one of the most serene places you could possibly spend a holiday away from the crowds and excitement of downtown Tokyo. There are two images of Japan and Tokyo, and Hakone exemplifies the difference.

We will be raffling off the free air ticket to Tokyo and the winner will be announced at the Annual Dinner Dance on December 5th. Donations are \$10.00 for one ticket and \$20.00 for three tickets. If you haven't made a donation for this once-in-a-lifetime opportunity, call me for more details. And remember, the funds raised for this will go to our annual charity and benefits the Children's Memorial Hospital.

Andretti autographed 935 Piston set on 1/2" thick clear acrylic
John, Michael and Mario Andretti.



CHARITY AUTOCROSS

By Chuck Bittman

What started out as a sunny day for an autocross, ended with rain but plenty of smiles and tired Porsche pushers. On Sunday, September 21st, 48 drivers participated in the PCA Chicago Region's Annual Charity Autocross at the College of Lake County in Grayslake. It was refreshing to see some new faces along with the usual cast of characters. Bernard Lakemaker, a recent transferee from Iowa, brought his 356 out to run.

In the four years I have been the chairman of this event, this is the first time that no one said the course was too slow. Thanks go to Jeff Girard who designed and help set-up the course, and Nick Brenkus who helped to fine tune it (interesting how they each won their class). The course proved to be fast yet challenging. The competition was fierce with less than half a second separating the four fastest drivers. Men's fastest time of the day went to Jerry Quebe and the Ladies' went to Debby Leed.

I must thank everyone who helped make this event run so smoothly. Thanks go to Dan and Linda Bacin for providing great Bacino's pizza and pop for the participants at the track. Special thanks go to Bridget Kellens and Jill Krohn for registration, John Ruther and Bob Neal for being all-day corner workers, and Ed and Debby Leed for running the timing equipment.

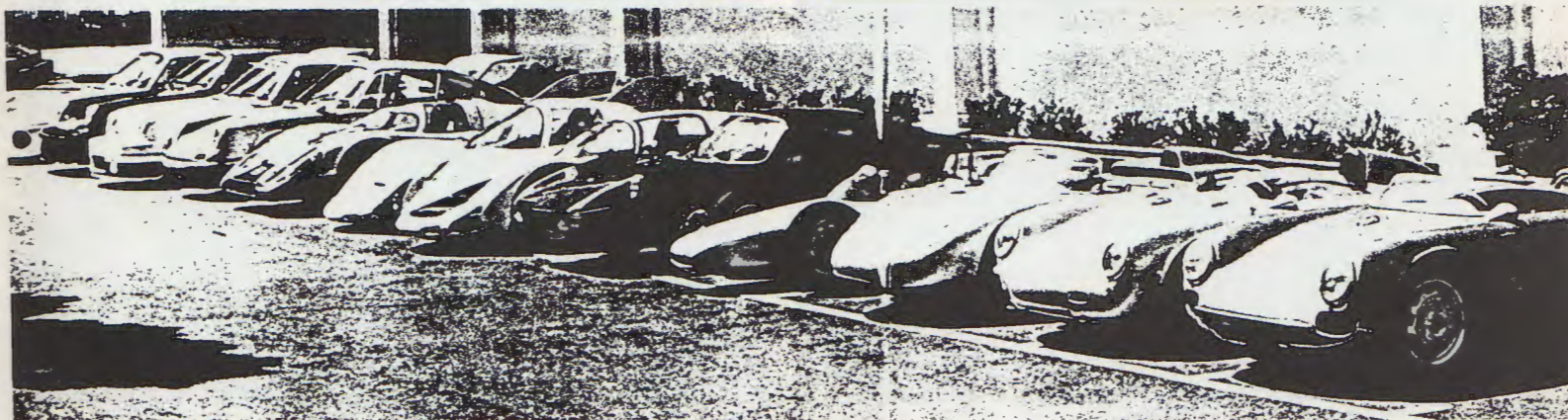
The autocross alone raised approximately \$600 for the Oncology Department of Children's Memorial Hospital. Following the autocross most of the drivers made their way to Brae Loch Country Club for a well-run Charity Auction arranged by Hari Matsuda.

Remember that the raffle for the Tokyo trip and the Lojack system is on until December 5th. Call me or send a check with this short raffle form. Make check out to the Children's Memorial Hospital/Oncology Research Fund.

Japan Trip _____
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CHARITY AUTOCROSS/AUCTION



Hari Matsuda, Charity Coordinator



Chuck Bittman, Event Co-Chairman

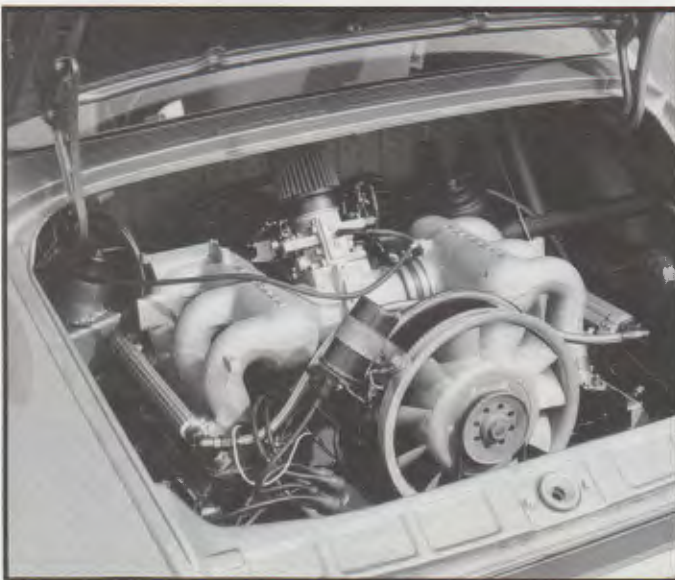


Gallagher auctions off a video



Chris Inglot

Nice rotors



A concours clean engine



The fast bunch



Rip Patterson



Kim Starai



Gary Kovener



David O'Bryan



Rick Gurolnick

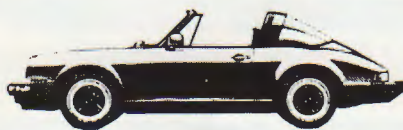


Lee Lichtenstein

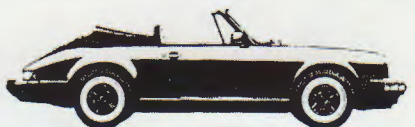
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Official Results
Charity Autocross, September 20, 1992

<u>OA</u>	<u>CP No.</u>	<u>Class</u>	<u>Region</u>	<u>Driver</u>	<u>Car Desc.</u>	<u>Best Time</u>
13	1	36 P1	CHO	David Matthews	'74 914 2.0	47.283*
15	2	64 P1	CHO	Rip Patterson	'64 356SC	47.453*
20	3	25 P1	CHO	David O'Bryan	'70 914	48.544*
30	4	99 P1	CHO	Bernard Lakemaker	'58 356A	50.075*
6	1	713 P2	CHO	Jeff Girard	'85 944	46.157*
11	2	60 P2	CHO	Rick Gurolnick	'84 944	47.070*
14	3	28 P2	CHO	Chris Inglot	'86 944	47.400*
16	4	55 P2	CHO	Kurt Madvig	'86 944	47.473*
23	5	44 P2	CHO	Lee Lichtenstein	'83 944	48.965*
25	6	115 P2	CHO	Bruce Clay	'82 924 Turbo	49.180*
26	7	5 P2	CHO	Greg Turek	'82 924 Turbo	49.288*
33	8	30 P2	CHO	Gary Kovener	'87 944S	50.588*
✓37	9	72 P2	CHO	Keith Clark	'87 944S	52.501*
43	10	49 P2	CHO	Neiland Pennington	'84 944	55.741*
1	1	8 P4	CHO	Jerry Quebe	'74 911 Carrera	43.343* FTD
7	2	1 P4	CHO	Dan Gallagher	'79 930	46.451*
12	3	89 P4	CHO	Mike Lambert	'89 944 Turbo	47.180*
21	4	90 P4	CHO	James Petrikas	'86 944 Turbo	48.631*
29	5	144 P4	CHO	Jack Schriver	'89 944 Turbo	49.964*
34	6	81 P4	CHO	Rich Potempa	'86 944	51.345*
35	7	10 P3	CHO	Harold Beach	'73 911T	51.655*(Bumped)
39	8	570 P4	CHO	Roger Miller	'89 944 Turbo	53.284*
41	9	50 P4	CHO	Bob Allen		54.287*
42	10	571 P4	GST	Chuck Sanford	'89 944 Turbo	54.398*
44	11	23 P4	CHO	Chuck Reiter	'91 944 Turbo	57.575*
48	12	42 P3	CHO	Mike Pierce	928	DNF 101.023*(Bumped)
38	1	18 P4L	CHO	Liz Quebe	'74 911 Carrera	52.683*
40	2	11 P4L	CHO	Peggy Goldenberg	'79 930	53.565*
45	3	901 P4L	CHO	Debbie Olszanski	'86 944 Turbo	59.632*
2	1	7 P5	CHO	Nick Brenkus	'78 911SC	43.630*
8	2	142 P5	CHO	Martin Masters	'79 911SC	46.900*
9	3	35 P5	CHO	Rob Cook	'85 911	46.928*
17	4	91 P5	CHO	Bob Turner		47.874*
18	5	26 P5	CHO	Lad Sanda	'93 911 RS	48.026*
19	6	188 P5	CHO	Robert Soske	'85 911	48.116*
22	7	88 P5	CHO	Ed Soske	'85 911	48.933*
24	8	80 P5	CHO	Dennis Grollo	'84 911	49.132*
28	9	42 P5	CHO	Jim Fuerstenburg	'79 911SC	49.709*
32	10	51 P5	CHO	Bob Cook	'87 911	50.517*
36	11	63 P5	CHO	James Sykora		52.352*
46	12	20 P5	CHO	Bruce Janecek	'93 911 RS	1:18.650*
3	1	2 M7	CHO	Ed Leed	'69 911S	43.709*
4	2	6 M7	CHO	Frank Wagner	'70 914-6	43.827*
5	3	68 M7	CHO	Mike Zitzmann	'86 911	45.284*
31	4	45 M7	CHO	Mike Gray	'71 911	50.091*
10	1	12 M7L	CHO	Debby Leed	'69 911S	47.035* LFTD
27	2	15 P2L	CHO	Marla Turek	'82 924 Turbo	49.483*(Bumped)
47	3	66 M7L	CHO	Peggy Wagner	'70 914-6	DNF 44.519*

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PORSCHE ANNOUNCES RECALL

RENO, NEVADA, October 9, 1992 -- Porsche Cars North America Inc. today announced it will recall 11,091 of its 1989 - 1992 911 Carrera 2 and 911 Carrera 4 models to correct a potential mechanical problem affecting cruise control functioning.

The company reported that on certain cars, the ball sockets on the cruise control linkage can break. If this should occur, the cruise control linkage becomes detached on one end and could jam on nearby components. This could impair the throttle plate operation and prevent the engine from returning to idle.

Porsche said the potential defect was discovered during routine product testing and that it is not aware of any accidents which may have been caused by the defect.

Owners of the affected vehicles will be notified by mail and advised to discontinue use of their cruise control until their vehicle is repaired. Additionally, they will be asked to bring their automobiles to their Porsche dealer to have the potential problem corrected free of charge. The company has a toll-free number to answer consumer questions about the recall. The toll-free number will be listed in the owner notification letter.

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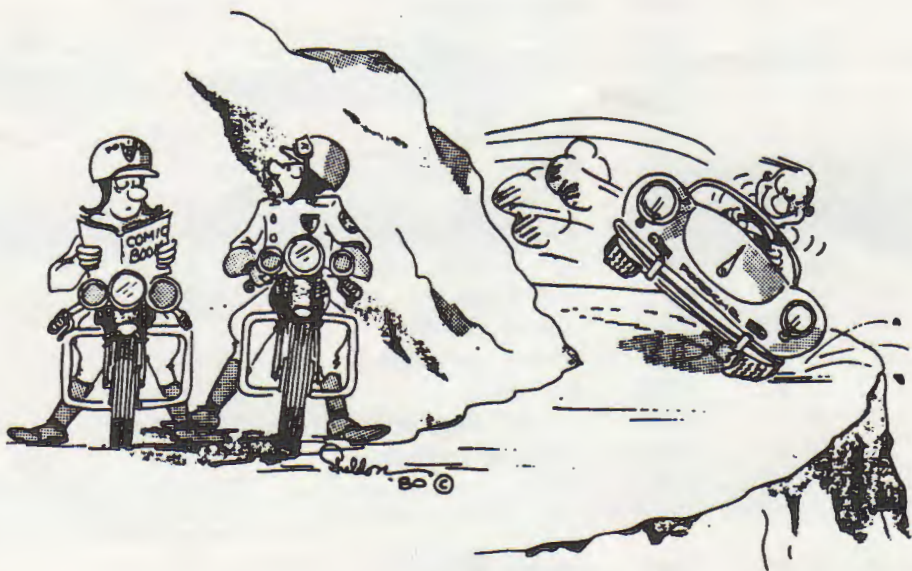


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It's sure been a slow week, Joe. We're way behind on our ticket quota!!

BEHIND THE SCENES

As we wrap up yet another record breaking year for Chicago Region, the Board is already hard at work on the plans for the 1993 Calendar - with the first event to be the Annual Membership Meeting on January 24th. Further details on this event will be announced in next month's *Scene*.

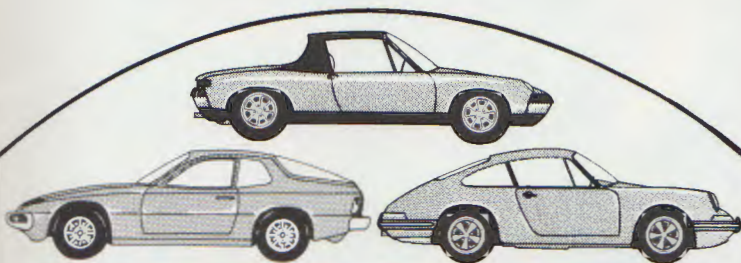
With year-end, I have been busily cleaning out this year's files as well as four year's accumulation of newsletter editor's files, so everything will be in organized shape for the new editor. It has been fun to reminisce about all the great times I have had as your editor for the last four years, as I went through old files and photos. Although I have been known to bitch about "deadline weekend", the truth is that in a strange way I will probably miss it. It will be such a change to have some free time! I probably shouldn't advertise that or I'm sure the Board will put me to work. It's really been a great four years. But I am looking forward to turning the production of the *Scene* over to some very capable, enthusiastic people who I will be introducing in this column next month.

I am also looking forward to moving to Phoenix (if I ever sell my house), and escaping from another Chicago winter. My friends out there just took over a really exciting, fun business which I will be involved in. It will be quite a departure from anything I've ever done and I'm anxious to move on. I'm already on the mailing list of the Arizona Region's newsletters and they certainly have some interesting things to offer - and during the winter too - eat your heart out.

To borrow Gallagher's closing paragraph this month, I am also planning to attend the Chinatown restaurant tour this weekend and if I don't eat too many egg rolls, you will hear from me again next month.

Doris

P.S. Can I interest you in some nice real estate in Wheaton?



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928 PARTS: Cat bypass \$125, fits '78-'84 928; triple wire O2 sensor \$100, fits '83-84 928. Both are like new with less than 10,000 miles of use. Sam Wash, 1100 West 31st Street, Suite 500, Downers Grove, IL 60515 (708)960-1616.

TIRES: 2 Bridgestone Potenza RE-91 225/50 VR16 \$50; 4 Goodyear NCT 195/65 R14 \$80. All of the above have minimum center tread depth of at least 3 mm. Bruce Janecek (708)354-1901 weekdays, (708)361-8421 other.

4 - 7x15 cookie cutter wheels with like new Pirelli winter 190MS tires (2 - 185/65/15 and 2 - 205/65/15), fits 911 and 944, offers. Pair 911 electric mirrors (square type), new car take-off, Guards Red, \$300/offer. 911 Cambermeister, fits thru 1989, new, never installed, \$100/offer. 911 rear reflector, '87 thru '89, new, never installed, \$75/offer. C-4 Eibach Progressive Rate Lowering Springs (set of 4) ad new, \$300/offer. 911 front bra, fits SC, as new, \$50/offer. 911 rear service cover, as new, offer. 911 Brain Chip, Autothority latest version, fits '84 thru '89 Carrera, \$450 new, \$250. Rod Gustafson (815)964-9700 work, (815)633-1929 home.

● WANTED

Snow tires for 1987 911. 2 - 205/55x16 and 2 - 225/50x16 or factory approved 15" sizes mounted on 15" wheels. Ron Romac (708)799-6677.

Set of 4 "winter wheels" and all season tires for 1986 928S. Cosmetic condition is not critical, must be reasonably priced. Dave Rutter (708)887-6200 weekdays, (708)279-4492 other.

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