

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



Chicago Scene

NOVEMBER 1997



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Chicago Scene

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Cover Photo: Bob Cook, in his 'formal' cleaning attire, completes final 'prep' on his '88 911 Coupe which took 1st in Class B at the Concours de Musique

Photo by Steve Rashbaum

Chicago Region 1997 Calendar

- January 5 Tobogganing/Hackney's
- January 19 Annual Meeting
- February 1 "Rock 'N' Bowl Bop"
- February 16 Go-Kart Racing
- March 2 Tech Session/Concours School
Chili & Edible Art Tasting
- March 16 Rallye School
- March 23 Cafe 36 Restaurant Tour
- April 12 40th Anniversary Dance
- April 20 Rallye 1 - Gallagher's I & M Canal
- May 4 Drivers' School
- May 14 Blackhawk 1
- May 18 Autocross 1 - Lake Geneva
- May 24, 25 Road America 1
- June 1 Concours 1
- June 8 Rallye 2 - Apple Blossom
- June 15 - 21 Texas Porsche Parade
- June 18 Blackhawk 2
- June 21 Kane County Cougars
- June 29 Autocross 2 - Tres Chic, Rockford
- July 5 Golf & Dinner
- July 13 Autocross 3 - Rockford Rumble
- July 16 Blackhawk 3
- July 27 Potter's Picnic - Concours 2
- August 3 Autocross 4 - Hawthorne
- August 9, 10 GINGERMAN Raceway
- Aug. 30 - Sept.1 Road America II/Club Race
Concours 3/Big Easy Party
- September 14 Rallye 3 - September '97
- September 17 Blackhawk 4
- September 21 Autocross 5 - Utica
- September 28 Concours 4 - Concours de Musique
- October 5 Rallye 4 - Cancelled
- October 11, 12 Blackhawk Octoberfest
- October 19 Rallye 5
- October 26 Bill Jacob's Concours 5
- November 16 Tech Session/"Sauce & Cookie" Tasting
- December 6 Dinner Dance
- December 31 New Year's Eve Party

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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 members, no charge; non-PCA, \$5.00 per ad.

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• **CHICAGO REGION WEB PAGE**

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

Chuck Bittman, WebMaster

In Gallagher's Gear

I did make it back from the wilds of McHenry County, not that there was really a doubt. Gene Urban and his son Bill put on a tricky, but easy, rallye which all but one car finished. The scores were low so most of us must not have had too much trouble. Gene and crew had reworked an old John O'Keefe rallye and, in my opinion, improved it so if you made a mistake you just made a longer (or a shorter) loop around the McHenry farm country to the checkpoints. Peggy and I really enjoyed the day in the country. Much thanks to Gene and Bill, John O'Keefe, and to all who worked registration and checkpoints.

We could not have had a better September Blackhawk event. In fact, it may have been the best Blackhawk ever! Sixty five cars experienced absolutely gorgeous weather and track conditions. Not only was the weather perfect (as promised!), but so was the event. We only lost two minutes of track time during the eight hour session. Everyone left under their own power with their cars in the same wonderful shape that they arrived in. The year has been very good to us at Blackhawk as well as most of our other driving events. Many thanks go to the good lady Peggy, Myra Knoblauch, and Lulu Clay for registration; to Pete Hackenson and Bill Murrin for tech; to John Ruther and all who served as instructors; to Greg Turek who made sure that the event proceeded in its usual safe manner; and to Ed Barnicle who helped set up and take down the track. You know, with a little more practice, I just might get this event right.

Speaking of getting things right, Tray and Danita Anderson put the Elegance back into the Concours de Elegance at their Concours de Musique. Unfortunately Peggy and I

missed this event - only the second that we've missed in the last seven years - as we were at the Minnesota Zoo in Minneapolis pushing Peggy's Beanie Baby book, so the information I am presenting about this event is strictly second hand. My understanding is that the wine and music were exquisite and the lunch, provided by Dan and Linda Bacin, was truly gourmet. Tray tells me that, despite the rain, more than fifty cars were entered in the Concours and that all but four of the forty model years, 1957 - 1997, were represented. After the official event concluded with the awarding of the beautiful crystal trophies, donated by Nives Rizza Porsche, to the deserving winners, Pat and Bonnie Yanahan opened their lovely home for a post Concours party. All in all, I understand that it was a wonderful day and a great time was had by all. Thanks to Bonnie and Pat for their hospitality and congratulations to the Andersons on a job well done!

My little buddy Bill Murrin's name is becoming synonymous with our annual Utica Autocross. Bill likes little things - little race tracks and little cars. I have mentioned to you in previous issues how much I enjoy the high banked ovals that we

usually run our autocrosses on. This event is different as it is held on a go-kart race track which is really narrow and flat. It is just as much fun however. If you run off the track far enough the only damage you could do is tearing up some of the corn in the adjacent farm fields. Brandon Hackenson had the dubious distinction of being our only driver who accomplished this difficult feat and thus was dubbed "Mr. Corn" for the remainder of the day. All kidding aside, this was a fun event. I had a particularly good time as I could compare my times from last year (run in my former 928) with my times this year (run in the 993). My best time this year was a second and a half better in the air cooled flat six. Peggy improved by a slightly better margin. Thanks so much to Bill and Amy Murrin and the usual cast of characters who worked registration, timing and scoring, tech, and the start line. By the way, Bill presented little model Porsches as trophies. What else would you expect?

Several interesting things from our last Board meeting:

- The date of the 1998 Calendar Planning Meeting has been changed to Sunday November 9th. We will convene at the Wolf's Head Inn at 12:00 noon.

- We have added a fifth concours class to our previous four classes (A, B, C, & D). The new class, F, will follow the tradition of the classic French style where we consider only how the car presents itself and judge only by visual inspection. There will be no looking under floor mats or in seat cushion creases, etc. This new class will differ from our usual Exhibition Class (see Concours Classes and Notes #15 in your Membership Directory) in that cars in the new F class will be judged and be eligible for trophies.

- The Board also voted to restrict to one the number of



Peggy Gallagher, Gearhead Garcia, and the 993 at Utica.

Photo by Susan Shire



guest drivers with vehicles that a member may bring to a driving event and that the member who sponsors the guest driver with vehicle must also be in attendance. Please do not be confused by this: you may bring as many non-driving guests as you wish, but only one guest driver with vehicle. In other words, you may still bring your best buddy in his Corvette to an autocross/gymkhana to drive, but you may not bring half of the Corvette Club out to drive. Guests will be eligible for trophies, but not for year end points.

• It was decided that all members be required to show proof of PCA membership as well as a valid driver's license as part of registration at all driving events. A guest driver must also have a valid driver's license.

As our Tech Session/Concours School/Chili Tasting & Edible Art Contest has proven so successful in the Spring, the Event Chair for the Nov. 16th Tech Session has decided to expand the event to include a similar 'menu'. Pete and Karen Hackenson, along with George and Brian Weathered (our hosts at their Midwest Eurosport facility), have come up with a Pasta Sauce Tasting and Chocolate Chip Cookie Contest in addition to a seminar on brakes: inspecting, bleeding and changing pads. And if this isn't enough excitement for one day, wait until you hear

the rest that they have planned. Did you ever wonder whether or not changing to higher performance air cleaners or a lot less restrictive exhaust system really makes more horsepower? George and Brian have recently added an Engine Dynamometer to their shop. They are going to show us whether or not these, and other, modifications actually increase horse power and by how much. There will be a Lottery Drawing for a Chicago Region Charity Raffle Ticket and other prizes. Who says this Club doesn't know how to have a good time even after our cars are put away for the winter?

Well, as you see, our season is winding down and so am I. This is the second to last of these epistles you will receive from me. But, before I drive off into the sunset, I want to remind you one more time about the Annual Dinner Dance and Award Ceremony which will include the introduction of the new Board and some other surprises. This is truly a fine event. Not only is it subsidized by the club so that everyone can afford this elegant evening out, but it is also a hell of a lot of fun. It is so nice to see all the ladies in their evening gowns and the gentlemen in their black ties. (We usually see each other only in jeans, T-shirts, and driving suits.) The band will be excellent and the year

end awards exciting. The details regarding menu, accommodations, and reservations can be found elsewhere in this excellent newsletter. Come on downtown for a great evening of fine food, dancing, and the grand comraderie that the club is known for. Even better, spend the night, enjoy the seasonal decorations of the city, and do some holiday shopping!

You will also find elsewhere in this newsletter the information regarding our first official New Year's Eve Party at Siebkens in Elkhart Lake. We really had a great time last year and are looking forward to another great party this year. Please remember that the number of heated rooms at Siebkens is only about twenty, so make your reservations with them early.

Well, I have run out of things to say. I leave tomorrow for my last Blackhawk of this year, and my favorite one of any year; the two day, weekend, Octoberfest. Judging by the pre-registration, it's a club favorite too. It should be a great one!

Well, if the weather is as fine as forecasted and the cars and friends as wonderful as always, it will be hard to get me to leave Blackhawk, my second favorite place in the world. If I do, you'll hear from me, for the last time, next month.

Gallagher

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November 02, 1997 - January 03, 1998

Chicago Region events in shaded boxes

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
November 2 CR/Memphis	November 3	November 4	November 5 Scene Deadline	November 6	November 7 Board Meeting	November 8
November 9 1998 Calendar Planning Meeting	November 10	November 11	November 12	November 13	November 14	November 15
November 16 PASTA SAUCE & COOKIE CONTEST TECH SESSION	November 17	November 18	November 19	November 20	November 21	November 22
November 23	November 24	November 25	November 26 DEADLINE FOR DINNER DANCE RESERVATION	November 27 Happy Thanksgiving!	November 28	November 29 CR/Thunderhill
November 30 CR/Thunderhill	December 1	December 2	December 3	December 4	December 5 Scene Deadline	December 6 ANNUAL DINNER DANCE CR/Sears Point CR/Roebbling Road
December 7 CR/Sears Point CR/Roebbling Road	December 8	December 9	December 10	December 11	December 12	December 13
December 14	December 15	December 16	December 17	December 18	December 19	December 20
December 21	December 22	December 23 Happy Hanukkah!	December 24	December 25 Merry Christmas!	December 26	December 27
December 28	December 29	December 30	December 31 NEW YEAR'S EVE PARTY	January 1	January 2	January 3

DE = Drivers' Education CR = Club Race/Track For info regarding non-Chicago Region events, contact the Region directly. (See Pano for Region phone numbers.)



Street and Race Prep

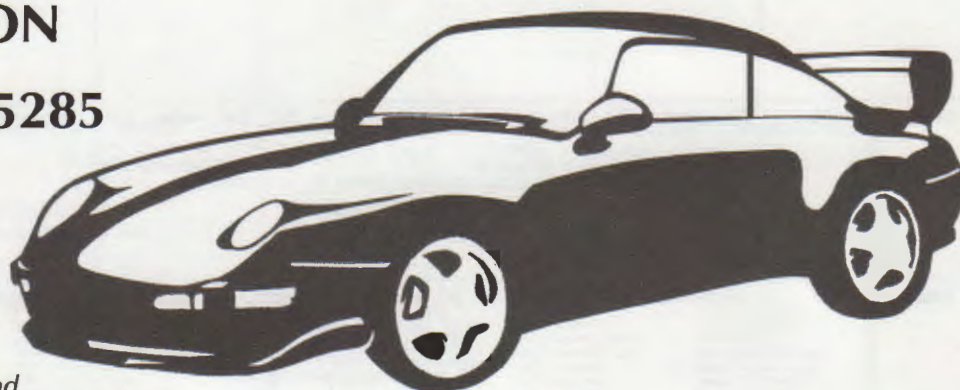
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"THE PREMIER MEMBERS CHOICE"

Psst! Did you hear about ... ?

The 1997 Dinner Dance

Elsewhere in this edition of the Chicago Scene you will see the official announcement for our 1997 Dinner Dance. Our team has worked very hard to make this a special evening for our members as we conclude our 40th anniversary year. We will hold our dinner dance at the Chicago Athletic Association, which opened in 1893. This is one of Chicago's premier private clubs, and the building was originally built for the Colombian Exposition. The club has over 1300 members and, as a past president of the Association, I can assure you that it is renowned for its service.

We will use three large rooms within the club, which will allow us to have a separate room for our re-

ception and cocktails, another for our dinner, and a rather elaborate bar for cigars and after dinner drinks. At the conclusion of the dinner and awards ceremony, we will have dancing in the main room, a non-smoking reception and coffee area in the sitting room, and an "anything goes" area, with cigars and a cash bar, in the bar area.

Be sure to make your reservation early as we are limited to two hundred guests for the dinner. Please also let us know your meal selection or any special meal requirements, including vegetarian, when you make your reservation.

Pat and Bonnie Yanahan
630.920.1929

Kick Butt at the 1998 Parade

The 1998 Parade is scheduled for July 19th - 26th in Steamboat Springs, CO. Here in the Chicago Region, during 1997, we have seen several of our new concours entrants showing extremely high-quality Porsches at our Region events. Many of these are as good as, if not better than, several of the cars that I have judged at previous Parades.

We are putting together a trailer load to ship our Porsches (concours, rallye, race, etc.) to CO. I have commitments for three cars already. The more we can put together, the less it will cost each of us. If you want to ship your car to Parade, let me know.

Pat Yanahan
630.920.1929

(Ed. note. The site of the 1998 Porsche Parade was incorrectly listed in the Oct. Chicago Scene. The site is Steamboat Springs, CO.)

SUNDAY - NOV. 9TH

**1998 Chicago Region
Calendar Planning
Meeting**

Noon

**Wolf's Head Inn,
Indian Head Park, IL**

Questions: Susan Brenkus
630.766.4734

(Before 9:00 p.m., please.)

Directions to the Wolf's Head Inn

From the North:
294 South. Follow St. Louis exit. Pay \$.15 toll. Take middle fork - Joliet Rd. (Do not go to St. Louis.)

Wolf's Head Inn is 1/4 mile on the right.

From the South:
294 North. Exit Wolf Rd. Right 1/4 mile to Joliet Rd. Wolf's Head Inn is in the shopping center on the left.

From the West:
1-55 East. Exit Joliet Rd on left (exit 276c). Wolf's Head Inn is 1/4 mile on the right.

From the City:
Take Stevenson (I-55) West. Exit LaGrange Rd North. Left (West) at first major intersection (Joliet Rd.) Cross Wolf Rd. Wolf's Head Inn is 1/4 mile on the left.

Aungahh!

We have never been compulsive neatniks but having the house in order and presentable has always been on the priority list. Also, having a car that we are proud of means having a clean car. Spring is especially hard on us here in the Midwest because it rains frequently enough to keep the chamois perpetually supple and in use. This is probably not all that bad because it gives an opportunity to caress the fine sheetmetal of the 951 and inspect for minor blemishes to be repaired. (Susan once volunteered to fashion some chamois shorts for washing, drying, and rubbing body all over the car.) We are compulsive enough, though, to be embarrassed by a car, driven directly from the track, not shiny and vacuumed.

We enjoy concours for the excuse to clean the car more thoroughly than we would ever have excuse to do otherwise. We admire (but do not totally understand) those whose cleaning habits tend toward shining engine hoses, pristine sparkplug wires and virgin undercarriages but have not caught the virus enough to get our car that clean. We also enjoy concours to the point that we look forward to someone inspecting our work and giving cleaning hints. (Martha Stewart does not come close here). Concours also give us the chance to see other cars, many older and pristine, and to see old, dirty friends (all of the dirt having been transferred from their Porsche to themselves).

It would be hard to pick one favorite Concours of 1997. Each was special in its own way: the Elmhurst Concours, the first warm, sunny event of the season; Potter's Picnic Concours with the lovely lawn to dis-

play on; or the downpour that was the Road America Concours with the race car exhibition class. All wonderful, all enjoyable.

But, Sunday, September 28th was a bit different. It was the Concours de Musique run in conjunction with The Beautiful Sound and the Steinway Society. Not only were the cars clean but the cleaners were clean as well. They were in coats and ties and dresses no less. There was the usual crowd of cleanliness addicts but also cars that we had never seen before. There were more cars than we had ever seen before at one concours - they filled the parking lot. There was a sports coat hanging from the limb of a tree, ready to be donned at the cessation of cleaning. There was food, wine, Steinway pianos, young performers, and oriental rugs. (Unfortunately, there were no Persian floor mats though my friend in the business noted that the durability and cleanability of the wool and hand knots would make a durable and elegant mat - Tabriz anyone?) Virtually every year of the Chicago Region's forty years was illustrated by a representative Porsche, thanks to Tray Anderson's tireless efforts. Even the sporadic rain did not hinder the enthusiasm or cleanliness of the cars.

Well, our car has been getting cleaner all summer even with autocrosses, Blackhawks, Road Americas, rallies and the occasional 'cruise' on a non-Porsche Club event Sunday. So, for the Concours de Musique, we cleaned and cleaned. Our car was, for us and what we ask of it, immaculate. (Class D clean: inside and outside but no wheels, trunk, undercarriage, or motor.) Spitshined and polished. We arrived in the rain but came prepared with a bucket of cleaning supplies. (Old dogs can learn new tricks and this is the one we learned about concours this year: come prepared to 'tidy up' what the drive there has 'untidied'.) Off came the sport coat and out came the diaper. No water spots on the gray metallic finish today. The

inside was dusted again, vents checked for telltale signs of dust and age, the mats 'masking taped' 'cause Susan insisted upon wearing her shoes in the car (actually putting them on the mats during the 25 minute drive to the site), and the pedals washed one last time to clean ground clutter off. Finally, declaring "Uncle", donning sports coat, gathering 'lunch mates', we proceeded to the restaurant where we dined on a sumptuous repast of pasta, salads and Steve's favorite, chocolate chip cookies. After lunch, wine tasting, and antique viewing at D'Edmunds Interiors, we were treated to Tracy & Kristin Figard (on piano) and Thomas & Nancy Liley (on saxophone and piano) at The Beautiful Sound. It was as sublime as a zero point rallye leg or Turn Five at Road America.

Meanwhile, the judges judged (funny to see six adults hunched over, around and under a 993) and the points totaled. The beautiful crystal trophies were awarded. Our scores were disappointing to us, but more areas of grime were found that need to be removed before the next concours at Bill Jacobs. Congratulations to the winners. We can now appreciate the amount of work and detail that goes into a spotless car.

After pictures of the winners were taken, it was off to the Yanahan's for more celebration of Porsches and Porsche friends. Thanks to Pat and Bonnie for their hospitality and thanks Tray and Danita Anderson, Event Chairs, for the time and work that went into making this a truly classy way to spend a Sunday afternoon: beautiful music, fantastic food, good friends (all dressed up), and the best cars in the universe. We vote to repeat it next year.

In response to inquiries made of us, it is our intention to enter the 1998 PCA Newsletter Contest. We need to select two issues of the eleven published in 1997 and are open to suggestions as to which two issues we should submit for judging.

On a more personal note: we have now been editors of this newsletter

for a year. (The December issue will be our second with that month on it.) It has been, for us, an incredible year. What began with "Yeah, we can probably do that ..." in response to Gallagher's "How'd you like to ...?" after plying us with many beers and compliments. (That should have been clue number one as to what was ahead of us.)

We now know more about computers, publishing programs, printing, what makes a good cover photo, layouts, fonts, who gets their issue first or last, and other stuff relating to this publication than we ever wanted to. David and Heather O'Bryan were unbelievably patient and instructive as they turned the equipment and publication over to us, but then quickly 'beat it out the door'. (Clue number two.)

Our printer Bob Soski has been our salvation more than once, a counselor every month, and we now count him as a friend as well as a trusted advisor. We have enormous respect for those who have served before us as editors and are immensely grateful for their words of encouragement and support.

Gallagher has been incredibly generous: helping us to get started, getting us whatever we need to do the job, or coming up with a name, a date or a story (not always necessarily relevant to the question asked) when requested. He is a smoking, talking, Heineken drinking archive! And, his column is almost always within days of the copy deadline. We must, how-

ever, here and now, debunk the myth regarding doctor's handwriting: the most difficult to read is Gallagher's, whether written at the Wolf's Head or at the kitchen counter.

Given all this encouragement and assistance, we boldly redesigned, redefined, and "tweaked" the excellent publication that we inherited and you have been supportive and forgiving of our efforts. For this, we thank you.

We also thank everyone who has contributed to this newsletter: articles, pictures, or ideas; solicited or unsolicited. Please continue to do so.

The best thing about this club, this year or any year, are the friendships. The new friends we've made, the old ones we've kept, and the ones still to be found will be among the blessings we count at our Thanksgiving table.

Finally, we admit to being bias, opinionated, and wildly enthusiastic about this club and its members. (Almost as much as Gallagher.) From reading this newsletter column you know what we like: rallying; besting the Gallaghers at everything; clean cars; pitting with the BIGs (Brenkus/Ingnot/Girard); driving instruction from Chris; cheering the girlfriends; driving on any track; working registration/timing & scoring at any event; beers, dinner, cigars, and 'hanging' with our Porsche friends; to mention only a few. Now you need to do the same with us. Please share with us what

you like or don't like in these publications, how we're doin', and what else you'd like to see or read about. The Chicago Region is the best region in PCA, we believe it deserves the best newsletter.

Steve twisted Pete Hackenson's arm until he agreed to let him be the head judge for the Chocolate Chip Cookie Contest, so you'll definitely see us at the Tech Session. (In the interest of continuing family and editorial harmony, Susan will not enter the cookie contest. In exchange for not putting Steve in the position of possibly having to sleep on the living room couch 'cause her cookies didn't win, she will no longer have to listen to Steve's monotonous mantra of "I need one" every time he sees a picture of the new 996 or hears about the Boxster S.)

Please make your Dinner Dance and New Year's Eve Party reservations ASAP. Both events promise to close out the year with great fun.

Count your blessings, hug each other, smile at a stranger for no particular reason, and have a Happy Thanksgiving!

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.*

Are You Moving? Has Your Area Code Changed?

Name(s): _____

Old Address: _____ New Address: _____

Phones: (H) _____ (W) _____

Area Code (New ?) Area Code (New ?)

Send to: Debby Leed fax 847.382.3562 (8:00 am - 8:00 p.m. only please!)
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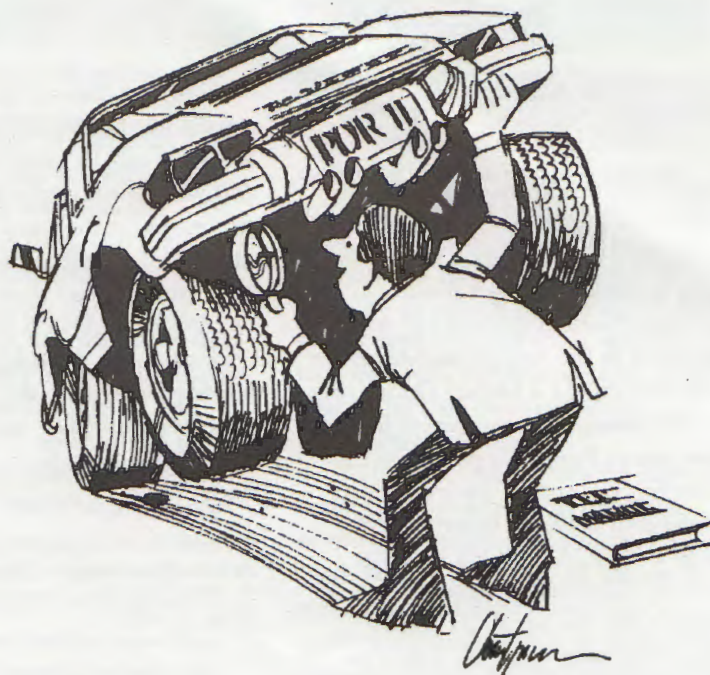
Dyno & Brake Tech
with
"Sauce and Cookie" Culinary Arts
Tasting Contest & Gaming

Sunday, Nov. 16th

10:00 AM

\$5.00 per person
(Children 12 and under are free)

Hosted by **Midwest Eurosport**



For the Porsche

- **Dynamometer Demonstration**
What is it and why it can be very important to you
- **Brakes**
A *how to*
 - inspect brakes
 - change brake pads
 - bleed brakes

For the Porsche enthusiast

- **Gaming: Win PRIZES!** Guess the Dyno HP results from engine modifications.
- **Pasta Sauce Tasting: Chief Judge - TBA**
- **Chocolate Chip Cookie Tasting: Chief Judge - Steve Rashbaum**
- **Lottery Drawing for a 1997 Chicago Region Charity Raffle Ticket**

Culinary Arts Award Categories

- **Pasta Sauce Categories**
White: With Meats or Fish Without
Red: With Meats or Fish Without
Best Overall
- **Chocolate Chip Cookie Categories**
Firm a.k.a. Crisp
Medium a.k.a. Cake
Soft a.k.a. Goey
Best Creative Presentation

Our hosts at Midwest Eurosport will have completed the installation of their new Engine Dynamometer. The engine will be run earlier in the day to establish a "base line" for Horse Power and Torque. We will be able to observe the REAL results of some common modifications like a K&N Air Filter, an aftermarket exhaust or simply how much a dirty air filter or bad plugs can change the engine's capability. These demonstrations will be very informative, entertaining and profitable as Prizes will be awarded to those guessing the most accurate outcome of

changes from "base line". You have to see it to believe it!

There is a **\$5.00 per person fee** (children 12 and under free) to cover fresh pasta, bread, tableware, beer, wine, and soda. Contest entrants need to provide suitable warmer or crockpot for pasta sauce. This event does not require registration, but a call in advance to let us know how many to plan for and if you will be participating in the "Sauce and Cookie" Culinary Arts Tasting Contest would be appreciated.

Questions/Attendance:
Pete & Karen Hackenson
~ Days: 630.285.4455
~ Evenings: 630.655.1629

Midwest Eurosport
104 West Irving Park Road,
Bensenville IL.
630.595.5577

Directions: 1 Block west of York/
Elmhurst Road on Irving Park (Rt 19)
(south side of street).

Additional Parking available in open lot immediately west of Eurosport facility.

No calls after 9:30 pm please

Letters, Faxes, & e-mail

Track Porsche Racing In Real Time (PCA Editors News Service)

Do you want to know how Porsche 911 GT1 racing teams qualified for tomorrow's FIA-GT race, or the finishing results of today's major GT race, anywhere in the world? Are you interested in the hourly standings for the 24 Hours of Le Mans? Or, during the "off-season," do you want to know about Porsche's plans for the upcoming year of GT racing? If so, you need to visit the Internet web site, SPORTSCAR WORLD <<http://www.pavilion.co.uk/sportscar-world/>> for the latest GT racing news. And when you do, you'll be greeted by the Blue Coral Porsche Team's mid-engined 911 GT1 which is campaigned in the BRDC Privilege Insurance GT Championship, the national GT racing series in England.

The web site, SPORTSCAR WORLD, was created in March 1996 as a result of Malcolm Cracknell's passion for sports and GT racing. The BRDC Privilege Insurance GT Championship - with the support of the series sponsor - is given extensive coverage, with detailed race reports and a monthly newsletter containing the latest team news.

The Le Mans 24 Hour race receives full coverage of Pre-Qualifying and the whole of race week; the race itself is reported by means of a race bulletin updated throughout the 24 hours with all the incidents and changes in the leaderboard.

The FIA GT Championship receives complete listings of all qualifying times, a race report and full results for every entry. Photographic coverage is provided of British races. A plan is evolving to provide photographic coverage of all the FIA races in 1998.

World GT News is updated weekly to bring race results from other championships and all important developments in GT racing. The Blue Coral Porsche Team and Cirtek

Motorsport (Saleen Mustang entrants) use the SPORTSCAR WORLD site to keep team sponsors and enthusiasts informed about their successes on the track, while Millennium Motorsport (Marcos entrants) have now placed their Internet site on SPORTSCAR WORLD.

Bookmark the address <<http://www.pavilion.co.uk/sportscar-world/>> and keep in touch with Porsche racing, worldwide.

(Ed. note. We are happy to print the addresses of Porsche related web sites. Please advise the editors IN WRITING of the addresses. We will print them as they are received.)

Porsche Selection & Bikes by Porsche AG Press Dept. (from PCNA Web Site)

Apart from high performance sports cars and a unique driving experience, Porsche is also characterized by a wide range of accessories designed to accentuate active lifestyles and personalize your Porsche experience.

Porsche Selection: Porsche Selection is a carefully chosen collection of lifestyle items that combine distinctive styling with high quality and intelligent functionality. In creating garments and accessories for this choice collection, world-renowned designers challenged themselves to go beyond what has been done before. To innovate with regard to form, design, material and function.

The same spirit and ideals that render form and function to Porsche's acclaimed sports cars are imbued in each item within this exclusive collection. One example is the Carfit luggage series. Each piece is hand-crafted from durable, lightweight materials to the exact dimensions of your 911's trunk space. The line even includes a lightweight golf bag, allowing you to get as much

into your Porsche as you get out of it.

The Selection series also features attractive leather products and accessories as well as a wide range of designer sporting textiles. Each item is crafted from the world's finest materials to be, in its own right, a work of art. Something that can be treasured by the artist as well as its owner. You can be sure that each article offered by Porsche Selection is manufactured, in most cases hand-crafted, to the most exacting specifications imaginable.

Other items in the range include the Boxster chronograph and ladies watches, Porsche Design sunglasses, and even a Boxster "slide car" developed by Porsche's Styling Department for small children. Driving in its purest form does, after all, touch the child in all of us.

Porsche Bikes: For those whose passions take them along the paths less traveled, winding, remote trails where only two wheels can tread, Porsche has engineered a line of mountain bikes that make such journeys their own reward.

Porsche Bike S: The Porsche Bike S features a hard-tail aluminum frame whose durability and light weight are sure to be appreciated by ambitious single-track riders. All components come from the most renowned European suppliers: The 80-mm suspension fork is supplied by Votec. The hydraulic rim brakes come from Magura. The rims are supplied by Campagnolo, and the tires come from Continental. Sachs supplies the hubs and the drive train complete with pedal bearings, a set of three chain rings, 8 pinions in a cartridge on the rear wheel, and the gearshift with a total of 24 gears.

A new feature is the plasma shift mechanism from Sachs which allows the rider to shift gears faster and more easily with just a flick of the wrist.

Porsche Bike FS: The Porsche Bike FS, a full-suspension machine, fea-

tures 100/120-mm spring travel on the front and rear wheels respectively. Thanks to its rigid tubes and sturdy triple clamps, the FS bike's fork design is many times stiffer than conventional forks and has the advantage of being completely free of the flexing, sticking and binding often found in other telescoping mountain bike forks. Not surprisingly, Porsche has managed to achieve this rigidity without adding any extra weight.

Naturally, it also features the finest European components where it really counts. Apart from Votec, Campagnolo and Sachs, Italian manufacturer Formula has contributed a set of super-light hydraulic disc brakes for superb performance. The disc rotors, crafted from specially coated aluminum, are cross-drilled and feature a large surface area (it's no coincidence that the brakes of the Porsche 911 are designed in similar fashion). Michelin, in turn, supplies competition-proven Wild Gripper off-road tires.

Porsche Bike FS Evolution: The new top model in the range is Porsche Bike FS Evolution, a high-tech variant of Bike FS which uses carbon-fiber for ultra-low weight and superior stiffness. The three-spoke wheels, pedals, fork bridges, saddle support and handlebar centerpiece are crafted from this ultra-light and extremely durable material. A new feature on Bike FS Evolution is the upside-down spring fork which, like the rear swinging arm, provides 140 millimeters spring travel (a benefit sure to be appreciated by downhill specialists battling extreme conditions).

Every component on the "Evo" has been fine-tuned to provide the utmost in speed, endurance, comfort and control. Massive Hope Hydro disc brakes, developed by one of the hottest new manufacturers in the world, deliver smooth, balanced braking regardless of humidity, dirt or incline. The Sachs Plasma gear system, with quartz inverse derailleur and Power Grip Twist Shifter, offers precise, trouble-free shifting under all

conditions. Shifting resistance can be adjusted to suit the terrain, weather conditions or personal preferences.

Porsche Bikester: An entirely new kind of bicycle now entering the Porsche range is the Bikester. This prototype bike is designed for everyday use by the discerning touring rider. In the interest of superior comfort, both on and off the beaten track, the Bikester has an adjustable dual suspension that can be optimized to a biker's weight and personal preference. Instead of wire spoke wheels, which require a certain amount of care and maintenance, the Bikester comes with three-spoke wheels constructed from cast magnesium. Sachs Neos disc brakes, in turn, guarantee reliable stopping power. The Bikester's transmission is also unconventional, with a maintenance-free V-belt leading to a 7-speed Sachs hub with grip shift.

The Bikester comes complete with a short list of options and special equipment that includes a luggage rack, a child seat adapter, and a towbar for a child tow cart. Its full-illumination features comply with even the strictest road traffic regulations in Germany and most other countries.

(From PCNA Web Site: for more information, contact your nearest authorized Porsche dealer.)

Porsche Tequipment & Exclusive by Porsche AG Press Dept.

There is no substitute for a Porsche. But, with Porsche's Tequipment and Exclusive programs, there are substitutions. At Porsche, we realize that perfection is, in many ways, defined by personal preference. A small detail. A critical enhancement. A subtle, yet unmistakable distinction. These are the ingredients that transform an outstanding product into an extraordinary one. And can transform a Porsche into your Porsche.

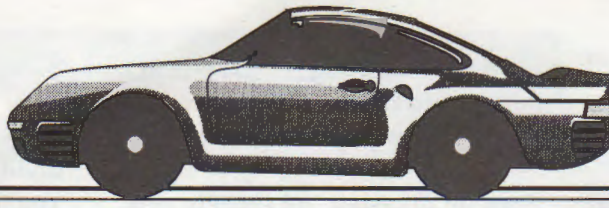
Porsche Tequipment: The Tequipment range of accessories provides you with the personal freedom to individualize your Porsche experience. You'll find meticulously crafted accessories such as steering wheels, door guards and roof transport systems that interpret your special requirements into the language of Porsche design. A line of race-bred equipment ranging from spoiler kits to wheel and tire sets are also available to further intensify your Porsche's performance.

Naturally, every Porsche part is crafted to the most exacting tolerances imaginable and features the same badge of quality as the car itself. Once installed by a Porsche-trained technician at your authorized Porsche dealer, it is fully covered by Porsche's original warranties. With Tequipment, you can realize your own version of driving perfection.

Porsche Exclusive: The Porsche Exclusive program offers a seemingly unlimited number of options for customizing your Porsche as it's being created on the assembly line. Styling and technical features in the Exclusive range make each and every Porsche a one-off driving machine tailored specifically to its owner. One special version of the 911 Turbo, for example, has a high-tech carbon and aluminum interior, while another special trim finish focuses on leather and walnut as two "classic" materials.

(From PCNA Web Site: for more information, contact your nearest authorized Porsche dealer.)

Visit the
PCA - Chicago Region Home Page on the
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<http://www.mcs.net/~bman/pca.html>
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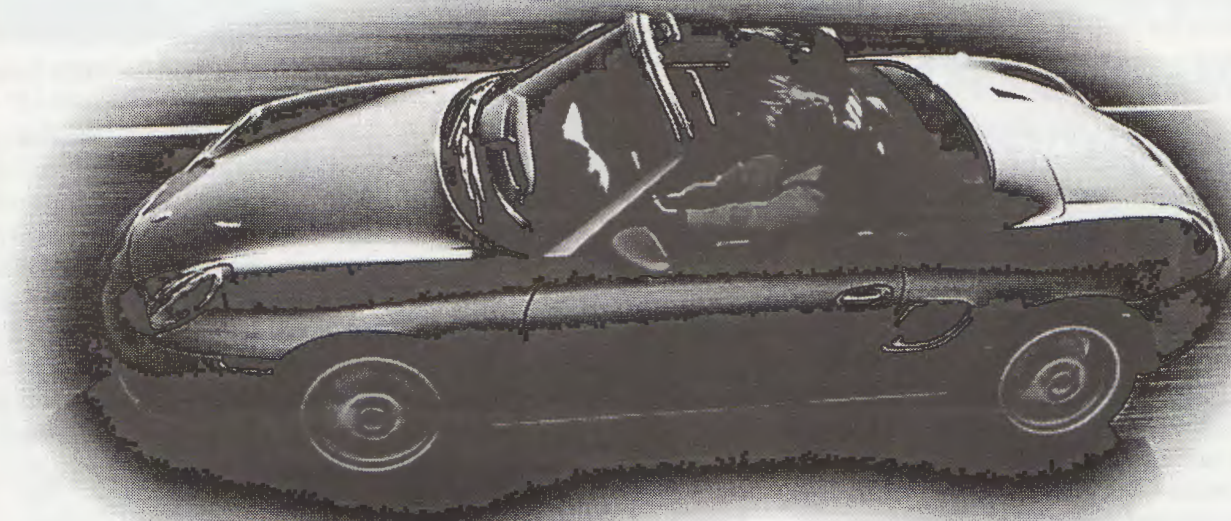
1 OF 2 1998 PORSCHE BOXSTERS

4,000 TICKETS BEING SOLD @ ONLY \$50 EACH

On December 6, 1997, at the Annual Dinner of the *Porsche Club of America Chicago Region*, a drawing will take place for two *Porsche Boxsters*.

Two people will be the lucky winners of these magnificent driving machines.

The winners will be chosen randomly via lottery ball method.



All proceeds from this raffle will benefit *The Buffalo Prairie Gang Camp*, a member of the Association of Hole In The Wall Gang Camps founded by Paul Newman.

Children attending *The Buffalo Prairie Gang Camp* suffer from cancer or another life-threatening illness. The Camp provides a rare opportunity for these children

completely free of charge. The Porsche Boxsters in this raffle will be provided by

Bill Jacobs Motorsport in Naperville, Illinois for Spring, 1998 delivery.

They will be delivered at his dealership.

Winner need not be present to win and may not substitute the Porsche for cash. PCA Chicago Region reserves the right to cancel the raffle at any time by notification and full refund.

Make checks payable to: *PCA Chicago Region Charity*

Send payment and completed form to: *Buffalo Prairie Gang Camp, 900 Jorie Blvd. Suite 59 B, Oak Brook, IL 60523*

Name: _____ Phone: _____

Address: _____

No. Of Tickets: _____ Amount Enclosed: _____

September '97 Rallye

The Country Junction Function or What I did on My Daddy-Daughter Date

by Joe and Nicole Baksha
(Mostly Nicole)

It is a scientific fact that every man has a built in sense of direction, consequently he finds it unnecessary to ever ask for directions. Being a native of the planet Mars, it is no wonder he is unable to commute back from Venus without the help of explicit instructions. Even equipped with these instructions he will need ample Venusian help, (eg. Timber Lane does not exist, neither does the Easter Bunny.) Following directions is not characteristic of a Martian's genes, unless those jeans are being worn by his daughter (a.k.a. Major Venusian).

ALL SPELLING MUST BE ACCURATE! These words strike fear in the heart of every Martian who fell asleep in English. Noe Road? Nuthin wrung with that spelin iz ther?

ALL ROADS OUTSIDE OF McHENRY COUNTY DO NOT

EXIST! Then how the h--- did we get here? ("Dad- I'm telling Mom on you!")

PUNCTUATION AND CAPITALIZATION ARE IRRELEVANT! I wIsh, MY engliSH Teacher kNeW; thaT?

First checkpoint, **EARLY!!!** Apparently our speedometer was made the Monday after Octoberfest; they don't call it the beer capital of the world for nothing. We don't want to point the finger, but *das spedo is nien fer de rallyepoken but fer de autobahn!* Translation: skip the ODO check and use the half hour to figure out how to get permission from the Queen of Venus (Mom) to pay for one that works! (And if it just happens to be attached to a brand new Porsche ...)

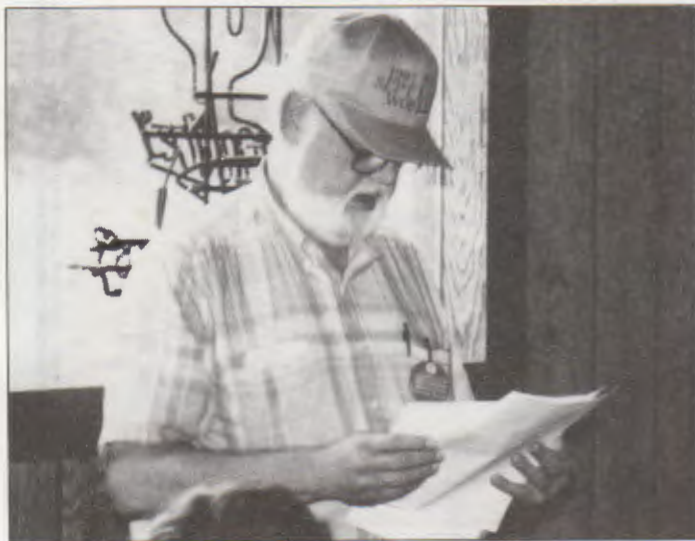
RIGHT ON "SUNNYSIDE" We ran that sign right down. No wonder others got a better score! Oh, this was a rally? We thought we were at an autocross! We thought there was something different about the cones this time! That leg should have been tossed out. Who said that you can't

turn on a sign?

Three and one-half hours, 17 arguments, and 2 fist fights later, we arrived back at the Country Junction Restaurant. Where is everybody? Probably desperately looking for "Sunnyside", which was now neatly attached to our front bumper.

Venusian: "Thanks for the hat, my dad threw the last one out the window. Thanks for the opportunity to laugh at my mistakes. But most importantly thanks for the memories. The cars will come and go, but the bonds will last a lifetime. (And if there is one thing that I have learned it is that no matter what intersection I come across, I should always continue on as **STRAIGHT AS POSSIBLE.**)"

Martian: "Thanks for the hat, somehow the other one flew out of window. Thanks for the opportunity to laugh at people from Venus. But most importantly thanks for the hat! The car will mostly go and go, but the bonds will not last, so I will need a few more to last my lifetime. (And if there is one thing I have learned it is that no matter what intersection I come across, I should always go **RIGHT AT T!**)"



'Sporting' a hat like the ones given as prizes to the winners, Rallye-master Gene Urban checks his notes before the Drivers' Meeting.



A navigator may experience many kinds of abuse from his driver: Trevor Myers gets a 'noogie' from his dad Eric.

September '97 Rallye photos by Steve Rashbaum



Some of the winners and the Rallyemaster 'model' their hats ...

September '97 Rallye and Tour Official Results

Place	Driver	Navigator	Score
Unequipped Class (SOP)			
1	Lee Lichtenstein	Chuck Bittman	164
2	David O'Bryan	Heather O'Bryan	354
3	Tom Harwood	Phyllis Harwood	566
4	Peggy Gallagher	Dan Gallagher	685
5	Joe Baksha	Nicole Baksha	935
6	Steve Rashbaum	Susan Shire	972
7	Harold Beach	Bruce Janecek	1057
8	Ron Micek	Cheryl Kiick	1479
9	Jack Stephensen	Dan Del Fava	1592
10	Ed Barnicle	Gayle Timbers	1710
11	Steve Olson	Sharon Olson	1987
12	Brian Boyle	John Noone	2101
13	Eric Myers	Trevor Myers	2338
14	Roger Horn	Melissa Wickwire	2351
15	John Mueller	Scott Henderson	2427
16	Andrew Goldberg	Nicole Miller	3004
17	Mike Haas	Anita Haas	4802
18	Dennis Hall	Michelle Alt	5778
19	Rick Schaefer	Jean Schaefer	6500
20	Tony Neczet	Debbie Neczet	7500
21	Wes Nowakonski	Mary Nowakonski	DNF
Touring Class			
22	Pat Foltz	Janine Henderson	N/A

midwest EUROSPORT

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Blackhawk IV



Tony Neczet is faster than the camera can focus ...



and more awesome than members can believe.



But, for Pat Pilcher and ...



Michael Seedman, it was just another day at the office.



A perfect day for resting under a tree ...

Blackhawk photos by Steve Rashbaum



or admiring the Viper ...



and the Turek's '89 944S2.



Some are very wide ...



while others seem small in side by side comparison.



Gary Boss's '80 911 was there ...



as was John Ruther's Northstar RSR 3.8.

Tech Tips

Concours Corner: Detailing

by Kathy Golik,
Allegheny Region
(from RUNDSCHAU)

What is auto detailing? Simply stated, it is the practice of making a car look its best without such extreme measures as dismantling or repainting. This practice is essential to maintaining a car's beauty, performance, and value. To achieve these goals, detailing needs to be done on a consistent basis.

How much time can be spent detailing a car? Someone may give his car a minimal detailing job in one day; involving a wash, wax, and interior dusting and vacuum. Still another may spread the job out over several days to a week, covering the car in greater detail and working on sections not normally covered in a "wash & wax," such as the trunk and engine compartment.

Many Porsche owners gear up for a once-a-year total detailing job that can easily span two weeks of visually inspecting and cleaning every accessible part of the car. It is this thorough detailing, only done far more often than once a year, that prepares a car for a Concours d' Elegance.

If you aren't used to detailing by now, you might be feeling tired over the prospect of constantly working to beautify your car. After all, why sweat over it at all when a detail shop can be paid to do the work? The choice, as always, is up to you. But there are some differences between detail shop work and your own detailing. There is, obviously, the satisfaction of knowing that you did it by yourself. This usually breeds a desire to keep up the job.

I don't want to give the impression that detail shops can't do as good a job as the car's owner can. Many detail shops do careful, excellent work on detailing, and they're surely worthy of our support. But, as the adage goes, "Let the buyer be-

ware." When one is shopping around for a detail shop to patronize, one must be aware of the potential for bad jobs in the more unscrupulous shops, which usually is expressed in various cost-and time-cutting practices.

Some "professional" jobs can, at first glance, look almost too good. These jobs live a lie, as if the car came right out of the factory and was magically transported to your garage without a single mile tacked up or a single day aged on. Everything looks too shiny and too glossy. And for good reason. Many detail shops rely on quick-fix ideas. They will employ clear lacquer spray to make the engine compartment look new and shimmering. Often, the interior may not actually have been cleaned, but simply doused with a dressing.

Generally, these detail shops seek to achieve the best cosmetic appearance for your car in the shortest amount of time. These shops can do several cars in one day, and that cuts down on the amount of attention your car can receive. But, as I said earlier, there are some shops who will do meticulous work, often taking one car at a time and giving it all the careful, gentle attention it deserves. These shops generally charge more, but if you're not up to working yourself, this may be a plausible choice.

If you choose a professional detailer, you should ask to see a sample of their work. Check the interior: is it really clean, or does it have that slick, greasy, dressed-over look? Check the paint for swirls and spider-webs; they shouldn't be there. Is there unsightly wax buildup? Another big no-no. Inspect the engine compartment for the tell-tale signs of lacquer use: shine everywhere, even on hoses and normally matte black surfaces. One can expect the visible sections of the car to be clean, but what about "hidden" areas such as

fender wells? Finally, ask about the cleaning mode used. Is all work done by hand, or are machine buffers used? Concours winners concur that machines can do more harm than good in the hands of an inexperienced worker. Hand work is generally best.

There are definite advantages to detailing a car. Surely, everyone likes to ride in a clean car. It seems to be humanly irresistible to drive around while everyone stares at you in awe. With a clean, shiny machine, racers seem to get a psychological edge in nailing a track. Also, mechanics can detect problems more quickly and easily on clean engines. And, of course, faithful detailing can increase the value of your car at trade-in or selling time.

Detailing is also preventive maintenance. Moving parts work most efficiently when clean. Also, the best way to combat rust is by not giving it a chance to start. Frequent and thorough washing is the best solution, especially for cars driven on salted roads. Pockets of dirt, leaves, and other debris retain moisture and need to be removed as soon as possible. Faithful and thorough detailing (as well as garages!) can keep these problems to an absolute minimum.

Effective and consistent auto detailing is an excellent way to add longevity, beauty, and value to your car; and it's also an excellent way to bring you closer to your Porsche. So, if you currently follow a regular detailing schedule, good for you, and good for your prized possession. But if you don't have a cleaning regimen yet, isn't now a good time to start?

Do's and Don'ts of a Concours

by Tray Anderson
(excerpted from Concours de
Musique packet)

Clean your Porsche before the concours - Wash and vac your Porsche at your home. I generally start cleaning the weekend before the event. I recommend the use of Q-tips for those

difficult spots, such as door hinges, air ducts, etc. A general rule of thumb is to clean from top to bottom. Bottom line, do most of the work at home.

Arrive early - My first concours I arrived too close to the judging time and did not have enough time to clean bugs from the windshield, touch-up the front bumpers, and complete other last-minute on-site final preparations.

Bring cleaning supplies - I maintain a 'bag of tricks' and bring it to every concours. In my bag I have towels, cleaners, tire dressings, Q-tips, car duster, and other items.

Once you arrive - Check in at the registration desk. Fill out the entrant form and, before judging begins, place the form on the front windshield.

Remove all interior items such as sunglasses, radar detectors, toll road change, and all items in the glove box that were not delivered with your car. (The owners' manual is ok to leave in the glove box.) Remove overmats unless those mats originally came with the car. If you are unsure, remove the overmats but leave the standard mats. A permanent cell phone can remain in the car, however, it should be cleaned.

Convertible tops must be up. Targa tops must be on. Sun-roofs should be closed. Windows should be closed to within one inch. Check the exterior for bugs which may have unwillingly contacted your Porsche on the drive up. For Classes A, B, & C, remove from the storage compartment the spare tire and tool kit delivered with your car. Display them in front of your Porsche as these items will be judged as well. Remove any additional items from the storage compartment. Now your Porsche is ready for judging.

Once the judging has begun - You are free to ask the judges what they are looking for. They can make recommendations on which cleaning products to use: one can usually fix that problem area, remove that stubborn stain or erase that unsightly scratch with the proper product!

After your Porsche has been judged - You may replace your belongings in the car. Wait for the judges to finish tallying the scores. At the presentation of the awards, all winners will be announced. Feel free to ask for your score sheet. You may take it home to review the problem areas and thus be better prepared for the next concours.

For a complete set of concours rules, please consult the PCA Chicago Region Membership Directory. The most important rule is to **have fun!**

Concours Classes

- A Interior, Exterior, Trunk, Engine, & Undercarriage (Cleanliness & Condition)
- B Interior, Exterior, Trunk, & Engine, (Cleanliness & Condition)
- C Interior, Exterior, & Trunk, (Cleanliness & Condition)
- D Interior & Exterior, (Cleanliness & Condition)

Attention To Detail: Water Spots
by Matt Zakarian,
Metro New York Region
(from PORSCHE POST)

Spots caused by hard water, acid rain and other staining agents have always been a problem on automobile glass. Most detailers try plain glass cleaner and go no further. Others sometimes try methods that may damage the glass itself. But there are safe ways to remove most spots.

Let's start by exploring hard water. Elements such as calcium, magnesium or iron give water undesirable characteristics we call "hardness" that cause spotting on glass (and paint). Calcium ions are formed by a reaction of calcium carbonate (limestone) and carbon dioxide in wastewater. Hard water, also sometimes called acid rain, is only part of the problem. There is also a chemical reaction between these minerals and commercial fertilizers which can leave a cement-like deposit on glass. Acid rain, a result of environmental pollution, when mixed with water creates an acid that can spot or even etch glass.

Commercial window cleaners use acid-based cleansers similar to those detailers use to clean wheels. The acids can be a quick and easy way to remove many stains and spots from windows, but they do require understanding and caution in their use. There are two types of acids: organic and inorganic. The inorganic group includes hydrochloric (HCl) and hydrofluoric (HF, also called muriatic) acids. Organic acids are active or "critic" and are derived from fruit. They are used in colas. (Makes you want to put that Coke away, doesn't it?) An inorganic acid can lift, suspend and dissolve water spots.

But not all acids are equal and many experts warn against using HCl or HF to clean glass. Not only are they dangerous to the



Tray Anderson's '97 993 at the Concours de Musique.

Concours de Musique photo by Susan Shire

Tech

glass, but also to you. Getting such acids under your fingernails can result in loss of the nails or worse. Getting some acid in your eyes, or breathing its vapor, can result in serious injury. There are a number of alternatives to the use of inorganic acids. One technology uses a base of phosphoric acid, with buffers that help prevent danger to the user. Another is a thick liquid that clings to the glass. It is a combination of safe acids and non-scratching abrasives. There is also a powdered product that can be made into a paste and then applied to the glass. Some companies offer a glass polish cream that has a light, non-scratching abrasive that works well with no danger to the glass or the user.

As with any job in the detailing process, we must apply a little science in the glass cleaning process. These are the steps to follow:

Identify the type of glass. It is not certain all glass is the same on all cars. First test a small area to see if the product you are using could damage the glass on your Porsche. You may also have non-glass windows: thermoplastics such as Plexiglas, often used for convertible rear windows. When choosing the chemicals and procedures to clean them, remember they are very fragile.

Identify the type of stain. You must identify the staining medium and the length of time it has been on the glass. The longer it has been there, the more difficult it will be to remove it. Some spots can not be removed without damaging the window. For example, pitting and etching from acid rain may look like spotting, but is really damage to the glass. In most cases these spots cannot be completely removed, though their appearance can be altered.

Choice of product. Once you have identified the glass and the source of the problem, you can choose the appropriate chemical(s). Obviously, you will need to have several products

available to deal with the various types of surfaces.

In summary, remember that removing water spots is not a simple cleaning job that can be done as a routine part of a detail. It is a restoration process that may require a great deal of time and, as mentioned, you may not always be successful.

Staying on the subject of glass, I'd like to mention a service which I personally have used and am very impressed with: etching its VIN number on your Porsche's windows. During my discussions with various peace officers I know, they all considered it an effective deterrent against theft. No one will purchase that glass from a thief. I also received a 5% discount off the "comprehensive" section of my car insurance, paying for the cost of the job right away. The kit was mailed to me and it took me literally five minutes to do six windows plus the sun-roof. My cost was only about \$30. I realize this won't make my car 100% theft-proof, but anything we can do to make a thief move on to another car is worth the investment.

Tip of the Month: When parking your Porsche in the garage, leave your windows open to avoid a build-up of the film on the inside of windows caused by gas vaporizing off carpets and vinyl surfaces.

911 Tech Tip: Oil Pressure Switch and Thermostat O-ring Replacement

by Mark Pelkey, Niagara Region
(from FLATOUT)

The oil pressure switch for the idiot light on the dashboard is located on the top of the engine, near the transmission. The thermostat is located just in front of the pressure switch. Both are very common sources for oil leaks on 911s, the subject of a recent regional tech session.

The oil leak on my car showed up around the oil cooler. Oil was drip-

ping down the back of the engine and hitting the heater box, making a generally disgusting odor. Others have had these leaks make their way onto the clutch, causing sticking and hopping. Access is almost impossible without removing the bulk of the CIS system or lowering the engine allowing access over the CIS airbox. We chose to lower the engine.

The initial steps were relatively simple. We disconnected the battery, throttle, clutch, starter cable and the back heater hoses. The oil had to be drained allowing us to disconnect the two oil lines running to and from the engine. The engine wiring harness was also labeled and disconnected. The set screw on the shift coupler was removed, allowing movement without loosing my linkage adjustment. The fuel line to the accumulator and the return line were disconnected. There was enough slack in the line from the filter to the fuel distributor to leave it hooked up. We did not have to disconnect the drive shafts from the transmission. There is enough play in the suspension to allow them to stay attached. The top of the airbox, the air filter, and the intake boot were removed.

We raised the car so the engine was about 20 inches above the floor. A floor jack was centered under the engine and raised to the point where it was in firm contact with the engine. We then removed the two rear engine mount bolts, thereby placing the bulk of the engine's weight on the jack. We lowered the jack slowly until the back of the engine was accessible. We dropped it about 12 inches in total. There is a great deal of play in the transmission mounts, allowing the engine to swing down freely.

The oil pressure switch was easy to remove and replace with a 24mm (15/16") socket wrench at that point. An oil and vacuum line each had to be disconnected to gain access to the top of the thermostat. Two 10mm nuts on studs held the thermostat in place. Once the thermostat was removed, it was easy to see why it leaked. The original seal was a hard,

flat plastic ring with no flexibility. The replacement seal is a viton o-ring with plenty of flex. The seal was replaced and the thermostat reinstalled. The tag team approach at a tech session helped when dealing with hard-to-access parts. We took turns trying to coax hoses apart and back together.

Reassembly was straight forward. The intake boot should have been reinstalled while the engine was down. We did not do that. Special attention was paid to the wiring since my engine was replaced and wiring customized by the previous owner. The entire operation took a total of three hours, with plenty of time spent on coffee and doughnuts. Total cost was about \$11.00 for parts and \$15.00 for a case of oil.

Watch Out for Old New Tires
by Lee Rice,
Orange Coast Region

You can avoid having old "new tires" installed on your Porsche by reading and understanding the tire data that

is imprinted on the side of the tires. The life of a tire becomes limited as the rubber ages and deteriorates with time.

I have a good friend who ordered some new tires for his RUF car and became alarmed at what the shop was about to install on his new 8" & 10" x 17" wheels. The tires looked old, so he took them out in the sunlight for a good look. The sidewalls had ozone-cracking even though the tread had new-tire stickers. My friend asked for an interpretation of the date of manufacture code shown on the tire. They were over four years old. The shop gave him an offer to knock off \$30 on each tire. My friend was soon on his way to another - any other - tire store.

A little-used, high performance tire that has been stored too long will never perform well and may be unsafe. My good friend with the RUF car also had a 930 with tires that looked new but were over nine years old. His airline job and family took most of his time so the tires aged-out before they wore-out. One afternoon while accelerating past 60

mph onto the freeway, the left rear tire exploded --big time. The driver thought the car would flip as he fought to control it. When he got off the freeway he found the tire in shreds and later found the other three tires were weather-cracked through the sidewall and showed signs of tread separation.

If you're about to buy a new set of tires, ask the representative of the tire retailer how you can interpret the data codes, including the date of manufacture. If they do not know how to interpret this data, or show little interest in helping you, go somewhere else.

Also, ask how the tire is rated for wear and traction, wet and dry. I always ask for a copy of the data sheet for the specific tire I want. These are very helpful when determining the real width and diameter of the installed tire, especially if you are upgrading to a new wheel size. A 225-45x16 tire of one manufacturer may be very different in actual size than a tire with the same designation from another manufacturer.

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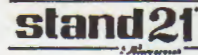
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Utica Autocross

My's First Autocross by Myra Knoblauch

What a thrill! My first autocross and "wow" it was "awesome" to say the least! I had no idea it would be so much fun. Of course, I did need a little coaxing by my husband Gary to encourage me to go out amongst all those 'professional Porsche people' and give it all that I had and then some. Needless to say, my first run was very slow and cautious, but I felt that I could do it. I knew I could and, sure enough, I finished my first run without going off the track into the corn or knocking down any pylons - thank God!

What a rewarding experience. I just couldn't believe that I was finally out on the track for the first time in my life. (Please someone pinch me ... this couldn't have happened ... was it for real?) After five more runs my times were better and I was handling the car a lot smoother. It was so unbelievably cool! I LOVED IT!

The whole day at the track was so perfect. The weather was beautiful, the people were so enthusiastic and ready to autocross - what more could anyone ask for but to join in the fun and have a good time.

In closing this article I would like to thank all my wonderful Porsche friends; Karen Hackenson, Susan Shire, Gayle Timbers, Peggy Gallagher, and, most of all, my husband Gary for giving me the support and encouragement to do something I've always wanted to do: drive our Porsche with the other members of the Chicago Region Porsche Club. Thanks everyone for making my day so special! It was a dream come true!

Thanks also go to the Event Chair, Bill Murrin, for making the day's fun possible. You did a great job Bill!

Corn and Really Driving a Porsche by John Cline

If you haven't driven your Porsche off the public roads and highways, then you haven't really driven your Porsche and you don't know how good your car is. You also do not know how good a driver you are. Some of you who think you are good drivers will find out that PCA Chicago Region autocrosses and drivers' ed events can teach you so much that you may wonder why you waited so long to find out how

good a driver you really are, to finally learn how to become an even better driver, TO FINALLY LEARN THAT YOUR PORSCHE IS A MUCH BETTER CAR THAN EVEN YOU THOUGHT IT WAS, and to meet other people who have previously experienced the life change known as *really driving a Porsche*. (Like a trained animal it is prepared for you to drive it if you are capable of handling it.)

The weather the day of the Utica Autocross was perfect: bright sun, cool temperatures. The track at Utica is a .6 mile go-kart track shaped like the letter "B". Think about driving through the curves in the middle of the "B"; it was almost impossible to maintain a 9 - 3 hand position on the steering wheel.

As in golf, you compete against yourself. I don't think that my car got much over 60 mph, but I sure had my mind and hands full. Next time, I'll have the benefit of this experience. You can only get better with practice. Has there been anything in your life that has been as much fun to practice? OK, Gallagher, no wise cracks!

The track was totally safe as there was only one car out at a time and no trees to run into. However, there was corn. As a younger man, I 'found' many reasons to run my car or bike into the corn. I did not, however, venture into the fields on this day. In-



"Awesome" said Myra "My" Knoblauch.



"Twins for a day" Amy Murrin and Susan Brenkus.

Utica

stead, Brandon Hackenson, in his family's hot, bright yellow modified 911, 'plowed' through the corn and earned the title of "Mr. Corn".

In addition to improving my driving skills, I made some new friends and 'caught up' with an old one, Bob Grabowski. He watched my first set of runs and provided me with some good suggestions. Six seconds came off my time on my next runs. While I didn't think that my times were very good, the very supportive and friendly Club members cheered my efforts.

I was so uplifted by finally doing what I had only fantasized about. I knew I was among friends when I realized that the Club members wanted to make sure that I had a good time. So, if you haven't driven your car at a drivers' ed or autocross event, you should really do it. Afterwards, maybe you'll ask yourself why you didn't do it sooner. Very few things in life will seem exactly the same as before ... before *really driving a Porsche*. Life Is Good!

A Farm Field Day

by Jack Schidt

Sunday morning and the luxury, rarely taken, of the snooze button. Twice. And then the alarm off altogether.

It's an autocross morning, and last night's plans get modified in the pre-dawn light of morning. No problem, now that car preparations have finally found their way to their proper place: the night before, not the morning of. A leisurely shower and the wife is up, somehow remembering an off-handed, late-night offer of breakfast at Cracker Barrel. How does she do that?

An Uncle Herschel's Favorite, 'see-ya-later' and 'have-fun' said, and it's ac-

celeration on an on-ramp to I-80, westbound. Dark clouds to the north, but the southern and western skies are already brilliant blue, cool, clear and crisp in the early morning air. It's all farm country west of Joliet, and with jazz on the tape player, the destination could be anywhere. Out on the road on a Sunday morning with a plan, a way to go, and a fast car to get there. Someone take a mental picture, quick.

The go-kart track at Utica comes up quick off the Interstate, and as cool as the car sounds whinnying through the down-shifts, it's too familiar a song to distract those prepping their own similar cars. The bait store/restaurant and the gas station across the street are busy with boaters and 'Starving Rockers' while the rooster behind the chicken (that's a novel use for it) wire regularly reminds us that yeah, they really do sound like that.

There's a spot on the dewed lawn to unload, and soon Rich Grote-meyer is cool-down idling his turbo next door while he sets up shop under his tent, talking tire pyrometers and tire pressures and tire stagger and I'm tired already but entertained as Joe Purpura arrives and the gangs all here. Morning coffee means a visit to the "mens room" and the wondrous aroma of 17th century sanitation technology. "Who's next?"



The Beanie Baby/Heineken 993 in the farm field at Utica.

Mike Gallagher's in his familiar spot just outside the loo, changing to R1's while being entertained by people hurrying in and hurrying faster out. And he's the 'hurriest' of them all. How the hell did this guy learn to drive that car, three wheels and all, so fast? Geez, it's pretty sad when you go to a Porsche autocross and measure your 911 success, ahem, failure, against a VW.

It's "Hi Amy" and sign, print, endorse, and "Yes, I need a number," and "Sorry, four hundred what?" and registration's done and did Amy get a big thank you? ... 'cause she deserves it.

Was that tech or a drive through? Prompt, prepared, and Pete Hackenson with clipboards, pens, nifty stickers, banner showing where to be, and it was over. I felt like doing it over again just to fully appreciate it. Especially liked the brake rotor banner supports. Smiles, waves, "hey how's it goin' (what is his/her name, why am I such a sieve-for-brains?)" and it's on to the driver's meeting. Blah, blah, blah and yeah, yeah and if I pay attention I might just learn something and not be a danger to innocent bystanders. "I'm sorry, could you repeat that?" and we're ready to roll. Or rather, slide.

The first corner has been waiting patiently all morning to be the first to throw a slippery curve at a gung-ho gang of throttle stompers. "Hey, why does the edge of the track keep coming at me like that? I've got my wheels turned! What's goin' on here?" The second corner's giggling as the red-liners come screaming at it with their plans to "just jump on the brake pedal, throw it into the apex and ... Whoa, baby! Tail, wait for the nose to catch up!" Yeah, it's fun, but now you're out of shape for the esses, the twins who sit in tandem, quite willing to be reasonable with all who approach them quietly, but

a tag team of tyrants if blundered into. And blunder we do.

Three's not too bad since we lost all our speed in the esses, but suddenly the grass is looming at the edge after the missed apex and the rumble strips are rumbling under ("just like Michael Schumacher!") *I don't think so.*

At the start of the Horseshoe it's "This is cool, I can go so deep into the corner and...uh, why are the tires making that noise again and I'm not heading in the direction I'm turning the wheels and I'm on this side of the track when I should be on that side to set up for the next esses."

The inside esses are under orders from the other corners to let our cars pass with little trouble, the better to have another go round of abuse. The tight, slow turn back on to the straight is a wonderful opportunity to break the rears loose under throttle, "Aw, cool...whoa ...whoa! get away from me, grass, and maybe not so red-linish, say, 50 revs less, and O.K., this time corner two a little slower...O.K., *next time* a little *even* slower," as the tires agree and the twins approach again too soon. "The first shall be last, go slow to be fast." *Yeah, right.* Maybe next run.

Again the grass and the peripheral sensation of being a bad example to the loungers on the lawn. The Horseshoe entrance is taken minimally less deep and therefore minimally less squirrelly and the tires almost do as directed. Then, it's "Just how slow do I have to take this here hairpin?... OK, slower than *that*," and it's set up time for the final sweeper. Make that plougher, as the car is quite willing to go even faster than asked, just not in the direction pointed.

"Man, I'm movin' now," and as the motor roars, the car breaks the timing light beam. Dust clouds rise on the turn in to the staging area and the helmet's off for

the wait for run two. "This next one will be calmer and smoother; controlled, concise and disciplined. "Yeah, *who you kiddin'?*" Only slightly calmer, and slightly faster. The sweeper to the finish taken slower, tighter to the inside, and therefore quicker. Gallagher claims the third run was the best he's seen me drive; unfortunately the timing lights are not as impressed. It's the best of the three, though.

During the second run group there's baby talk with Jill and fastidious garages with painted floors talk with George Paul and a barbecue beef and lemonade and 'shoo honey bee' by the less than grand stand but what a gorgeous blue sky high cloud corn row farm field day. And there goes Tony Koufos. And the Spyder replica that can't find second gear but still wears a smile, ear to ear, bless you. Highway passers-by become roadside spectators; "Stop, Dad, look it those cars! What're they doin'?" What I should be doin' is working a corner but I missed the last autocross and want to catch up on the gab.

The second set of runs and once, just once, the esses are wriggled through correctly; smooth, quiet, and, lo and behold, fast. And with it the realization that the really quick times belong to those who mangle

every corner that well.

The driving done, Bill Murrin passes out the excellent scale model Porsche awards, each winner comparing and trading, oohing and ah-hing. Most prized, however, is the Guinness Dan Gallagher owes me for besting him this day. Let the record show that many a Heineken has gone down his gullet at my expense, with himself lettin' the entire world and everyone else know that he whipped my sorry ass.

So it's off to the pub down the winding, dipping, curling curves, test driving the Beanie Baby/Heineken 993, with its owner ahead of me, setting the pace in my '72. Idling through town I can hear my revving motor echoing off the buildings as he blips the throttle at the stop sign. "Having fun in my ancient ride, eh?"

The pub is overflowing, so we spill down the street to another establishment where there is no Guinness and only a handful of club members, but being the experienced professionals we are, we manage to eat, drink and enjoy ourselves with gusto. Mucho gusto. So mucho gusto that the table of matrons with the misfortune to be seated near us gobble down their after-church Sunday dinner and quickly waddle away.

The long drive home makes deacons of us all and we end our revelry early. 'So longs' and 'see yas', and we're motoring down country two lanes on a late September evening. The big sky looks like it, too, has had a big day of playing and partying and carrying on as orange is laughing while red roars and blue brags to violet clouds, light in the west, but dark and tired in the east, where we're headed. Soon, like us, it'll be home, in bed, and asleep. And happy.



Shawn Young, Keith Olcha and Tony Neczet wait in the staging area.

Copy of Certificate presented by Event Chair Bill Murrin to all participants at the Ulta Autocross.

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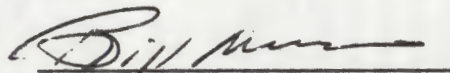
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I _____ on the Twenty First Day of September, 1997,
drove my Porsche faster than I ever have in my whole life, slid my car around the totally awesome Ulta
Raceway with blinding speed and unsurpassed automotive bravery and was by far the fastest
automobile on the Ulta Raceway (when I was out by myself). Therefore I may present this certificate of
blinding speed and unsurpassed automotive bravery to anyone who cares.

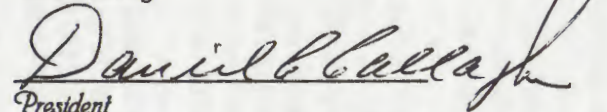
Furthermore, I prodigiously thanked the event coordinator, timing and scoring and the whole board of
directors of the Porsche Club of America, Chicago Region for the exciting and wonderful day that I had.

Certified by



Director and Event Coordinator
Porsche Club of America Chicago Region

Witnessed by



President
Porsche Club of America Chicago Region

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Utica Autocross Results

Chair: Bill Murrin

OA CP #	Class	Region	Driver	Best Time
22 1	24 P1	CHO	Chuck Bittman	54.260
39 2	801 P1	CHO	John Takehara	56.742
41 3	427 P1	CHO	Fred Howard	56.953
8 1	713 P2	CHO	Jeff Girard	52.721
17 2	71 P2	CHO	Peter Petrikas	53.896
30 3	41 P2	CHO	Bruce Clay	55.458
57 4	212 P2	CHO	Bob Boxall	1:02.282
56 1	403 P2L	CHO	Angela Gomez	1:02.001
61 2	221 P2L	CHO	Kristin Boxall	1:14.837
26 1	416 P3	CHO	Mike O'Meara	54.748
3 1	28 P4	CHO	Chris Ingot	51.970
6 2	251 P4	CHO	Rich Grotemeyer	52.578
45 3	400 P4	CHO	Bob Kerwin	57.941
46 4	198 P4	CHO	George Paul	58.022
48 5	152 P4	CHO	Bob Ostroga	58.845
49 6	195 P4	CHO	Robert Grabowski	59.136
52 1	329 P4L	CHO	Susan Shire	59.768

MENS' FDT

1 1	7 P5	CHO	Nick Brenkus	50.503
15 2	8 P5	CHO	Jim Starai	53.838
23 3	151 P5	CHO	Pete Hackenson	54.412
29 4	101 P5	CHO	Gary Knoblauch	55.367
33 5	420 P5	GST	Tom Starai	55.996
40 6	299 P5	CHO	Charlie Cook	56.861
42 7	402 P5	CHO	Brandon Hackenson	57.219



Pete Hackenson coaches son Brandon "Mr. Corn" on ways to stay out of the corn and set up for the esses.

Utica Autocross photos by Susan Shire

OA CP #	Class	Region	Driver	Best Time
14 1	17 P5L	CHO	Susan Brenkus	53.737
60 2	405 P5L	CHO	Myra Knoblauch	1:06.750
2 1	5 P6	CHO	Greg Turek	51.845
4 2	421 P6	CHO	Paul Schiller	52.220
16 3	207 P6	CHO	Keith Olcha	53.855
25 4	170 P6	CHO	Anthony Neczet	54.613
58 5	423 P6	APP	John Cline	1:03.118

LADIES' FTD

12 1	15 P6L	CHO	Marla Turek	53.610
35 2	11 P6L	CHO	Peggy Gallagher	56.182
37 3	422 P6L	CHO	Amy Roth	56.356

13 1	783 I1	MIL	Trent Oler	53.620
19 2	05 I1	CHO	Ed Russ	53.980
31 3	91 I1	CHO	Bill Murrin	55.515

32 1	417 I2	CHO	Joe Baksha, Sr.	55.700
38 2	418 I2	CHO	Joe Baksha, Jr.	56.525

5 1	98 M1	CHO	Tony Koufos	52.354
10 2	302 M1	CHO	Shawn Young	53.211
20 3	424 M1	CHO	Mike O'Meara	54.051
24 4	917 M1	CHO	Joe Purpura	54.541

7 1	413 X	GST	Chris Simon	52.667
9 2	406 X	GST	Roger Ness	52.774
11 3	711 X	CHO	Mike Gallagher	53.581
21 4	118 X	CHO	Andy Discher	54.217
28 5	407 X	GST	Aaron Brambora	55.320
36 6	411 X	GST	Doug Carter	56.240
44 7	410 X	GST	Pat Barnicle	57.303
47 8	425 X	CHO	John Podmajersky	58.140
50 9	412 X	GST	Eugene Oh	59.204
51 10	414 X	CHO	Chris Diedrich	59.738
54 11	415 X	GST	Steven Perkin	1:01.829
55 12	404 X	CHO	Kurt Schenkemeyer	1:01.896

18 1	408 XL	GST	Laura Ness	53.932
43 2	409 XL	GST	Kasey Ott	57.251
59 3	426 XL	GST	Cynthia West	1:03.728

27 1 1	MST	CHO	Dan Gallagher	55.313
34 2 360	MST	CHO	Ed Barnicle	56.012
53 3 10	MST	CHO	Harold Beach	1:00.212

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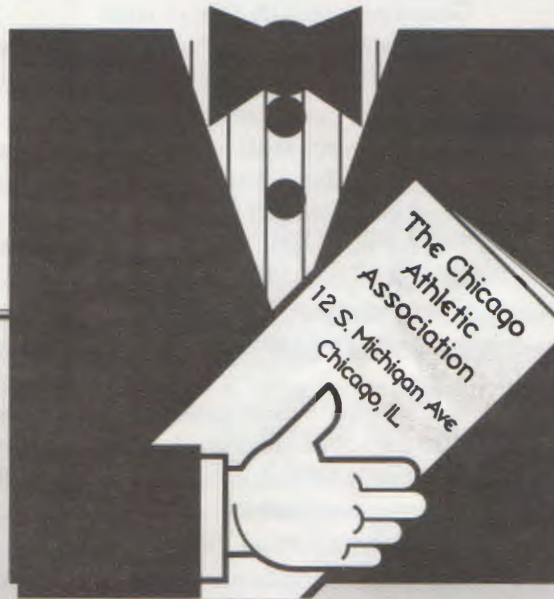
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Our Chicago Region Annual Dinner Dance

December 6, 1997

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RSVP
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NOVEMBER 26

To mark the end of 1997 and our yearlong 40th Anniversary celebration, we will dine, dance and honor each other at our annual Black Tie Dinner Dance to be held this year at the exclusive Chicago Athletic Association in Downtown Chicago. This private club is noted as one of the loveliest buildings in Chicago and has a national reputation for fine dining. We will have three large rooms: one for cocktails, one for dining and dancing, and a bar for smoking and after-dinner drinks. Only 200 reservations will be accepted and as it is on a first-come, first-served basis, we recommend that you do not wait to submit your reservations. Parking is available immediately in front of the Club at the Grant Park Garage. (Use the Monroe Street Entrance.) This garage has been totally remodeled and is now run by a private management firm. Security and an escort service available.

5:30-7:00 p.m. Open Bar and Hors d'oeuvres

7:00 p.m. Dinner

■ Combination of Salmon & Tenderloin of Beef with a Wild Mushroom and Madeira Wine Sauce, Chef's Accompaniments

Or

■ French Pheasant Stuffed with Force meat of Spinach, Basil and Pistachios topped with a Morel Mushroom and Armagnac Sauce, Chef's Accompaniments

8:00 p.m. Awards

9:00-1:00 a.m. Dancing, cash bar and coffee in the non-smoking room

It will be necessary for you to make your own hotel reservations. The Club is centrally located and within walking distance (or a short cab ride) of the Palmer House, Hilton Towers,

Fairmont, Four Seasons, Westin and Marriott Hotels.

If you have a special meal or dietary requirement, please let us know.

Send meal selection and checks, payable to Chicago Region PCA, to:

Patrick and Bonnie Yanahan
7754 S. County Line Road
Burr Ridge, IL 60521

Questions: 630.920.1929 (before 9:00 p.m., please)

Board Meeting Minutes

Porsche Club of America
Chicago Region
Board Meeting Minutes
September 5, 1997

Voting Members present: Bittman, S. Brenkus, D. Gallagher, Inglot, Janecek, Murrin, Ruther, Zann.

Voting Members absent: Clark, Rashbaum.

Vote(s) by Proxy: Rashbaum to Susan Shire.

Coordinators present: Bittman, N. Brenkus, S. Brenkus, P. Gallagher, Inglot, Jacisin, Murrin, R. Patterson, Ruther, Shire, Yanahan, Zann.

Meeting called to order by D. Gallagher at 8:05 p.m. at the Park Ridge V.F.W.

Secretary - Chuck Bittman.

Bittman presented the minutes from the August board meeting. Shire moved, Janecek seconded, to approve the minutes as presented. Approved unanimously.

Treasurer - Susan Brenkus.

S. Brenkus presented a report containing the following information. a cash flow report for August '97 showing inflows of \$30,497.00 and outflows of \$28,206.58 giving a net surplus of \$2,290.42 for the month; a balance sheet as of 9/5/97 showing deposits of \$177,086.87 and total assets of \$215,680.75; a cash flow for the Hawthorne Autocross showing a net deficit of \$36.60; a cash flow for Potter's Picnic showing a net deficit of \$311.86. Bittman moved, Murrin seconded, to approve the Treasurer's report. Approved unanimously.

Vice President - Bruce Janecek.

Janecek again asked that all event chairman return the completed event waivers to him.

President - Dan Gallagher.

Gallagher gave S. Brenkus a check for \$3,600.00 from PCA National for membership dues.

Autocross - Jeff Girard.

Barnicle reported that there were approximately 55 cars at the

Hawthorne Autocross.

Girard reported that there were 63 drivers at GingerMan. The event should show a surplus. For next year Girard will try for a weekend other than the Blueberry Festival. Also it was suggested that we try to get more and better qualified corner workers for next year.

Murrin reported that everything is ready for the Utica Autocross.

Road America - Arnie Zann & Chris Inglot.

An extensive report covering the RA Club Race was given by A. Zann and M. Pinkerton. The Rookie Racer Award was presented to Susan Brenkus. Other Chicago Region awardees are: Glenn Sapa, Michael Seedman, Greg Turek, John Bonnett, and Gene D'Andrea.

Inglot reported that he spoke with Jim Haynes from Road America and that Haynes was very happy with the event this year. We were charged \$30 for 3 tires that were left at the track. Also, Kelly-Moss Racing did not leave until 9:30 p.m. so the track charged us \$1,000.00. This bill will be passed on to Kelly-Moss.

John Ruther had some observations from the event that were discussed. The Main points were as follows: the instructor assignments were sent to him late; there were some drivers on the track that should not have been allowed to solo; the paddock parking assignments caused confusion; the daily meetings of the coordinators did not happen; there were some communication problems about noise violations.

Road America Registration - Chuck Bittman.

Bittman reported that there were approximately 340 paid entrants, approximately 330 drove with approximately 10 no-shows.

Road America Sponsorship - Hari Matsuda.

It was reported that we received about \$18,000 in sponsorship fees.

Blackhawk Farms - Dan Gallagher.

No report.

Chief Driving Instructor - John Ruther.

No report.

Concours - Pat Yanahan & Jim Jacisin.

Gary Knoblauch reported that there were about 14 concours entrants and 14 race cars for the Road America Concours. Attendance was down due to the rain.

Tray Anderson reported that he hopes to have 50 - 60 cars and one car from each of the 40 years at the Concours de Musique. Trophies have been donated by Nives Rizza Porsche.

Rallye - Susan Shire & Steve Rashbaum.

No report.

Social - Peggy Gallagher.

No report.

Membership - Bill Murrin.

Murrin presented 25 new applicants for membership. Bittman moved, S. Brenkus seconded, to accept the 25 applicants into the region. Approved unanimously.

Safety - Jeff Girard.

No report.

Technical - Mike Gray, Pete Hackenson & George Weathered.

Tech and staging worked very well at Road America.

There will be a tech session in November at Midwest Eurosport.

Goodie Store - Rip & Linda Patterson.

R. Patterson reported that sales at Road America totaled about \$2,500.00.

Charity - T. J. Burke.

Gallagher is working to switch the registered agent and complete the City of Chicago raffle application.

Yanahan reported that The Buffalo Prairie Gang Camp would like to take delivery and give the car to the winner. No decision was made.

Chicago Scene - Susan Shire & Steve Rashbaum.

No report.

Advertising - Nick Brenkus.

N. Brenkus reported that there are 21 paid advertisers and 2 poten-

tial new ones.

Chief Photographer - Steve Rashbaum.

No report.

Property - Ed Leed.

No report.

Timing & Scoring - S. Brenkus.

No report.

Webpage - Chuck Bittman.

No report.

Old Business.

None.

New Business.

None.

Adjournment.

Ruther moved, Ingot seconded to adjourn. Approved unanimously.

Respectfully submitted,
Charles Bittman, Secretary



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PCA Chicago Region Welcomed These New Members in September 1997

Duckett, Toby
Glen Ellyn, IL
1982 911SC

Helmut Bonigut
Lincolnwood, IL
1990 911C2

Rick Thielsen
Palatine, IL
1978 911SC

We look forward to
meeting you at the events
and seeing your car.

Kevin Schilling
Palos Hills, IL
1983 930 Turbo

Ron Edgar
West Chicago, IL
1987 911 Targa

Gino Mazzeo
Bloomington, IL
1997 993 C4S

Bill Murrin,
Membership Chair

Paul Pelski
Hawthorne Woods, IL
1983 911SC

Scott Galaba
Chicago, IL
1987 911

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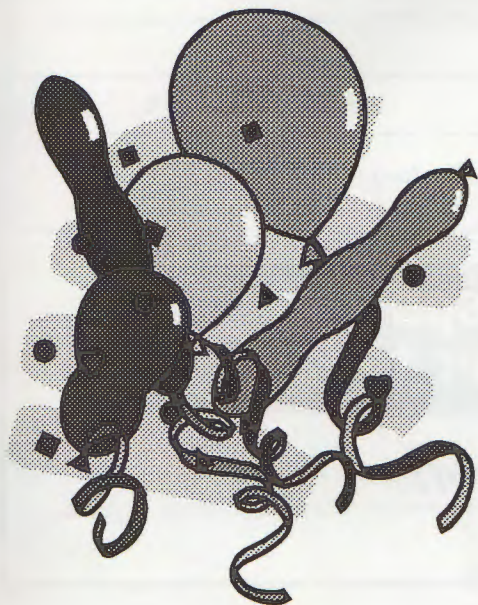
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Appetizers

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Live Band

Dancing



Champagne Toast at Midnight

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944	944 573 01105	A/C Condenser	\$621.72	\$383.00	38%
911/ 928/ 944	928 110 25300	Fuel Filter	\$27.68	\$15.00	46%
944/ 924	944 105 15704	Timing Belt	\$18.00	\$13.00	28%

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From Our Members

Is There Life After Air-cooled?

by Pat Yanahan,
President, 993 Registry

Munich, Germany, September 26, 1997. During my business trip to Europe I planned a stop at the factory after a visit with our new client Bosch in Stuttgart. I was told to call on the delivery center to get some information on some items to consider for our Annual Dinner Dance and was directed to park in the factory yard - yes, inside the gates! It looked like a holiday sale at Marshall Field's. The delivery center lounge was full of customers picking up new Porsches, specially modified cars being viewed and workers running around moving 996 unpainted bodies on special trolleys. Then, at 13:00, lunch was over and the test drivers came through the yard on their way to the Autobahn. Each 993, Boxster, and 996 of every color were off for their first ride before being released for shipment or pickup by customers.

One of the 996s came back from the test drive and stopped near me so I asked the driver what he thought of the new Porsche? A very big smile, a thumbs up and "gantz gut". I am still studying German but I know that is a positive response. Since I was in suit

and tie I assumed an executive appearance and walked over to some parked 996s for a close inspection from the inside. The inside is bigger and really different - now teenagers can sit in the back with reasonable comfort. The dash is totally different with the exception of the standard 911 tach in the center of the instruments. The other instruments have lost their individual round shapes and are clustered into one another creating an overlay illusion. Lots of digital stuff here. The center console now comes all the way up and above the dash with radio and control layout much like the Audi I had rented. This one had a tan leather interior with black anodized metal trim. Still Porsche but more luxurious - like an upscale BMW interior.

Walking around pretending to be a German executive I came across several 993s and 996s parked together. From the outside the new 996 is amazingly attractive. The overall shape is still classic 911 but a bit beefier like a turbo. From a distance it looks like a 993 but the shape is more contoured and very pleasing. The front headlight assembly is big, now containing fog lights like the Boxster. Trunk space is good since they have the spare standing

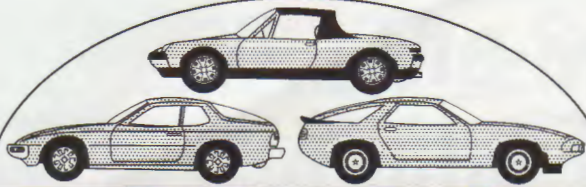
up so now you have room for two suitcases.

I went to the factory prepared not to like the 996. It is not air-cooled, it has some Boxster cosmetics and it heralds the end of an era. But after seeing and sitting and watching these new water-cooled beauties I can only say it is spectacular! The Porsche legend continues, but now with water rather than air. And yes, it still sounds like a Porsche. One of the German Porsche dealers I talked to said he was sold out for all of 1998 already.

I left Stuttgart to continue on to our office in Bayreuth on the Autobahn. I had put about 2,000 km on this trip in a rented Audi A4. It was great fun driving at 180 km/h, which is about 110 mph. I now understand why German cars have BIG brakes. The German drivers are really good and courteous but the Poles and Czechs are not. Driving this last stretch I was wondering if in 30 years my 993 would have the same charm and class as 993 Registry Chairman Gummow's 356. Then I looked in my mirror as a little silver car was closing fast with headlights on and turn signal blinking. Getting out of his way, the silver 993 slipped by and for just a moment all was right with the world. Though, there will soon be a new "King of the Autobahn".

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• Part Works' new Porsche® Ring Center Cap Tool Set prevents damage to your original Porsche® 914 ring center caps when they are being removed and reinserted. \$19.95 per set

• Part Works' exclusive Battery Tray Liner protects your 914 from the corrosive effects of leaking battery acid. Made of the highest quality Lexan plastic at \$39.95 per kit

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Concours de Musique

Concours de Musique:

The Review

by Tray Anderson,
Concours de Musique Event Chair

The Concours: The Opening Act

Forty-eight pristine Porsches arranged chronologically, served as a wonderful opening act for the day's event. Each Porsche model displayed (356, 911, 912, 914, 924, 930, 944, 964, 968, 986, and 993) symbolized a fine tuned instrument in an automotive orchestra. There were five different classes judged. The "conductors" for judging were Harold Beach, John Brandt, Clint Eagar, Bill Garvey, Peter Hackenson, Jim Jacisin, Bruce Janecek, Jerry Matta, Bill Murrin, Uncle Frank Wagner, Pat Yanahan and Howard Yefsky. Our distinguished honorary judges, who selected the winners of the "F" class were, Neal David -Vice President of Operations, Lincoln Park Zoo, Jo Irmen - Village President of Burr Ridge, Grace Leonard - Vice President of the Steinway Society of Chicago, Bill Nicol - Vice President of the Beautiful Sound, and Dennis Pate -Curator of the Animal House, Lincoln Park Zoo.

The Menu: The Intermission

Dan & Linda Bacin of Bacino's Restaurant, provided a sumptuous lunch. A "select-your-own-ingredients" pasta bar was as much fun to choose as it was to eat. Once one selected the ingredients (from chicken to sausage, from broccoli to spinach, from Cavatappi to Penne), Chef Vince Mezzaferro prepared the pasta right before your eyes, topped with either a Marinara or an Alfredo sauce. Because of the overwhelming participation (nearly 200 patrons), two seatings were required for lunch. During the "intermission", one could view the beautiful interior designs available at D'Edmonds Interiors, all the while sampling complimentary wines and hors d'oeuvres. (Thanks so much John & Dale Edmonds.)

The Recital: The Main Event

The recital was held at the Artist Recital Hall at the Beautiful Sound in Burr Ridge, Illinois, Chicagoland's exclusive Steinway Piano dealership. The recital began with Kristin & Tracey Figard, (15 & 12 years old respectively). Both performers are winners of countless competitions including an international competition in Russia. Accomplished, passionate musical interpretations, best describes these performances. It's an oxymoron this reviewer concedes while listening to these pianists. How can one so young, perform so passionately? I am sure each adult at the recital would agree, in an age where the sharp tongue of Bart Simpson is the trend, the courteous well behaved nature of these girls is music to our ears.

Dr. Thomas Liley and Dr. Nancy Liley performed an eclectic selection of Mozart to Porgy and Bess. This reviewer had not previously heard the saxophone perform such a varied program. All I can say is, the melodic sound of the saxophone playing Porgy & Bess continued to echo pleasantly throughout my mind the rest of the day.

The Encore: Presentation of Awards:

This reviewer had the honor of presenting nearly 60 awards. From ribbons, decorated in the colors of Porsche Crest, presented to those who participated in 40 cars for 40 years of PCA Chicago region 1957 - 1997 existence, to the crystal trophies donated by the newest Porsche dealership, Nives Rizza Porsche of Orland Park (a \$1,500.00 value, thanks Dave Bosco, Sales Manager). The judges choice award was presented to Jerry Schaub for his 1961 356B Cab, with license plate "Miztrss". The Crown Jewel award selected by the Steinway Society of Chicago was presented to Jim Jacisin's 944GT, both vigorously ap-

plauded by this reviewer. Bravo! Dare I make note on the subject of sartorial splendor! The Ladies, as always, were dressed ever so elegantly. In addition, contrary to past Concours, so were the gents in their sport coats and ties! Two honorable mention awards must go to Casey Wisniewski and Mike Mullins. Both came prepared for this fashionable Concours. Casey began the morning in a pit crew jump suit and then shed his apparel, a la Superman, and underneath appeared his dress clothes! Mike, choose to utilize a previous award received at the Cuneo museum several years back: a chef's barbecue apron which he used to protect his dress clothes! All in all, this reviewer gives two enthusiast thumbs up for the *Concours de Musique*.

A Fly on the Wall by An O'Nym

On Sunday, September 28th (the day of the Concours de Musique), at 8:30 a.m. it is said that a fly on the wall in a bedroom at an undisclosed location overheard the following conversation.

"Is that what you're wearing?" she asked as she tugged at her pantyhose. (He is dressed in jeans, Porsche-theme T-shirt, and Jordans.)

"Uh uh."

"There's a dress code for this event."

"Uh uh. There's a dress code for all Porsche Club events: driving suit or T-shirt and jeans!"

"Not this time, buster."

"Ok, ok." (When she looked up from having retrieved her other heel from under the bed he is wearing chinos, Porsche-theme T-shirt, and Jordans.)

"Nope. Won't pass the dress code."

"Ok, I'm not going."

"Oh yes you are. You spent hours cleaning the car yesterday and you're going."

"Car's clean, I don't have to be ..."

"Get dressed." (He returns dressed

CONCOURS

in chinos, Porsche-theme T-shirt, sports coat, and Jordans.)

"Almost, but not quite."

"This is it. It says sports coat and tie. You get half. I'm not putting on a tie!"

"Your car is not going to want to be seen with you at this event today. You're going to embarrass it. All the other cars will have their drivers dressed properly and you will not be. Fine, do as you wish. But you can explain this to the car. I'm not doing this for you." (She picked up her purse, smoothed her hair in the mirror, and left the bedroom.)

Same day, 9:00 p.m., the same fly in the same place on the same wall (the

fly obviously needs to 'get a life') overheard the following conversation.

"There were really some nice looking cars there today" she said as she tugged at her pantyhose.

"Uh uh."

It was really nice to see everyone dressed up and looking spiffy with all their bright and shiny cars."

"It rained."

"The lunch was superb ..."

"It rained."

"and the music was lovely. Those girls are so ..."

"IT RAINED!"

"Yes, I know it rained ..."

"It rained on the clean car ... "

"... but you got the water spots

off and ..."

"It rained on my sports coat, my shirt, my tie, my chinos, and my loafers."

"... it rained on everyone's clean cars ..."

"I don't care about everyone's anything. Do you think I embarrassed the car ... by getting wet? The chamois just didn't work as well on me.

"No honey, the car wasn't embarrassed by you ..."

"Really?"

"The car loves you."

"Really?"

"Everything's ok."

"Really?"

"Yes, really."



The dress code was Sport Coat and Tie.



Tray Anderson introduces Arlo Deibler of The Beautiful Sound.



Performers Tracey ...



and Kristin Figard.

All Concours de Musique photos by Steve Rashbaum and Susan Shire

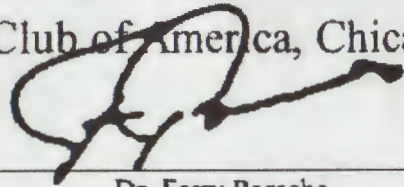
Certificate of Appreciation

Presented on September 28, 1997 at the *Concours de Musique* to

Dan Gallagher

for his
continued years of service
for the

Porsche Club of America, Chicago Region



Dr. Ferry Porsche

Copy of Certificate presented to Dan Gallagher by Event Chair Tray Anderson at the Board Meeting on October 3, 1997.



Len Quartetti checks out Tom Funk's '64 356 Coupe .



The judges peered in and under Pat Yanahan's '95 933 Cab ...



while the spectators and participants looked around.



A 'Chorus Line' of 356s.



Maureen Hutton's '77 924.



William Van Meter's '80 911 Weissach and Alan Boe's '79 930 Turbo.



As far as the eye could see ...



there were Porsches.



Beautiful in the sunshine ...



in the rain ...



and each a 'winner'!



The Concours de Musique awardees, performers, and judges.

Results

CONCOURS **FOUR**

Concours de Musique

48 Pristine Porsches arranged chronologically, served as a wonderful opening act for the days event. Each Porsche model displayed (356, 911, 912, 914, 924, 928, 930, 944, 964, 968, 986 & 993) symbolized a fine tuned instrument in an automotive orchestra. There were five different classes judged. The "conductors" for judging were Harold Beach, John Brandt, Clint Eagar, Bill Garvey, Peter Hackinson, Jim Jacisin, Bruce Janecek, Jerry Matta, Bill Murrin, Uncle Frank Waner, Pat Yanahan, and Howard Yefsky. Our distinguished honorary judges, which selected the winners of the "F" class were, Neal David-Vice President Operations, Lincoln Park Zoo; Jo Immen-Village President of Burr Ridge; Grace Leonard-Vice President of the Steinway Society of Chicago; Bill Nicol-Vice President of the Beautiful Sound & Dennis Pate-Curator of the Animal House, Lincoln Park Zoo.

Class A:

1	John Brandt & Debbie Dukes 1982 928S	303
2	Patty & Jim Jacisin 1990 944S2 Cabriolet	296
3	Bonnie & Patrick Yanahan 1995 993 Cabriolet	286

Class B:

1	Shriley & Bob Cook 1988 911 Carrera	244
2	Casey Wisniewski 1986 944	238.5
3	Uncle Frank Wagner 1972 911S	236
4	Luke Wolinski 1963 356B Coupe	235.5
5	Bruce Janecek 1993 964RS	231.5
6	Tray Anderson 1997 993 Turbo	228
7	Peter Hackenson 1987 911 Carrera	227

Class C:

1	Scott Musser 1985 911 Cabriolet	186.5
2	Alan Boe 1979 930	183.5
3	Jerry Matta 1988 911 Slantnose Turbo	180*
4	Howard Yefsky 1964 356 SC Coupe	180*
5	Clint Eagar 1987 911 Turbo	178.5
6	A.J. Tiller 1989 911 Turbo	175.5
7	Mike Mullins 1983 911SC Cabriolet	150

Class D:

1	April Brown & Mike Millhouse 1986 944 Turbo	152.5
2	Harold Beach 1973 911Type T	151.5
3	Bill Browne 1978 911 Carrera	145.5
4	John Diwik 1985 911 Targa	145
5	Dino Pillizzi 1989 911 Turbo	144
6	Jay Pearson 1981 911SC Targa	141
7	Susan Shire & Steve Rashbaum 1986 944 Turbo	139.5
8	Dan Bacin 1989 944 Turbo S	139
9	David Deets 1985 911 Turbo	137.5
10	Russ Cole 1988 911 Carrera	134.5
11	Van Larson 1996 993	122

Class F:

1	Len Quartetti 1997 986
2	Bill Garvey 1965 356 Coupe
3	Roz Finkenhoffer 1994 968
4	George Guttman 1971 911S
5	Len Quartetti 1963 356S 90 Coupe

Judges Choice: Jerry Schaub 1961 356B Cabriolet

Crown Jewel Award: Patty & Jim Jacisin 1990 944S2 Cabriolet

* Ties are settled using the highest exterior score.

Special thanks to Chairperson: Tray Anderson **Scoring & Registration:** Danita Anderson

Participants in Concours de Musique September 28, 1997

<i>Year</i>	<i>Car</i>	<i>Name</i>	<i>Class</i>	<i>Year</i>	<i>Car</i>	<i>Name</i>	<i>Class</i>
1957	356 Coupe	Steve Moore	F	1981	911SC Targa	Jay Pearson	D
1958	356A Speedster	John Weinberger	F	1982	928	John Brandt	A
1959	Convertible D	Dan Gallagher	F	1983	911SC Cab	Mike Mullins	C
1960	356B Cab	Tim Poisson	F	1984	944	Greg Haglund	F
1961	356B Cab	Jerry Schaub	F	1985	911 Turbo	David Deets	D
1962	356 Karmann	Zdenek Base	F	1985	911 Targa	John Diwik	D
1963	356 S90 Coupe	Len Quartetti	F	1985	911 Cab	Scott Musser	C
1963	356B Coupe	Luke Wolinsky	B	1986	911	Mike Milhouse	D
1964	356SC Coupe	Howard Yefsky	C	1986	944 Turbo	Steve Rashbaum	D
1964	356 Coupe	Tom Funk	F	1986	944 Turbo	Andy Discher	C
1965	356C Coupe	Bill Garvey	F	1986	944	Casey Wisniewski	B
1966	912 Coupe	Brian & Erik Hesler	F	1987	911 Turbo	Clint Eager	C
1967	911	Ross Petersen	F	1987	911 Carrera	Pete Hackenson	B
1968	912	Michael O'Neill	F	1988	911 Coupe	Bob Cook	B
1969	911S	Jim Fuerstenberg	F	1988	911	Russ Cole	D
1970	914-6	George Rudawsky	F	1988	911 Slantnose	Jerry Matta	C
1971	911E	Tony Kremer	F	1989	911 Coupe	Van Larson	D
1971	911S Coupe	George Guttman	F	1989	944	Dan Bacin	D
1972	911S Coupe	Uncle Frank Wagner	B	1989	911 Turbo	Dino Pillizzi	D
1973	911	Harold Beach	D	1989	930 Turbo	A. J. Tiller	C
1974	914	Bill Murrin	F	1990	944 Cab	Jim Jacisin	A
1975	911S	George Pradel	F	1991	964 Turbo	Jay Lake	F
1976	911 Targa	Ken Floyd	F	1992	968 Coupe	John Holton	F
1977	924	Maureen Hutton	F	1993	964 RS	Bruce Janeczek	B
1978	911SC	Rick Thielsen	F	1994	968 Coupe	Roz Finkenhoffer	F
1978	911	Bill Browne	D	1995	993 Cab	Pat Yanahan	A
1979	930 Turbo	Alan Boe	C	1996	993 Targa	Joe Sunberg	F
1980	911 Weissach	William Van Meter	F	1997	993 Turbo	Tray Anderson	B
				1997	Boxster	Len Quartetti	F

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sioners. "S" instruments, recent tune up, frt./rr. align., lowered & corner bal. at Midwest Eurosport. Beautiful org. cond. Must be seen to truly appreciate this classic. No winters/accidents/dings or A/C. \$20,000. Mike Southard 847.294.3689.

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1992 911 Carrera Cup edition #4 of 45. White/blk Recaro speedster seats. 3.6 liter, 6 cylinder 285 BHP engine. 17" alloy wheels, 347 org. mi. \$64,500. Joe Hish 630.232.7487.

1993 C2 Coupe Oak (dark) green/cashmere leather. Options inc. sport seats/suspension, factory 17" turbo style wheels, limited slip, CD player, headlight washers. Professionally serviced (Porsche) & maintained. 22K mi. Immaculate. \$41,000. Mark Brettinger, 821 W. Windfield Place, Appleton, WI 54911. 920.739.9257.

1967 912 5 sp., 1750cc mod. eng., Weber carbs., lightened fly wheel, heads by Vic Skirmants, M.S.D. elec.

ignition. Powdered coated sheet metal. Turbo tie rod kit, strut tower triangulated brace. 944 seats. Roll bar. 15" Fuchs polished wheels, Goodrich TA 20550-R1's. S-alum frt. calipers, vented/slotted rotors. Stainless steel brake lines. A.J. USA Brake Kool Kit. Fitapaldi steering wheel. \$14,950/OBO. George LaCross, 5924 W. 98th St., Oaklawn, IL 60453 708.422.5212

1988 924 S White. Sun roof, automatic. Very good condition. 80K mi. \$6,200. Dennis Birky 217.748.6015.

1982 928S White/brown leather. 5-sp. 45K mi. #WPOJAO927CS822244. Sun roof, chrome wheels. Full concours condition. 1st Place Chicago Region. No winters. Garaged. Cardex & brochures, bra & cover, new battery, tires, brakes, water pump & extras. \$16,500. John Brandt (h) 847.397.7238

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then some. Never raced. Full service records. Mobil 1 3K mi intervals. EC. \$18,500. Dale Packard (h) 630.231.7015, (pg) 708.319.5335, e-mail dpackard@ix.netcom.com

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, or (H) 630.766.4734.

1991 944 S2 Cabriolet Guards red/blk top/blk leather int. Pristine cond. 32K mi. Absolute cherry. All records/maint./org. parts w/labels intact.. Boot. Power top/windows/seat/mirrors/ A/C. AM/FM Blaupunkt stereo cassette. Never raced. #WPOCB2945MN440202. Dealer maintained. Garaged/Zymol/Summer car. 4 new Pirelli P-700 tires. \$27,000. Tom Killoren (days) 815.987.4040. Rockford, IL.

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911 Tires 2 Michelin Pilot SX 255/40ZR17 9/32nds tread \$350 pair: 2 Michelin Pilot SX 205/50ZR17 10/32nds tread \$300 pair: 2 Michelin MXX3 205/50ZR17 7/32nds tread \$150 pair: 2 Pirelli Winter 210 205/50R17 8/32nds tread \$100 pair: 2 Pirelli Winter 210 225/45R17 6/32nds tread \$100 pair: 2 Goodyear Eagle 225/50VR16 8/32nds tread 160 pair: 2 Goodyear Eagle 255/50VR16 9/32nds tread (1 had a nail) \$100 pair. Ted Arneson 815.356.6762 (leave a message).

911 Wheels/tires Org. Fuchs alloy wheels (2) 7x16 & (2) 6x16 used only for 1K mi., 4 Goodyear comp T/A R1's mounted on & used only 1 day at Blackhawk in '96. \$1500. James Mansfield 847.695.6000.

Tires & Wheels (2) P205/55ZR16 & (2) P225/50ZR16 Porsche org. equip., wheels w/7 slots/5 lug/O.E. center cap & Dunlop SP sport D40M2, good cond.: (4) 225/35ZR17 Goodyear Eagle GS-D tires w/Borbet clear coated wheels/4 lug, 7½x17H2. Must sell/best offer. Dave Powell (vm)708.348.1619.

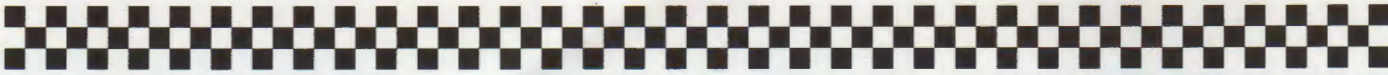
944 Turbo Parts Turbo cup springs, fits '87 & later 944s w/ ride height adjustable struts, \$300; Rotor's 13" fits big red calipers part #928-351-045-01, \$150 per pair, used: BFG R1's 245/45/17 new; Manual steering rack, \$175; Complete interior w/ electric seats out of Turbo S, partial leather (non-sport), blk, mint; ABS pump; air bags. Buyer pays shipping. Andy Mandell 847.433.8622 or (pg) 312.901.3649

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(Continued from page 52)

the market and introduced the 914. Now, there was a car that everyone had something to complain about. Not only was the engine a VW engine, but Porsche had the gall to use VW parts in other parts of the car! Sound familiar? Now, nearly everyone was in agreement. Well, almost.

Later, that very decade, Porsche introduced two more models that helped make coronary artery disease the number one killer world wide: the 924 and the 928. The 924 was designed to be a gift to VW, but a twist of fate brought the orphaned creature back to the front door of Porsche. Cold and hungry, the 924 was taken back in and bore the name of Porsche after all. "You can't do that!" cried the raging Porsche crowd. "The engine is in the wrong end! And what is this, a radiator?" True, the 928 was a hand made car, and the 924 borrowed Audi parts. (Yes, Porsche designed the engine, but it was built by Audi.) No one worth their snobbish Porsche crest would call those cars real Porsches, even when many a 911 driver had swapped ends in a turn, thus exiting engine first. It was considered bad etiquette to let any engine precede you.

Even the 944, introduced in the early 80's, received glares from the "real man's Porsche" sect and simply refused to take root.

Now let's set the story straight. With each introduction of a new model, the automotive world embraced the new design. And while Porsche could do little wrong in some eyes, they could not please all, mostly of their own clan.

Things finally settled into a groove. Then, in the 90's, Porsche did it again! Enter the 968. All new, almost. But it still was questioned by "true Porsche fans", whoever they really were. By this time, the true identity of a "real" Porsche owner and what defined a "real" Porsche was even more obscure than some individuals in the CIA.

By the mid 90's Porsche was mak-

ing an effort to "get back to their roots" after "branching" out in so many diverse directions. This effort "stemmed" from the sagging sales of the current Porsche line and was the kiss of death for the front engine cars. Hearing this, many expected the reintroduction of the Maus. This was not to be. Behold, the Boxster was born with all the glory and claimed blue blood heritage of a royal wedding. Despite being an outstanding car, there was a group of anonymous people who secretly stood up and cried "Not so fast! That's not getting back to your roots!" What they were pining about was that Porsche's claims of the relationship of the Boxster, to that of the fabled 550 Spyder, was in reality closer to the 914-6. Porsche had tried everything to divorce themselves from that connection to no avail. It also borrowed engine technology from the 968. What was worse, was that it was water cooled, not air cooled!

As the 90's were drawing to a swift close, Porsche geared up to introduce a new version of the 911 that would take Porsche well into the next millennium. Photos appeared in magazines all around the world. People gasped at the new car. The core of the Porsche family had been shaken. After over thirty years the legendary 911 was about to undergo a death rattle. Thousands of "dyed-in-the-wool" 911 owners cried "Thou hast committed sacrilege. Thy offering is not air cooled!" They shook their raging fists in the air. "Thou ist ugly! Thou shalt not be a true sports car! Let it be known that this will be a dark day for Porsche. Thou hast finally sunk to the depth of automotive purgatory" murmured the depressed zealots. Prozac sales soared.

Soon after, a distraught group of loyalists banded together. They took a secret oath, and thus raised the spirits of those around them. They were proclaimed as saints, and each, in turn, raised the sacred oil cooler to their lips and drank deep. They pricked their fingers and all became

blood brothers of the transaxle clan. On the night of their departure, there was music and wine. Their quest was called "The Search for the Holy Grill". They marched off into the dusty distance shouldering high the hopes of those left behind, but were never to be heard from again.

And so ends our story. We have searched everywhere through time and space for the "real" Porsche, but nowhere could everyone agree to the identity of such a marque. Perhaps it was only a myth, some dream, or maybe a rumor started by someone working for Ferrari who wanted to wage a covert battle amongst the Porsche clan. History may never reveal the truth. We have seen a myriad of models produced over the last several score of years, but each is endowed with questionable virtues. Could there be a lesson here? Is reality only what we perceive? Does this say something about who we are deep inside? Is this a Zen thing?

Clearly, with each introduction of a new model, there were those with disfavor. It is a human thing. It has been said, that no one embraces change except a wet baby.

Someday, there will be a select group of people that will look back through the years and feel confident that the 996 was the only "real" Porsche. Everything that preceded it was only practice. This will exist only in their minds. You can't order it at the store. There is no Porsche part number stamped on any microfiche anywhere in this world that was, is, or will be "real". It will not be found in some religious hall. Great wars have been waged to discover the truth, but it has always been just beyond our grasp. Perhaps it lives only in that waking moment, that fleeting instant when we transition from our deepest sleep to morning stupor.

The "real" Porsche? It lives in your heart. Intangible as it may be, no one can take it from you, unless you first surrender it.

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MAZDA

- Most Always Zipping Dangerously Along

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- Overpriced, Leisurely Driven Sedan Made Of Buick's Irregular Leftover Equipment

SAAB

- Send Another Automobile Back
- Swedish Automobiles Always Breakdown

TOYOTA

- Too Often Yankees Overprice This Auto

VOLVO

- Very Odd Looking Vehicular Object

VW

- Virtually Worthless

(Ed. note: We - and our fellow editors - are always interested in what your clever minds can come up with in this same vein. Please send any acronyms to us at any of the addresses listed for us in this newsletter.)

Auto Acronyms Picked Off The Internet

by Poti Anon

ALFA

- Another Lemon From Antonio

AUDI

- Accelerates Under Demonic Influence
- Always Unsafe Designs Implemented

BMW

- Beautiful Mechanical Wonder
- Big Money Works
- Bimbette Motor Weapon
- Bought My Wife
- Brutal Money Waster

BUICK

- Big Ugly Indestructible Car Killer

CHEVROLET

- Can Hear Every Valve Rap On Long Extended Trips
- Cheap, Hardly Efficient, Virtually Runs On Luck Every Time

DODGE

- Damned Old Dirty Gas Eater
- Drips Oil, Drops Grease Everywhere

FIAT

- Failure in Italian Automotive Technology
- Fix It All the Time
- Fix it again, Tony!

FORD

- Driver Returns On Foot (backwards)
- First On Recall Day
- First On Rust and Deterioration
- Fix Or Repair Daily
- Found On Road, Dead
- Fault Of R&D

The Search For the Holy Grill

by Marvin De Beque
(from PorscheFans.com and debequem@rcinet.com)

Our story starts, bearing the name of Porsche, in May 1948, but it really goes back into the late 30's. It was the Type 64 and was built in 1939. The man that started it all was Ferdinand Porsche. Porsche also built a military tank in 1945 called the "Maus". In many ways it was ahead of its time with special crumple zones and dent resistant doors. Could this be considered the real Porsche?

Going back in history, let's say July 1947, Porsche started work on it's "own" car bearing the Porsche name. There were a group of driving loyalists who reveled in Porsche's latest offering called the Type 356. It was a delightful driver's car which claimed a long list of followers, even to this day. The engine, by the way, was a version of VW's four cylinder boxer engine. There were other tidbits from Volkswagen thrown in for good measure, but nobody really likes to talk about it. The car earned the nick name "The Bath Tub".

In the 60's, Porsche introduced a new model called the 901. The gods of Peugeot already had religious rights to that number and the design was swiftly changed to 911. The 356 crowd immediately called "foul! That's not a 'real' Porsche!" The rear end was too heavy, "and what was that hanging out past the rear wheels?" Many people thought the six cylinder engine was not a "real" Porsche engine compared to the sweet four cylinder power plant that pushed the 356 into the lime light.

Then came relief, at least for those "dyed-in-the-wool" Porsche fans. Porsche introduced the 912 in April of 1965. "Okay, this is a real Porsche", conceded the 356 crowd. At least the balance was better. "Oh, no!" screamed the 911 followers, "That's a VW engine back there!"

Cruising into the very early 70's, Porsche threw another left turn into

(Continued on page 51)



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