

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



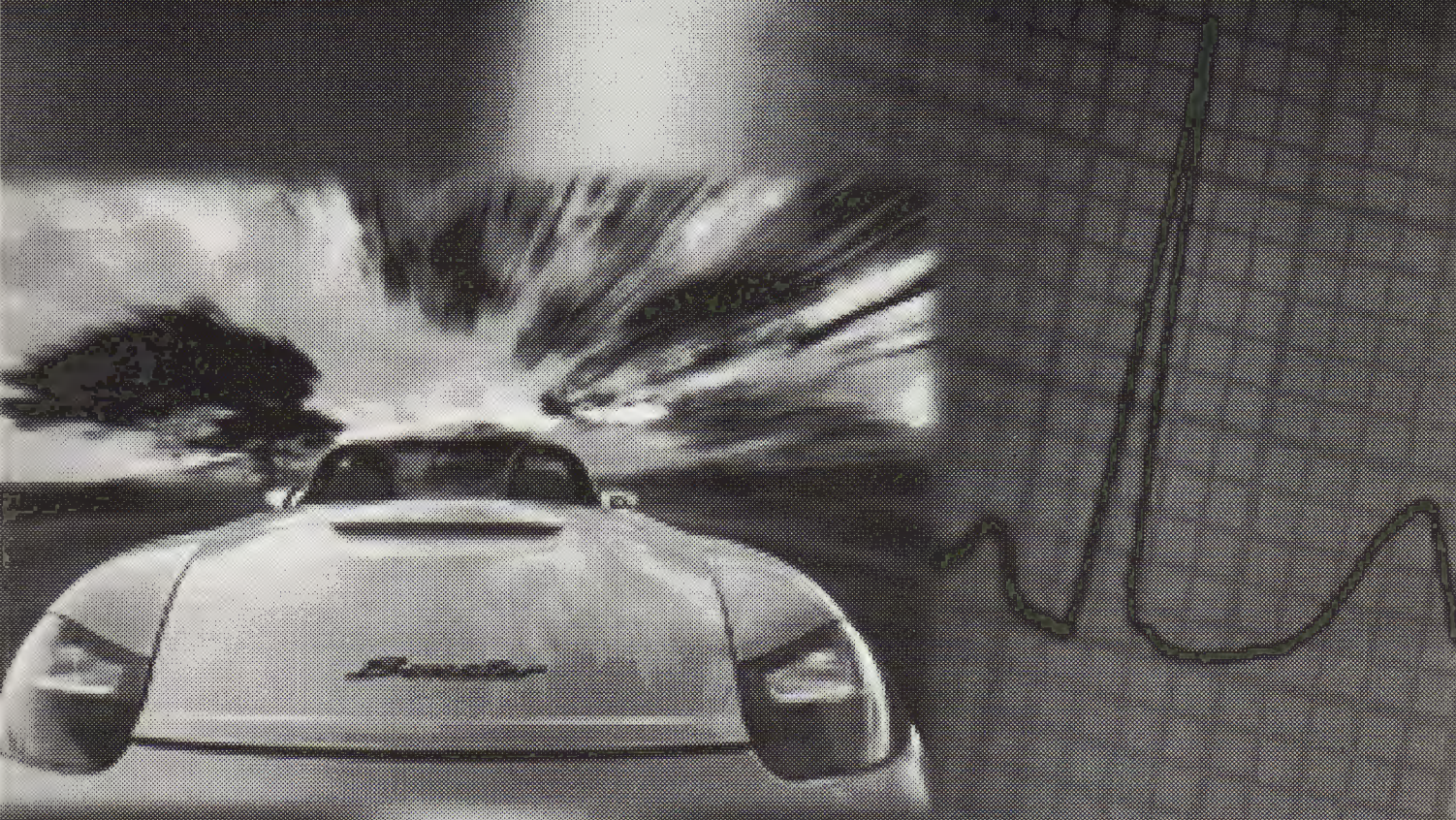
Chicago Scene

OCTOBER 1997



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Chicago Scene

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Cover Photo: Trac 97: The Road America Challenge
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

Susan Shire and Steve Rashbaum, Editors

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DEADLINE: Material must be received no later than the 5th of each month for publication in the next month's issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in the Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

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

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

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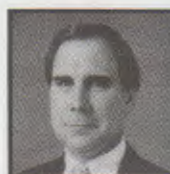
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• **CHICAGO REGION WEB PAGE**

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

Chuck Bittman, WebMaster

In Gallagher's Gear

I did leave Siebkens saloon but there was no good reason for doing so. (Actually the only reason that I left at all is that the good lady Peggy would not give me any more money.) What a great four days in Elkhart Lake! I can't wait to get back there for our New Year's Eve Party, but more about that later.

The autocross (IV) held at Hawthorne Race Track (as in horses) was just great. We had the parking lot on the west side of the track this time. I greatly preferred it as the wind was out of the west, so there was no dust blowing off the track (or aroma from the stables). The course itself was very long and demanding with approximately 60 to 70 gates. We owe a round of applause to Ed "No Lift" Barnicle who chaired the event - his first autocross - and to the usual cast of characters I seem to thank after every event: Pete Hackenson and Bill Murrin for tech; John Mueller, Greg Turek, Jeff Girard, Nick Brenkus, Chris Ingot and myself for track set up; Sue Brenkus, Susan Shire, Amy Murrin, and Chuck Bittman for timing and scoring; Jill "I'm really getting pregnant" Girard for registration; and to all of you who shagged pylons all day. I had a great time even though our illustrious Vice President Bruce Janecek beat me in Masters Class. Bruce doesn't know that you are supposed to let the "Boss" win!

As I am sure most of you are aware, Peggy and I missed the GingerMan event in order to attend the marriage of my son Daniel and the lovely Susanna. I hear that the event was as good as the wedding was perfect. I have always liked GingerMan as it is a really fun track to drive and if you make a mistake there is absolutely nothing to run your car into.

The other great thing about

GingerMan is the beautiful little resort town of South Haven. I am sorry that Peggy and I missed the great time that so many of you who were there have told us about. Many thanks to Jeff and Jill Girard for a great event and to Gary and Myra Knoblauch who I understand arranged for an outstanding dinner on Saturday evening.

While on the subject of outstanding events this year, Road America was, in my opinion, the best ever. I repeat, the best ever! Three hundred and forty Porsches showed up for the best event at the greatest race track in the country. I cannot tell you how hard it is to put on a three day event like this: to co-mingle drivers' ed and racers. But it worked and it just gets better every year. I attribute this success to all the work put in by some hundred or so volunteers.

Thanks so much to Arnie, Margo



Did someone violate Rule #1?

Photo by Chris Ingot

and Chris. Their contribution was much greater than anyone knows because of the full year of behind-the-scenes work that preceded and insured that we would have another great event.

The next big thank you goes to the event registrar Chuck Bittman who spent three long months 'fielding' phone calls, faxes, snail-mail and e-mail; all of which culminated in a very smooth registration process at the event. Thanks also to Hari Matsuda who did a wonderful job lining up sponsors and to Susan "Sweetie" Shire for putting together the event program. The Concours was superbly directed by Gary Knoblauch, with able and good humored assistance from Myra, the Yanahans and the Jacisins, despite the rain. All year I have written about what rotten weather we have had this season. We got lucky over Labor Day weekend as it was as nice as it gets in central Wisconsin at this time of the year. It rained only on Saturday afternoon and while it affected mainly the Concours, we still had approximately 20 street cars in the various concours classes and as many race cars in the special exhibition class; all gracing the street outside of Siebkens (my favorite!) saloon.

Perhaps the biggest improvement in the event was the way that Pete Hackenson and his crew handled Tech and entry into the paddock area of the track on Friday afternoon. Instead of witnessing a traffic jam, we were treated to a ballet as the cars, trailers and semi's gracefully and effortlessly made their way into Road America

You may have been greeted, when you arrived at the track or the 'hot pits', by our senior citizen 'odd couple': none other than our illustrious Vice President Bruce Janecek and his sidekick Harold "You're never too old to volunteer" Beach. Thanks for the good job guys. You're an inspiration to us 'young fellas'.



I don't know where or how Arnie and Margo found it, but the Cajun band at 'The Big Easy' Party was terrific! Several hundred members, guests, drivers, racers, and 'townies' enjoyed a fabulous evening of food, music and fun.

Thanks to Lee Lichtenstein, John O'Keefe, and the rest of the crew who did such a fine job in timing and scoring. Thanks also to Myra and Gary Knoblauch who pitched in whenever/wherever they were asked to all weekend and were responsible for the 100% sell-out of the event T-shirts. I know that I've missed publicly thanking members who helped during the event. Please know that every member's time and effort helped to make this event the wonderful weekend that it was and we appreciate your contribution.

While on the subject 'good jobs', congratulations to Reinhard Barthel and his bride Sue who honeymooned at the track over Labor Day weekend. Good job and 'about time'!

I hope to see all you racers and drivers' ed people at the last track event of the year: my annual Octoberfest at Blackhawk Farms in South Beloit. The weather is usually beautiful in the middle of October and the fall colors are due to be at their height. I know from past experience that this event and the Holiday Inn fill up fast. So, if you plan to drive and you plan to stay for both days, better register and make your reservations early.

Speaking of making reservations

early, you will find elsewhere in this excellent newsletter, the reservation form for the Dinner Dance as well as all the details on our first official New Year's Eve Party at Siebkens in Elkhart Lake, WI. I know that both of these events will sell out early. While it is true that there are many fine hotels downtown Chicago in close proximity to the Chicago Athletic Club, the dining room at the Club will only hold 200 for dinner. And, Siebkens is only holding twenty rooms for us on New Year's Eve. If they sell out, we have plans to use some local B&B's. I once again repeat, if you are planning to attend either of these events, register early.

In the same vein, I hope that you notice the ad (also in this issue) for our 1997 Charity Raffle, proceeds from which will benefit The Buffalo Prairie Gang Camp. T. J. Burke and his crew were hard at work at Road America selling tickets and I have the feeling that all their hard work there and elsewhere will pay off and all of the raffle tickets will be sold prior to the Dinner Dance. Don't wait to purchase your tickets.

Well, that's about all I have for now except to tell you about the other two events this month: The Sheridan Road Rallye and the 10th Annual Bill Jacobs Concours. Sue and Nick Brenkus have reworked David O'Bryan's Sheridan Road Rallye which was a truly easy beginner's rallye. The rallye will start at the Porsche Exchange in Highland

Park and go through the 'canyon' areas of the North Shore. Dinner and awards will follow at Hackney's on Lake in Glenview. If you've been worried that you'd get lost forever in the country while on a rallye, then this is the rallye for you. You can not get lost and you will not be in the country. Come out and give it a try.

And finally, the 10th Annual Bill Jacobs Concours will be held on the last Sunday in October (the 26th). We hold this Concours jointly with the BMW Club and it will be your last chance to clean and show off your car before the winter snow blows in and Porsches go into hibernation 'til spring. A buffet and light refreshments will be served, courtesy of our host. Preregistration of concours cars is required, but if you're planning on attending, please give Pat and Bonnie Yanahan a call so that we may give Bill Jacobs a head-counter for refreshments.

Please take a couple of minutes to find and complete the ballot for the 1998 Board of Directors which is in this newsletter.

Well, if I don't get lost in the wilds of McHenry County on Gene Urban's rallye, you'll hear from me again next month.

Gallagher

(Ed. note: The Beanie Baby/Heineken Racing 993 is, of course, air cooled. The she-editor apologizes for her error.)

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(See lists below)

<p>PREMIUM REDUCTION NO LONGER RATED AS HIGH PERFORMANCE</p> <ul style="list-style-type: none"> Acura Legend Coupe Audi Quattro BMW (all models) Cadillac Allante Chevy Beretta GTZ Chevy Lumina Z34 Chrysler LeBaron TGC Chrysler TC Turbo Dodge Lancer Shelby Z Dodge Shadow Turbo Dodge Spirit R/T Eagle Talon Ford T-Bird SC Ford Taurus SHO Infiniti Q45 Nissan Impulse Jaguar XJS Lincoln Mark VII Mazda 323 GT Mazda 626 Turbo Mazda MX-6 Mercedes - all models Merkur XR4TI Mitsubishi Eclipse Mitsubishi Mirage Turbo Olds Cutlass (Quad-4 HO) Plymouth RS Sundance Pontiac Grand Am Quad 4 Pontiac Grand Prix Turbo Pontiac Grand Prix Turbo STE Pontiac Sunbird GT Saab 900 Toyota Celica Turbo - all types Volkswagen Corrado 	<p>STILL RATED HIGH PERFORMANCE</p> <ul style="list-style-type: none"> Acura NSX Buick Grand National GNX Chevy Camaro IROC-Z Chevy Camaro IROC-Z Conv. Chevy Corvette Chevy Corvette ZR-1 Chevy Corvette L98 Coupe Dodge Stealth RT Turbo Ferrari-all models Ford Mustang S.O Ford Mustang GT Ford Probe GT GMC Syclone Lotus-all models Mazda RX-7 Turbo Mazda RX-7 GTUS Mazda RX-7 GTU Mazda RX-7 GXL Maserati-all models Mitsubishi 3000GT Nissan 300ZX Plymouth Laser RS Turbo Pontiac Firebird Formula Pontiac Trans Am GTA Porsche-all models Toyota MR2 Turbo Toyota MR2 Supercharged Toyota Supra
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September 28 - November 29, 1997

Chicago Region events in shaded boxes

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
September 28 CONCOURS DE MUSIQUE - IV CIR DE/Putnam Park Road WMR DE/Grattan CR/Indianapolis Raceway ...	September 29	September 30	October 1	October 2	October 3 Board Meeting	October 4 CR/Heartland Park NOR Oktoberfest
October 5 Scene Deadline RALLYE IV - CANCELLED NOR Oktoberfest CR/Heartland Park	October 6	October 7	October 8	October 9	October 10	October 11 BLACKHAWK OCTOBERFEST DE
October 12 BLACKHAWK OCTOBERFEST DE	October 13	October 14	October 15	October 16	October 17	October 18
October 19 RALLYE V - SHERIDAN ROAD	October 20	October 21	October 22	October 23	October 24	October 25
October 26 CONCOURS V - BILL JACOBS MOTORSPORTS	October 27	October 28	October 29	October 30	October 31	November 1 CR/Memphis
November 2 1998 Calendar Meeting CR/Memphis	November 3	November 4	November 5 Scene Deadline	November 6	November 7 Board Meeting	November 8
November 9	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	November 27 Happy Thanksgiving!	November 28	November 29 CR/Thunderhill

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

Psst! Did you hear about ... ?

PCA Northern Ohio Region plans gala Oktoberfest

A gala Oktoberfest is being planned by NOR (Northern Ohio Region) for

Friday - Sunday, October 3rd - 5th. The festivities will include a Welcoming Party, Concours, Rallye and an autocross (IRAC V). This festive celebration of fall (and a great ex-

cuse for a party) will be held at the Punderson Manor in Punderson State Park, Newbury Township, Ohio. Other available activities include hiking, boating, golf, fishing and camping. For more information or to make reservations, please call Maryann Coon at 216.285.4558 (eves).

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Aungahh!

These past two years have found us more involved with the Chicago Region than we ever would have imagined. We have had the opportunity to be Rallye Coordinators for the past two years and Scene Editors for the past year. This has given us the 'excuse' to attend Board meetings and learn more about the unbelievable amount of work and coordination involved in hosting the myriad of events that the Region sponsors each year. This attendance, as well as participation at Road America the past two years, has given us an interesting perspective on this singularly important and complicated event.

We do not Club Race but we do participate in Drivers' Education. Having said that, we believe that the Labor Day Club Race/Drivers' Education event is wonderful. It is, from our perspective, a nice blend of race and street cars. It is a nice blend of experience and new fascination. It is a great opportunity to see excellent driving and racing. At what other venue, solely devoted to Porsche, could one see 356's to 962's, 944's to Ruf's?

We have taken the opportunity to talk to as many people involved in this event as possible. We have done so at registration, at the drivers' meeting, at Siebkens and just walking around being friendly. What strikes us is that there is a small population of both racers and drivers' ed drivers who believe that these two groups of Porsche owners can not peacefully co-exist. We do not understand this attitude and do not agree with this attitude. We believe that these two groups not only can co-exist but need one another. We do not understand

why some members of both groups believe that the other group detracts from the experience at Road America. We are dumb-founded.

We would ask that these PCA members, particularly those of the Chicago Region and readers of the Chicago Scene, take a step back and try to put everything in perspective. First, we are all at Road America to enjoy a spectacular experience at a beautiful track. We are all at Road America to enjoy driving the best marque in the automotive world and we are all at Road America to improve our skills at the wheel of our own automobile - be it a race car or a "daily driver".

Second, no one's livelihood depends upon this event. There are no big prizes or international adulation given to Club Racers and no prizes at all given to Drivers' Education. In the end, we are all out to have the best experience possible.

Third, many to most of the people who "run" the Club Race event are not racers but volunteers from the Chicago Region; many of these volunteers can be found either on the list of Drivers' Education participants on Labor Day weekend or are related in some way to those Drivers' Ed participants. Many of the instructors, who give unselfishly of their time and counsel at the Memorial Day and the Labor Day Road America events, as well as Blackhawk and GingerMan, are Club Racers; were there no instructors, there would be no Drivers' Ed events.

Lastly, the Region represents the interests of all Club members. The Board and Coordinators expend a great amount of time and effort to keep everyone's interests in balance. At most events, but particularly those as large as Road America, interests sometime come into conflict. While everyone wants the maximum seat time, support, and the track to remain clear - free of off-road excursions and mechanical failures, this is clearly impossible, especially at

Road America on Labor Day where there are so many drivers and opportunities.

We believe that the Region can not exist without all of its members. We believe that the Board is committed to making each year and each event as equitable as possible. Finally, we suggest that if you believe that "there must be a better way" (for Road America events or any others), let us know about it. If you believe that events can go more smoothly, volunteer to help or to run an event. If you believe that your interests are not being satisfied, get involved. We look forward to it!

(Now, maybe we can turn this into a play. Let's see, Road America could be a state ... Oklahoma, for instance. The two different groups could be represented by ... cowboys and farmers. Our favorite marque could be symbolized by ... a surrey, with a fringe on top. We could set it to music ... with maybe songs like "The cowboy and the farmer can be friends..." and a big finale with the entire cast on stage, joining hands and singing "R ... O ... A ... D ... A ... M ... E ... R ... I ... C ... A ... Road America!" Sorta puts it into perspective, doesn't it?)

As always, we're interested in your thoughts and comments on our thoughts and comments. Please feel free to call us, write us, e-mail us, fax us, talk to us at events or over a beer (our favorite!).

The official ballot for the 1998 Board of Directors is in the middle of this issue of the newsletter. Please vote, fold, seal, stamp, and mail it. We'll see you at The Sheridan Road Rallye!

Steve and Susan

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

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Northstar's John Ruther won Class GT2r, PCA Club Race, GingerMan Raceway in the Northstar Porsche RSR 3.8

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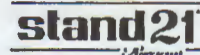
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Photos by Chris Ingot

ANNOUNCING

Something that's been missing from the Auto Insurance Market Place:
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Blackhawk Oktoberfest Drivers' Education Weekend

October 11th - 12th

Directions: Northwest Tollway (I-90) North to IL 75 (just south of Wisconsin border). West on IL 75 to T (Blackhawk Road). Right to Shirland. Left on Shirland to Fischer. Left on Fischer to T (Prairie). Left at T and then about 1/4 mile to track entrance on right.

SATURDAY				SUNDAY			
8:30	Registration Opens			Registration Opens	8:30		
8:45	B2 Drivers Meeting			B1 Drivers Meeting	8:45		
		B2	9:00	B1			
9:15	B1 Drivers Meeting			C Drivers Meeting	9:15		
		B1	9:30	C			
9:45	A Drivers Meeting			A Drivers Meeting	9:45		
		A	10:00	A			
10:15	C Drivers Meeting			B2 Drivers Meeting	10:15		
		C	10:30	B2			
11:00	Registration closes	B2	11:00	B1	Registration closes	11:00	
		B1	11:30	C			
		A	12:00	A			
		C	12:30	B2			
		B2	1:00	B1			
		B1	1:30	C			
		A	2:00	B2			
		C	2:30	A			
		B2	3:00				
		B1	3:30	B1			
		A	4:00	C			
		C	4:30	B2			
	Track Closes		5:00		Track Closes		

After the track closes, dinner is at the Prime Spot, 482 Gardner/IL 75, in South Beloit (815.389.8945). You may order from menu and there will be separate checks for each group.

No planned dinner.

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 Experienced: _____ Novice: _____ List Experience: _____
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GingerMan Raceway Weekend

GingerMan Raceway '97 Diary
by John R. Mueller

Friday afternoon: I arrived at the Inn at the Hawk's Head almost exactly two hours after I left Chicago. I looked at the clock and half expected to hear a bell go "ding, you're here". I quickly unloaded my suitcase, checked in, and was away to the track, GingerMan Raceway that is. After negotiating a sandy detour on Phoenix Road, I was at the track at about 4:00 p.m. local time. About a dozen cars were in the paddock and about five cars were on the track. It was an open track day run by the GingerMan Raceway management. Some PCA members who could not spend Saturday and Sunday at the track found time to run on Friday. Among the cars running was a light blue 911 Turbo S.

Pete Hackenson had his yellow 911 parked under a blue canopy. I had told Pete that I'd help him tech cars that afternoon. Tech and registration were to be open Friday from four and until eight. Pete was all ready to go with shiny new torque wrenches and new ultramodern aluminum-case wind-resistant clipboards. (Cool!). But, alas, for all Pete's preparedness, business was slow. He had already teched all the cars at the

track that were staying the weekend and now, with no more to tech, he had an assistant. Soon a few more cars showed up and then the Brenkus' and the Girards drove into the paddock with their trailers. Dr. Hackenson began to make house calls: going from car to car, teching them as soon as they got off their trailers. In a short time, Jill Girard had registration open and, in her own polite and very efficient matter, she processed the drivers through registration. Soon everyone was sporting a neon green wrist band. Myra and Gary Knoblauch were also at the track. Gary had his 911 Club-sport ready for the weekend and Myra was handing out flyers announcing the PCA banquet scheduled for the following evening at the Inn at the Hawk's Head.

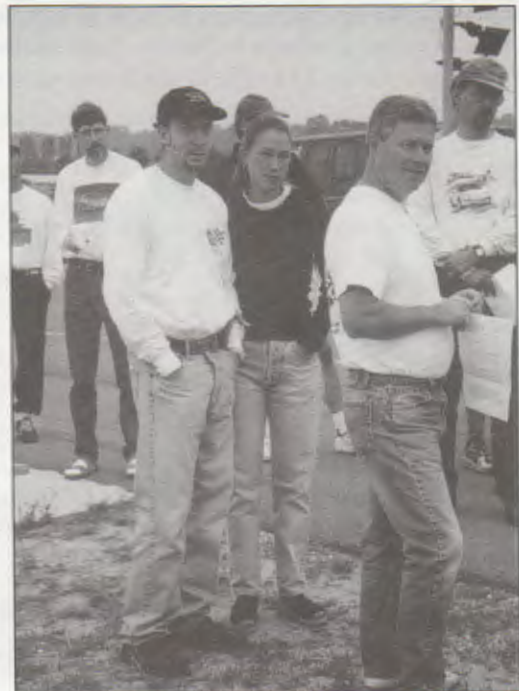
What should have been the approach of evening was merely late afternoon in the western reaches of the eastern time zone during daylight savings time. Returning to the Inn at the Hawk's Head, I relaxed a little and later met Bruce and Louise Clay, Chuck and Bridget Bittman, and Marla and Greg Turek. We were all staying at the Inn. The Hawk's Head is a golf course and has nine guest rooms in the clubhouse for people who want

to stay over for a golf weekend. The Inn is convenient to the track and PCA members claimed six of the nine rooms for the weekend. The Tureks had arrived on Thursday and had done some golfing on the challenging links-style course. (Saturday night, I snuck a peek at the course with all its tall grass and sand lakes and decided I couldn't carry enough golf balls in my bag to replace all the ones I'd lose playing the course.)

Saturday morning: Upon waking I quickly rose and ate. Excitedly I drove to the track. Using back roads I avoided the detour on Phoenix Road. Rows of blueberry bushes flank the road in certain sections. Neatly pruned, the bushes stood a little over six tall; large dark blue berries speckled the foliage. (Our visit to GingerMan this year coincided with the Annual Blueberry Festival, an event that added an extra element of fun to our weekend.) At the track, I unpacked my car and made myself useful helping Pete again with tech. The morning business was brisk, but with assistance from Bruce Clay, Todd Conforti, and others, no one had to wait too long in line. Soon the run sessions began. I was assigned to instruct Jim



Some of the GingerMan 'gang' ...



more of the 'gang' ...

Hopp in his white '84 944. Jim had been driving a short time, but it was his first time at GingerMan. I drove two or three laps to show him the line. Then I pitted and he gave it try. Jim had good basic techniques with proper braking and apexing. He soon had most of the corners down.

In one of the afternoon sessions I found myself running in close company with Peter Fischer in his 911. My desire to stay ahead of Peter provided the spur I needed to set a new PBT (personal best time). Thank you Peter.

Saturday evening: Thirty to forty PCA members filled the main dining room at the Hawk's Head. I believe that the laughter and loud conversation that filled the room was more than for any golf banquet. Susan and Nick Brenkus came over to our table and really cracked us up with a good-hearted spoof of the day's events. Many thanks to Myra and Gary Knoblauch for arranging the banquet and acting as our unofficial hosts in South Haven.

Sunday: Another good day at the track. The morning was overcast and cool. A forty percent chance of rain

was predicted. Luck was on our side and the whole day was dry. About midday Chris Inglot had some bad luck with a broken clutch. He had to be towed in and that was the end of his weekend on the track.

Jeff and Jill Girard took turns at the combined job of starter and race control. This freed up a paid worker for duty as an additional corner worker. This arrangement gave us three corner workers plus the starter. GingerMan is a wide open track with no trees. At any given corner station three or more corners are visible. This fact and good radio communications makes it possible to control the activities on the track with a minimum number of people. Jeff and Jill did fine work making the event run smoothly.

Jim Hopp, my student, was improving his times from Saturday and asked me to join him for a ride to check out his progress. Jim was running some very nice laps and only needed a few words of guidance and encouragement. It was a lot of fun riding with him. Since he was driving the line I taught him, it was like being in my own car but I



some serious ...

didn't have to work at the driving. I just sat back and watched him take the car where I would take it.

I couldn't believe my last run on Sunday came so soon. It seemed like it was just late morning when it really was late afternoon. Everyone seemed to have enjoyed the weekend. If you haven't been to GingerMan yet, don't miss it next year. It's a real fun track and weekend.



some not so serious ...



and some relaxin'.

Photos by Chris Inglot

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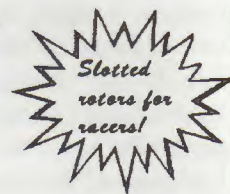
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Rallye

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Sunday, October 19, 1997

Thanks to Pete for providing us with the Sheridan Road Rallye to repeat. This was a great panoramic passage in 1995. We're a bit partial as we placed first, and we're pleased to repeat it for all of you.

Please sign up early as preregistration is perpetually preferred. (Pardon us Pete for any piracy.)

We will be starting from **Porsche Exchange in Highland Park** with the primary Porsche off at 1:01 p.m. Repast (from the menu) and trophy presentation will follow the panoramic passage at Hackney's Restaurant, 1514 East Lake Avenue in Glenview (just east of Waukegan Road).

Porsche Exchange
2050 First Avenue, Highland Park
Directions: Exit 1-94 (Edens Expressway) East at Central Avenue, Follow Central Avenue to First Avenue. (Do not cross railroad tracks.) Left on First Avenue to the Porsche Exchange.

Registration opens: 11:30 a.m

Drivers' meeting: 12:30 p.m.

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

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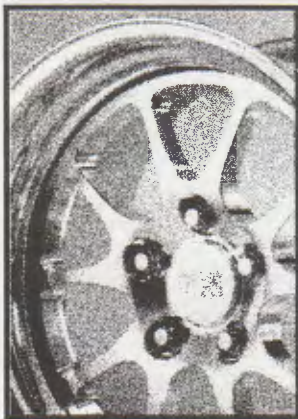
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Tech Tips

911 SC Tech Tips

by Pete Zimmermann,
Los Angeles Region
(from Porscherama)

911 SC's have withstood the test of time better than any automobile I've ever been associated with. My '81 has just passed 196,000 miles and we use it daily. It's been 90,000 miles since the clutch was replaced, 110,000 miles since the airbox was done and the engine has never been apart. Although the Porsche is now "tired", every day it starts perfectly, idles smoothly (in part due to the exclusive use of Chevron Premium), runs well, and does nothing badly. This car will be rebuilt in the very near future, because, although a 993 would be nice, the SC provides us with the reliability and the cost effectiveness we need, as well as a car that is fun to drive. The SC to some, has become a little more than a car, it has become a companion. Here are some tips to keep it healthy.

Stud Falls Out, Hits Technician On Foot

When stud breakage occurs, the engine must be removed as well as the camshaft housings, cylinder heads, and piston and cylinder set disassembled, all of the studs removed and twenty-four new studs installed. At this point a determination must be made regarding the integrity of the cylinder heads and cylinders. The mating surfaces of both must be absolutely flat, which will insure a perfect seal.

If the engine has over 100,000 miles on it, the pistons/cylinders will probably require replacement, and it is not a bad idea to replace the rod bearings at the same time. The worst case scenario for this work will cost about \$6,800 and the least amount for stud replacement is about \$2,400. Two items should always be considered during this repair; (1) update the chain tensioners to the oil-fed Carrera

type, and (2) replace the airbox.

Tensioner and Airbox

Speaking of Carrera tensioners, we feel that this update should be done to all 911 SCs at about 100,000 to 110,000 miles. We strongly recommend replacement of the airbox using only Porsche factory authorized parts including intake runner sleeves and gaskets as well as injector o-rings if the engine is still fitted with the original unit.

Transmission

Transmissions in these cars are good, but depend on correct shifting technique by the driver and correct clutch adjustment by the technician for trouble free operation. The driver must know that shifting is a two-part process: (1) moving the shift lever out of the engaged gear to neutral, and (2) followed by engagement of the next gear. Never try to shift an SC without a momentary pause in neutral, and you will find a technique both you and the car can live with. The transmission in these cars, actually all 911s built between 1972 and 1986, are just touchy enough that valet parking can be hazardous to their health.

Shade Tree Mechanic - Restoring Fog Lights

by John Damianos, Metro New York Region, (from Porsche Post)

The fading of the fog lights started gradually and developed over the years of many seasons of weathering and washing. Once, these deep black and imposing fog lights added heft and serious forward thrust to the receding downward slope of the valence panel of my old style 911. Then, as time would have it, their color slowly aged to gray, more gracefully than I have, alas. This condition was even more noticeable during repeated car washings, when

I was face to face with them, in contorted, tilting positions. Even the clear and shiny lenses that once revealed inner high-tech vertical ribbing gradually frosted over and became dull from chronic sandblasting typical to Long Island driving experience. Periodic mail order replacements solved this problem.

Dead internal quartz bulbs were also replaced after I overcame premonitions of false anxiety nervosa over touching the wrong part of the bulbs. Patience must be invoked and maintained through disassembly, careful soft paper towel cleaning of arc-shaped reflectors, solvent spraying and tiny wire-brushings of electrical contact ends and the snapping in of bulbs under spring tensioned wire retainers. I was keeping the fog lights in good condition, or so I thought.

Yet, the perplexing issue continued to resurface: how could I restore these two worn, grayish metal shells to the original look? Several years prior, I had found PANORAMA's article on using Masury Satin Black, invaluable in restoring the wheel centers, a project I undertook and carried out successfully. Again, I consulted the authoritative books: Up-Fixin, Haynes, etc. No luck. Articles seemed to be addressing every black item on the car except this one. In desperation, I began to consult painting shops producing Porsche paint restoration. Not surprisingly, many of them mis-diagnosed the smooth waxed gray finish as satin black. My frantic resourcefulness drove me to extremes. I called the fog light manufacturer, Robert Bosch, who calmly drew a blank and sent me to Porsche Cars North America, this even after I remarked that their current all-plastic lights are of matte black finish.

Remembering that I had once bought OEM-style sperex gray for my exhaust system motivated me to build my confidence toward telephoning Stoddard. I discovered (and was quickly forwarded to) their "Painting Section." My mounting excitement reached a peak when I was told, kindly, that they always use



matte black when restoring fog lights. This was conclusive enough, as it confirmed an observation of matte black on a similar vintage Porsche seen in a repair shop. I promptly ordered a spray can of "Würth Matt Black", #RAL 9005.

It is of paramount importance to note that matte (or "matt") black is distinctive. It is not the flat black typically used on American performance cars. It is also not gray. It is one of three black finishes and should not be confused with the slightly shiny satin black and is definitely not high gloss (high shine) black. More on the "matt" qualities later.

Dismantling the lights for in-shop preparation was semi-grunt work, partly because of a slight winter increase in body weight and partly because of the efficient transmission of cold from the concrete floor of an unheated garage. For you, working from front to back of the fixture will be the most careful approach. Two long pointed Phillips-head screws must be removed slowly from each light to allow the lens trim cover, screws and brass guidecollars to come out as a group. The rubber lens retainer assembly should be flexed gently up and down to disengage, then placed in a safe spot, like the bottom shelf of a sit-on creeper.

Next, you will be staring at the quartz bulb centered within a concave reflector section. This basically lifts out and you will let it drop forward to reveal two wires emerging from its rear side and passing

through the rear housing of the fixture. There is no need to panic as each of these is in male-female plug form that will pull apart with gentle side to side wiggling. (Re-assembly will require gentle pushing, of course.) Once disengaged, you may set aside the bulb and reflector near the lens. Push the wires out the circular rear housing hole. A mild forcing of the square corners of the white nylon end of one of them will satisfactorily and harmlessly extricate it out the back.

Removal of the actual fixture (leaving its base attached) is fairly straightforward. However, I will offer this word of caution: do not remove the laterally positioned nut/bolt combination that secures the black housing shell to the gold-luster coated metal oval base. It is unnecessary to do so and, if removed will only result in an additional re-aiming step to perform later. Instead, remove all nuts and bolts from the rear side of the valence panel. These are three per fixture set-up: two (2) smaller (5mm) hex socket head cap screws (w/10mm nuts) at top and bottom locations and one (1) large (17mm) bolt and nut located through the center of the oval plates sandwiching the valence. Use a toothbrush-style wire brush (brass bristle preferred) back and forth through all threads of the fasteners to clean away all oxidation, sand and dirt. Slowly massage the base oval metal mounting plates, fastener heads, etc. with medium

000 steel wool to complete your cleaning. For any grease or stubborn coatings, apply BRAKLEEN with a coarse woven cloth or towel.

Next, bring all the disassembled items to your paint shop, be it dedicated or improvised. At this point, I cannot emphasize enough that ample lighting be focused on various sides of the work. I supplemented a 60-watt ceiling light with my portable drop light, held in one hand while spraying with the other. Picking a secluded, windfree spot for spraying is integral to producing a high-quality job. An enclosed area such as a basement will do fine if you spread a plastic drop cloth (about three feet square) around the work, positioned to allow access from all sides and top (and undersides, if possible). To help, I used blocks made from scrap ends of 4x4 and 2x4 boards, then set the fixtures atop them for height, giving best spray access points.

Mask all parts not originally painted black. (These are gray galvanized in appearance.) Use general masking tape, taking care to tuck it firmly into cracks separating painted and non-painted sections. I also tucked 3x5 cards inside each housing to block overspray from entering the round wire hole in the rear of the housing. The cards were marked for passenger and driver sides. Fine sandpaper followed by 000 steel wool is applied to remove dirt and wax and create a mild roughness ("tooth") on which the paint will embed. Then thoroughly wipe down with paint

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thinner to remove all remaining powdery residue.

Apply Wurth Matt Black spray from a distance of six to eight inches. Spraying closer will encourage a line of sag. Conversely, spraying from too far away will risk the paint's drying before it touches the surface. It is preferable to apply several thin coats, rather than a couple of thick coats. Coverage is more thorough and will be better anchored. A quick critique on this experience with Wurth paint: It dries rather quickly --in about 20 minutes. This means the chance of airborne dust particles landing and adhering to the paint is greatly reduced. Also, the finish you will get is uniformly grainy (like the original), very deep and lustrous, well worth the painstaking efforts you invested. It is more subdued than a satin (low shine) finish and definitely richer than flat black. Incidentally, an unexpected feature is the pleasing banana odor that emanates from the aerosol during spraying (despite alleged complaints by my wife to a contrary, irritating effect).

After a few days of alternate spraying and drying spells, we undertake re-installation, which is the reverse of disassembly. Remember to mount the larger outer plates pointing inward and carefully hold the lights while fastening to aim them toward alignment straight ahead. They have a tendency to want to aim toward the sides of the roadway when installed less attentively.

From previous experience with other aerosols, I chose to delay waxing for a month to insure complete drying and hardening of the finish, believing that a hard-cured paint will be impervious to dissolution from any petroleum distillates or other solvents blended into the wax. I have experienced erosion of the smooth finish and "stripping of pigment" from other spray paints when they were waxed too soon after application.

One question I leave you with, dear readers, comes from the last line of the Wurth Company's instructions

(as printed on the can's label): Should we topcoat with matt or with high-gloss Clear Lacquer (Part No. 0893 or 0893-188-1)? You decide.

Upgrading Wheels on a 930

by Bill Hawe,
Northeast Region

The Stock Setup

The stock Porsche 930 (through 1989) uses 9x16 Fuchs on the rear and 7x16 on the front. Its tires are 245x16 on the rear and 205x16 on the front. Often it is desired that the wheels be upgraded to larger sizes. One popular upgrade is to use 9x17 Ruf wheels on the front and 10x17 on the rear. With this upgrade the rear studs need to be replaced. The Ruf setup uses a narrower rear spacer than the stock setup. Thus the new studs will be shorter than the stock studs. Popular tire sizes with the Ruf setup are 235x17 on the 9's in the front and 255x17 or 275x17 on the 10's in the rear.

Note that wheel width is specified as the distance between the points of contact of the tire beads on the wheel, not the outside dimension. So, typically a 9x17 wheel measures out to be about 10 inches wide if measured on the outside to outside dimensions. It is virtually impossible to measure the bead-to-bead dimension of the wheel with a tire mounted on it.

Track Applications

For track applications it is common to want more rubber on the road. One popular setup is to put the 9x16 Fuchs on the front and put larger 10x17 or 11x17 on the rear. This is often done for Yokohama tires since Yoko doesn't make a moderately wide, sticky 17" tire. Thus with 9x16 wheels on the front and 10x17 or 11x17 on the rear, one can use Yoko 245x16 tires on the front and 315x17 on the rear. The Yoko track rubber will fit a 10x17 but that size rim is the narrowest that can be used. In reality, the tire is too wide for that

rim. It should have an 11x17 wheel.

If one uses BFGoodrich R1 tires, then there are more options in sizes for sticky rubber. 9x17 can be used on the front with BFG R1 255x17. BFG makes a 315x17 R1 which can be used on a 10x17 on the rear. However, the tire works better on an 11x17 on the rear. If you mount the 315x17 BFG R1 on a 10x17 Ruf rim you cannot use the Ruf spacers. The tires will rub on the fender lip. The 315 is going to be a little large for the 10x17 rim. Thus it rubs. Using a 5/16" spacer will move the wheel/tire inboard enough to eliminate the fender lip rubbing. However, when you do this, if you still are using the Ruf studs they will stick out too far to use the stock lug nuts. Measure the inside depth of the lug nuts carefully and you'll discover this. Therefore, in this configuration one must use open steel lug nuts to account for the (relatively) longer stud length. So, 315 on 10x17 Ruf with 5/16" spacer works. But, steel lugs must be used.

I have heard rumors of using 12x17 wheels on the rear with 315 tires. However, I have not actually fit one so I'm not convinced it works. In fitting the 11x17 it looked like, with care taken as to the offsets, a 11.5x17 would fit okay.

A few comments about the front setup are in order. Using a 255x17 BFG R1 on a 9x17 does work fine. However, the inside of the fender lip will most likely need to be "rolled back" somewhat. I have also had the inside of the fender lip trimmed to make it narrower. This all works fine with no rubbing (on my car). You may also evaluate the proper camber to use as this will help with clearance. Other 255 tires may not fit the same way, though. You need to obtain the tire specifications for cross section, diameter, etc. Compare these with the BFG R1 255/17. No doubt you'll notice a small difference. In effect, all 255 tires are not created equal. You may find that with your tire brand a 245x17 or a 235x17 is what fits.

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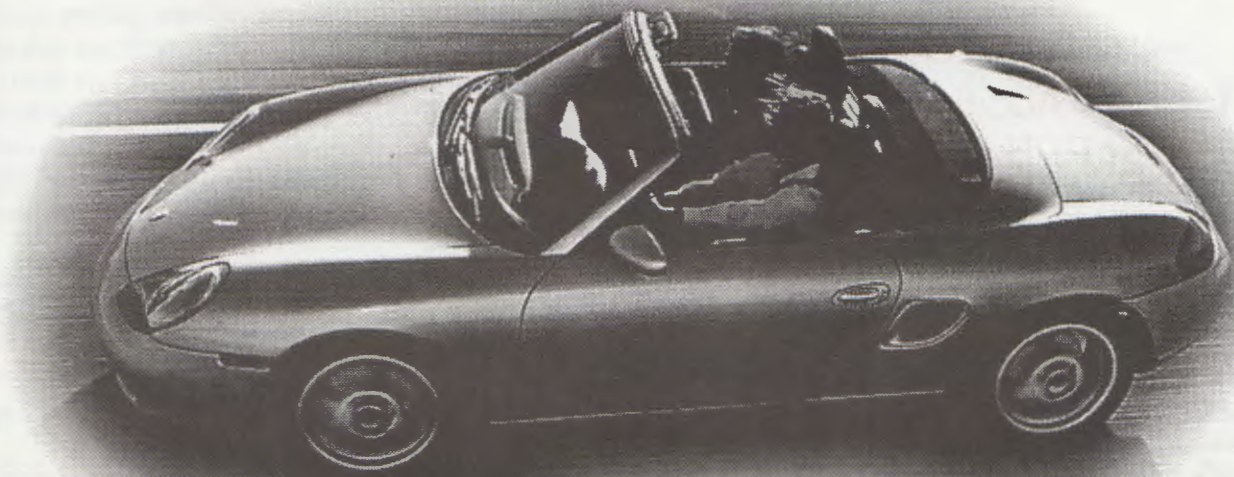
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Kick Butt at the 1998 Parade

The 1998 Parade is scheduled for July 19th - 26th in Colorado 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

03 Sept 1997

Greetings,

I write to congratulate the PCA - Chicago Region on a well organized, well run event at Road America on Labor Day weekend. The cooperation I saw between Chris Ingot, Chuck Bittman, and Lee Lichtenstein prior to and during the event, plus the cooperation during the event between them, Race Control, Black Flag, and Paddock was "textbook"! Every person knew they had a part to play in making the event a success, and every person gladly did just that. From a Timing & Scoring (T&S) perspective, large groups can be a real problem if Registration, T&S, Black Flag, & Control do not agree on how to handle situations: this was not the case at RA.

I would also like to pass along a special thanks to Lee Lichtenstein as Liaison with T&S: Lee handled all the issues with Registration, Black Flag and the Stewards, allowing me to focus on the T&S staff and producing

accurate results for your club. In addition, Lee was most pleasant about all of his interactions with drivers, crew, Control, as well as looking out for the well being of the T&S staff. We could not have done it without him. We also appreciate the announcements we heard over the PA regarding T&S; frankly, we are very accustomed to being left in the dark simply doing what we do. Thank you for that also. The few PCA T&S volunteers who joined us were also invaluable for assisting our group: Nancy, Ed, Fran for all 3 days; Julie for 2 days; Pat for 1 day; Tony (a DRIVER!) for 1.5 days - thanks to them all.

I sincerely look forward to working with your organization in the future.

Regards,

Anne Kumor
Milwaukee Region, SCCA,
Chief Timing & Scoring

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 reception 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

Concours Corner: Cloth Seats & Belts

by Kathy Golik, Allegheny Region
(from Rundschau)

Let's discuss cleaning cloth seats and seatbelts. There are various upholstery cleaners available to clean your cloth seats. One that is easy to use and remove is Turtle Wax Vinyl/Fabric Upholstery Cleaner. Another good cleaner is One Grand Upholstery Shampoo. If you decide to use these cleaning products on your seats, it is best to use a wet/dry vacuum cleaner to remove water and suds from the upholstery, which helps prevent future mildew and odor concerns. If you don't have access to a wet/dry vacuum, you will have to apply a product designed to be removed with a dry vacuum cleaner.

Begin your cleaning by wiping the seats with a damp cloth. Then, spray the cleaner on a small section of the seat. Next, use a clean plastic brush for scrubbing. Scrub using a circular motion, reversing occasionally for extra cleaning power. Be sure to vacuum each section of the seat immediately after scrubbing. This removes moisture before it can soak in any more and prevents the cleaner from drying on the surface. After finishing all seats, help to dry them by parking the car outside with the windows

Letters

down. During winter, you can open the doors and place a fan at the opening where air can blow over the seats and promote the drying process. Do not use portable heaters to speed drying. If placed improperly, some plastic parts may melt, or worse, a fire may start.

To remove stains on cloth seats without shampooing, you can try a product designed for this purpose, such as Turtle Wax Spot Remover. These products spray on wet. They dry from the outside in, resulting in a white ring around the stain. The remover dries to a white powder, which indicates it is ready to be removed. Use the bristled cap to brush the powder and stains away, then vacuum away any residue.

Thick debris on cloth seats may be scraped with a dull knife and then blotted with a cloth dabbed in cleaner. Use a toothbrush to scrub the remaining residue. Then, use a wet/dry vacuum cleaner in the direction of the grain.

Next, let's look at cloth protectants. ScotchGard is designed to help cloth resist stains and the absorption of liquid. Consequently, it works well on cloth seats. Application is quite simple. There are also other brands available. Simply spray ScotchGard directly onto clean, dry seats. Use towels to protect windows and side panels from overspray. Use your free hand to spread the cloth tightly to assure deep and complete coverage. Spray in a uniform pattern. If a powdery white residue appears after drying, just brush or vacuum it away. This occurs when too much of the product is applied. Conversely, if water drops fail to bead, you must repeat the application. The lasting quality of ScotchGard is not certain. Every couple of months, test its strength with a few drops of water. If the water soaks in, a new application is necessary.

Finally, seatbelts are an

area in most peoples' cars that are overlooked. Pull them out of their cases to check for dirt and proper retraction. Very dirty belts may not retract properly. Use the crevice tool on a vacuum cleaner to remove dust and debris from the case. If the return mechanism is squeaky or too slow, clean and lubricate with a light coat of WD-40.

Clean seatbelts with a mild soap and water solution using a toothbrush or plastic brush as needed. Do not use chemical cleaning agents, bleach, or dyes. These contain corrosive properties which weaken the webbing. Lay a towel on the seat and clean the belt on top of it to prevent residue from getting on the fabric or carpet. Let the belt dry out thoroughly, away from direct sunlight, before returning it to its case. To keep the belt stretched while drying, tie one end of a string to the end of the belt and the other end to the steering wheel.

The 1998 Porsche Story

Porsche goes into its golden anniversary year in 1998 with an international reputation for building sports cars with a combination of acceleration, handling, braking, driving excitement, design excellence and durability few others can match. The Porsche mystique comes in two different model lines for 1998: the ven-

erable rear-engine 911 and the new mid-engine Boxster.

There are four distinct body shapes in the 1998 Porsche 911 family: the Carrera S Coupe "widebody", the Carrera Cabriolet, which uses the standard 911 bodysell, the Carrera 4S Coupe, which combines the widebody look with the Porsche all-wheel-drive powertrain, the Carrera 4 Cabriolet, incorporating all-wheel drive and a convertible body style, and the glass-top Carrera Targa.

The newest 911 model, the Carrera S Coupe, introduced in March at the 1997 New York International Auto Show, incorporates the widebody front and rear body work of the 911 Turbo and 911 Carrera 4S, with a split rear spoiler grille, "Cup Design" 17-inch alloy wheels, steel gray interior trim, black leather instrument panel and door trim, and Carrera S identification on the rear engine cover. The Carrera S is now the entry-level 911, with all of these features at no increase in price compared to last year's Carrera Coupe.

There is a single engine for the 1998 911 family, the 282 horsepower (210 kW) normally aspirated, horizontally opposed six-cylinder with a Varioram' induction system that greatly increases midrange torque and driveability.

The Porsche 911 offers two transmissions: a standard six-speed manual for all models, and the patented Tiptronic S automatic with its computer-programmed shifting and steering wheel-mounted shift controls for spirited driving with the convenience of an automatic. (The Tiptronic S transmission is not available on the Carrera 4S Coupe or Carrera 4 Cabriolet.)

In addition to the five models in the 911 family, Porsche offers the new Boxster, introduced in early 1997, with its 2.5-liter water-cooled boxer engine,

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five-speed manual or Tiptronic S transmissions, in both convertible and optional hardtop configurations.

For the 1998 model year, the new Boxster roadster will offer standard front and side air bags, but is otherwise unchanged from the 1997 model.

All Porsche 911 models and the Boxster will offer optional child seats that can automatically disable the passenger air bag system for greater child safety.

1998 Prices: the following price list reflects the Manufacturer's Suggested Retail Prices (MSRP) for all 1998 U.S. model Porsche sports cars.

Model	MSRP
Boxster	41,000
Boxster Tiptronic	44,213
911 Carrera S Coupe	63,750
911 Carrera S Coupe Tiptronic	67,015
911 Carrera Targa	70,750
911 Carrera Cabriolet	73,000
911 Carrera 4S Coupe	73,000
911 Carrera Targa Tiptronic	74,015
911 Carrera Cabriolet Tiptronic	76,265
911 Carrera 4 Cabriolet	78,350

(Courtesy Porsche Cars North America, Inc.)

Porsche: A Year 'Round Car
by Erwin Bruder,
Northern Ohio Region
(from The Voice from the Trunk)

Unlike many Porschefiles, I drive my 928 every day, rain or shine or snow. I love it! It was made to drive and I drive it. Think about it. There is lots of snow in Germany. They drive their Porsches year round. So do I.

When I bought the car and the salesman learned I was going to drive my new 928 daily, he blanched and offered to toss in a used Toyota for \$500 as a winter "beater." None of his arguments could dissuade me from driving my car as the all-purpose car I wanted.

The car of my desires merely had to be very fast, possess great corner-

ing power, while being reliable and decadently luxurious. In short, able to leap great distances in a single bound with ease and grace. I wanted to be able to drive to Chicago or Baltimore at any time without a concern and arrive not tired. That's easy, cruising at 3200 RPM, 80+ MPH, in total comfort and quiet, reliability never even a passing thought. Then, on a Sunday taking this same automatic transmissioned V-8 3400 pound grand touring/sports car through the pylons of an autocross with times competitive with nearly any other car. Lapping Mid Ohio at a 2-minute pace with street tires and the only modifications being the addition of a few newly accumulated paint chips rounds out the experience. Grinning a smug, self righteous grin when talking to owners of "real Porsches." Did I mention I park at the airport or that the rear seats fold down to carry bulky goods, giving me a very quick delivery van?

In winter time, I put on four snow tires. The 50-50% weight distribution makes the car ideal for winter handling. And the limited

slip differential makes for great traction. You know the ads that read, "never seen snow, garaged always except for perfect summer days. No rain, no temperatures below 70 degrees or above 75 degrees"? Ha!

This car was made to be driven. Engine spooled up, hard left foot braking. Turn in, accelerator down while easing off the brakes. Explode out of the turn. I enjoy this feeling every day, whether on the track, on an autocross course, or just barely savoring it as I crawl down Mayfield Road through 8 inches of snow-slowed rush hour traffic. Good car. It's winter and I'm driving!

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The Bill Jacobs Motorsport 10th Annual Porsche Classic CONCOURS **FIVE**

Date: Sunday October 26

Location: Bill Jacobs Motorsports. 1564 W. Ogden Avenue in Naperville.

Directions: Bill Jacobs Motorsports is located East of Rt.59 & West of Rt.53.

The big landmark is the Nabisco Bakery directly across the street.

Time: Concours entrants may begin to arrive @ 10:00 am. We'll bring the donuts.
Judging is @ 12:00 noon.

Cost: \$20.00

Registration: Preregistration of cars for the Concours is required because inside space is a limitation. Overflow will go outside if necessary.

Buffet and light refreshments are compliments of Bill Jacobs Motorsport, *but everyone please preregister so we can give our host a count for refreshments **even if you are not showing.***

Concours: Serious, Street & Novice

We will use the inside showroom and garage facilities for the standard Chicago Region PCA Classes A,B,C & D. Trophies will be awarded to members in these categories, but of course nonmembers and applicants are welcome to participate in these classes. In addition, there will be a novice special award for first-time entrants who have not tried this before.

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

Class B: Exterior, Interior, Trunk & Engine

Class C: Exterior, Interior & Trunk

Class D: Exterior & Interior

Novice: First time participants are Judged to Class B standards.

Questions? Call Patrick Yanahan @ home 630-920-1929 or fax 630-920-1935

\$20 Car Entry Fee Only. Club Guest are FREE. Please make checks payable to:
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7754 S. County Line Rd. Burr Ridge, IL 60521

Name _____
Member _____ **Region** _____ **Applicant** _____ **Guest** _____
Address _____
City _____ **State** _____ **Zip** _____
Phone () _____
Club Guest _____ **Number Attending** _____
PORSCHE Model _____ **Body Style** _____ **Year** _____ **Mileage** _____
Class **A** _____ **B** _____ **C** _____ **D** _____ **Novice** _____

**This is the last official Concours of the year so bring your Porsche out
once more before putting it away for the winter.**

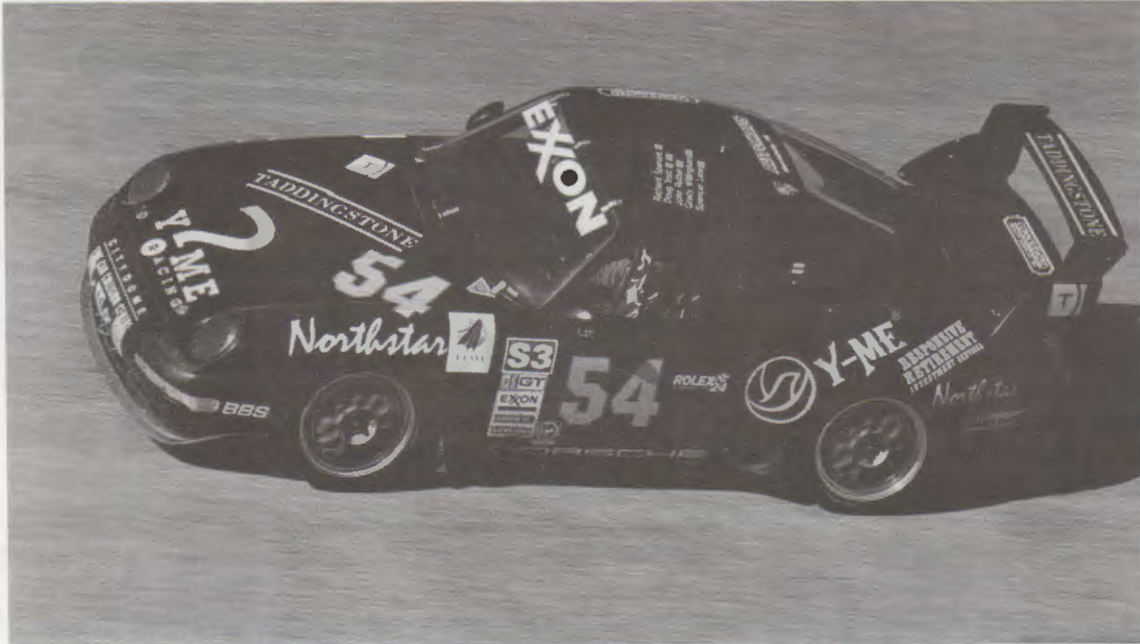


CONCOURS FIVE



Jacobs97

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

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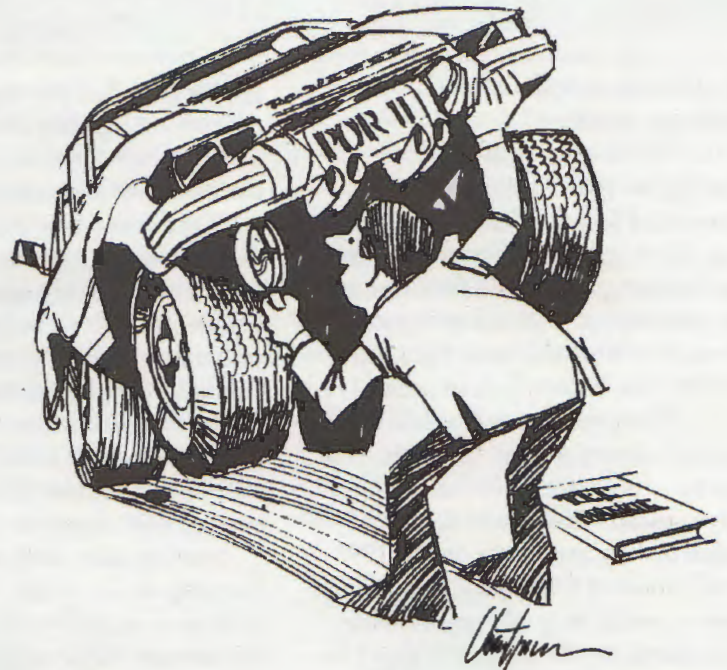
Dyno & Brake Tech
with
"Sauce and Cookie" Culinary Arts
Tasting Contest & Gaming

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. Gooney
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
No calls after 9:30 pm please

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(south side of street).

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Trac 97: The Road America Challenge

My First Club Race by Susan Brenkus

During the 1996 Club Race at Road America, I began to catch the racing bug. My biggest concern was all those cars heading down into turn one after the pace lap, sometimes going three abreast through the turn. Nick's response was "Susan, you're going 1/3 to 1/2 the normal speed because everyone's 'tippy-toeing' through. You just have to watch your mirrors and drive smart." That made sense so I began setting my sights on the 1997 Road America Club Race. I wanted to have a buddy to go through rookie school and my first race with, so I began harassing Jeff Girard. He finally took the bait. We sent in our applications and were accepted as Rookie candidates for PCA Club Racing. (Thanks go to John Ruther for his very kind words on our applications).

I tried not to think too much about the Labor Day weekend before getting to the track. I set my goals at driving safely, having fun and bringing the car home in one piece. Friday night's rookie school was led by Axel Shield, the PCA National Steward for our race. He talked about Club Racing philosophy, basic racing protocol and the dreaded 13/13 rule. Armed with all this information, I couldn't wait to get on the track Saturday morning.

Jeff and I decided our strategy would be to stay toward the back of the pack during the first practice session until we got a feel for what was going on. First session warm up lap: green flag at start/finish as I'm following Jeff up the front straightaway, I passed 3 cars, Jeff included; so much for holding back. Jeff got even with me; passed me going through the carousel. As other cars passed me throughout the session, I be-

gan to get a feel for watching the mirrors and giving enough room through corners to safely keep it on the track. As I returned to the pit, Nick came running over to see how I did. He didn't have to ask, he could see the smile in my eyes. The next couple of sessions helped ease the butterflies and I was even bold enough to begin passing other than on the straightaways. My first pass was at corner 12; move to the inside, outbrake the other car and tight cornering. Pass completed!

Sunday came with practice starts looming ahead of me. The butterflies kicked up again. I was gridded on the outside. Nick stayed with me until the 2 minute warning, providing advice and encouragement. Then I was on my own. First start pace lap completed, headed up the hill toward start/finish, why doesn't this car in front of me accelerate? Looked to the right to try to move over, but unfortunately 5 or 6 cars passed me before I could get over. Lessons learned. Second practice start, this time from the inside position; much better start. Race to corner 8. Line up again. Third practice start; outside again. Looked for an opening to move to the right coming up the hill. Car in front accelerated this time, good start. Three lap race, passed



Susan Brenkus 'leads' the pack under the Billy Mitchell Bridge...



someone going into six. (Scared the hell out of myself; six has never been my favorite corner).

Monday came: time to put it altogether. Monday morning qualifying session; try to pretend this it was just another practice session. Yeah right! Jeff and I strategized to start at the back, hold back to get some open track; so did 15 other cars. Oh well, get out there and try to make an opening. I wasn't feeling quite in synch and found I was either coming up on cars or vice versa. Losing time and trying to get a clean run in, I couldn't seem to put it together, Jeff was close behind so I let him go by after 8; maybe he'll have better luck than me. He ended up with a 2:54; me a 2:56. I wasn't real happy with my time, but reviewed my goals for the weekend: fun, safety, car in one piece.

Monday afternoon, race time. Nick was on the grid with me again providing more advice and support ("just put it all together now") and being yelled at by Race Control for being in shorts and on a scooter. (Time for a really quick change of clothes!) Five minute warning; got harnessed in, window net up, helmet and gloves on. Ready to go. Pace car headed out, we were on our way! I was on the outside again, looking for an opening heading up the straightaway. Nowhere to go. Got passed by 2, maybe 3 cars. Tippy-toed through 1, 3, and 5. Things started to spread out a little bit. Battled for 4 to 5 laps with those pesky 944's who were outbraking me at 12, and then I would pass them on the front straight. Finally went much later into 12, got on the gas, got through the corner faster than I probably

ever have, stayed ahead of them and set my sights on the red 944 turbo ahead of me. Chased him for 2 - 3 laps, caught up in the corners, but he outpowered me on the straights. Found myself driving much more confidently as the race went on. Turned a lap of 2:53 by the end of the race; a PBT (personal best time).

What stands out in my mind, however, when I think about the entire weekend, is all the support and encouragement from all my PCA friends: Greg and Marla Turek there before each new phase giving me thumbs up and hugs; Chris Ingot, one busy guy over the weekend, al-

ways finding time to wish me luck: grid workers, Gary Knoblauch, Bruce Janecek and Rip Patterson giving me thumbs up; John Ruther and Glenn Sapa stopping by to see if I was still smiling throughout the weekend; Jill Girard, Susan Shire and Steve Rashbaum, as usual, always there providing support; the Gallaghers, Peggy crying as she watched me race, Dan cheering as I passed Girard during the race; Owen Johnson, who actually started all this 15 years ago by throwing me in that Arrow Blue 911SC for my first lap around Road America; the Murrin family and many other

friends at corner 5 after the race congratulating me; Jeff and I swapping stories and congratulating each other as we completed each new phase of the weekend. And, of course, my one-man pit crew who made sure the car was ready each session and was there for me all weekend. Linda Bacin summed up best Nick's contribution as we watched at 5 as Nick raced. I had commented to her that he ran up one group so I could compete in class. Linda said, "Susan, that's some husband!" She's absolutely right!

Conclusion: Goals met and/or far exceeded for the weekend.



Bridget Bittman, Myra and Gary Knoblauch had Registration well 'in hand' as the drivers and cars arrived ...



and unloaded.



Greg Turek congratulations Jeff Girard for his 3rd in Class award.



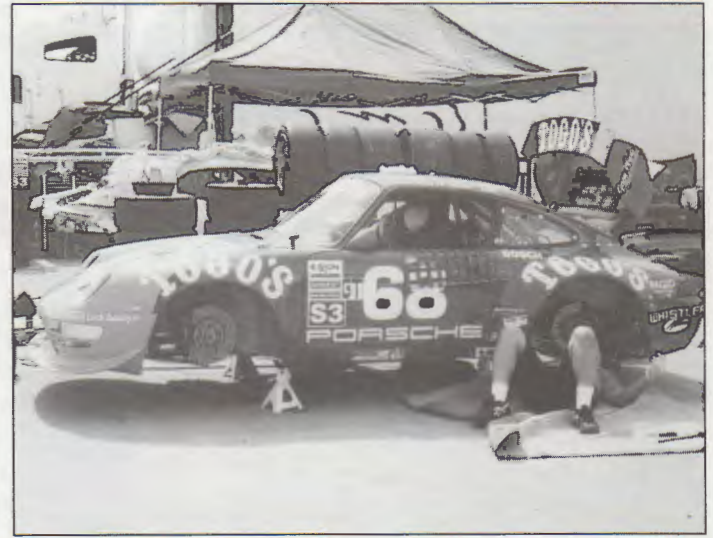
The paddock ...



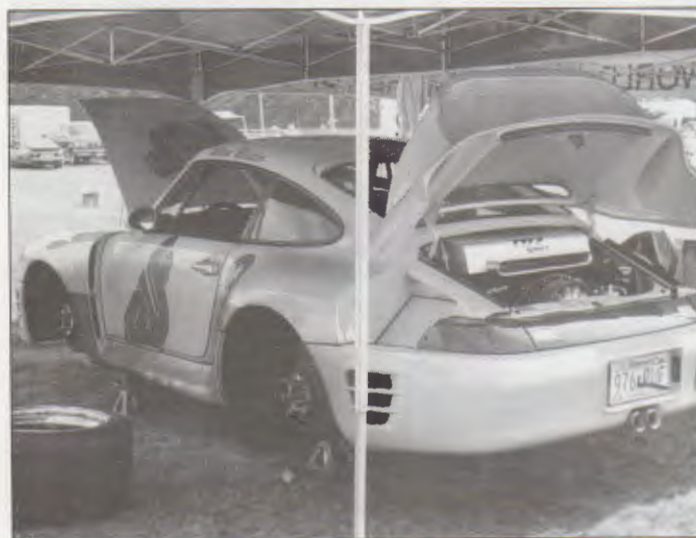
was packed with ...



beautiful ...



powerful ...



colorful ...



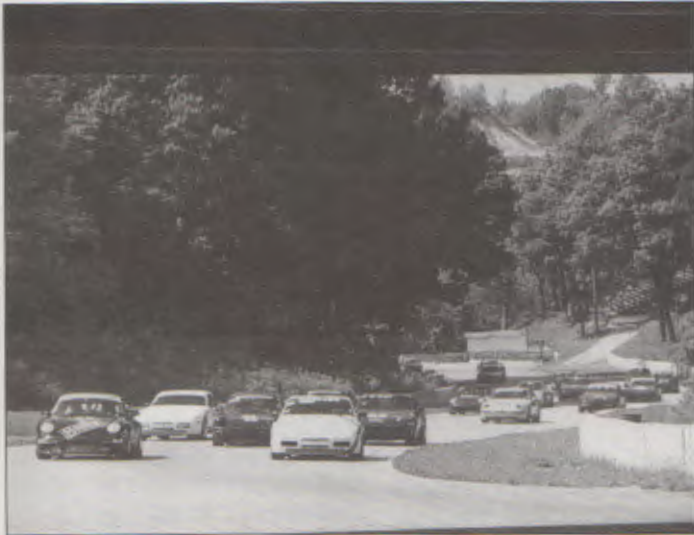
and patriotic Porsches.



The racing ...



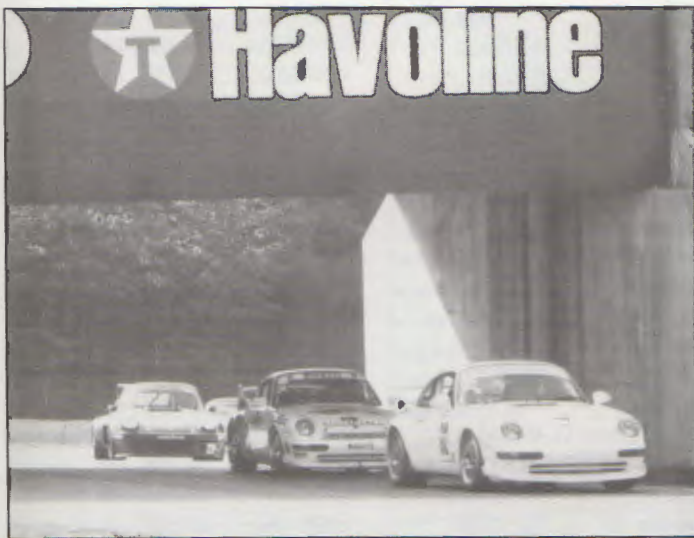
in all classes was ...



intense ...



exciting ...



spirited ...



and close.

Photos by Steve Rashbaum and Chris Inglot.

September 1, 1997

4.0 Miles

Bill Jacob's Motorsports
TRAC 97
The Road America Challenge



Official Race Results

Group 2: Classes D, G, H, I, J, 5R, 5S, 6R, 6S, X2 Starting time: 2:25 P.M

50 Starters/50 Finishers Margin of victory: 19.561 Sec.

OA	CP	CL	CAR #	REGION	DRIVER	HOMETOWN	CAR DESC.	BEST LAP SPEED	LAPS
1	1	D	82	CIR	Steven Lynn	Martinsville, IN	82 911SC	2:40.631	89.646 8
2	2	D	6	NOH	Sacha Clark	Cleveland Hghts, O	96 911C2	2:42.923	88.385 8
DISQ		D	12	MI	Raymond Van Zelst	Brookfield, WI	88 944Turbo		8
3	3	D	143	NFL	Dave Montrois	Tallahassee, FL	95 993	2:44.373	87.605 8
4	4	D	73	MOH	Steve Southard	Dublin, OH	86 944T	2:43.222	88.223 8
5	1	G	50	NOR	Robert Johnson	Northfield, MN	78 911SC	2:43.611	88.013 8
6	5	D	71	REN	Rob Woyzbun	Ottawa, Ontario	93 911RSAm	2:44.034	87.786 8
7	6	D	177	CIN	Bill Kleinman	Indianapolis, IN	87 930	2:44.857	87.348 8
8	1	5R	51	RIE	Don Jacobs	Birdsboro, PA	74 914	2:45.497	87.010 8
9	7	D	22	CIM	Marc Bullock	Tulsa, OK	96 993C4	2:48.257	85.583 8
10	2	G	5	GOC	Robert Zachowski	Oakland, CA	82 911SC	2:48.918	85.248 8
11	8	D	184	GOG	Steve Busby	Cupertino, CA	89 944T	2:42.884	88.406 8
12	3	G	89	GRP	George Mihalko	Omaha, NE	89 911E	2:50.590	84.412 8
13	1	6S	103	CA	Anselmo Beretta	Willowdale, Ont.	59 356A	2:49.466	84.972 8
14	2	6S	65	CHI	Chuck Schank	Sandwich, IL	60 356	2:50.520	84.447 8
15	2	5R	15	NNJ	Tom Burdge	Flemington, NJ	74 914	2:50.062	84.675 8
16	1	H	75	CHI	Scott Sanda	Westchester, IL	84 944	2:50.879	84.270 8
17	4	G	19	CHI	Ray Banicki	Chicago, IL	71 911T	2:53.570	82.963 8
18	2	H	122	MAV	Edward Cullen	Southlake, TX	70 911E	2:53.066	83.205 8
19	9	D	11	CHI	Bill Linhares	Park Ridge, IL	94 911Turbo	2:51.378	84.024 8
20	1	5S	21	MVR	Bill Bauman	Toledo, OH	69 911S	2:53.476	83.008 8
21	5	G	69	CHI	Kurt Hipke	Lockport, IL	70 911S	2:54.703	82.425 8
DISQ		I	94	NOR	James Bryant	Woodbury, MN	83 944		8
22	1	I	25	NOR	Joe Rothman	St. Paul, MN	85 944	2:55.576	82.015 8
23	2	5S	84	NOR	Dave Arundel	Tonka Bay, MN	70 914-4	2:57.154	81.285 8
24	6	G	7	CHI	Susan Brenkus	Bensenville, IL	78 911SC	2:53.929	82.792 8
25	2	I	55	MIV	Chris Krebs	Monroe, MI	74 911	2:57.857	80.963 8
26	3	H	713	CHI	Jeff Girard	Darien, IL	85/2 944	2:55.809	81.907 8
27	3	I	211	KSC	Doug Girod	Overland Park, KS	85 944	2:57.557	81.100 8
28	4	I	35	FLC	Stuart Reiter	Crescent City, FL	72 911T	2:59.342	80.293 8
29	5	I	1	EBU	William Wood	Louisville, OH	87 944	2:59.625	80.167 8
30	6	I	23	NOH	Mark Taylor	Lorain, OH	85 944	2:58.497	80.673 8
31	7	I	8	NOR	Bob Fleming	Minneapolis, MN	65 911	2:59.491	80.226 8
32	8	I	3	FOV	Bruce Harvey	Greenville, WI	83 944	3:00.908	79.598 8
33	9	I	222	RMO	Dale Tuety	Conifer, CO	73 914	3:01.502	79.337 8
34	4	H	33	OHV	Michael Burg	Cincinnati, OH	87 944S	3:01.342	79.407 7
35	7	G	771	NOR	Anna Polk	Wapiti, WY	87 911	3:01.214	79.464 7
36	10	I	14	RRR	Robert Randazzo	Albuquerque, NM	73 914-4	3:06.663	77.144 7
37	8	G	175	PAL	Bill Via	Goose Creek, SC	75 911	2:50.716	84.350 7
38	1	6R	234	UCA	Rick Metcalfe	Tillsonburg, Ont. Ca	58 356	3:10.285	75.675 7
39	1	J	43	NOR	John Rebane	St. Louis Park, MN	74 914-4	3:18.702	72.470 7
40	2	J	024	MIL	Rick Griesser	Sherwood, WI	81 924	3:16.810	73.167 7
41	3	5R	071	MOH	Chip Vance	Columbus, OH	71 914-4	2:48.036	85.695 6 NR
42	4	5R	0	IL	Joe Hish	Geneva, IL	69 911S	2:50.225	84.593 3 NR
43	9	G	162	INL	Phil Rochelle	Richland, WA	75 911 Carrera	3:05.786	77.508 2 NR
44	3	6S	60	CHI	Rick Gurolnick	Hawthorn Woods, IL	60 356	3:00.819	1 NR
45	1	X2	74	MOH	Jet Hawthorne	Columbus, OH	74 911RS	2:43.528	88.058 8
46	2	X2	68	NOR	Jan Watson	Hamel, MN	90 911C4	2:48.133	85.646 8
47	3	X2	79	CIN	Lisa Hupfer	Indianapolis, IN	79 911SC	2:47.758	85.837 8
48	4	X2	62	NOR	Ron Draper	Wayzata, MN	86 944T	2:53.759	82.873 8

Bold indicates 1st, 2nd, or 3rd in Class

Group 2 Class and Race Summary: Cars 12, 94 Disqualified; all cars moved up: Over all Leaders: #82 Lap 1 - 8: Race hard charger: # 55 Chris Krebs

CLASS	CAR #	LAPS	TOTAL TIME	SPEED	MARGIN	RACE DIST.	CAR #	BEST LAP	SPEED	LAP #
D	82	8	21:47.114	88.133	19.561	32.0	82	2:40.631	89.646	Lap 2
G	50	8	22:16.096	86.221	33.380	32.0	50	2:43.611	88.013	Lap 2
5R	51	8	22:28.704	85.415	42.117	32.0	51	2:45.497	87.010	Lap 3
6S	103	8	23:10.070	82.873	0.751	32.0	103	2:49.466	84.972	Lap 5
H	75	8	23:12.444	82.732	22.332	32.0	75	2:50.879	84.270	Lap 8
5S	21	8	23:45.237	80.828	22.332	32.0	21	2:53.476	83.008	Lap 6
I	25	8	23:59.335	80.036	17.978	32.0	25	2:55.576	82.015	Lap 5
6R	234	7	22:55.077	73.304		28.0	234	3:10.285	75.675	Lap 3
J	43	7	23:42.327	70.869	17.778	28.0	24	3:16.810	73.167	Lap 7
X2	74	8	21:56.943	87.475	42.580	32.0	74	2:43.528	88.058	Lap 3

Group 3: Classes C, 3R, 3S, 4R, 4S, X3 Starting time: 3:10 P.M.
41 Starters/41 Finishers Margin of victory: 13.065 Sec.

OA	CP	CL	CAR #	REGION	DRIVER	HOMETOWN	CAR DESC.	BEST LAP	SPEED	LAPS
1	1	3R	109	GRP	Eric Bretzel	Leawood, KS	74 911RSR	2:24.437	99.697	8
2	2	3R	99	MIL	Kasey Singer	Barrington Hills, IL	74 911RSR	2:27.287	97.768	8
3	3	3R	96	POT	Mike Mount	Geneva, IL	93 968	2:27.613	97.552	8
4	1	3S	66	NOR	Rick Polk	Excelsior, MN	73 911	2:29.619	96.244	8
5	2	3S	341	CHI	George Balbach	Lake Forest, IL	74 911RSR	2:28.679	96.852	8
6	1	X3	46	CHI	Gary Stanko	Lake Forest, IL	96 911RSR	2:27.588	97.568	8
7	1	4R	75	POT	David Coleman	Summit Point, WV	77 911	2:28.056	97.260	8
8	2	4R	161	CHI	Owen Johnson	Munster, IN	65 911	2:30.911	95.420	8
9	3	3S	74	CHI	James Ladwin	Chicago, IL	74 911RSR	2:31.619	94.974	8
10	4	3S	49	NOR	Mike Hoke	Eden Prairie, MN	71 911	2:31.475	95.065	8
11	1	4S	18	WMI	Jeffrey Kolk	Holland, MI	71 911RSR	2:32.635	94.342	8
12	4	3R	77	CHI	Hari Matsuda	Evanston, IL	80 914-6	2:33.631	93.731	8
13	5	3R	25	WMI	Rick Riley	Grand Rapids, MI	73 911S	2:33.226	93.978	8
14	2	4S	17	CHI	Nick Leicht	McHenry, IL	73 911	2:33.692	93.693	8
15	5	3S	1	CHI	Jerry Quebe	Chicago, IL	71 911S	2:35.059	92.867	8
16	6	3R	27	NOR	Bo Polk	Wapiti, WY	73 911	2:34.568	93.162	8
17	3	4R	29	KSC	Alan Kendall	Topeka, KS	70 914-6	2:35.158	92.808	8
18	6	3S	196	GRP	Pete McCarroll Sr	Lomita, CA	75 911	2:35.596	92.547	8
19	2	X3	266	ORA	Steve Russakov	Huntington Bch, CA	89 944T	2:36.003	92.305	8
20	1	C	30	SAD	Steve Velazquez	Poway, CA	933 911RS Am.	2:34.669	93.102	8
21	2	C	28	ALA	Grady Willingham	Birmingham, AL	93 911RS Am	2:37.957	91.164	8
22	7	3S	62	???	Joe Fan	Anaheim, CA	88 928	2:39.213	90.444	8
23	3	C	149	OHV	Eric Zimmerer	Hamilton, OH	93 911RS Am.	2:39.405	90.335	8
24	4	C	122	NOR	Fred Senn	Edina, MN	92 911 Carr Cup	2:38.976	90.579	8
25	3	4S	60	CHI	John Bonnett	Long Grove, IL	72 911RS	2:37.347	91.517	8
26	8	3S	57	OHV	Paul Jones	Cincinnati, OH	79 911SC	2:40.398	89.776	8
27	4	4R	39	WMI	Terry Schieble	Portage, MI	66 911	2:42.332	88.707	8
28	4	4S	47	GOG	Chris Lanzatella	Oakland, CA	87 944S	2:45.432	87.044	8
29	9	3S	531	CHI	Eric Seedman	Laguna Nigel, CA	86 911	2:45.277	87.126	8
30	5	4S	116	CHI	Philip Koepke	Mequon, WI	73 911E	2:46.582	86.443	8
31	6	4S	838	DIA	Brian Barrington	Stinson Beach, CA	73 911RS	2:45.392	87.065	8
32	5	C	54	ALA	Jim McCullers	Vestavia Hills, AL	80 930	2:47.964	85.732	8
33	7	4S	302	CHI	Shawn Young	Bensenville, IL	75 914-6	2:39.519	90.271	8
34	1	R	141	MIL	Joe Hish	Geneva, IL	80 924GTR	2:32.030	94.718	7 NR
35	7	3R	89	CIN	Scott Holley	Fishers, IN	?? 911S	2:27.827	97.411	6 NR
36	8	4S	31	CHI	Joe Seminetta	Kenilworth, IL	69 911	2:45.781	86.861	6 NR
37	5	4R	111	NOE	Stephen Keneally	Wayland, MA	75 914-6	2:36.639	91.931	3 NR
38	6	4R	336	CHI	Gary Boss	Lake Forest, IL	80 911	2:38.976	90.579	3 NR
39	3	X3	69	NRW	Tim Ralston	Vancouver, WA	97 911RSR	2:29.607	96.252	2 NR
40	8	3R	4	KSC	Don Sebert	Kansas City, MO	74 911	2:39.917	90.046	2 NR
41	9	3R	08	OHV	Bruce McKenney	Milford, OH	74 911RSR	2:59.185		1 NR

Group 3 Class and Race Summary: Over all Leaders:109 Lap 1 -8: Race hard charger: # 25 Rick Riley

CLASS	CAR #	LAPS	TOTAL TIME	SPEED	MARGIN	RACE DIST.	CAR #	BEST LAP	SPEED	LAP #
3R	109	8	34:37.039	55.463	13.065	32.0	109	2:24.437	99.697	Lap 6
3S	66	8	35:00.798	54.836	0.508	32.0	341	2:28.679	96.852	Lap 2

CLASS	CAR #	LAPS	TOTAL TIME	SPEED	MARGIN	RACE DIST.	CAR #	BEST LAP	SPEED	LAP #
X3	46	8	35:01.624	54.814	39.230	32.0	46	2:27.588	97.568	Lap 7
4R	75	8	35:04.498	54.739	4.676	32.0	75	2:28.056	97.260	Lap 2
4S	18	8	35:23.448	54.251	2.395	32.0	18	2:32.635	94.342	Lap 7
C	30	8	35:41.576	53.792	1.105	32.0	30	2:34.669	93.102	Lap 6
R	141	7	32:40.388	51.418		28.0	141	2:32.030	94.718	Lap 6

Group 5: E, F, X5 Starting time: 4:00 P.M.
43 Starters/43 Finishers Margin of victory: 4.567 Sec.

OA	CP	CL	CAR #	REGION	DRIVER	HOMETOWN	CAR DESC.	BEST LAP	SPEED	LAPS
1	1	E	22	NNJ	Rafael Llopiz	New York, NY	95 993	2:37.671	91.329	8
2	2	E	72	MIL	Kasey Singer	Barrington Hills, IL	95 968 Firehawk	2:38.269	90.984	8
3	3	E	23	NOR	Ron Smith	Minnetonka, MN	91 944S2 C1bspt	2:38.501	90.851	8
4	4	E	17	CHI	Greg Turek	Naperville, IL	89 944S2	2:37.790	91.260	8
5	5	E	65	SMI	Phil Kubik	Bloomfield Hills, MI	88 944TS	2:39.814	90.104	8
6	6	E	85	WMI	Stephan Williams	Grand Ledge, MI	89 944T	2:39.836	90.092	8
7	1	F	79	CIN	Mark Hupfer	Indianapolis, IN	79 911SC	2:41.353	89.245	8
8	7	E	74	MOH	Jet Hawthorne	Columbus, OH	74 911RS	2:41.524	89.150	8
9	8	E	42	PEA	Robert Hayes	Atlanta, GA	86 944T	2:42.900	88.397	8
10	9	E	5	SEM	Jeff Amos	Pontiac, MI	88 944 Turbo	2:42.703	88.504	8
11	10	E	122	RAS	Robert Sandau	Livonia, MI	89 944TS	2:38.071	91.098	8
12	11	E	32	KSC	Philip Moore	Lenexa, KS	87 944T	2:42.773	88.466	8
13	12	E	651	NOR	Jim Rench	Medina, OH	89 944T	2:42.064	88.853	8
14	2	F	62	NOR	Justin Draper	Eden Prairie, MN	86 944T	2:44.164	87.717	8
15	3	F	46	NOR	Bob Viau	Lake Elmo, MN	89 944S2	2:44.031	87.788	8
16	4	F	86	GRP	Scott Norby	Lincoln, NE	85 911	2:45.565	86.974	8
17	5	F	61	OHV	Dave Talbot	Dayton, OH	86 944T	2:44.913	87.318	8
18	6	F	95	GRP	Ian Jones	Smithville, MO	86 944T	2:46.867	86.296	8
19	7	F	12	GRP	Ross Scholz	Omaha, NE	80 911SC	2:47.200	86.124	8
20	8	F	51	NOR	Lee Jacobsohn	Minneapolis, MN	90 944S2	2:46.819	86.321	8
21	13	E	91	NOR	Dave Ingraham	Minnetonka, MN	86 944T	2:46.430	86.522	8
22	9	F	3	GRP	Matt Salter	Omaha, NE	88 911	2:48.024	85.702	8
23	10	F	182	GRP	Joe Ennett	Overland Park, KS	86 944T	2:47.296	86.074	8
24	14	E	159	CHI	Michael Ketten	Milwaukee, WI	73 911 RSR	2:48.758	85.329	8
25	15	E	44	MAV	Lee Wilkins	Dallas, TX	73 911RS	2:48.589	85.414	8
26	11	F	97	NOR	Alberto Magallon	Minneapolis, MN	85 911	2:48.267	85.578	8
27	12	F	16	GRP	Jim Acuff	Omaha, NE	87 911	2:51.961	83.739	8
28	13	F	8	MVA	Harry Dunn	Perrysburg, OH	84 911	2:49.688	84.861	8
29	16	E	221	NOR	Doug Scovanner	Wayzata, MN	95 993	2:49.521	84.945	8
30	17	E	365	DVR	Howard Johnson	Cincinnati, OH	73 911S Targa	2:52.357	83.547	8
31	14	F	67	MIL	Jodi Hish	Geneva, IL	88 944CS	2:52.665	83.398	8
32	15	F	83	OHV	Randall Turner	Clarksburg, WV	83 911SC	2:55.524	82.040	8
33	16	F	186	NOR	Teresa Vickery	Shorewood, MN	87 911	2:52.638	83.411	8
34	18	E	217	CHI	Stephen Paoletti	Park Ridge, IL	73 911RS	2:55.012	82.280	8
35	17	F	630	MIL	Victor Avigliano	Geneva, IL	91 944S2	2:50.744	84.336	7 NR
36	18	F	04	CHI	Dan Daly	Palos Heights, IL	86 944T	2:56.952	81.378	7
37	19	F	63	GRP	Charles Werp	Omaha, NE	86 944T	2:59.483	80.230	7
38	20	F	07	CHI	Andy Heard	Chicago, IL	87 944T	2:52.018	83.712	6 NR
39	21	F	31	OHV	John Brady	Cincinnati, OH	86 928S	2:57.603	81.079	6 NR
40	22	F	68	NOR	Tim Watson	Hamel, MN	90 911C4	2:42.244	88.755	5 NR
41	19	E	710	CHI	Gene D'Andrea	Matteson, IL	86 944 Turbo	2:46.452	86.511	5 NR
42	20	E	41	SEM	Jerry Door	Farmington Hills, M	88 944T	2:45.663	86.923	3 NR
43	1	X5	7	CHI	Nick Brenkus	Bensenville, IL	78 911SC	2:50.542	84.436	8

Group 5 Class and Race Summary: Over all Leaders: 22 Lap 1 -8: Race hard charger: # 83 Randall Turner

CLASS	CAR #	LAPS	TOTAL TIME	SPEED	MARGIN	RACE DIST.	CAR #	BEST LAP	SPEED	LAP #
E	22	8	21:08.235	90.834	4.567	32.0	22	2:37.671	91.329	Lap 6 Chief, Timing & Scoring
F	79	8	21:45.451	88.245	26.000	32.0	79	2:41.353	89.245	Lap 3 Posted at: 4:55 P.M.
X5	7	8	23:24.760	82.006	9 Laps	32.0	7	2:50.542	84.636	Lap 8

Group 6 1R, 1S, 2R, 2S, X6 Starting time: 4:38 P.M.
 23 Starters/23 Finishers Margin of victory: 1:04.034

OA	CP	CL	CAR #	REGION	DRIVER	HOMETOWN	CAR DESC.	BEST LAP	SPEED	LAPS
1	1	1R	16	MIL	Karl Singer	Barrington Hills, IL	86 962	2:09.938	110.822	8
2	2	1R	26	COV	Michael Schrom	Ghent, NY	87 911 Turbo	2:19.271	103.395	8
3	1	2R	68	GOG	Kevin Buckler	Sonoma, CA	70 911	2:20.137	102.756	8
4	2	2R	21	CHI	Philip Collin	Lincolnshire, IL	? 911RSR Fabcar	2:21.657	101.653	8
5	1	1S	45	REI	Gordon Nagle	Cressona, PA	89 911 Turbo	2:27.046	97.928	8
6	3	1R	9	NOR	Steve Beddor	Chanhasen, MN	97 930 Ruf CTR2	2:27.936	97.339	8
7	3	2R	39	POT	Jim Loftis	Arlington, VA	85 944GTR	2:27.870	97.382	8
8	1	2S	211	NOR	Joel Pfister	Shorewood, MN	73 911	2:27.752	97.460	8
9	2	1S	330	GRP	Roland Manarin	Elkhorn, NE	79 930	2:27.744	97.465	8
10	4	2R	29	???	Mark Anderson	Anaheim, CA	88 928	2:31.132	95.280	8
11	2	2S	44	CHI	Jim Becker	Naperville, IL	87 944 Escort	2:31.187	95.246	7
12	3	1S	90	CHI	Glenn Sapa	Wheaton, IL	88 911T	2:29.790	96.134	7
13	5	2R	6	CHI	Jim Oppenheimer	Chicago, IL	74 911RSR	2:30.701	95.553	7
14	6	2R	02	MUS	Mike Van Sicklen	Nashville, TN	95 911 Supercup	2:32.802	94.239	7
15	7	2R	33	CHI	John Ruther	Cary, IL	95 911 Scup/RSR	2:33.137	94.033	7
16	3	2S	01	CWI	Jim Vos	Fort Atkinson, WI	92 911 Cup	2:32.925	94.163	7
17	8	2R	921	SAD	Alain Jamar	Fullerton, CA	77 911	2:32.205	94.609	7
18	4	2S	266	CHI	Andy Mandell	Highland Park, IL	89 944T	2:36.867	91.797	7
19	5	2S	48	CHI	Nicholas Rhodehamel	Madison, WI	93 911RSR	2:38.962	90.587	7
20	6	2S	91	GOG	Lars Giersing	Oakland, CA	89 944 Turbo	2:38.525	90.837	7
21	4	1R	04	NOR	Steve Watson	Hamel, MN	92 911T	2:21.431	101.816	3 NR
22	5	1R	43	NOR	Don Stiles	Medina, OH	91 962C #168	2:16.810	105.255	2 NR
23	9	2R	99	NOR	Tom McGlynn	Minneapolis, MN	xy 911	3:22.582	71.082	2 NR

Group 6 Class and Race Summary: Over all Leaders: 43 Lap 1 -2 / 16 Lap 3 -8: Race hard charger: #330 Roland Manarin

CLASS	CAR #	LAPS	TOTAL TIME	SPEED	MARGIN	RACE DIST.	CAR #	BEST LAP	SPEED	LAP #
1R	16	8	20:08.892	95.293	1:04.034	32.0	16	2:09.938	110.822	Lap 6
2R	68	8	21:31.262	89.215	0.790	32.0	68	2:20.137	102.756	Lap 8
1S	45	8	22:08.566	86.710	26.404	32.0	45	2:27.046	97.928	Lap 7
2S	211	8	22:28.092	85.454	1 Lap	32.0	211	2:27.752	97.460	Lap 8

Anne Kumor Chief, Timing & Scoring
 TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 -Software by RJK Systems

Trac 97: The Road America Challenge PCNA Club Racing National Awards

Award Donor	Award	Award Winner
P.A.P., Inc./	Rookie Racer Award	Susan Brenkus
Porsche Audi Replacement Parts	Novice Racer Award	Rick Metcalfe
Trailex Trailers	Sunoco Race Fuels Award	Glenn Sapa
Sunoco Race Fuels	Hard Charger Award	Rick Riley
B & B Fabrication, Inc.	Best Prepared Car Award	Michael Seedman
GT Racing	Braking Award	Greg Turek
Porterfield Enterprises, Ltd.	Best Pass of the Race Award	John Bonnett
CIPA Motorsports Group	Worker's Choice Award	John Bonnett
PCNA	Race Group #2	Anselmo Beretta
	Race Group #3	Rick Polk
	Race Group #5	Gene D'Andrea
	Race Group #6	Don Stiles
Mazza Vineyards	Champagne for Class Winners	

Results

LABOR DAY CONCOURS **THREE**

@ Road America

CONCOURS **THREE** was held in the street in front of Siebkens Resort on Saturday August 30 in conjunction with the PCA Club Race held Labor Day Weekend @ Road America, in beautiful Elkhart Lake Wisconsin.

Class A:

1	Bonnie & Patrick Yanahan	95 993 Cabriolet	291.5
2	Peggy & Dan Gallagher	96 993	281

Class B:

1	Rob & Bob Cook	88 911 Carrera	245.5
2	Rip Patterson	64 356 SC Cabriolet	214
3	Bruce Janecek	93 964 RS	202

Class C:

1	Melanie & Andy Discher	86 944 Turbo	194
2	Clint Eager	87 911 Turbo	191
3	Cindy & Jerry Matta	88 911 Slantnose Turbo	190
4	Barbara & A.J. Tiller	89 911 Turbo	184.5
5	Mark Birtch	84 911 Carrera	183.5
6	Mike Martin	89 911 Speedster	174

Class D:

1	"Uncle" Frank Wagner	82 911 Carrera	145.25
2	Steve Rashbaum & Susan Shire	87 944 Turbo	135.5*
3	Myra & Gary Knoblauch	88 911 Club Sport	135.5*

Judges Choice: There was no consensus, we liked all the cars that lined the streets before the Big Easy Party!

Peoples Choice: "Uncle" Frank Wagner

* Ties are settled using the highest exterior score.

Thanks to Gary Knoblauch & all the workers that made this event possible. Special thanks to all the drivers who brought their race cars in from the track to the Big Easy Party.

Chairperson: Gary Knoblauch **Judges:** Andy Discher, Jim Jacisin, AJ Tiller & Pat Yanahan

Scoring & Registration: Bonnie Yanahan, Myra Knoblauch & Patty Jacisin

See you @ Concours Four!





Meanwhile, at the Concours, Myra Knoblauch and Bonnie Yanahan attempted to keep themselves dry, while others tried to keep their car dry.



Cleaning out all the 'nooks and crannies' and making the final 'walk around' to make sure all was 'spiffy'.

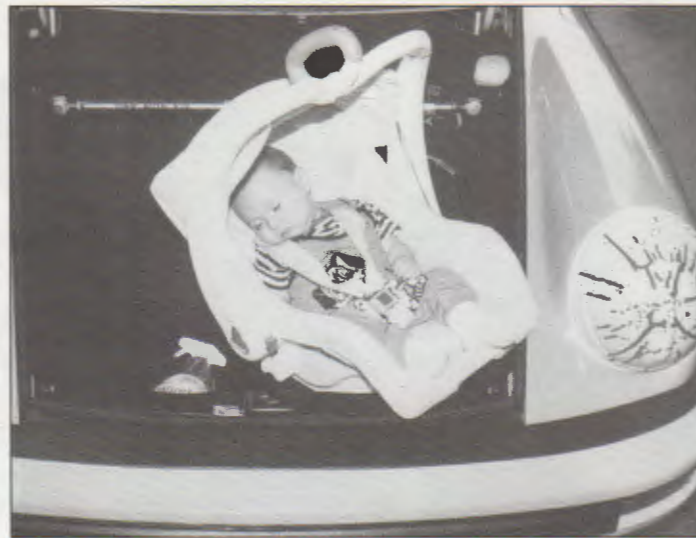


And finally, pretty, pretty Porsches all in a row, in the rain, and in a crowd of admirers.

Photos by Steve Rashbaum and Myra Knoblauch



'Laid back' at the track ...

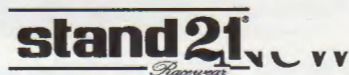


and at the Concours.

Photos by Steve Rashbaum

The Board of Directors
wishes to thank every volunteer who helped to make the Labor Day weekend at Road America such a fantastic event. Without your time and efforts, the event could not have taken place or have been so successful.
Thank you, one and all!

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Road America II Drivers Ed

a.k.a. Racin' Jason
by Jason Brown

Road America and the Porsche Club of America, Chicago Region, offered up Trac 97: The Road America Challenge as "the" Drivers' Ed event of the year. As a first year rookie in PCA and at these types of events, it was all that it promised to be.

I was so excited about the weekend and had so much to think about; the high speed potential of the Road America circuit, the upcoming challenges, Gallagher's stories of totaled Twin Turbos and the KINK. The KINK ... yeah, I saw Jesus there at a Nordstern event a month ago! This time though, I would come prepared.

The prior Thursday and Friday would be spent behind the wheel with John "110 mph in the straights" Bonnett as my Track Time Instructor. John was able to 'smooooth' me out to the point that after a serious evening of ABSOLUTION on Thursday, he reluctantly agreed to remove the governor from the Twin Turbo! Perhaps the dueling 911 3S's we snuck uup on prompted his hasty decision. Soon I was seeing 155 to 160 mph ... it was awesome. Then John saw IT ... at that point the governor, John, elected to remove himself from the vehicle, affixing a SOLO sticker to my windshield on his way to meet his refreshed 911 which had just arrived.

Through my involvement with PCA this summer I learned that yours truly could actually go racing. Trac 97 seemed to be the ideal spot to learn all you can about racing, equipment,

classes, licenses, and everything else you need to know to get started. As fate would have it, Thursday afternoon, a trailer would pull into the pit area adjacent to me containing a 1971 911 "roller" built by Kelly-Moss Racing. The prospect of owning this car quickly consumed all of my energy. After having a few of the guys I consider experts examine the chassis, and learning that this car could



Drivers' Ed ...



and Club Racers.

Photos by Steve Rashbaum

place me in 4S with John Bonnett next year, I had to have it. I quickly struck a deal with the seller. Now all I needed was an engine and gearbox.

As long as I was in with both feet, I might as well get the engine and get moving. Hell, by now I'm already a racing legend (in my own mind). Pre-occupied and excited, what better way to become a racer than to blast by a white 944 coming out of turn #5. Oops, that wasn't a passing signal. It was Event Coordinator Chris Inglot pointing a stern finger at me. Chris

promptly placed my racing career on hold! Having been brought back to earth from Porsche and racing heaven, I had the time to reflect, inspect, and replace my brake pads which surely would have expired on the upcoming session from which I was banned. Thanks Chris, I owe you a couple of brews.

After the Drivers' Ed sessions were concluded, we got to see some great racing and my attention again shifted to finding an engine. Seemed to me that I was in the right place to find one. So you'd think! Despite finding several suitable powerplants, trying to get a Porsche aficionado to appraise his spare engine and actually sell it is no easy task; a price on his first born might have been an easier acquisition. To cut to the chase, if all goes well, I should take my first laps in my new car at Blackhawk Octoberfest. If you happen to encounter #7 you might afford a little extra space as I think the '71 911 lacks a few of the 'smoooothing' gizmos that abound on the '96 version. Any advice, instruction, or a good deal on a term life policy would be appreciated.

By the way, the weather was great!

PCA Chicago Region Welcomed These New Members in August 1997

George Triantafillo
Chicago, IL
1997 993 C4

Ken Honsik
Glen Ellyn, IL
1987 911

Sean Stacey
Chicago, IL
1984 944

Robert McClurg
Rock Island, IL
1970 914

Rob Clark
Libertyville, IL
1989 911

Andrew Bulkowski
Chicago, IL
1990 911 C2

Bob Heiden
Bensenville, IL
1993 968

Michael Vos
Chicago, IL
1986 911

Peter Sygieda
Schaumburg, IL
1974 914

Terry Reed
East Dundee, IL
1986 911 Turbo

Tom Holden
Barrington, IL
1997 993 Twin Turbo

Vincent Brown
Chicago, IL
1984 944

Andrew Goldberg
Chicago, IL
1986 944 Turbo

Roger Horn
Chicago, IL
1997 Boxster

Ben Kubicki
Palos Park, IL
1994 968 Cab

Jeff Whyte
Schaumburg, IL
1988 944 S

Charlotte Given
Aurora, IL
1997 Boxster

Richard Royce
St. Charles, IL
1969 912 Targa

Gary Grow
Chicago, IL
1983 911 SC

Kevin McLaughlin
Deerfield, IL
1991 911 Cab

James Morris
Lake Bluff, IL
1989 911 C4

Jon Levy
Chicago, IL
1987 911

Rex Stewart
Chicago, IL
1983 928

Henry Mundt
LaGrange, IL
1997 Boxster

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

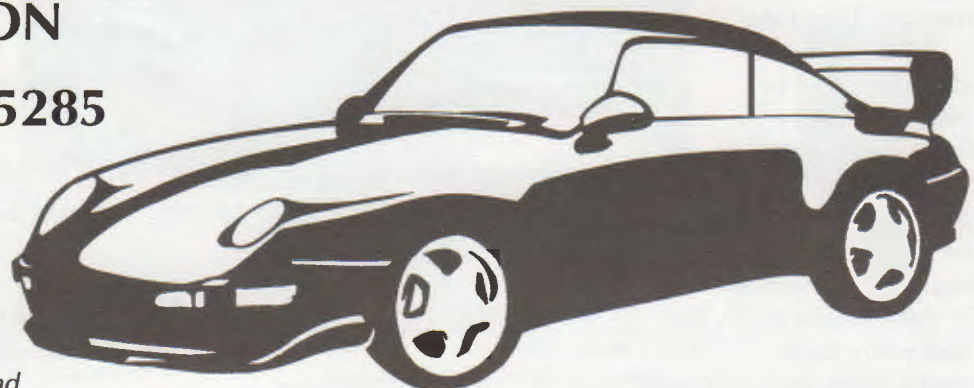
Bill Murrin,
Membership Chair



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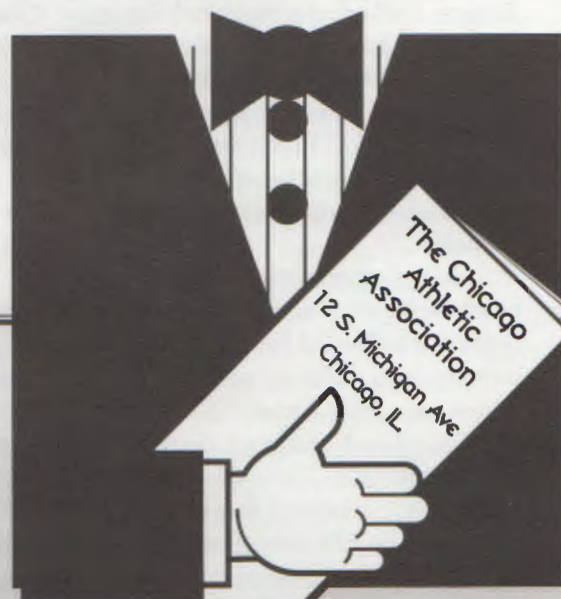


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"THE PREMIER MEMBERS CHOICE"

Our Chicago Region Annual Dinner Dance

December 6, 1997



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RSVP
BY
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 August 1, 1997

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

Voting members absent: Clark, Zann.
Vote by Proxy: O'Bryan to P. Gallagher.

Coordinators present: Bittman, N. Brenkus, S. Brenkus, Burke, P. Gallagher, Inglot, Murrin, Patterson, Rashbaum, Ruther, Shire, Yanahan, Girard.

Meeting called to order by D. Gallagher at 8:07p.m. at the Park Ridge V.F.W.

Secretary -Chuck Bittman.

Bittman presented the minutes from the July 11 board meeting. Gallagher moved, Murrin seconded, to approve the minutes as presented. Approved unanimously.

Treasurer -Susan Brenkus.

S. Brenkus presented a financial report including the following: A balance sheet as of 7/31/97 showing checking deposits of \$175,136.49 and total assets of \$207,431.38. Cash flow for the month of July, '97 showing a net surplus of \$80,019.58. Cash flow from the Apple Blossom rallye showing a net surplus of \$156.81. Cash flow for the Kane County Cougars social event showing a net deficit of \$232.00. Cash flow for the golf outing showing a net surplus of \$0.61.

Additionally Gallagher presented his cash flow from the July Blackhawk showing a net surplus of \$2,920.00

Vice President -Bruce Janecek.

Janecek stated that the insurance has been ordered for the rallyes.

Janecek asked that all completed waivers from past events be returned to him.

President -Dan Gallagher.

Gallagher reported that he has David O'Bryan's resignation from the

board of directors of the Chicago Region. Gallagher nominated Steve Rashbaum to fill the balance of O'Bryan's term as director. Gallagher moved, Murrin seconded, to replace David O'Bryan with Steve Rashbaum as director effective immediately. Approved unanimously.

Gallagher reported that he will be changing the registered agent from himself to Ed Barnicle for the purpose of the charity raffle.

Autocross -Jeff Girard.

Girard had no report for the 7/13 autocross.

Barnicle reported that all is ready for the 8/3 autocross. Lunch will be provided at the track.

Girard reported that for the GinGerMan drivers' education event the corner workings are set, dinner on the Saturday night will be at Hawk's Head Inn. 25 people will be guaranteed for dinner.

Murrin reported that everything is ready for the Utica autocross.

Road America Club Race -Arnie Zann & Chris Inglot.

Inglot reported the following about Road America: The radios will be re-programmed. The corner workers have been arranged. We still need additional volunteers. Lee Lichtenstein will be managing timing and scoring. Participants will be allowed to camp at the track for \$45.00 payable to Road America.

Road America Registration -Chuck Bittman.

Bittman reported that the drivers' education portion is sold-out. The total entry stands at about 320, which consists of approximately 130 drivers' ed. and 190 racers.

Road America Sponsorship -Hari Matsuda.

No report.

Blackhawk Farms -Dan & Peggy Gallagher.

Gallagher reported that the fees for Octoberfest will be \$125.00 for 1

day and \$200.00 for the both days.
Chief Driving Instructor -John Ruther.

No report.

Concours -Pat Yanahan & Jim Jacisin.

Yanahan reported that Myron Walters had 28 cars for the Potter's Picnic Concours.

Gary Knoblauch reported that he has 7-11 pre-registered for the Road America Concours.

Tray Anerson reported that Concours de Musique will be in Burr Ridge. Dinner will be provided along with music by accomplished pianists. Also, there will be a "French Concours." Trophies will be provided by Beverly Hills Porsche at their expense.

Rallye -Susan Shire & Steve Rashbaum.

Shire reported that Gene Urban is ready for the 9/14 rallye.

Shire reported that the 2-day rallye has been cancelled, and that the Brenkus' will be doing the last rallye of the year.

Social -Peggy Gallagher.

Rip Patterson reported that there were 123 adults and 28 kids at Potter's Picnic.

Pat & Bonnie Yanahan will be chairing the '97 dinner dance at Chicago Athletic Association. The budget was presented. The budget is for a net deficit of \$19,500 for the event. Included in that number are: year-end trophies, raffle prizes, door prizes and favors, among other additional expenses. Gallagher moved, S. Brenkus seconded, a net deficit of \$19,500 for the dinner dance. Approved unanimously.

Membership -Bill Murrin.

Murrin presented 10 new applicants for membership into the club. Bittman moved, Inglot seconded, the 10 new applicants. Approved unanimously.

Safety -Jeff Girard.

It was suggested that if the event chair is also the club's safety coordinator someone else should be appointed to act as safety coordinator for the event. Gallagher moved, Mur-

rin seconded, that in the event that the event chair and the safety coordinator are one-in-the-same, then the safety coordinator or the tech. coordinator should appoint a temporary safety coordinator for that event. Approved unanimously. Since Girard is the Safety Coordinator as well as the event chair for the GingerMan drivers' education event, Chuck Bittman was appointed as safety coordinator for that event.

Technical -Mike Gray, Pete Hackenson & George Weather.

Hackenson suggested purchasing new clip-boards, tech. lights and additional supplies before the next autocross. Gallagher moved, Bittman seconded, for Hackenson to spend up to \$500.00 for new tech. equipment.

Goodie Store -Linda Patterson.

Rip Patterson reported that they are low on name badge logos. Patterson recommended purchasing 500 additional badge emblems. Gallagher moved, Bittman seconded, for Patterson to spend up to \$1,500 for 500 additional new badge emblems. Approved unanimously

Charity -T.J. Burke.

Burke reported that he will be submitting the City of Chicago raffle

application once the registered agent have been changed.

A checking account will be set up in the name of PCA-Chicago Region Charity. The account will require 2 of 3 signatures for any withdrawals. Signers include: the President, Vice President and T. J. Burke.

A new raffle advertisement was distributed.

It was recommended that we consider not paying the sales tax for the winner of the 2 prizes. Gallagher moved, Janecek seconded, that we pay no sales tax for any winner of the raffle prizes. Motion fails 3 for to 5 against. Gallagher moved, Ruther seconded, the we pay sales tax for a winner from the Chicago Region but not for any other winners. Motion fails 2 for to 6 against.

Inglot presented a "thank you" letter from the Make-A-Wish Foundation for the additional \$500.00 donation from the prize money from the Pirelli award.

Chicago Scene -Susan Shire & Steve Rashbaum.

No report.
Advertising -Nick Brenkus.

N. Brenkus reported that we have 1 new advertiser: Best Racing

& Safety will take a half page ad.
Chief Photographer -Steve Rashbaum.

No report.
Property -Ed Leed.

No report.
Timing & Scoring -S. Brenkus.

S. Brenkus reported that the timing lights have been repaired so there are now 2 sets.

Webpage -Chuck Bittman.

No report.
Old Business
None.
New Business

Gallagher stated the George Mueller contacted him about a refund from the May Road America. Gallagher moved, Murrin seconded, to give him a \$250.00 credit toward the May '98 Road America..

Tray and Danita Anderson volunteered to chair the charity event for 1998. They would like to support the Lincoln Park Zoo.

Adjournment
Gallagher moved, Murrin seconded to adjourn. Approved unanimously.

Respectfully submitted,
Charles Bittman, Secretary.



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

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1972 911 T Owned 10 yr., 8700 mi. on rebuilt 2.4 eng. with Carrera chain tensioners. 1991 work done by Jim Becker. Stainless heat exchangers. New: clutch, ignition, oil cooler, carpet, headliner, master cylinder, shocks. 2 year old wonderful black paint. No winters/racing. Over \$2K invested. \$18,900/OBO. Jim Spence (hm) 630.983.0449 (Naperville), (wk) 630.801.0063.

1973 T Club Racer GT-3 Class. RS narrow body look w/ducktail. Johnson Autosport turn key prepared. 3.3 liter twin plug direct fire, headers, 46IDA Webers, 300+ hp. 2120 lbs., lexan 6pt cage and fuel cell. 7.5x16 & 10x17 Youngblood rims, S4f & 930r brakes w/bias control, 915 gearbox, RSR clutch. All new. 2 races, 2 class wins. \$60,000. John Waterbury (h) 612.429.0242 or (w) 612.944.9101. St. Paul, MN.

1973 911 T Tangerine/blk leather, 40K mi. MFI. New in '96; Comp TA/ZR's, koni adjustables, 21mm frt. & 26mm rr. torsion bars, turbo tie rods, sport muffler, Robt. Wood 7x15" Fuchs, master cylinder. New in 97; H-4's & batteries. Carrera upgrade tensioners. "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 Southward 847.294.3689.

1975 3.0L RSR serial # 9115609122, cited in The Racing Porsches: R to RSR by John Starkey. Ext. history. Eng/brakes/suspension/etc. done by John Bohlander & Dave Poston. Currently with BBS's & modern fuel system. Comes with org. Alloys & org. Plastic tank. \$200,000. Robert Bernat/Louis Bernat 312.642.3355.

1978 911 SC Targa Slate blue/palomino/black int. Whaletail.

Newly restored and painted (trans., motor, body, interior.) Garaged. No rust. Radio/cassette/new speakers. New tires. 120K mi. Exc. cond.

\$14,500/OBO. Jose R. DeUrrutia 773.929.4186, e-mail JRdeU@aol.com.

1987 911 Turbo Coupe Marine blue/gray leather. 13,700 mi. Pristine cond., garaged & covered, no winters/accidents/smoking. Pwr. sunroof/sports seats/windows/mirrors. Central locking. Bilstein sport shocks. Cambermeister strut brace. Dunlop SP800 tires, Brey Krause harness bar & 2 comp. Sabelt 5 pt. harness. Used 2 days by owner. #WPOJB0934H5051092 \$38,500 or consider trade-down & cash for late model 928/928 GTS. Mell Wostoupal 847.564.7799

1992 911 Carrera Cup edition White/blk Recaro speedster seats. #4 or 45. 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.

1988 928 S 4 White/burgundy. 316 hp, frt. & rr. A/C, S/R, turbo replica wheels with 245/45/17 & 275/40/17 Dunlop tires. Superb handling. Striking appearance. Flawless inside & out. Only 35K mi. \$21,000. Jim Knupp (eve.) 847.729.4865 or (day) 312.715.1700.

1985 944 Black/black Porsche cloth. Sunroof, 5 spd., 7x15 & 8x15 Fuchs, sport suspension. 51K mi. No winters (stored), org. Owner/non-smoker. Had 45K service/all service history. Exc. candidate for 1st time Porsche owner. \$8500. Rich Rybar. (Wk) 630.954.2371 or (hm) 630.850.9553.

1989 944 Turbo S Fully equipped to Porsche club racing standards. One owner. 38K mi. All records. Garaged and cared for with love. Tow trailer; mags; extra wheels; tires; extras; red, of course; everything for your racing heart. Owned by well-known and active club member. Asking \$23,000 for all. Easy to see. 773.525.5214

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. 1996 993 C 4 Speed yellow/custom yellow interior - striking appearance. 18" wheels with technology rims. \$7,750 in extras inc. Dual pwr. seats and 10 speaker hi-fi sound package. Only 2K mi. Car is essentially showroom new. Luxury tax paid. Buy for \$68,000 and save nearly \$13,000. This is one of the world's best performing cars that can be used daily, if desired. Jim Knupp (eve.) 847.729.4865 or (day) 312.715.1700.

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1972 Ferrari 365 GTC4 Red. Borranis. 31K mi., superb. \$55,000. 1974 Jaguar E-Type Roadster Blue. 12 cylinder, automatic, A/C, low mi. \$35,000. Robert Bernat/Louis Bernat 312.642.3355.

Porsche Garage Sale Set of (4) Factory Fuchs alloy wheels 6x16 & 7x16 w/fresh Michelin XGTV tires, \$800; 1987 944 engine, \$1,200; 911 & 951 car covers, \$50; 951 bra w/mirror covers, \$50; Factory 911/944 steering wheels, \$100; Much more misc. All parts in

very good to exc. cond. Bill Kniewel, St. Charles, IL 630.377.8984.

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 and used only 1 day at Blackhawk in '96. \$1500. James Mansfield 847.695.6000.

Tires & Wheels (2) P20555ZR16 & (2) P22550ZR16 Porsche org. equip., wheels w/7 slots/5 lug/O.E. center cap & Dunlop SP sport D40M2, good cond.: (4) 22535ZR17 Goodyear Eagle GS-D tires w/Borbet clear coated wheels/4 lug, 7½x17H2. Must sell/best offer. Dave Powell (vm)708.348.1619.

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Signed Porsche Prints Complete set, #85 of 250 signed by E Strenger. \$1,000/OBO. John Legieza 630.289.8754.



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PCA - Chicago Region Tech Inspection Sheet

NAME: _____ COLOR: _____ CLASS: _____
 MODEL/YEAR: _____ ENG. DISP.: _____ PERM. CAR #: _____

Pass Fail TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- | | | |
|-------|-------|---|
| _____ | _____ | 1. WINDSHIELD - No cracks. Functional wipers with good blades. |
| _____ | _____ | 2. MIRRORS - At least one securely mounted rear view mirror. |
| _____ | _____ | 3. BRAKE LIGHTS - Functional. |
| _____ | _____ | 4. PEDALS - Free return & in good operating condition. Firm brake pedal. |
| _____ | _____ | 5. SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; <u>five point harnesses required for Classes A & B at Road America</u> and highly recommended for all other events. |
| _____ | _____ | 6. ROLL BAR - All open cars except 914's, Targas, and cars in the Production class. |
| _____ | _____ | 7. HELMET 1985 SNELL or later required (sticker <u>must</u> be attached inside). |
| _____ | _____ | 8. BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| _____ | _____ | 9. BATTERY (IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| _____ | _____ | 10. DRIVE BELTS - Tight & in good condition. |
| _____ | _____ | 11. THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars. |
| _____ | _____ | 12. LEAKS - No leaks of any fluid - oil, gas, brake, or coolant. |
| _____ | _____ | 13. RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes. |
| _____ | _____ | 14. FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition. |
| _____ | _____ | 15. REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber. |
| _____ | _____ | 16. WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings. |
| _____ | _____ | 17. ENGINE - Check for odd sounds and satisfactory exhaust. |
| _____ | _____ | 18. BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| _____ | _____ | 19. WHEELS - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hub-caps removed. |
| _____ | _____ | 20. TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured. |
| _____ | _____ | 21. FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| _____ | _____ | 22. GAS CAP - Gasket intact & cap tightened. |
| _____ | _____ | 23. LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc. |
| _____ | _____ | 24. APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended. |

In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car or its occupants as a result of any such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car. I hereby certify that I have no physical or mental problems which could jeopardize myself or others if I participate in this event.

ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE WHICH WARRANTS COMPLIANCE.

DRIVER'S SIGNATURE: _____

WITNESS TO DRIVER'S SIGNATURE: _____

DATE: _____



(Continued from page 52)

hot...

"What's wrong?"

"It's too hot. I should have parked on a hill." Sigh. "OK, I'll get out and push. You keep it in first and let the clutch out once I get it rolling."

"OK."

"Ready? Here goes..." Grunt.

"AAAAARgh. You're letting the clutch out TOO SOON!"

"sor-RY."

"You want to push?"

"Couldn't we have taken the Honda?"

"WHAT?! Grrrrrrr....As soon as I get this knife out of my back I want you to try second -and wait until it's rolling."

"OK."

"...LET IT OUT ALREADY!"

There are other things you can do, like taking a spring or fall drive. Or summer. I don't do winter drives in the Porsche anymore, but we used to.

Getting too old, I guess. That is, the Porsches are getting too old.

I find, while driving in the U.S. where the highway speed limit is about the speed most people WALK, that I have trouble paying attention or even staying awake sometimes. Driving slow requires so little mental processing that I will shift my attention onto other things very often. This means that when I'm driving either the car is wandering out of my lane or going fast enough that I have to pay attention, which brings me to another romantic thing my wife and I share in our Porsche.

"Slow down."

"I'm not going that fast."

"100 miles per hour is very fast."

"You don't understand, I'm well below the performance limit of this car. Why, at Bridgehampton..."

"You are well ABOVE the speed limit of this state, not to mention the mandatory speed for license revoca-

tion."

"Thank you dear."

"... Wake up."

"I'm not sleeping."

"You're not in your lane, either."

"Oh, errr ... I just wanted to see if the road was smoother here."

"Well now we've established that unpaved surfaces are not as smooth as paved. Maybe we should return to our lane."

"Thank you dear."

I hear that some couples even drive at the track together! At first I thought this was only the kind of thing you read about in the Panorama "Forum" section, where no one believes the stuff they write about there really happens, but it's true. I've seen it, and it's happening more and more these days. We may even try it soon.

All in all, a Porsche itself can facilitate romance in many ways. I suggest that you get out there and be romantic.

Designs In MOTION

Oversteer

Romantic Excursions
by Chris Welty
Hudson-Valley Region
(From Porschin)

Many people believe that the relationship between a Porsche and its owner is entirely monogamous, and that spouses, or anyone approximating this state, can tend to get in the way. This is actually not true, and there are many truly romantic and exciting things two people can do together with their Porsche.

The first step in realizing this goal is understanding what romanticism really is. There are many definitions of the word, but human language is such that a dictionary definition is not always the right path toward meaning. Each person has their own idea of what romantic is, and these ideas are frequently quite different. My wife, for example, thinks moonlight walks on the beach are romantic. Such an excursion would not be very romantic for me, since I would spend the whole time glancing anxiously back at the parking lot to see if anyone was trying to break into my 911.

Romantic notions are typically not subject to compromise, either. You might think, for example, that my problems with the moonlit walk on the beach could be alleviated by turning it into a moonlit drive on the beach. I, however, would be too anxious that the salt water might get on the car and rust out the floor pan, and of course I'd have to spend the whole next day washing all the damn sand out of every nook and cranny. Sand is such a pain in the neck.

Does this mean that I am not romantic? Not at all, not at all. I'm considered by many to be a hopeless romantic, it's just that my notion of romance is different than that typically

found in Danielle Steele or Jane Austin novels. For me, one of the most romantic activities a couple can share together with their Porsche is bleeding the brakes.

Brake bleeding has long been a favorite activity for active couples who don't mind getting a little dirty together. I have an acquaintance who claims his wife's wedding vows included, "love, cherish, and pump the brake pedal," and I know several people who claim they got married just to be sure there'd be someone around to help bleed the brakes. That, however, is a common mistake.

While brake bleeding is a very intimate activity, you can not take it for granted. When I was dating, I was always very careful in approaching my dates on the subject of brake bleeding. I found that expecting someone to come home with me and pump the pedal on the first date was frequently unrealistic, even after an expensive dinner and a Broadway Show. I would often go to great lengths impressing someone just to get them into my garage, and when there I paid extra attention to safety and cleanliness.

Once I was married, I soon began to expect my wife to help me bleed my brakes whenever I desired. No expensive dinners, no Broadway shows, no great lengths. In fact, before long I would come home from work expecting to have dinner ready and waiting for me, with a good bleeding session to follow. I would try to explain how important it was for a car to have frequent brake bleedings, and that you couldn't let them go too long without it—especially track cars. At this point I cared less for safety and cleanliness, spilling brake fluid all over the floor and sometimes leaving the car teetering on a couple jacks.

Eventually this casual and callous attitude began to take its toll. My cars would often go months with contaminated brake fluid, and the topic of bleeding became a sore one

at home. I would stand in the kitchen, silently staring at my wife not wanting to ask, and she would pretend like she didn't know why I was standing there.

What almost destroyed my marriage was the "EZ Bleed" (TM) system. I think it was Kevin Gross who turned me on to this, back in the days when the Porsche e-mail discussion list had fewer than a hundred people on it and we hadn't had every discussion more than twice yet (so I was still actually reading it). I don't blame him, his intentions were good. This system, much like the hand-pump vacuum bleeder, enables one person to bleed the brakes fairly easily. I was soon bleeding my brakes more than I ever had before.

My wife became suspicious. I no longer asked her to help me, and I never stood around like a hungry dog hoping she would spontaneously decide she was in the brake bleeding mood. She was sure I had rented out a garage somewhere and had found someone else. I didn't care, since all my cars had firm brake pedals.

Before long, though, I began to recall wistfully the days of saying to my wife, "Pump. Hold. OK, again..." ad infinitum. I started to think how much I had changed since my younger days, and I realized that I had lost something. Bleeding brakes is not just about flushing old fluid from the brake system, it is about sharing quality time together. I was certainly not being very romantic anymore.

In a tender and emotional scene my wife and I reconciled, and we bled the brakes on all our cars in one evening. It was so romantic that I rebuilt my master brake cylinder the next morning so we could bleed the system again that night.

Romance and Porsches doesn't stop with brake bleeding. It's far less frequent, but adjusting the clutch cable length is a lot of fun, as is setting the hand brake, and who could forget those wonderful times push-starting the car when the solenoid got too

(Continued on page 51)



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