

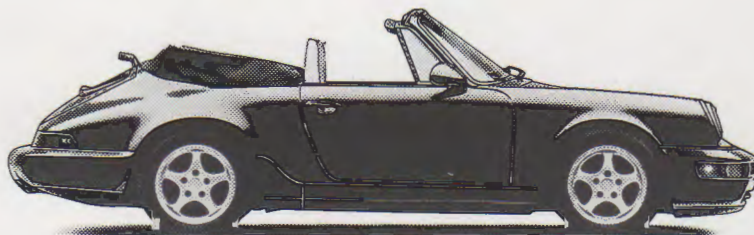
OCTOBER 1992

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



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## "CHICAGO SCENE"

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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/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

### ADVERTISING RATES:

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

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

### CHICAGO SCENE

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Wheaton, IL 60187  
(708)462-0451  
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**COVER:** Hot wheels at Elkhart Lake. Photo by Chris Inglot.

## CHICAGO REGION 1992 CALENDAR OF EVENTS

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

# WHO'S WHO



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



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



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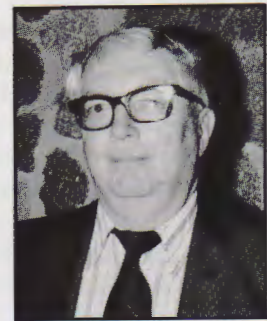


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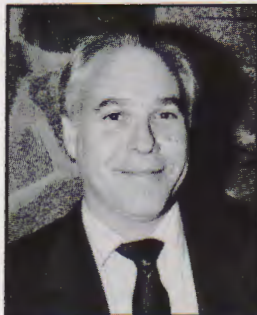


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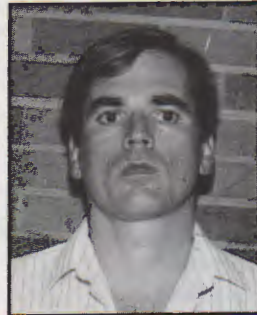
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Lee Lichtenstein	(708)577-1550
24 Hr. Member Info	(312)769-8193
<b>TECH CREW</b>	
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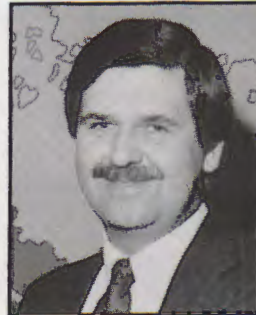
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## IN GALLAGHER'S GEAR

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Summer is over. If you haven't noticed, the leaves have started to turn and most of us have placed the white shoes in moth balls for the next nine months.

Our traditional end of the summer bash at Elkhart Lake was all it was promised to be and even more. What a weekend! An absolute record of 147 cars showed up to sunny Wisconsin skies. The weather was nothing like that we experienced Memorial Day. Peggy would not let me bring the little red "D", as she feared another frozen weekend. This was her loss. John Laidlaw and Bob Law did a superb job of handling a record number of cars. This may sound like a tongue-in-cheek compliment but it is not. Of all those cars and all those laps, only one car had an incident. I admit that one is too many, but the safety record is continuing to improve and is much reduced from the years when we did not run an open circulation event. You guys did a terrific job with a record number of cars. Thank you so much!

For the first time in a lot of years, we reinstated a long-standing tradition of having a concours at Elkhart Saturday morning. Peggy and I were very happy with a trophy in D class but I was much happier to see my kids trophy in class B after spending two years working on their '62 912 Targa. It brought tears to my eyes. It was also a real pleasure to see the concours people intermingling with the autocross people. The only down part of the entire weekend was the rain which came down in buckets at high noon on Sunday. A sizeable number of participants left to go home but those who stayed were treated at 2 PM with bright sunshine, a dry track and an open track. What a great weekend. Even Peggy had a great time.

Once again I am going to urge you to vote for our own Wilma White in the upcoming National elections. Wilma has been a member of this Region for over twenty-five years including two terms as President. She is our only vote on the National Board. Please vote to keep her there.

I have appointed a committee consisting of myself, Tom Burke, Jerry Bauman and John O'Keefe to review National's recommendations that we change our by-

laws reflecting current IRS regulations on not-for-profit organizations. I think we may be overreacting but you know these damn lawyers. We will have a report and recommendations prior to our annual meeting in January.

While on the subject of appointments, your Officers and Board of Directors are interested in anyone who wishes to volunteer or be appointed to chair an event or be a coordinator for the coming year. This is your Club and we are trying to run it this way. We would really like to get more new people involved in the operation of the Club. If you are willing to serve, contact any Board member.

As of this writing, neither I nor the Board has heard any negatives about the Porsche Race Series on the proposed date of the July 4th weekend. As you all know, I am personally opposed to this series but the wishes of the Board and the membership support this series and thus this Region will be racing if the good folks at Elkhart grant us the date. Assuming the series is a go, we will need a lot of people if we are going to pull this off. Arnold Zann has been appointed Chairman of the race and he will be looking not only for a few good men but a lot of good men and women who want to spend a weekend at Road America. More about this later.

I am writing this column on the Thursday before our Annual Charity Autocross. Hari has really spent a lot of time and work on this event. I hope you all come out and support this deserving charity and tell Hari how much you appreciate his efforts.

The good lady Peggy and I have our Rallye Zoo Tour and Beer Tasting coming up in several weeks. I hope that I do not have to report to you again that I am disappointed in rallye participation. We hope you can tear yourself away from the Bears game and have a great time in the loop.

If I am not too overserved at the beer tasting, you will hear from me next month.

Dan

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Black Tie Optional

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

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

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

### \*\*\* DETAILS \*\*\*

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

Return this coupon, along with your check by **NOVEMBER 20.**  
Make check payable to PCA Chicago Region  
Mail to: Marla Turek, 733 Alexandria Drive, Naperville, IL 60565

Name(s) \_\_\_\_\_

\_\_\_\_\_ **Swordfish**  
\_\_\_\_\_ **London Broil**

*Dan Gallagher and Chef Karl  
present  
Blackhawk Octoberfest III*

**DATE:** October 17, 1992  
**TIME:** 8 AM - 5 PM - Registration closes at 11 AM  
**PLACE:** Blackhawk Farms Raceway, South Beloit, WI

Returning for a Third exciting year - Blackhawk Octoberfest!  
Last chance for a high-speed event before winter hibernation!

Join in for the last track event of the 1992 season as we enjoy an October day driving our favorite cars, with the day topped off in festive style as Chef Karl treats us to a wonderful dinner at the track pavilion.

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

Please remember that the club's insurance requires all drivers to wear long sleeved cotton shirts, long pants and a helmet at all times while on the track.

**Directions to Blackhawk:** Northwest Tollway (I90) North to IL 75 (just South of Wisconsin line), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left about 1/4 mile to track entrance on right.

**BLACKHAWK OCTOBERFEST REGISTRATION**

Mail to: Dan Gallagher, 360 E. Randolph, #2202, Chicago, IL 60601  
Member  Applicant  Guest   
Name: \_\_\_\_\_  
Model: \_\_\_\_\_

Car Make: \_\_\_\_\_  
Driver: Experienced  Novice

\$85.00 Preregistered / \$95.00 At the Track  
Dinner following the event \$16.00 Adults / \$8.00 Children  
Beer, wine and soft drinks included  
Amount Enclosed \_\_\_\_\_

Questions???

Dan Gallagher (312) 616-1416

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

**Date:** November 8, 1992, Sunday  
Time: Concours entrants may arrive at 10:00 AM  
Judging starts at 1:00 PM sharp!

**Location:** Bill Jacob's Motorsport  
Ogden Avenue, Naperville  
East of Route 59, West of Route 53

**Cost:** \$10.00 for concours entrants only who must pre-register!  
Buffet and refreshments are compliments of our cordial host, Bill Jacob's, but please register so we can give our host a count for refreshments.

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

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

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



### Registration November 8th Fall (?) Classic Concours

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

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

Volunteer to judge? Yes \_\_\_\_\_ No \_\_\_\_\_ Maybe \_\_\_\_\_

Please let us know how many are coming for planning by our host!  
# of adults \_\_\_\_\_ # of kids \_\_\_\_\_

\$10.00 for concours entrants only! Checks payable to PCA/Chicago Region  
Mail to: Bill Garvy, 6742 North Campbell Avenue, Chicago, IL 60645-4616  
Questions??? (312)973-3938, evenings preferred

# November Tech Session

## Topic - PCA Club Racing

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

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

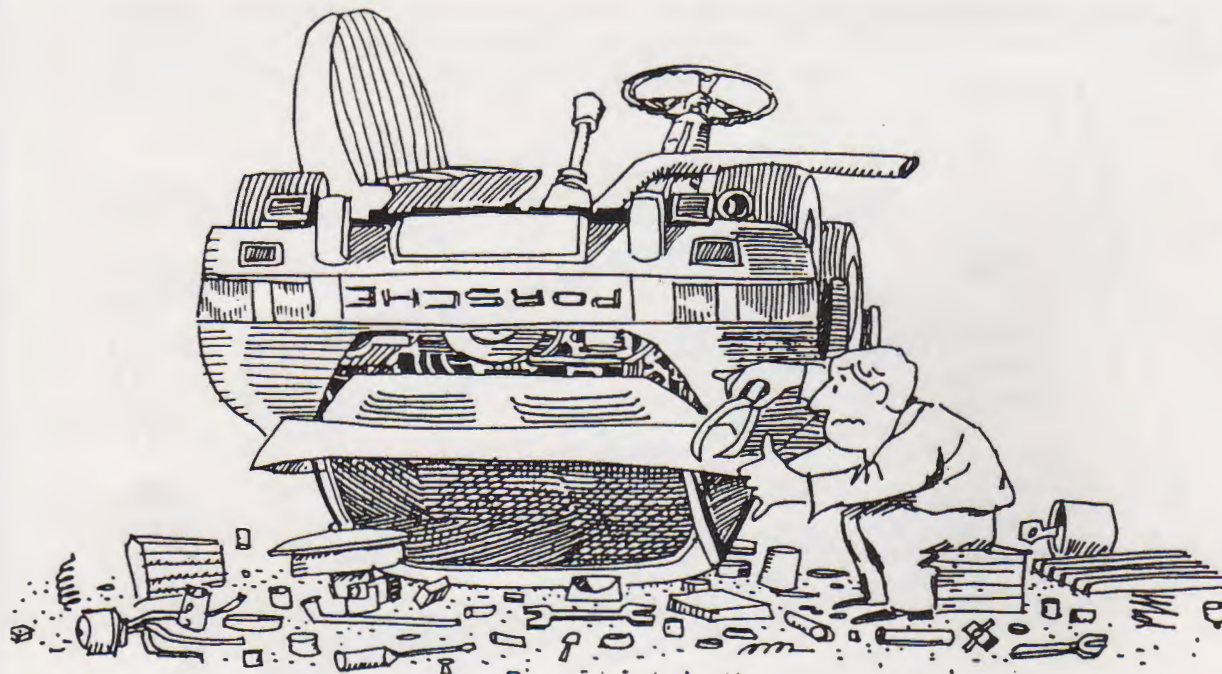
Lunch will be served at noon catered by "Strats 50's Diner". \$3.00 charge at the door.

Come out and join us if you are interested in PCA club racing or regular track events.

We will cover requirements of a driver, safety requirements of your car, rules on the track, and modifications on your Porsche.

Look for more details in the November *Scene*.

Please call George Weathered at (708)595-5577 by November 14th so we may plan lunch requirements.



## Restaurant Tour - Chinatown

Sunday, October 25, 1992

4:30 PM (after the Bears Game at Green Bay)

2143 S. Archer Avenue, Chicago, Illinois 60616  
(312)326-3311

\$20.00 (including tax and gratuity) Cash Bar

Free enclosed parking with security guard.  
Porsches are encouraged to attend!



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Pot Stickers - minced pork, chinese spices wrapped in dumpling

Drums of Heaven - chicken wings stripped, gathered into a puff, marinated and deep fried

Beef Teriyaki - marinated beef on a stick, charcoal broiled and served on its own flaming hibachi



### MAIN ENTREES:

Lemon Chicken

Cashew Shrimp

Lo Mein with Pork and Chicken

BBQ Pork Egg Foo Yung

Mongolian Beef with Asparagus

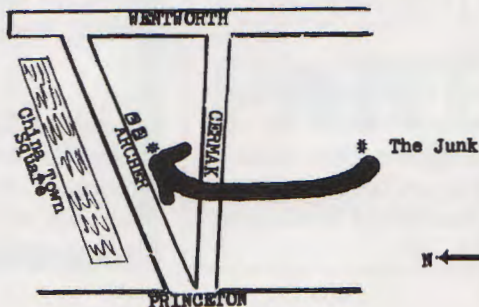
Deluxe Fried Rice

### SERVED FAMILY STYLE

RSVP by October 21, 1992

Call Peggy at (312)616-1416

Registration with Peggy at THE JUNK!



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# THE FAST LANE

---

By Dick Badler

It's my 15th wedding anniversary this month.

Thank you, thank you, thank you. I'll skip the "I owe it all to the little woman, for putting up with me" clichés. Anybody who has been married as long as Geri and I knows it's a partnership, a give-and-take, a balancing act, a mixing of interests, of goals, agendas, priorities, etc., etc., etc. We're a team, in the best sense of the word. Isn't that right, guys? Okay, on cue, let's all say "yes, dear".

When Geri and I met, I had already given up on the idea of settling down with a car fanatic of the opposite sex. I was already in a compromising position. What clinched it for me was an incident at the conclusion of an otherwise routine blind date. I had a 2002 at the time, and I guess I must have mentioned it a few times during the evening because, at the girl's door, she said to me, "Say goodnight to your car."

So, the fact that Geri didn't know anything about cars, and didn't care, didn't affect me. I was inured to it by then. What did affect me, however, was how willing she was, on our first date, after a reasonably nice dinner at a reasonably nice restaurant on the Upper East Side in Manhattan, to hop into the 2002 and tear-ass down the FDR Drive, deep into Brooklyn, for dessert. "Cheesecake at Junior's," I said, "the best in NY." She knew about the place.

It wasn't long after that I promised some fateful words, but not what you think. I promised life with me would be, well, interesting. That is the word I used and time has borne it out. The remembrances for me are all mini snapshots, or maybe film clips. Memorable moments and activities, caught in time.

The drive out to Montauk, LI following our wedding reception. Of the act of actually driving, I have absolutely no recollection. Of the buzz in the car about what a great party we had had, I have total recall.

The following year, we took a real honeymoon, driving through England and Scotland. I can still hear the piece-of-junk Mini we didn't know we would end up with. At 70, it sounded like a jackhammer was drilling through the firewall. Wouldn't go any faster. And the arguments over whether we were indeed heading to

Newcastle-Under-Lyme or Newcastle-Sprinkled-With-Tyme. Looking at postcards in Windermere to see the view we were missing because of the incessant fog. The night we slept in an attic closet in Bath, because no rooms were left to be had in the town.

We replaced the BMW with a 914. There was a memorable run up to Lime Rock on the Taconic, at 80+, in a driving rain. Don't know the Taconic? Let's just say endless whoop-de-dos on a vintage late '40's scenic, bending 4-lane. No trucks allowed. We got into a groove behind a Camaro, a couple obviously heading the same place we were, and at the same pace. "Watch," I said. "She's asking him to slow down." He didn't. "Now, she's pleading with him." He did. We didn't. Geri didn't say a word.

Then came house number one. Into the garage went the Porsche. The neighborhood kids would stare and point whenever the door swung open and they heard the Ansa burbling, which wasn't too often. I'd blip the throttle, to give them a thrill. On the driveway went "Dottie Duster, the White Shadow." Bought from a colleague for \$600. Had a big trunk, slant six, vinyl seats that stuck to your skin like glue on a hot day. A girlfriend once asked Geri why she drove such a lousy car. I don't think she responded.

Then came daughter number one. No back seat in a 914, so it was replaced by another BMW. Then, a transfer. The duster was left behind for a used Pontiac ... gosh, I'm blanking on the model. I do know it had air and bucket seats, though. And whitewalls.

Another relocation, to Europe for a year. An Opel sedan for her. Automatic. And it wasn't easy to find, no sir. Another daughter. "We need another second car," I said. "Another Porsche." With that, I pulled out a Porsche brochure, which had a picture of a 924, under which the copy said "A Porsche as a small family car? Ne pourquoi pas!" Why not, indeed. The first time I actually tried to wedge the baby's carseat into one of the jumpseats was a tense moment. But it worked! And now, I said, the baby really has no place to go.

A dash to Geneva on the Autoroute to pick up a visiting family. Had to take both cars. I led. We skidded into the carpark, and Geri leaped out, breathlessly asking "How fast were we going?" I told her we hit, oh,

160-170 kilometers per hour. "And in real time?" A hundred, maybe 106. She was pleased.

Back to NY. A year-old Jetta for her. A ... 911 for me? "Well, you see, I need, uh, a good car to drive to work." Then a very used Honda came into our lives, discarded by my parents. "Well, you see, I can't uh, drive a 911 in the rain or snow. But I'll leave the Honda outside. You can put the Jetta in the garage space closest to the door. The Porsche can go in the other space."

Another move, to Chi-town. The Jetta and Honda traveled on an open car-transporter. I drove the Porsche literally into the moving van.

The Honda died a year ago. We went shopping for a ... new ... car. The conversation was priceless. "You mean we can pick out a color?" Yeah, go ahead. It's your car. Pick out whatever color you want.

So here we are. Geri swallowed the bill for the new Yokohamas and Fuchs alloys last fall. "The 911 is 14 years old, and it has original tires. They're dry-rotting!" We're heading up north to an inn this month. Long get-away weekend. No kids. In the Porsche. Even if it rains? Hmm. Oh, okay, even if it rains. It'll be like old times. Let's go crazy.

A friend of mine, single at the time, once asked Geri if she knew what she was doing when she married me. She said, "No, not really." And about this car thing? She said, "No, not really."

"But it has been interesting," I chimed in. She shot me a funny look.

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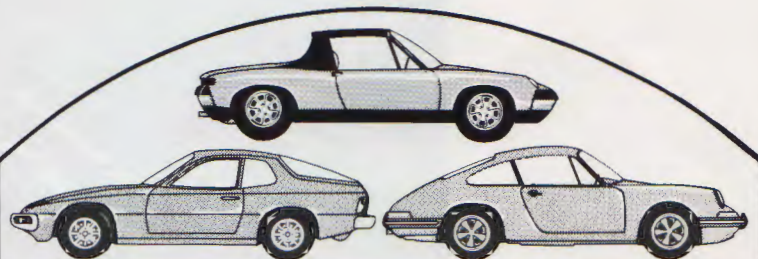
You'll also need something to stop that car with. BRAKE LIMIT offers 2 great high performance brake pads - MINTEX and Performance Friction. Neither pad requires warmup; rotor wear is minimal; fade virtually non-existent.

Ask about our custom rotors - aluminum billet hats mounted to race quality directional rotors (ala NASCAR) - saves weight, runs cooler.

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---

# WELCOME

---

## TO OUR NEW MEMBERS

By Lee Lichtenstein

Peter Anderson  
Palatine, IL  
1986 944T

John W. Brandt  
Chicago, IL  
1982 928

William Browne  
N. Barrington, IL  
1978 911SC

Richard & Charlotte Chapple  
Park Ridge, IL  
1983 911SC

Gary W. Conkright  
Naperville, IL  
1977 911S

Steven & Kimberly Czaplicki  
Ingleside, IL  
1975 911

Robert Engling  
Glen Ellyn, IL  
1987 911

Marc A. Farrell  
Palos Park, IL  
1982 928

John & Pat Gudenas  
LaGrange, IL  
1988 944S

Mario Jedwabnik & Gail Brenner  
Highland Park, IL  
1983 911

Fariborz & Monica Maissami  
Hinsdale, IL  
1991 Carrera 4

David & Dee Dee Strelka  
Batavia, IL  
1981 911SC

Bruce & Jennifer Underwood  
Skokie, IL  
1971 914

Ched & Anica Vugrincic  
St. Charles, IL  
1987 911 Turbo

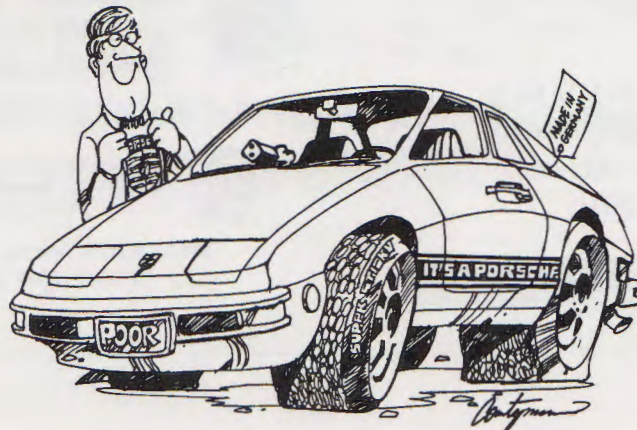
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Fred & Wendy Clark  
Aurora, IL  
1978,928

From Northern New Jersey:  
Gregory & Deborah Lehman  
Arlington Heights, IL

From Central Iowa:  
William Roeger  
Cedar Rapids, IA  
1985 911

From Southeast Michigan:  
Abel Schall  
St. Charles, IL  
1987 911



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# REAR VIEW MIRROR

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## UTICA AUTOCROSS 1992

35 drivers driving 24 cars (some of us have large families) had a good time under a "HOT" sun at Utica International Raceway. With such a small field, each driver had five runs to try for F.T.D. Jerry Quebe driving his 1974 911 Carrera won the day with a sizzling time of 0:50.337. He was .733 seconds faster than Nick Brenkus driving a 944, and 2.67 seconds faster than 2nd place in Class P4. Nick went home shaking his head. He drove Jeff Girard's 944 and was 1/2 second faster than in his own 911. He was overheard to say, "But it went where I pointed it". When Class P5 took the field, that same Nick set out to prove that 911s are better than 944s. He did prove it, in a left handed way - he did three (3) 360's on one of his runs. In the Sanda family competition the father (and car owner) finally beat his two sons. Perhaps if he had let them drive the new car before the event it would have been different.

As this was the first event I have run for PCA, I found there were a lot of things I did not know. Drivers meetings? Direction we were to run? Corner workers? Tech check? Can we run an event with only nine cars pre-registered? But thanks to Dan Gallagher, Nick Brenkus, Jeff Girard, Bob Neal, John Ruther, and others everything got sorted out.

I believe a good time was had by all. It is neat to run the PORSCHE's on a Go Kart track. I would like to thank the Leeds and Sue Brenkus for running the timing gear, Bob Neal and John Ruther (1993 911 RS?) for working in the sun all day. And a special thanks to my wife Patt, for running registration.

Lad Sanda



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# Official Results

## Utica Autocross

### August 23, 1992

OA	CP NO.	Class	Region	Driver	Car Desc.	Best Time
2	*	71 P2	CHO	Nick Brenkus	'85 944	51.070*(See Note)
7	1	713 P2	CHO	Jeff Girard	'85 944	52.582*
17	2	28 P2	CHO	Chris Ingot	'86 944	54.470*
20	3	44 P2	CHO	Lee Lichtenstein	'83 944	54.868*
24	4	64 P1	CHO	Rip Patterson	'64 356SC	55.885*(Bumped)
26	5	94 P1	CHO	William Vlazny	'73 914 2.0	56.812*(Bumped)
27	6	49 P2	CHO	Neiland Pennington	944	56.885*
28	7	41 P2	CHO	Bruce Clay	924T	57.023*
30	8	29 P2	CHO	Mike Mullins	'84 944T	57.405*
31	9	31 P2	CHO	Keith Clark	944	58.013*

\*(Note: Entered in 2 classes; Trophied in Class P5 only)

1	1	8 P4	CHO	Jerry Quebe	'74 911 Carrera	50.337* FTD
9	2	21 P4	CHO	Walter Minato	'92 911 Turbo	53.016*
18	3	132 P4	GST	Neal Jordan	944 Turbo	54.720*
19	4	1 P4	CHO	Dan Gallagher	'79 930	54.864*
21	5	52 P4	CHO	Randy Schearer	'88 930	55.401*
22	6	32 P4	CHO	Kent Ijichi	944 Turbo	55.743*
25	7	10 P3	CHO	Harold Beach	'73 911T	56.365*(Bumped)
29	8	152 P4	GST	Dan Kudla	'88 930	57.385*
32	9	39 P4	CHO	Don Larson	'87 930	58.742*

3	1	5 P5	CHO	Greg Turek	'91 C2	51.450*
5	2	7 P5	CHO	Nick Brenkus	'78 911SC	51.627*
8	3	26 P5	CHO	Lad Sanda	'93 911 RS	52.970*
11	*	77 P5	CHO	Jeff Girard	'78 911SC	53.465*(See Note)
13	4	226 P5	CHO	Scott Sanda	'93 911 RS	53.912*
15	5	426 P5	CHO	Chris Sanda	'93 911 RS	54.294*
23	6	19 P5	CHO	Jim Starai	'87 911 Carrera	55.870*
34	7	27 P5	CHO	Bruce Janecek	'93 911 RS	59.239*

\*(Note: Entered in 2 classes; Trophied in P2 only)

4	1	37 M7	CHO	Michael Zitzmann	'86 911	51.550*
6	2	61 M7	CHO	John Flesburg	914	52.370*
14	3	17 M7	CHO	Stuart Acker	930	54.083*
16	4	16 M7	CHO	Dale Flesburg	914	54.465*

10	1	15 P5L	CHO	Marla Turek	'91 C2	53.088* LFTD
12	2	18 P4L	CHO	Liz Quebe	'74 911 Carrera	53.673*(Bumped)
33	3	191 P5L	CHO	Kimberly Starai	'87 911 Carrera	58.820*
35	4	11 P4L	CHO	Peggy Goldenberg	'79 930	1:00.407*(Bumped)

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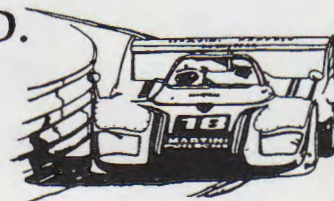
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FUN IN THE SUN AT UTICA



Event Chairman Lad Sanda gives the group some pointers



Nick and Jeff play "Doctor"

Neiland Pennington



The dueling RS's - Bruce Janecek and Lad Sanda

Chris Inglot



Neiland Pennington in his 944



Michael Zitzmann - "Basically Stock"

## GRISWALD FAMILY VACATION - PART II ELKHART REVISITED

Unfortunately, I have not been a member of the Porsche Club for very long and, fortunately, I have only been Gallagher's better half for a short time. As such I really don't have too much influence over the cars in this man's life. Except for this weekend. I know he thought about fixing up the little red "D" convertible of his (yes, I still have several outfits that go great with it) but I would have killed him if he mentioned it after what he and that stupid car did to me.

We had been looking forward to this weekend since Memorial Day. He more so than I. I had one eye on the weather forecast and the other on my long underwear. The big weekend finally arrived and, to my surprise, with an extremely favorable weather forecast. Was the man I live with ever happy. He took the suitcase, two helmets, concours supplies, and I mean a lot of concours supplies, and put them into the 930. We didn't even have to take out the spare tire. I am so happy. We leave downtown and head North. I put on the seat belt (the other car didn't have any), turned on the radio (the "D" doesn't have one of those either), sank into the sport Recaro (no, it didn't have those either), turned on the air-conditioning (are you kidding), sat back and enjoyed the ride.

There is only twenty or so years difference in the cars but it seems more like a century. The 930 is comfortable, has all the creature comforts and, God, is it fast. Porsche Club: I have arrived.

This car has some outrageous color blue paint on it so, naturally, I have some cute little outfits that go very well with it. Gallagher was so proud. He pointed out to me that we were "only turning 2600 RPM at 80 MPH". I didn't know what the hell he was talking about. All I know is there wasn't a car out there which could pass us if he didn't want it to.

We pulled into Siebkens and, believe it or not, the weather was great. Gallagher exchanged a few greetings, checked out Bruce Janeczek's (aka The HUNK) new RS, got out the beer and concours supplies and forced me into concours preparation of the 930. Hell, I don't even drink beer. Here I was with Howard Yefsky's vacuum, Q-tips, shoe polish, rags for this and rags for that, doing the interior of his car. Dan Bacin even felt sorry for me, Three hours later he finally let me shower and clean up.

After cleaning up, we went looking for someone who would drive us to dinner. As the car was clean, Gallagher didn't want to drive it anywhere. Besides he didn't want to lose his parking space. I just don't understand men. By some imperial decree Dan Tenuta drove us, and Howard and Margaret to a terrific supper club somewhere in Wisconsin. I am not really sure where we were but they served Heineken and great steaks, so we were happy. We returned to Siebkens and proceeded to have one hell of a good time. There is nothing quite like sitting out on the lawn with good friends on a perfect night.

The next morning came too early. After a good breakfast, it was off to the track. Gallagher and I immediately got busy putting the final touches on the car. After about one hour we were done. I was so proud. The 930 really looked great. About this time his sons, Danny and Michael, arrived with their 912 Targa. They had spent several years restoring and preparing this car for concours. In true tradition they had been overserved the night before and were running late. We all then went to work on the 912. The autocross people were having a great time. Occasionally one of them would wander over and ask what I was doing with that toothbrush and Q-tips. I would tell them I was brushing my teeth and putting on my pretty face.

Judging time finally arrived. Gallagher judged class A, as his sons were in B and I was in class D. I waited anxiously for the results. We won our class by 1/2 point. I am so happy. I had left my hairbrush in the glove compartment. Pat Yanahan docked us a point for that. I cannot tell you how happy I was that we still won because if that brush had cost us the trophy, he would have killed me. The boys took third in B and a trophy. They were jumping with joy. I was happy because I was still alive.

The autocross was going well. Laidlaw and company seemed to have everything under control. I got busy socializing with all my friends. I have never seen so many Porsches in my life. What a good time!

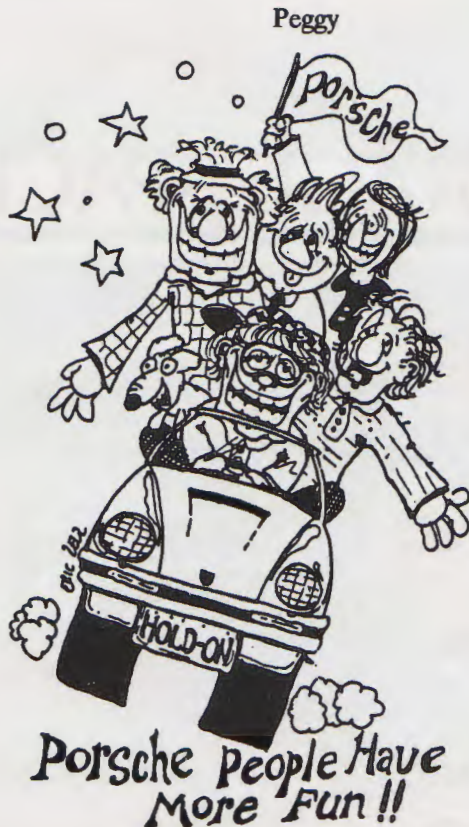
The man then took me out on the track for an hour. This place makes Blackhawk look like a go-kart track. He was so busy talking about lines and apexes. I was trying to understand because he was making me drive that blue bomb on Sunday. Now I really wondered why I forced him to bring the 930. This thing is fast - much faster than my little Mercedes. Maybe the "D" would have been better. Gallagher said you could read *War and Peace* going around the track in the "D". Me and my big mouth.

We went back to Siebkens about 4:30. Naturally we had to wash the car before ourselves.

The banquet and dinner was a great time. But an even better time was had at the saloon afterward. I cannot believe how many good friends I have made in the short space of two years.

Sunday morning, after a great buffet breakfast, we were off to the track. Gallagher was playing President and I was socializing. Naturally, my cute little outfit matched his car. All was well until about noon when the skies opened up. Now I was supposed to go out and drive for an hour. I could see his relief when I decided not to drive in the rain. For the first time I agreed with him - a 930 in the rain at Elkhart might be hazardous to his paint job. Unfortunately, most of the cars left the track and went home. Gallagher and I went back to Siebkens, checked out, had a nice lunch and consoled his kids about the rain on the 912 Targa. We then went back to the track and about 2 PM the sun came out and all the remaining Porsches got as much track time as they wanted.

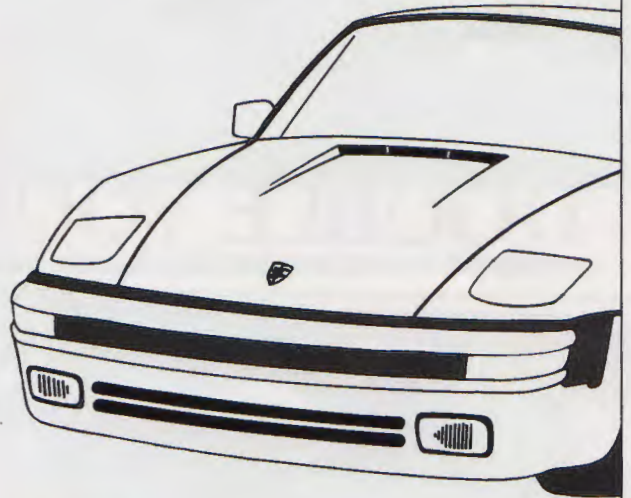
I really had a great time at this event. It is so beautiful, the food and accomodations so wonderful and the people so great. Now if he had only brought the convertible...over the winter I should have time to buy some new outfits to go with the little red "D". I can't wait till next year!



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ROAD AMERICA II 1992

Chris Inglot



Porsches, Porsches and more Porsches



A new 968 tests out the track



Around the turns

Pat Yanahan



One "mean" machine



Hari Matsuda's 914

Chris Inglot



A friend of "MS TRIS"?

Pat Yanaban



Ladies first - Debby Leed smiles at the start lane



Celebrating at Siebkens after a fun day



Marla Turek and Linda Bacin



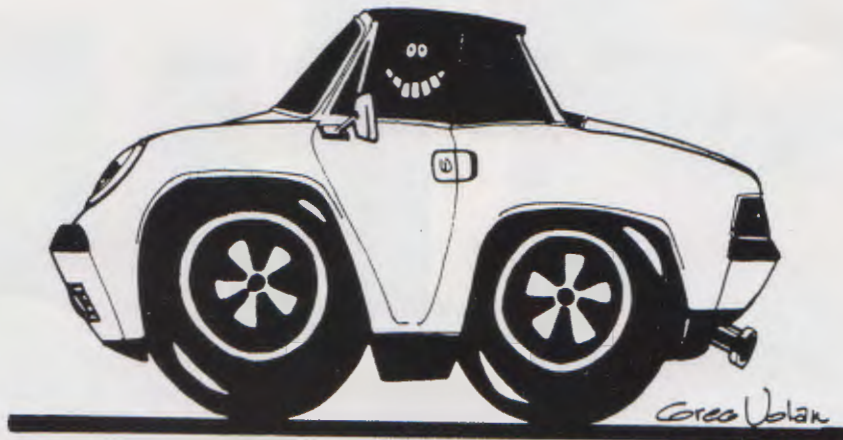
**ROAD AMERICA CONCOURS,  
September 5, 1992**

Contrary to popular opinion, every car entered in our first Road America Concours in over ten years was driven to the event! The Yanahans, and Phillip and I, ended up caravanning our way from Dundee Road and the Edens Expressway. Just over the Illinois State Line we picked up Dale Moody. Just think, Dale, we drove all the way to Milwaukee to eat at Burger King! Dale left us at the 57 cut-off, while we proceeded north to the Holiday Inn in Manitowoc, where we were joined by Myron and Martan Walters. Pat, Myron, and I spent three hours in the back of the Holiday Inn cleaning off half the insect population of the state of Wisconsin from our hoods. We killed the other half on the way home.

Despite some initial confusion on my part, having never been to Road America, a final site was selected for the concours. Even though the announcement that there would be a concours at all was a bit late, there was a good turnout and intense interest in the cars parked at the west end of the pit area. Perhaps with some more momentum, and a little more planning on my part, we'll have over twenty cars next year. Regardless, both my son Phillip and I agreed, this Labor Day weekend event was about as much fun as you can have standing up! All this and 28 mpg - that's what a Porsche is all about!

Many thanks for the help and support of John Laidlaw, Bob and Joan Casey, event chairpersons for the Driving School, Dale Moody, for those beautiful trophies, the Yanahans and the Walters, who helped me keep Phillip entertained, as well as the rest of you for making this event what it was. See you at Bill Jacob's in November!

Bill Garvy



**ELKHART II  
CONCOURS RESULTS**

Class A

1st	Reinhart Bartell 1961 356B S90 Roadster	301T
2nd	Dale Moody 1959 356A Coupe	281T

Class B

1st	Pat & Bonnie Yanahan 1974 911 Coupe	226.2T
2nd	Chuck Will 1973 RS Carrera	216.5T
3rd	Mike & Dan Gallagher 1967 912 Targa	213.5T
4th	Bill Garvy 1965 356C Coupe	211.0T
5th	Fred Howard 1985 911 Turbo	185.5T

Class C

1st	Myron Walters 1986 911 Carrera	187.0T
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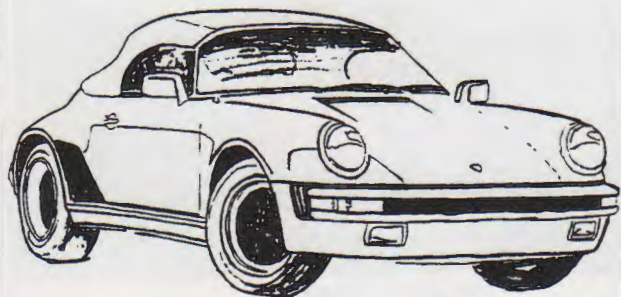
Class D

1st	Peggy & Dan Gallagher 1979 930 Turbo	138.0T
2nd	Bruce Becker 1991 911 Turbo	126.5T
3rd	Bruce Janecek 1992 RS America	Entered T in absentia

Judge's Choice: Reinhart Bartell  
People's Choice: Myron Walters

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The Gallagher boys' 912



Class B winners



Reinhart Bartell waves from his impeccable 356



Class D winners



Dale Moody hard at work

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# INDUSTRY NEWS

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## U.S. PORSCHE SALES UP 22 PERCENT IN AUGUST

RENO, NEVADA, September 3, 1992 -- Porsche Cars North America, Inc. today announced that sales of its sports cars in the U.S. during August rose by 22.1 percent over the same period a year ago.

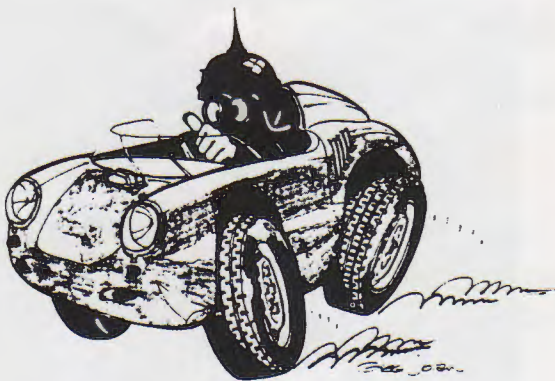
Sales of Porsche's classic 911 models -- the most popular Porsches -- remained firm at 233 units sold in the month just closed, versus 207 units in the same period a year ago.

Porsche dealers continued the successful launch of their 968 sports cars, selling 126 vehicles compared to just 78 of the predecessor model, the 944 S2, in the prior-year period.

Thus far in 1992, U.S. dealers have sold 872 of the Porsche 968 Coupe and Cabriolet vehicles. In the first eight months of the year, Porsche dealers have thus surpassed the total 1991 calendar year sales of the model replaced by the 968 -- the Porsche 944 S2.

The 968 is the company's most affordable sports car. It features new styling, a more powerful engine and an improved six-speed manual transmission for a lower Manufacturer's Suggested Retail Price (MSRP) than the model it replaced.

Porsche dealers have sold 2979 new vehicles since January 1, 1992, versus 3151 for the first eight months of 1991. Based on current sales trends, however, Porsche said it expects to finish 1992 about even with or just ahead of last year's total of 4400 vehicles sold.



## PORSCHE ANNOUNCES 1993 MODEL YEAR PRICES

### 968 Model Stays Below \$40,000

RENO, NEVADA, September 8, 1992 -- Porsche Cars North America, Inc. today announced prices for its new 1993 models. The company said price increases will range from 0.25 percent to 1.77 percent depending on the model.

The Manufacturer's Suggested Retail Price (MSRP) of the 1993 model Porsche 968 Coupe -- the company's most affordable model -- will be listed at \$39,950. It has increased by just \$100 or about 0.25 percent.

The new 1993 price of the Porsche 968 remains below the price of the vehicle it replaced in Porsche's lineup, the 1991 model year 944 S2. The 968 was introduced in 1992 with new styling, a more powerful engine and a new six-speed gearbox, among other product improvements over the 944 S2.

Porsche's most affordable 911 series model, the 1993 911 RS America will carry a new MSRP of \$54,800, up from \$53,900.

Porsche also said its 1993 model 911 Carrera 2 Coupe will be priced at \$64,990, up from \$63,900, for a 1.7 percent increase. The 1993 model 911 Carrera 2 Cabriolet will go up to \$74,190 from \$72,900 for a change of 1.77 percent.

Option price changes will vary from item to item but increases will average around 2.5 percent. The company said that destination charges will rise to \$725 per vehicle from \$700, a result of cost increases in inland freight.

Following are prices of a representative selection of 1993 Porsche sports cars:

<u>MODEL</u>	<u>MSRP.</u>
968 Coupe	\$39,950
968 Cabriolet	51,900
911 RS America	54,800
911 Carrera 2 Coupe	64,990
911 Carrera 2 Cabriolet	74,190
911 America Roadster	89,350
911 Carrera 4 Coupe	77,050
928 GTS (5-speed or automatic transmission)	82,260

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## BEHIND THE SCENES

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John, Louanne and I are finally back in Chicago after one long month on the road. We were the good parents doing the college search routine that took us over 7,000 miles away. Let me tell you - a new Porsche isn't the only thing that has gone up these days! A good college can kill you. \$\$\$! We figure that yearly for the next four years we'll be buying a new Lexus and not having the car to drive, if you know what I mean.

Now that we've returned, another monster has raised his ugly head in the form of the paint brush! Painting the exterior of your house is no easy job, but when the painter is a concour fanatic it borders on insanity. One would think that John is going after the Manhattan Award for house painting!

Hopefully, we'll be finished in time to catch a few of the remaining events this year. I'm sure I can handle Dan's 15 mph Loop Rallye on the 4th of October. At that speed what can go wrong? The way I view this thing: if a spontaneous fight should break out concerning a right or left turn, I'll just get out and take a ride home on the Metra. Simple!

Normally December would be my turn to write a few tidbits again but, as most of you know, our #1 editor will be stepping down after many years behind the reins and that issue will be her parting shot! Doris is to be commended for the outstanding dedication she has given this newsletter. Most of you haven't the slightest idea just what goes into producing this rag sheet -you just read it every month and enjoy! Giant kudos, Doris, for taking this magazine to new heights.



### In Memory of Rew Godow

I met Florence and Rew Godow in the late "60s". They became loyal members and good friends. Rew was always there to help run an event or to ride in them.

Rew always came equipped with bowtie and the ever-present cigar. His help is one reason the Club is on sound financial footing today, since he got us going when we were almost broke.

Our friendship was very strong as we both loved Porsches.

Rew was tops, not only as a good Porsche Club member but also as a friend.

Harold Beach

## REMINDER

### DON'T FORGET TO VOTE!

The last page of this month's newsletter is a tear-out, self-mailing ballot for the 1993 Board of Directors. Exercise your right to be a part of your Club. Be sure to vote!



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# THE MART

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## ● FOR SALE - PORSCHE

1988 Carrera Coupe #WPOAB0914JS120237. Original owner, 18,500 mi. Marine Blue/Linen full leather sport seat interior. All factory Porsche options including spoilers, limited slip, rear wiper. 4000 mi. on D40M2's, brakes. Recent professional leather cleaning. All services performed, pristine condition. Serious seller at reasonable price to buyer who appreciates quality. Mike Walsdorf, 1415 Franklin Street, River Forest, IL 60305 (708)572-3500 x 2106 days, (708)366-4806 eves.

1987 911 Targa #WPOEB0913HS160109. Marine Blue/Blue leather, power windows, mirrors and seats, cruise, intermittent wipers, central lock, alarm, more, excellent condition, 42k miles, service records, \$27,000. Mike Kenaga, 4205 Clausen Avenue, Western Springs, IL 60558, (708)246-2123.

1986 944T, Zermatt Silver. Enthusiast's exceptional pet for sale. Touring package, Nakamichi stereo, cross drilled brakes w/cool brake kit, shock tower brace, Koni sport adjustables, club sport turbo w/Andial Electronics. 3:88 LSD transaxle by Andial at 56k. Alloys w/AVS intermediates. Stored winters, one owner, too many cars. \$16,700 firm. Call Dennis Grether (312)327-5322 eves.

1983 944, Meteor Gray, immaculate, loaded. \$8,000 OBO. George Wendt (708)366-4875 eves.

1975 914, 1.8L, org/blk interior, Bosch L-injection, 10k on engine rebuild, new; brakes, mufflers, clutch cable, rear calipers rebuilt, rust-proof, appearance group, AM/FM cassette, elec. intermittent w/s/washers, fiberglass rockers, always garaged, no winters, \$5,000. Claude Reed (708)252-5970 days lv. message, (708)325-3729 eves.

1966 911, Yellow/Black leather, rare sunroof coupe. Great car - needs some paint, runs great - 120k. S wheels, Webers. \$7,500 OBO. 301-2510 weekends, 887-0465 weekdays.

1965 356C Coupe #222308, engine #P705196, 5k mi. on rebuilt engine with new crankshaft. Original rust-free California car. Newer upholstery & carpeting. Extra short block. \$16,000. Chuck Deets (708)656-8686.

## ● FOR SALE - PARTS

1973 911E engine case, crankshaft, rods, intermediate shift & oil pump \$1100 for all. Set front 911 Bremtec racing brake calipers, 2 sets pads, 2 front Carrera rotors & 2 rear Carrera rotors \$875 for set. 911SC CD box \$100. Chuck Schank (708)246-6395.

1967 911 parts available: All glass, front & rear bumpers, wooden steering wheel, 912 engine rebuilt with NPR pistons, set of 356 "A" brake drums (4), 914-4 2.0L heads, rods, crank & case. Many other 914 parts. Call with needs. Glenn Stazak (708)208-1924.

More 928 stuff: Pair OE headlamps w/trim ring/brackets. OEM VDO 85mph Speedo, OEM fr/rear springs, pair OE Bosch fog lamps w/housings, workshop manual updates/parts manual. Bruce Janecek (708)354-1901 weekdays, (708)361-8421 other.

Colgan bra - '87-'89 Carrera with spoiler \$50. Tom 657-7911.

Authentic Porsche factory sales literature: Full-line prestige brochures detailing 944, 911 & 928 series for 1983 thru 1989, average 32 color pages each. Wonderful opportunity for owners or literature collectors. Catalogues stored in original shrink wrap. Guaranteed to arrive in concours condition. Specify year. \$10 each plus \$2.90 postage (Priority Mail). Steve Kaplan, 34 Ridges Court, Portsmouth, NH 03801 (603)431-8459 eves.

## ● WANTED

SOME TECHNICAL ADVICE: I want to do the undercarriage of my 911 for the Parade Concours next year so I have to remove the suspension and redo everything. I need some advice on how to do it and then put it back together. I'll do all the work but need someone to tell me how. The factory books are not that clear. Pat Yanahan (708)920-1929.

Reel-type seat belts for 911, left & right front, also slotted side panels to cover reels, black vinyl. Entire assy's are 901.803.901.01 and 902.01. Belts are 901.803.017.20 and 018.20, slotted covers are 901.555.069.00 and 070.00. Also require installation hardware. Will consider superceded numbers if usable, to be installed in 1970 911 coupe. John O'Keefe, 1125 Newcastle Avenue, Westchester, IL 60154 (708)344-0911.

# OFFICIAL BALLOT

Below is the official ballot for the 1993 Board of Directors. This ballot is in accordance with our Bylaws, Article VI, Section 2. By tradition, we leave a place for write-in candidates. Only active members or active family members may vote and all ballots must be signed by the voting member. Ballots must be received by the Secretary postmarked within 21 days of the date of mailing of the newsletter.

This ballot is pre-addressed. Appropriately fold, staple, and stamp it after voting.

## CANDIDATES BY NOMINATING COMMITTEE

## WRITE-IN

Vote for 1 each (Pres., V.P., Treas., Secy.):

PRESIDENT	<input type="checkbox"/>	Dan Gallagher	<input type="checkbox"/>	_____
VICE PRES.	<input type="checkbox"/>	Rip Patterson	<input type="checkbox"/>	_____
TREASURER	<input type="checkbox"/>	Chuck Bittman	<input type="checkbox"/>	_____
SECRETARY	<input type="checkbox"/>	Jeff Girard	<input type="checkbox"/>	_____

Vote for two (2) Directors:

DIRECTOR	<input type="checkbox"/>	Arnold Zann	<input type="checkbox"/>	_____
	<input type="checkbox"/>	John Ruther		

MEMBER'S SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

MEMBER'S NAME (PRINTED) \_\_\_\_\_

\*\*\*\*\*

## CANDIDATES BY NOMINATING COMMITTEE

## WRITE-IN

Vote for 1 each (Pres., V.P., Treas., Secy.):

PRESIDENT	<input type="checkbox"/>	Dan Gallagher	<input type="checkbox"/>	_____
VICE PRES.	<input type="checkbox"/>	Rip Patterson	<input type="checkbox"/>	_____
TREASURER	<input type="checkbox"/>	Chuck Bittman	<input type="checkbox"/>	_____
SECRETARY	<input type="checkbox"/>	Jeff Girard	<input type="checkbox"/>	_____

Vote for two (2) Directors:

DIRECTOR	<input type="checkbox"/>	Arnold Zann	<input type="checkbox"/>	_____
	<input type="checkbox"/>	John Ruther		

FAMILY MEMBER'S SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

FAMILY MEMBER'S NAME (PRINTED) \_\_\_\_\_



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