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CHICAGO REGION



Chicago Scene

OCTOBER 1998



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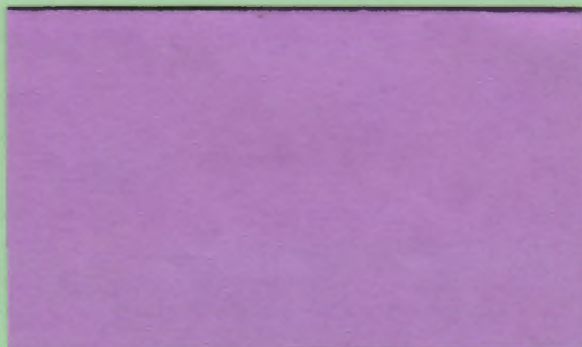
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PCA CHICAGO REGION OFFICIAL BALLOT for 1999 BOARD OF DIRECTORS

This ballot is in accordance with our Bylaws, Article VI, Section 2. By tradition, we leave a place for write-in candidates. Only active members or active family members may vote. All ballots must be signed by the voting member. All ballots must be received by the Secretary or postmarked no later than November 3rd, 1998.

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

NOMINATING
COMMITTEE
CANDIDATES

WRITE-IN

Vote for one (1) each (President, Vice President, Treasurer., Secretary):

PRESIDENT	<input type="checkbox"/>	Susan Brenkus	<input type="checkbox"/>	_____
VICE PRESIDENT	<input type="checkbox"/>	Bill Murrin	<input type="checkbox"/>	_____
TREASURER	<input type="checkbox"/>	Chris Inglot	<input type="checkbox"/>	_____
SECRETARY	<input type="checkbox"/>	Keith Clark	<input type="checkbox"/>	_____

Vote for two (2) Directors:

DIRECTOR	<input type="checkbox"/>	Steve Rashbaum	<input type="checkbox"/>	_____
DIRECTOR	<input type="checkbox"/>	Pat Yanahan	<input type="checkbox"/>	_____

MEMBER'S SIGNATURE: _____

DATE: _____

MEMBER'S NAME (PRINTED): _____

NOMINATING
COMMITTEE
CANDIDATES

WRITE-IN

Vote for one (1) each (President, Vice President, Treasurer., Secretary):

PRESIDENT	<input type="checkbox"/>	Susan Brenkus	<input type="checkbox"/>	_____
VICE PRESIDENT	<input type="checkbox"/>	Bill Murrin	<input type="checkbox"/>	_____
TREASURER	<input type="checkbox"/>	Chris Inglot	<input type="checkbox"/>	_____
SECRETARY	<input type="checkbox"/>	Keith Clark	<input type="checkbox"/>	_____

Vote for two (2) Directors:

DIRECTOR	<input type="checkbox"/>	Steve Rashbaum	<input type="checkbox"/>	_____
DIRECTOR	<input type="checkbox"/>	Pat Yanahan	<input type="checkbox"/>	_____

FAMILY MEMBER'S SIGNATURE: _____

DATE: _____

FAMILY MEMBER'S NAME (PRINTED): _____

Chicago Scene

October 1998 Volume 42 Number 10

Chicago Region 1998 Calendar of Events

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

Photo by Steve Rashbaum

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Aungahh!

Before we begin, we must apologize if we sound as if we are preaching. We 'know' that our Club Racing goals and experiences are not universal. We are not advocating that Club Racing is for everyone and the 'be all to end all'. It is for us, no more or no less, just another way, like rallyes, autocrosses, concours, and drivers' ed to enjoy our Porsche. We tried it ... we enjoyed it. We've also enjoyed sharing our experiences with our readers and appreciate the many comments and questions as a result of our columns. Many (OK some) have even asked for a summary column about the racing experience. So ... here goes.

Step 12: Mission Accomplished

What a grand adventure this driving season has been. Steve has accomplished all the goals that he set for this year. He got experience in two, very different, Club Races. The car and his old tired body returned safe and sound. And there were some unanticipated bonuses along the way. He set new personal best times at GingerMan and at Road America. At his first Club Race at GingerMan he won the "Rookie Racer Award". We met some wonderful people. We even got mechanical and bodywork assistance from Nick Brenkus, Chris Ingot and Paul Jones.

We came to realize that support is critical. Steve's greatest support (aside from Susan's) came from his 'race buddy' Chris Ingot. As novice Club Racers, they shared many evening phone calls comparing notes on cars, schedules, and emotions: the frustrations, the insecurities, and the insanity. They even shared the fun (and every other emotion) of racing against and with each other at their

first Club Race at GingerMan.

Support also came, not unexpectedly, from many other Region members and we are very appreciative. To Nick and Susan Brenkus, Jeff Girard, Gary Knoblauch, Phil Collin, and Sol Snyderman, "thanks" doesn't even come close. Your encouragement went a long way in bolstering Steve's confidence, helping him smooth out rough driving edges, and assuaging both Steve and Susan's nerves.

We also learned a lot from a number of different people and situations. From National Club Racing Steward Alan Friedman who taught the rookie-mandatory orientation at GingerMan, we expected fire and brimstone, lots of threatening with 13/13's and a hard attitude. Instead, Alan gave a lower key but realistic overview of what to expect. He, of course, 'covered' the required topics, among which were the dreaded 13/13 and the "rules" of passing in corners. He also added some good, practical advice: when in doubt, give up the corner. While the overtaking car may not technically have the corner, there is no glory in fighting for the corner and crashing.

Having completed the required material, Alan then changed the subject to what turned out to be the most thought-provoking part of the evening by stating the obvious: Club Racing and Drivers' Ed, though they

share many common elements, are very different. The ultimate goal for each is the same: successfully experience the track and event and then return home with the car and body safe and sound. The difference is how that goal is achieved and the focus required for attainment.

To achieve his goal, the Drivers' Ed'er drives each session for the 'fun of it'. Each session is a separate and mini event. He then, if he wishes, relaxes in between or even skips a session or two. To achieve his goal, the Club Racer should spend each session and the time in between sessions prior to the final session, getting ready for the final session - the race. Each session before the race should have a goal - no going out for the 'fun of it'. A session might be devoted to learning the line, getting accustomed to traffic (for new drivers), working toward taking a particular corner better, watching entrance and exit speeds, braking zones, etc. And, at all times, the Club Racer needs to be absolutely focused on what he is doing.

It was perhaps good fortune to have had tire problems at GingerMan as it was a distraction from the apprehension that Steve was feeling about his first session of his first race weekend. There was so much information from the orientation to 'digest' and it seemed so different from his personal style on the track



The Rashbaum-Shire all-purpose rallye, autocross, concours, drivers' ed, and club racing 951.

Photo by Steve Rashbaum

Aungahh ...

which was to spend a lap or two getting the car, and more importantly, the brain up to speed. But finally, tires on, sheet metal bent, it was time to begin the track portion of the weekend. Steve remembers it this way ...

"The session began under yellow but was green by the end of the first lap. Still in a Drivers Ed mentality I finally glanced in my mirrors and there, right behind me, was a 944. I still find the view of the 951, close on the trailer, out the Jeep's back window disconcerting. This guy was closer ... well very close. Close enough that I could not see much of his hood in my rear view mirror. Was the driver smiling or was he breathing fire ready to pass me? I heard Alan's voice echoing in my helmet - 'no going out for the fun of it'. So much for 'getting into' the track. Suddenly there was only time for goals. My goal for the session was three-fold: get used to the traffic, get a sense of being passed in corners, and get a better feeling about Ginger-Man where I had not nearly the desired seat time. The sudden closeness of the 944 rudely reminded me to look more frequently in my mirrors and to always know where the traffic in my vicinity resided. My goal became five-fold as I quickly added to the list, be safe to myself and to those around me. Done.

During the next few sessions, I gradually drove faster (times were posted after each session), became more accustomed to traffic and a bit bolder about passing. I tried different lines into corners, tried passing on the straight, and worked on a good line. Finally, I felt comfortable enough and actually passed several cars in corners. What a rush! I remained very conservative though as I remembered what Alan said about a clean pass and because I did not have the experience, nee confidence, to complete a pass when I was not totally positive that I was seen and that the pass was clean.

I was very surprised at the difference in intensity and focus required

between driving each session for its own pleasure and driving with a specific session goal. In addition, the amount of sensory input was tremendous. Not only was driving in control an absolute requirement, the ability to drive off line was essential when passing could occur at any time. Suddenly so many things demanded my attention: watching the gauges (and mirrors), becoming accustomed to the noise of so many cars around, missing shifts and encountering the rev-limiter, to name but a few. Driving in crowds, when I could often see the whites of the eyes of the driver of the car behind me was not only different but distressing. Complete concentration to the task at hand and driving within myself was paramount because brain fade would have disastrous consequences. While I really enjoyed the new challenge of a specific goal for each session, it was, frankly, exhausting.

During the qualifying session a driver can go in and out of the pits as often desired. It is not necessary to run the complete session, only a single (hopefully fast) complete lap. For me, that meant that going out after the session began and working up to a good lap time. I found some empty track ahead of me and went to work. As I was circulating, a 911 passed me. As it's nice to have a rabbit to follow, I tried to keep up with him. I didn't, but the lap time was enough to put me in the upper third of the grid and was a personal best time. From my perspective, qualifying was a complete success.

The practice starts were run with one lap around the track following the pace car to the green flag, race part of the track, form up and start again without pace car ... three times. After the third start we ran a several lap practice race. I can't say if I was nervous (Susan says I was) but I didn't notice. There was too much going on around me. As we were forming up behind the pace car, I tried to memorize all of the cars by numbers and colors. In reality I had a good sense for only the two ahead, the one along side and the two in the rear. As the green flag dropped

there was an unbelievable amount of information to process: the noise was deafening ... watch those gauges ... in second gear and a gear change was shortly in order. A gap formed between the two cars ahead and the car along side immediately filled the it. (I think he was transported as I never saw him move ahead). The empty space beside me was filled as quickly as the gap ahead. The outside of the track then filled with cars. I may have been able to move up some spots but it certainly did not look like it to me. I just kept looking around to make sure that I would not try to occupy the same space as someone already in that space. Up to the rev-limiter. I never heard it but I certainly felt it. Rats, missed that one. It was a good thing that the speed going into the corner one was not full. There were now three trains of cars on fewer than three sets of tracks. Amazingly, everyone kept a tight line through the corner and there were no incidents. It was the same into corner two.

After the third start, I felt a bit more comfortable but still did not do any "position gaining" during the starts. I was able to get by several cars in the first few turns as driving off-line really slowed them down. The practice race was a hoot as grid-ded by times, little races broke out all over the track. I got passed a few times and actually passed a few back - sometimes even in corners.

My recollections of the race are about the same as the practice starts and fun race. I vividly recall the start. I was on the inside again and not very adventuresome in sticking my nose into any potential gaps. The whole field seemed to be going very slow as the green flag dropped. Again, I looked around constantly to make sure I knew where everyone was. Then, out of the corner of my eye, I saw a blue blur on the outside. Who was this person going 3X the speed of those around me? The car looked vaguely familiar ... WOW! ... It was Splat! Susan Brenkus had clear track and was really hauling it. (I would later ask her for her 'quick start' secrets.) I followed her (though several spots behind) on the

outside through turn one.

By the end of the first lap, the field was pretty spread out. I fell into a group of four cars circulating at about the same speed. The lead car of our group missed a corner and three of us went by nose to tail. Another lap or so and the leading car cooked a corner and was out of sorts. Two of us went by. The third driver did manage to get back to speed quickly and we were nose to tail again. I followed the lead car of the group for the rest of the race. I could catch him in some places on the track but did not feel comfortable in being able to

'cleanly' pass him (I did learn some strategy though about backing off a bit into a corner, carrying extra speed out of the corner, and passing on the straight). It was more than exciting as I tried to pass the car in front as the car behind tried to pass me. At the end, we were in the same order. Finally, the checkered flag! I couldn't believe how relieved I was to see it. I was tired. I was very, very happy.

Exiting the track to the cheers and 'thumbs up' of the grid and corner workers was as exhilarating as a standing ovation must be to an actor. Chris, both Susans, and I shared

congratulatory hugs before we collapsed. I broke out a Cuban cigar in celebration. Goals for the weekend had been accomplished and it was on to Road America."

TO BE CONTINUED ...

Steve and Susan

Aungahh (a-úun-gaaa), n. [Skip Barber Racing School]. 1 *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.* 2 *Editors' column.*

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October 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2 Board Meeting	3
4	5	6	7	8	9	10 Blackhawk Octoberfest Scene Copy Due CR/Heartland Park
11 Blackhawk Octoberfest CR/Heartland Park	12	13	14	15	16	17
18 Concours V	19	20	21	22	23	24 Rallye IV: To New Glarus
25 Rallye V: Home From New Glarus	26	27	28	29	30	31 Halloween Party CR/Memphis

November 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 CR/Memphis	2	3	4	5	6 Board Meeting	7
8	9	10 Scene Copy Deadline	11	12	13	14
15 Tech Session	16	17	18	19	20	21
22	23	24	25	26 HAPPY THANKSGIVING! 	27	28
29	30					

Briefly Brenkus

We've done a lot in the past few weeks. August 30 was Bill Murrin's Utica autocross at Utica's Bennett Raceway - an annual favorite of many members. As we've come to expect, Bill had really cool trophies to hand out at the end of the day; a variety of 1/18th scale Porsche models. He let "Mr. FTD" have first pick, and Nick was pretty excited to come home with "Number One". (Hey, if you can't have the real thing ...) Thanks to the Murrin family for another great day at Utica. On a different autocross note, not only do we have more women driving this year but that the competition amongst the women is intensifying. At Utica, Amy Murrin and Pat Foltz (both new autocrossers this year) ended up within 0.1 seconds of one another. Way to go ... drive!

Speaking of ladies driving, I understand there may be some interest amongst some of the women of the club to have a day to themselves to drive their cars. I'd be happy to pursue this if I can determine the level of interest in such an event (maybe at Blackhawk). If you are interested, please contact either me, Pat Foltz, Amy Murrin, Susan Shire, Marla Turek, or Jill Girard. One of my goals has been to encourage more women to drive, and if this would help bring out more women drivers, I'd be happy to organize such an event.

The weekend after Utica found us back at Road America for our combined Club Race and Drivers' Education event, TRAC 98 Weekend. Cars from all over (California, Florida, Canada, Puerto Rico, New York, Utah, Colorado just to name a few) joined us for a great weekend. John Ruther, Chris Inglot and all the other TRAC 98 Committee members have much to be proud of. This group of people really exemplified the true meaning of "teamwork" over the months leading up to and including the weekend. We have received many compliments on the event. If anyone has any comments, good or bad, we really do want to hear from

you. We can't fix something if we don't know what's 'broke'. So please, contact John, Chris, me, any TRAC 98 Committee member, or any board member with your comments.

The Saturday night's concours and party at Siebken's continues to be a very popular part of this weekend. I understand we had over 20 cars participate in Concours III for trophies, and a good number of Club Racers and Drivers' Ed cars in the exhibition class. The final count was close to 450 people joining us for the "German Fest" dinner Saturday night, with many people staying afterwards to enjoy the German band that Jeanne Ruther, the evening's coordinator had arranged for.

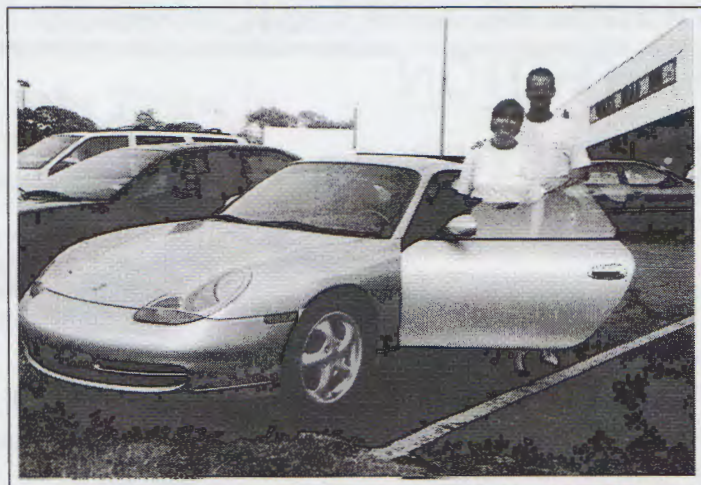
Our car, unfortunately, didn't make it through the weekend due to some mechanical problems and I had to settle for driving a 996 around the track as the pace car. (Somebody has to do dirty work you know.) It was pretty cool looking in my rearview mirror and seeing Don Stiles' 962 and Martin Snow's GT2 behind me. I believe I'm the only one who can say they were able to stay ahead of these two cars over the weekend! If you've not joined us yet for this weekend, I would strongly encourage you to put it on your calendar for next year. It is a very exhilarating experience to sit

at turn 5 watching 60 Porsches scrambling for position through the turn and up the hill to 6.

I want to thank our main TRAC 98 Weekend sponsor, the Metropolitan Chicago Porsche Dealers. In addition to providing the hospitality tent and early morning 'goodies', they had 'giveaway' bags with hats and posters and brought up a lot of cool stuff which was available for purchase by all of us Porschephiles. We very much appreciate their support as well as the support of our other local and national sponsors.

By the time you receive this issue of the Scene, our final '98 Blackhawk - the two-day "Octoberfest" - will be close at hand. This is a great low-key way to end our track events for 1998. Gallagher has promised us that the leaves will be turning many brilliant colors that weekend and the 'usual Gallagher weather'. If you wish to drive at this event and have not pre-registered, call Dan and Peggy NOW.

The weekend after Blackhawk Octoberfest will find us at our final Concours of the year at Napleton Porsche in Elmhurst. It's going to be a blast. The Yanahans have organized a "50's" theme for this concours, so dig out your penny loafers, poodle skirts, or leathers, and join us.



Susan and Nick Brenkus with their new 'toy'!

Photo by Steve Rashbaum

The last two rallyes of the year on Saturday October 24th and Sunday 25th, will take us up to Wisconsin. Saturday's Rallyemaster Jack Stephensen has added a twist to his rallye by beginning the odo leg at the Holiday Inn in South Beloit, IL before the Drivers' Meeting. (You must start from the Holiday Inn in order to sign the waivers and get the odo leg instructions.) I understand that odo leg will end at Blackhawk Farms Raceway where we will have the Drivers' Meeting and the first car off at. Could it be that we'll get to put the 996 on the track for a lap at the start of the rallye?

The Saturday rallye will end near New Glarus, WI where we will have dinner and trophy presentation at the New Glarus Hotel at 7:00 pm. (Info regarding overnight accommodations info is elsewhere in this issue.)

Sunday's Rallyemaster, Chuck

Bittman, will conduct the Drivers' Meeting for his rallye at the dinner on Saturday evening. Anyone joining us for the Sunday rallye only (who did not attend the dinner/Drivers' Meeting on Saturday evening) can find Chuck at the Chalet Landaus in New Glarus at 9:30 Sunday morning in order to register and get the Drivers' Meeting info. The first car will be off at 10:01 am. So, get out your clipboard and pencils and join us. The fall colors and should be at their peak and the roads wonderful for these two terrific rallyes.

And lastly, October 31st will be our first Halloween Costume Party. Myra Knoblauch, our social coordinator, has placed only one restriction of costumes for this event, you can't come dressed as a race car driver. Other than that, anything goes!

Also in this edition, you will find the ballot for the 1999 Slate of

Candidates for the Chicago Region 1999 Board of Directors. Please support your club by voting.

Well the year is winding down. It's hard to believe we're already thinking about the calendar of events for 1999. The board and coordinators will be getting together in early November to take on this task. If there's something you'd like to see on next year's calendar or if you have any suggestions, please contact one of your board members or coordinators. Some suggestions that we've already heard, in addition to a 'women only' driving event, are a Swap Meet, and a 'novice only' driving event. While we may not be able to 'do' everything suggested, we will have a better idea as to what our membership wants.

Hope to see you at an event soon.

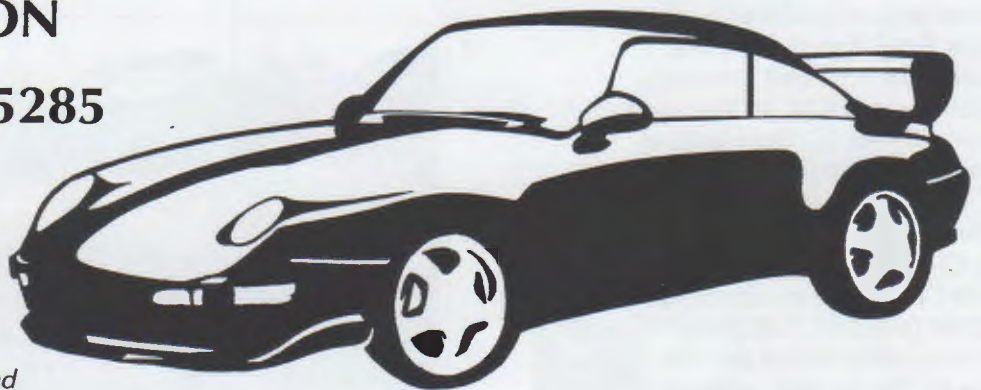
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Win a Vic Skirmants custom built 356 engine valued at \$6,500. Only 750 tickets are available at \$50 each or 5

tickets for \$200. All entrants will receive a limited edition post card of a "collector series" car, taken at the Meadow Brook's Concours d'Elegance. A non-profit raffle and your donation is not tax deductible. The winner will be responsible for all applicable Federal and State taxes.

Send your check, payable to 356 Charity Raffle, to Gerald Van Vliet, 44 McKinley Place, Grosse Pointe Farms, MI 48236. Your ticket stubs will be filled out for you and entered into the raffle. Your tickets will be sent to you by return mail.

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PREMIUM REDUCTION <small>NO LONGER RATED AS HIGH PERFORMANCE</small>		STILL RATED HIGH PERFORMANCE
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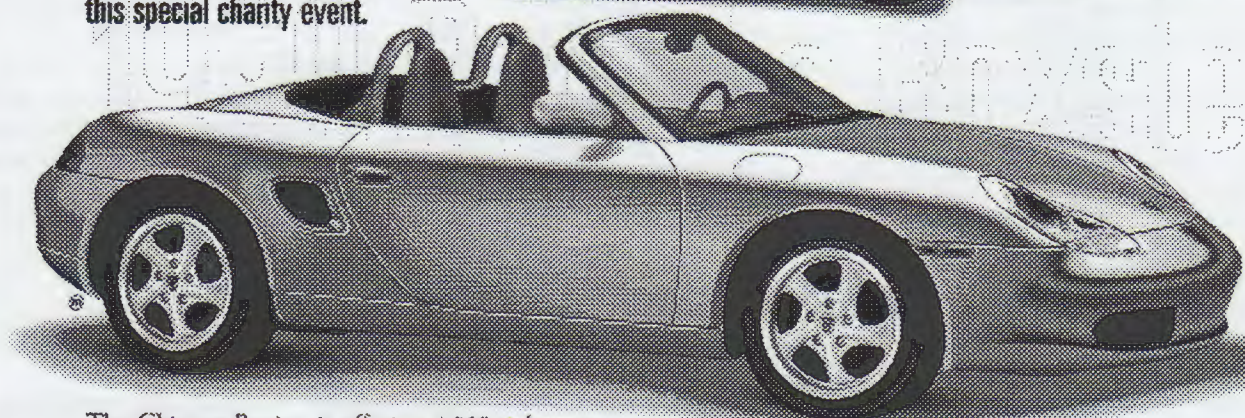
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Go for the Gold Porsche!

Two special edition Porsches to celebrate the 50th anniversary of Porsche

Lindsay Davenport, reigning women's Olympic Gold medalist invites Porsche enthusiasts to enter the Children's Program at Lincoln Park Zoo Charity Raffle.

The Chicago Region PCA sponsors this special charity event.



The Chicago Region is offering 4,000 tickets at \$50 each to benefit the Children's Program at Lincoln Park Zoo, which provides world-class free educational programs to children year-round.

Porsche Cars North America will certify that these two Porsches are one-of-kind, built specifically for the charity and to celebrate Porsche's Golden

anniversary and will be instant collector items as well as distinctive drivers.

The two Porsches will be selected by random drawing on December 5, 1998 at the PCA Chicago Region Annual Black-Tie dinner. Winner need not be present. Lindsay Davenport will congratulate the winners.



Porsche owner Lindsay Davenport

Cars provided by
Nives Rizza Porsche of Orland Park, IL

Grand Prize: Special Edition gold 1999 Porsche 911 (996)
1st Prize: Special edition 1999 Porsche Boxster

The two Porsches will be selected by random drawing on December 5, 1998 at the PCA Chicago Region Annual Black-Tie dinner. Winner need not be present.

Please make checks payable to: PCA Chicago Region Charity

Name: _____

Address: _____

City/State/Zip: _____

Phone: () _____

Number of tickets	x \$50 =	Total Amount
-------------------	----------	--------------

For more information visit our website at www.mcs.net/~bman/pca.html or call: Trey or Danita Anderson @ 630-525-1327 (6:00 pm - 9:00 pm Central time please). Winner need not be present to win. PCACR reserves the right to cancel the raffle at any time by notification and full refund.

Send check & completed form to:
Trey Anderson
WaterSoft Development
2211 York Road, Suite 205
Osht Brook, IL 60523
Attn.: PCACR Charity



Sunday, October 18, 1998

CONCOURS FIVE

and

'50s Costume and Dance Party



A '50s style costume party and sock hop will be the theme as we celebrate the final concours of 1998 and the 50th Anniversary of the first Porsche. Ed Napleton will supply ample space for show cars, and a DJ will play '50s music. During the concours judging, there will be a '50s dance contest, Hula-Hoop contest and a '50s trivia contest. And yes, we will have our standard Chicago Region concours judging.

If the weather is good, we will show outside, if not we will go inside on a first-come basis. We will have inside room for 40 Porsches.

- Class A: Exterior; Interior; Trunk, Engine & Undercarriage
- Class B: Exterior; Interior; Trunk & Engine
- Class C: Exterior; Interior & Trunk
- Class D: Exterior & Interior
- Class E: Exhibition Style of Exterior & Interior. Visual Inspection Only
- Novice: For fun & first time participants only. Judged to Class C standards. Novice class winner is eligible to trophy



Ed Napleton Porsche
745 West Lake Street
Elmhurst, IL
630-941-4300



THE CONCOURS

- 10:00 a.m. Cars may arrive for final prep
- 12:00 noon Hamburgers & malts provided by our Host
- 1:00 p.m. Judging begins
- 3:00 p.m. Awards

NO POINTS WILL BE TAKEN OFF CONCOURS CARS IF ACCESSORIES FROM THE '50s ARE ADDED, BUT THEY MUST BE CLEAN.

Entry in the **CONCOURS** is \$20. Please REGISTER by sending this ENTRY FORM to:

PCA Chicago Region, c/o Pat & Bonnie Yanahan, 7754 County Line Road, Burr Ridge, IL 60521

Questions? Phone: 630-920-1929 Fax: 630-920-1935

Name _____ Phone _____

Address _____ Region _____

City, State & Zip _____

Member _____ Applicant _____ **Total Number Attending** _____

Porsche Model _____ Body Style _____

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

All members & guests attending must pre-register so that we can give our host an accurate count by October 9th

Golf Outing And Dinner

Ed Barnicle's Golf and Games

by Dan Gallagher

Summer is very short in Chicago. And, because of this relatively short period of warm weather, one must make a choice of the various ways to enjoy it. Most of us in the Porsche Club have chose wisely and enjoy the summer months by driving our cars as fast as we can; the way the good doctor designed them. This unfortunately means that we are very poor golfers. There are just not enough weekends for drivers' education, autocross, concours, rallyes, all our track events, and golf, or for that matter, sail-boating.

As I would much rather spend my time learning the proper line than how to cure a slice, I am not a good golfer. (Some would also say not a very good driver.) Well anyway, my very good friend, "The Barnicle", who I introduced to the wonderful world of Porsches and PCA, saw the folly of his ways and dumped his "plastic fantastic." Now the only problem he has is that he can not beat me at gymkhanas, rallyes, or concours. So he came up with the idea of a sport outing where he could beat me - golf! It seems that in a prior life, along with the "plastic fantastic", he had the unfortunate masochistic life of a fairly serious golfer. Now we all know this club does not have too many of these around. Well back to the story.

I am convinced that while Barnicle approached the board with the suggestion of a golf outing under the pretense of a fun way to give the members a way to spend a Saturday afternoon, his real reason was to humiliate me. But, my friend "The Barnicle" forgot two things: "ringers" and golf carts. Not only did my cart turn faster lap times but it carried much more Heinekens. Oops, I forgot that this is about golf not driving. Anyway, as I began to see through the smoke screen he laid down I did the only thing I could do to even the 'playing field': I found the best golfers to play with me. So my four-

some consisted of Tiger Woods, Arnold Palmer, Nancy Lopez and myself. Needless to say we won easily. Actually, I have just remodeled my garage and as my carpenter and plumber were golfers and I am most definitely not, I decided to invited them to join the fun.

The format of the event was a best ball foursome where you only play the best ball. I only had to hit two drives which believe it or not were the only two good shots I hit all day. As there is 'divine justice', my friends Mike Hanson, Don and Joyce Eichenberger, and I really did win and we did not cheat.

All kidding aside this was a real fun day. After the event, for golfers and non-golfers alike, "The Barnicle" and Gayle Timbers arranged for a nice dinner at a restaurant which just happened to be across the street from the golf course and just happens to be my second favorite saloon, "The Wolf's Head Inn"! About 30 golfers and an additional 30 or so non-golfers showed up to join in the comraderie and libations. Much thanks to "The Barnicle" and Gayle for a terrific Saturday afternoon. I hope we repeat this event next and every summer!



Event Chair Ed Barnicle's (left) foursome included Gayle Timbers, Art and Kathy Sebek (right).



Dan Gallagher (left) and his 'ringers': Mike Hanson and Don and Joyce Eichenberger.

Golf Outing Results

Event Chair Ed Barnicle

First Place Score: 24

Dan Gallagher
Don Eichenberger
Joyce Eichenberger
Mike Hanson

Second Place Score: 27 TIE

George Schaefer	Greg Turek
Cindy Jacisin	Marla Turek
Jim Jacisin	Keith Clark
Enid Chesler	Andy Tegtmeier

Third Place Score 30 TIE

Steve Shirey	Bill Murin
Pat Kelly	Chuck Bittman
John Takehara	Pete Hackenson
John Mueller	Brandon Hackenson

Fourth Place Score 32

Art Sebek
Kathy Sebek
Gayle Timbers
Ed Barnicle

Longest Drive

Keith Clark Gayle Timbers

Closest To The Pin

Don Eichenberger Joyce Eichenberger

Longest Putt

Dan Gallagher Marla Turek



Watching the ball - Pat Kelly (left), Steve Shirey, and John Mueller.



Brandon Hackenson (left), Keith Clark, and Chuck Bittman relax in the clubhouse after their game.



Dan Gallagher prepares to hit one of his two drives.



Pat Kelly was joined by his wife Julie and their kids for dinner at the Wolf's Head Inn.



Event Chair Ed Barnicle announces the winners.



The post-game crowd filled the room.



Pete Hackenson (left) and Bill Murrin look at the Brenkus' pictures of their Monterey Historics weekend.



Golfers George Schaefer (left) and Cindy Jacisin were joined for dinner by non-golfers Bonnie Yanahan and Nikki Kroll (right).



Non-golfers Bob and Shirley Cook.



Keith and Karen Clark.

From Our Members

Laying Rubber on the Back Nine

by John R. Mueller

I have a number of friends who are avid golfers and I have golfed for many years if only a few times per summer. When I tried to explain auto racing to them, we would first have to get past some common misunderstandings about road racing (e.g. don't you race on an oval track?). Over the last few years of racing, I became aware of many similarities between racing and golf. Before you laugh at this assertion, consider the following: both sports are played on a course; in both the low score wins and going off course is not good; both sports use a starter and you can't go out on the course until you get his OK. Besides, isn't half the fun of golf trying to drive those little carts as fast as you can down a twisting cart path?

What follows are my collected observations of these similarities. If you've experienced the frustration I have in trying to explain auto racing to your friends maybe using some of these analogies will help you make your points about racing.

When you tell someone you race cars, the first thing they ask is, "How fast do you go?". How fast you go hardly tells the whole story. It's like asking a golfer, "How far can you drive the ball?". An old golf adage says, "You drive for show, but you putt for dough". And so it is in racing that your top speed down the straight-aways won't make you a winner if don't have the skill to get through the corners quickly and smoothly.

The greatest challenge in golf is playing well around the greens where the distances are relatively short. The greatest challenge in racing is driving well through the corners where the speeds are relatively low. Often, when you play a similar course you get the most satisfaction out of a low score on a particularly difficult hole where you have to shoot over the water on the left, avoid the sand traps on the right

and place the ball within ten feet of the pin or it rolls to the edge of the green. At GingerMan Raceway, I find satisfaction if I can carry a lot of speed through turn five, brake just in time to turn in for turn six and then clip the apex of turn six.

Measuring lap times in seconds is like measuring golf scores in strokes. At Blackhawk Raceway a 90 second (i.e. 1 minute and 30 seconds) lap is a pretty good time depending on the car. Shooting 90 for 18 holes is a pretty good golf score. If you score 10 more strokes or seconds than the person following you, you better let him play through.

Also, it is important to take the correct line on a green when you're putting to avoid adding strokes. It is important is take the correct line through a corner to avoid adding seconds to your lap time.

The physical layout of golf courses and race courses is similar. Courses that go up hill and down and bend a lot are considered more interesting and challenging than courses that are flat and straight. You can't see all of a course from a single spot. As a spectator you go to your favorite corner (in racing) or your favorite hole (in golf) to watch. Typically, this is a particularly challenging corner or hole where the lead is likely to change. Golf courses have sand traps. Race courses have gravel traps to catch cars that go off course. If you get in either, it may take you some time to get out. Golf courses have fairways and race courses have straight-aways. If a fairway is bent it's called a dogleg. If a straight-away is bent it's called a kink. The best

technique on this part of the course is to stay near the inside of the bend to cut down on distance or time.

Sometimes there are two corners in succession that compromise each other. S turns are a common example. You drive through each turn on a path that would be less than optimal if the turns were separated by a long straight-away. Similarly, in golf two consecutive shots may be compromised by a water hazard in the middle of the fairway. In this case, your shot off the tee may need to be shorter than you can normally drive and your second shot may need to be longer than it normally would for a hole of this length.

The approach to both sports is similar. Concentration is very important. Yet, you must also remain relaxed. Being big and strong isn't an advantage in either sport. Good equipment is important in both sports, but a skilled player with inferior equipment can often beat a novice with the best equipment. There is always a new gadget on the market that will take four strokes off your game or four seconds off your lap times. Aficionados of each sport will travel across the country to drive or play a famous course. In racing and in golf the diehards stay out when it starts raining.

By using these analogies, I am now able to readily explain auto racing to golfers. Of course, there are many differences. Golf does not present the physical danger that racing does. To compensate for the lower level of risk, golfers have to bet a lot of money on the game to get the same thrill.



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Rallyemasters:

Jack Stephensen 708.865.2216

Chuck Bittman 708.352.9505

This is your chance to drive two different rallyes in the same weekend! Make a 'weekend of it' or only drive one. The fall colors will be at their peak and the roads will be wonderful.

Arrival in New Glarus on Saturday afternoon is planned early enough to allow browsing in the quaint shops, sampling the local microbrewery fare, or (if you must) your return trip home.

There will a scheduled dinner, with rallye critique and trophies, on Saturday night, 7:00 pm, at the New Glarus Hotel. The dinner buffet will be \$15.00 per person.

Rallye to New Glarus, WI
(a.k.a. America's Little Switzerland)
on Saturday October 24th

Registration 8:30 - 9:00 am
at Holiday Inn, South Beloit, IL

Drivers' Meeting 10:00 am
at Blackhawk Farms Raceway
1st car off 10:31 am

Rallye from New Glarus, WI
on Sunday October 25th

Chalet Landaus Inn

Registration opens 9:30 am
Drivers' Meeting 9:30 am
1st car off 10:01 am

For those rallyists staying overnight in New Glarus, WI reservations should be made ASAP. Be sure to mention the Porsche Club when booking).

Swiss Aire Motel, New Glarus, WI
608-527-2138 or 800-798-4391

Room rate 1 bed: \$59.00
Room rate 2 beds: \$63.00 (2 people)

Chalet Landaus Inn, New Glarus, WI
(800) 944-1716

Room rate: \$78.00 (with a full breakfast buffet)

Rallye to New Glarus, WI
(a.k.a. America's Little Switzerland) on Saturday October 24th

Mail registration to: Jack Stephensen
1117 Manchester
Westchester, IL 60154

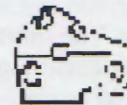
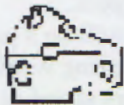
Driver: _____ Phone # _____
Member ___ Applicant ___ Guest of _____

Navigator: _____ Phone # _____
Member ___ Applicant ___ Guest of _____

Car Model _____ Color _____ SOP ___ Touring ___ Novice ___

Rallye Car Fee: \$ 20.00

Please make checks payable to: **PCA Chicago Region**



Rallye from New Glarus, WI on
Sunday October 25th

Mail registration to: Chuck Bittman
450 South Park Road
LaGrange, IL 60525-6111

Driver: _____ Phone # _____
Member ___ Applicant ___ Guest of _____

Navigator: _____ Phone # _____
Member ___ Applicant ___ Guest of _____

Car Model _____ Color _____ SOP ___ Touring ___ Novice ___

Rallye Car Fee: \$20.00

Please make checks payable to: **PCA Chicago Region**

Board Meeting Minutes

Porsche Club of America Chicago Region Board Meeting Minutes August 7, 1998

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

Voting members absent: None.

Vote by Proxy: None.

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

Meeting called to order by S. Brenkus at 8:02 p.m. at the Park Ridge V.F.W.

Secretary - Chuck Bittman.

- Bittman presented the minutes from the July board meeting. The following corrections were noted: S. Brenkus had given her voting proxy to Janecek. The limit on the number of cars at Road America will be 180 not 240 as stated. Rashbaum moved, Bittman seconded, the July minutes as corrected. Approved unanimously.

Treasurer - Chris Inglot.

- Ingot presented the Treasurer's report including the following: A balance sheet as of 8/6/98 showing positive account balances and total assets; a cash flow statement for the period from 7/10/98 - 8/6/98 showing receipts and expenditures, giving a net surplus for the period; a pre-paid expense report; a cash flow for the Zoo Concours showing a minor net deficit. Ruther moved, Rashbaum seconded, to approved the treasurer's report as presented. Approved unanimously.
- Ingot stated that the club's tax return will be filed by the August 15 deadline.

Vice President - Bill Murrin.

- No report.

President - Susan Brenkus.

- S. Brenkus passed around a write-in petition for Chick Misura

for the National board.

- A check was given to the treasurer for the membership renewal refund from National.
- A check for National Club Race logo fees was given to the treasurer for fees received from Designs in Motion. Inglot proposed refunding moneys to sponsors up to their \$500.00 vendor fees. Rashbaum moved, Janecek seconded, to refund those moneys up to the vendor fees. Approved unanimously.

Autocross - Jeff Girard.

- Girard reported that for the Rockford Autocross Bill Murrin will be the acting safety chairman. Currently 6 are pre-registered.
- For the Utica Autocross the trophies have been orders. Currently 7 have pre-registered.
- Mike O'Meara will be the chairman for the Lake Geneva Autocross on September 20th..
- GingerMan Drivers' Ed had 64 paid drivers. Waivers have already been given to Janecek.

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

- At the request of S. Brenkus, Ruther reported on the following about Road America.
- Problems that were addressed were: Constant threats made at the drivers' meetings, working with the track to improve communications, sound level measurements, track announcer, participants were not treated as guests, drivers' ed. participants were referred to as "lappers", bigger is not necessarily better, pit & paddock problems.
- Proposed solutions included: Address all the problems previously noted, reduce run groups from 6 to 5 with 60 cars maximum per group, solicit feedback from participants, re-group in October to re-assess the event and begin to plan for next year.

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

- Scott Lynn reported that there are 57 registered in Group 1 and 42 in

Group 2. The drivers' ed. portion should soon be sold out.

Road America Club Race Registration - Nick & Susan Brenkus.

- S. Brenkus reported that the maximum entries per class were increased from 60 to 65 with National's consent. Currently 195 are registered in 3 race groups which sells out the event. A waiting list will be posted on the club's webpage.

Road America Sponsorship - Steve Rashbaum.

- Rashbaum reported that 2 sponsors have paid, but all have been billed.
- Porsche dealers will be billed later.
- Sponsors will be given maps and parking assignments prior to arrival at the event.

Road America Volunteers - Gary Knoblauch.

- G. Knoblauch reported that he currently has 24 Chicago Region volunteers.
- There will be 8 paid SCCA timing and scoring workers. Total corner workers stand at 24. A deposit needs to be sent to Milwaukee Region SCCA.

Blackhawk Farms - Dan & Peggy Gallagher.

- D. Gallagher reported that he has 75 pre-registered for the August Blackhawk.
- 18 are pre-registered for September and 12 for Octoberfest.
- Beginning immediately we will no longer accept registrations for guests and non-Porsche drivers.

Chief Driving Instructor - John Ruther.

- No report.

Insurance Coordinator - Bruce Janecek.

- No report.

Concours - Jim Jacisin & Pat Yanahan.

- Potter's picnic has 42 entrants. Trophies were done by Jerry Matta and all participants got a trophy.

Rallye - Dan & Peggy Gallagher.

- No report.

Social - Myra Knoblauch.

- Kane County Cougars was fun.

- The Halloween Masquerade will be at Rupert's in Rolling Meadows. There will be prizes for the best costumes. The evening will include dinner, dancing, and a cash bar.
- Potter's Picnic and Concours was a huge success. All 200 event badges were given out.
- There are 16 registered for the golf outing. Dinner will be at Wolf's Head at 7:00 p.m.
- We still need one more couple for the cruise.

Membership - Ed Barnicle.

- 14 applicants for membership were presented. Janecek moved, Murrin seconded, to accept the 14 applicants as members of the club. Approved unanimously.

Safety - Jeff Girard.

- No report.

Technical - Pete Hackenson.

- Hackenson presented his plan for

the pre-entry parking and entry plans for Road America.

Goodie Store - Linda Patterson.

- The Pattersons are working on an inventory report..

Charity - Tray & Danita Anderson.

- Anderson's reported that 955 tickets have been sold, most coming from the mailing to last years ticket buyers.

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

- The August Scene is at the printer.
- The August Scene contained 31 advertisements, 7 were free for Road America sponsors.

Property - Ed Leed.

- No report.

Historian - John O'Keefe.

- No report.

Timing & Scoring - Susan Brenkus.

- No report.

Webpage - Chuck Bittman.

- Event results and year-end standings should be updated soon.

Old Business

- The nominating committee presented their slate for the 1999 board of directors, which included: President, Susan Brenkus; Vice President, Bill Murrin; Secretary, Keith Clark; Treasurer, Chris Ingot; Director, Steve Rashbaum; Director, Pat Yanahan.

New Business

- None.

Adjournment

- Ingot moved, Ruther seconded to adjourn. Approved unanimously. Next meeting September 4, 1998 Park Ridge V.F.W.

Respectfully submitted,

Charles Bittman, Secretary.

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



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PCNA Names New CFO

(courtesy Porsche Cars North America, Inc.)

ATLANTA, Aug. 24 -- Porsche Cars North America (PCNA) today announced the appointment of Dr. Wolfgang Lindheim, 38, to the position of Chief Financial Officer effective Sept. 1, 1998. In this capacity, Dr. Lindheim will be responsible for all of PCNA's financial and administrative activities.

Dr. Lindheim comes to PCNA from Porsche AG in Stuttgart, Germany, where he has been the Director of Strategy and Business Development for the last four years. In that position, he provided successful leadership on such projects as the corporate-wide Porsche Improvement Process (PVP) and the SUV Strategy Team.

Dr. Lindheim holds a Ph.D. in IT-Management, and a Masters Degree in Economics and Engineering from the University of Graz in Austria. Prior to joining Porsche, he was a Management Consultant with McKinsey & Company in Munich for six years. In his new position, Dr. Lindheim succeeds Mr. Ross Dupper who has assumed the newly created positions of Executive Vice President of Porsche Enterprises and Executive Vice President of Porsche Credit Corporation.

Your Vote Will Really Count!

by Marilyn Jones, OVR President

Your Zone Rep Paul Jones is running for V.P. in the Executive Council elections for PCA next month and I, his totally unbiased and completely objective wife Marilyn, would like to urge all Zone 4 members and affiliates to send in your ballots to Ruth when they arrive in your mailbox. It would sure look great to see several thousand votes come in from Zone 4. During the last election only about 8000 votes were cast, so you can see what an impact

Zone 4 can have!

I would also recommend voting for the full nominated slate of Bob Miller for President, Paul Jones for V.P., Tom Provasi for Secretary, and Tom Bobbit for Treasurer. (We know them all very well and they will continue to take PCA in the direction started during Judy Boles' watch, which is member friendly, forward thinking, and growth producing.) Paul and I thank you for voting.

Chick Misura For PCA President

by Chick for President Committee

Thank you Chicago Region for your very strong support! We had an overwhelming response from members coast to coast to put Chick's name on the ballot! Being nominated by the membership sends the significant message that Chick's experience, knowledge, and leadership are needed in the position of President.

Vote - Vote - Vote in October.

Porsche In The News

(PCA Editors News Service)

The Glen Double Fifty Celebration

Following the Laguna Seca Historic Races, Porsche continued its 50th anniversary celebration as the featured marque at the Watkins Glen Double Fifty Celebration, August 27-30. While Porsche celebrated its 50th birthday, Watkins Glen International Raceway also marked the 50th anniversary of the rebirth of American road racing. As at Laguna Seca, Porsche brought to Watkins Glen a group of highly significant cars from its Stuttgart museum as well as some of its most famous drivers including Vic Elford, Bill Adam, Brian Redman, Hurley Haywood, George Follmer, Elliott Forbes Robinson, Milt Minter, Richard Attwood, Bobby Aikin, Walt Bohren and David Murry.

The Double Fifty hosted the largest gathering of Porsche race cars in his-

tory - some 300. Many participated in an historic parade on August 27, from the track to the downtown Watkins Glen library covering part of the original circuit.

50th Anniversary Doings in Stuttgart

In connection with the celebrations of the 50th anniversary of Porsche AG, the Mayor of Stuttgart, Dr. Wolfgang Schuster, officially named the section of Schwieberdinger Strasse located directly in front of the entrance to the company's Plant Number Two in Zuffenhausen as "Porsche Square." The square was given this name in honor of Professor Dr.-Ing. h.c. Ferdinand "Ferry" Porsche.

Also as a part of the anniversary celebrations, Porsche AG announced it will finance a five-year multimedia project for the Stuttgart youth club Jugendhaus e.V. in Zuffenhausen. The project will give children and teenagers an opportunity to learn social skills while familiarizing themselves with media applications so that they are prepared more effectively when they start their working lives. Porsche will supply hardware and software for computer, Internet and on-line services, a "job application office," and will also provide the necessary educational and technical assistance.

Porsche Board Chairman Dr. Wendelin Wiedeking said, "It goes without saying that we need to support our children and teenagers in every respect. Young people will be taking control - at Porsche too - some day in the future."

Q-Tips & Cones in Bakersfield

by Bill Newlin,
Golden Gate Region (Zone 7)

You still remember how to auto-x don't you? Okay racers, time to dust off the Porsche and get yourselves ready for action. October 16-18 is the date for the Zone 7 / Zone 8 Challenge in Bakersfield.

There will be a concours on Saturday and a huge and fast autocross on Sunday.

85 MPH+!!! Bench racing begins Friday night and finally ends where the rubber meets the road. Bragging rights WILL BE the property of Zone 7, but only with your help and participation. I've seen what Zone 8 has to offer in terms of "competition," so this should be a relatively easy slaughter.

Since most of the cars from LA-LA land are smog permeated and sun bleached, we should be able to knock off the big chunks (of rubber) and take the concours too.

There's lots more too, so for more info contact: Event Chairperson,

Alyce Thorpe 805.541.1721 or 800.549.3153. She can help you with an entry form.

And the best part, it's all for charity. Make checks payable to, "The Arthritis Foundation." \$35.00 per car per event.

Phoenix Flight, An Arizona Region Zone 8 Event

Phoenix Flight on November 6th to 8th, 1998 is our charity event to benefit the Phoenix Children's Hospital.

The event headquarters will be the Holiday Inn located in Old Town Scottsdale. The Holiday Inn rate is \$90 for Porsche Phoenix Flight and

can be reached at 800.695.6995).

Friday afternoon/evening will be a reception. Saturday morning will be a Concours with cars displayed on the grass of the Civic center Mall. There will be classes for all types. Display, Wash and Shine, Full Concours. A rally will follow that will take us to some fun Arizona roads. Didn't you always want to visit Boxster Arizona? Saturday evening will be an awards banquet and a silent auction at which there will be more Porsche stuff than you will believe. Sunday morning will be an autocross.

Register early @ Dick Petticrew, 753 W. Folley St., Chandler AZ 85224

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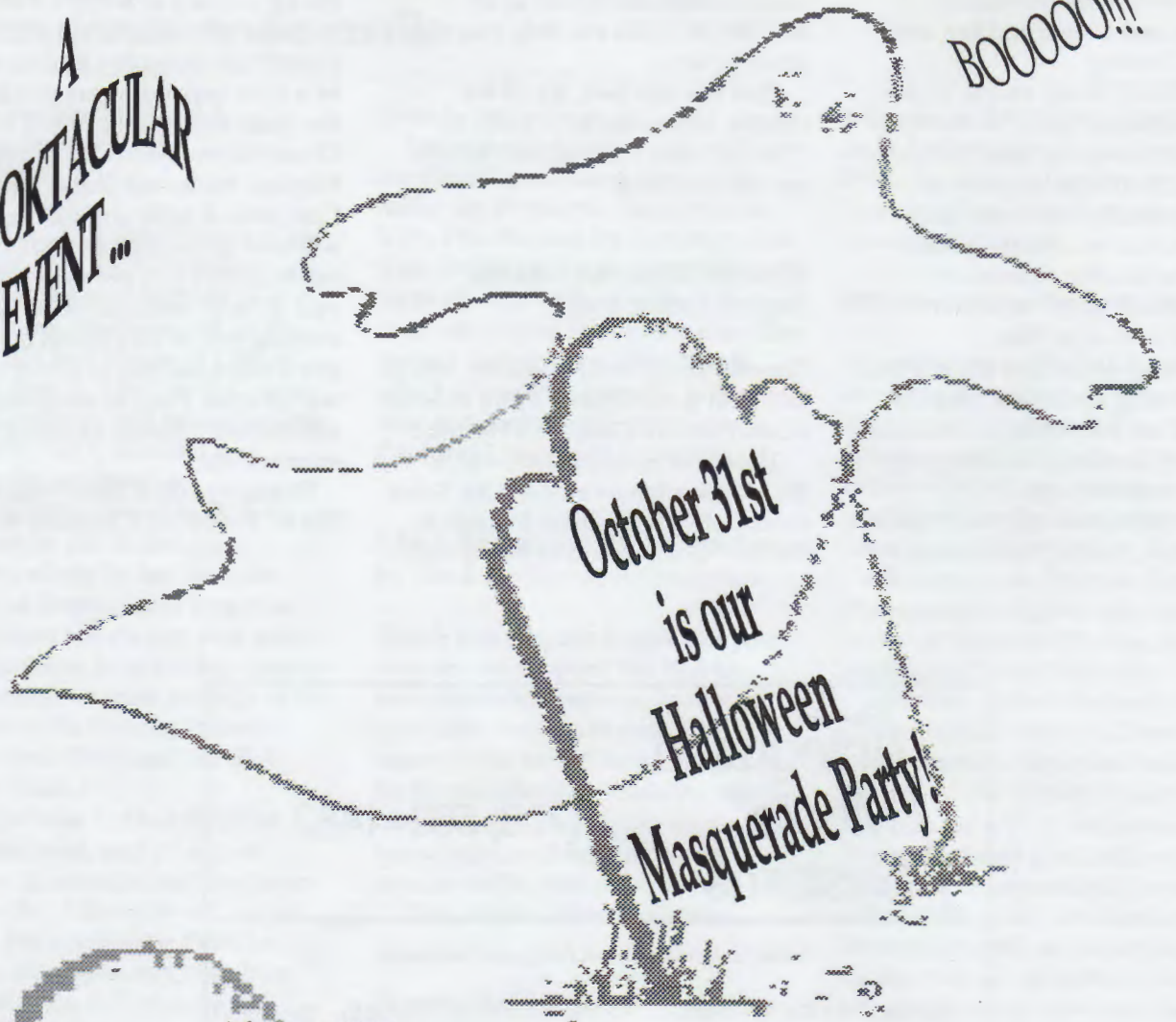
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A
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October 31st
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Masquerade Party!

You're cordially
invited to enjoy
a fun-filled

**HALLOWEEN
MASQUERADE
PARTY!**

Costumes are encouraged,
but not required. There will
be judging of costumes and
prizes awarded for the best
in the following categories:

- Most Original
- Funniest
- Scariest
- Best Couple

Come as you wish and join
us for a ghoulishly good
time. It's gonna be a
frightening fun event!

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You've got to see him do
the "Monster Mash" ...
it's a graveyard smash ...
on the dancefloor!

Come on out ...
and rattle those bones!

A SPOOKTACULAR EVENT...

Halloween Night!
Saturday, October 31st!

7:00 pm - Dinner served promptly

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\$ 25.00 per person (food, tax, & gratuity)

Grilled Salmon with Honey Wasbi Glaze
Grilled Double Breasts of Chicken with Citrus Butter
10 oz. Cut of Prime Rib Medium Rare

House Salad with Champagne Vinaigrette
Chef's Choice of Vegetable
Bread Basket

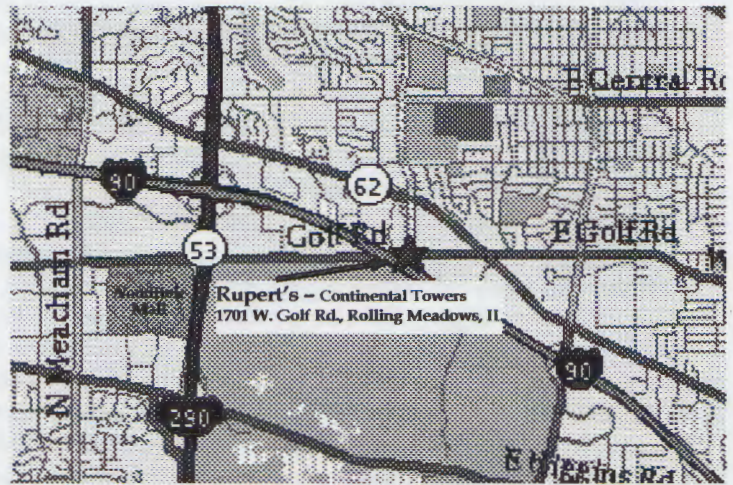
Raspberry Ice
Chocolate Cake

Coffee

CASH BAR

No reservations or refunds after Oct. 24th

QUESTIONS ? Myra Knoblauch 630.325.1086
(before 8:30 pm, please)



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RESERVATIONS REQUIRED!!!! Mail with check to: Myra Knoblauch
120 S. 060 Thurlow St.
Hinsdale, IL 60521

Name(s) and Phone Number:

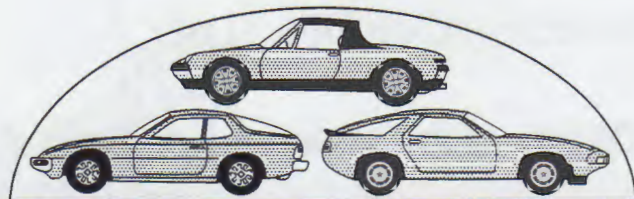
Entrée Choice (please circle)
Salmon Chicken Prime Rib
Salmon Chicken Prime Rib

attending _____ at \$25.00 per person Total enclosed \$ _____



Please make checks payable to PCA Chicago Region

No refunds or reservations after October 24th.



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• Part Werks' new, specially designed Backer Covers protect your 914 from the corrosive effects of moisture retaining dirt trapped by conventional rocker covers. \$45 per side

• Part Werks' new Porsche™ Mag Center Cap Tool Set prevents damage to your original Porsche™ 914 mag center caps when they are being removed and reinserted. \$19.95 per set

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

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Tech Scene

914-4 Technical Tips

by Paul Lighthill, Riverside Region
(from PORSCHE GEDANKEN)

Lean Condition

One of the major contributing factors to "vapor lock" in the 914 is the normal tendency of the engine to run increasingly "lean" as various components age. Seals and gaskets in the intake system shrink and deteriorate, allowing additional air into the system which "leans out" the fuel mixture and causes higher engine operating temperatures. Higher temperatures result in not only vapor lock but reduced engine performance as well as longevity.

With the engine running at idle speed, check for intake leaks by spraying aerosol carburetor cleaner around the fuel injectors, intake air hoses on the central air plenum, and at the cylinder head where the intake pipe joins the head. Also spray around the point where the throttle body joins the air plenum and replace the rubber seal there if defective. If the RPM increases when you spray, there is a leak at that point.

It is very common to require replacement of the intake air hoses, intake pipe sealing blocks, and fuel injector seals. Replacement of these components is relatively simple and will result in a smoother and cooler running engine. Be sure to obtain the correct parts for your engine: 1.7, 1.8,

and 2.0 engines all require different intake blocks and air hoses. Also check and replace any deteriorated vacuum hoses. If your car is equipped with an idle mixture adjustment (knob on the EFI computer, turn CW to enrichen), you will want to adjust this to peak RPM after resealing the intake system.

Always test compression and adjust ignition dwell and timing before making fuel system adjustments. Replace any deteriorated ignition components, such as the breaker points, condenser, distributor cap, rotor, and spark plug wires prior to testing or repairing the fuel injection system.

Fuel Mixture Enrichment, All Models

Assuming that all of the seals and hoses in the intake system are in good condition, it is possible that a 914 may still run overly lean. To correct this, first adjust the fuel pressure to 32 psi if your car is equipped with an adjustable fuel pressure regulator. You can test the pressure at the port for this purpose on the metal fuel line between the No.1 and 2 cylinders.

It is possible to equip a later model car with an adjustable fuel pressure regulator from one of the early models. You may also "trick" the fuel injection into flowing more fuel by installing a 300-ohm, 1-watt resistor (Porsche p/n 039.971.762A) in series with the cylinder head temperature

sensor (Sensor II) on cyl. no. 3. This will cause the ECU to conclude that the engine is cold, resulting in an enriched mixture. Both modifications are required if you have installed a "big bore" kit on a 914, as would be the installation of 914 2.0 fuel injection nozzles on any 1.7 that has been equipped with the 96mm piston and cylinder kit.

It is also preferable to modify the circuitry in the ECU and to adjust the manifold pressure sensor on 2.0 liter engines that have had the larger pistons installed, although this is best left to an EFI specialist.

Exhaust Flange Gaskets

Be sure to use the correct exhaust flange gasket whenever reinstalling the heat exchangers on a 914-4. There are two very similar, though different, gaskets: p/n 021.256.251A for the 1.7 liter engines, and 039.256.251 for the 1.8 and 2.0. These hard copper gaskets may seal better if they are annealed prior to installation by heating with a propane torch until they are a dull red, and then being allowed to cool slowly. To hold the gasket in the exhaust port while you are installing the heater box, use a thick grease, such as Bosch breaker cam grease or wheel bearing grease.

Oil Pressure Switch

Whenever you suspect that an oil cooler on a 914-4 is leaking, first inspect the oil pressure warning light switch (p/n 021.919.081B) which is located on top of the engine just to the rear of the ignition distributor. Any sign of oil here is cause for replacement. Or, if you are able to twist the terminal on top of the switch with finger pressure, it should be replaced. Be sure to replace the rubber boot for this switch (p/n 021.119.957) if it is missing or deteriorated. This boot serves to retain the air inside the cooling shroud and can be a factor in preventing overheating and vapor lock.



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Utica Autocross

Like Mother, Like Daughter by Amber Schultz

My first experience at Utica was when I was a little girl. I watched my parents race for many years. Just imagine watching a car race on a small Go-kart track with a "hair-pin" turn stuck in the middle of it. Now make that car a 1976 Chevy station wagon. My mom took first place that day! Now it was my turn to carry on the tradition of racing Utica. (Too bad Porsche doesn't make a station wagon!)

We couldn't have asked for a

better day to race. The sun was shining and the temperature was mild enough to keep our liquid intake to a mere five gallons compared to our usual ten. Even though there wasn't a drop of water on the track, some of us still had trouble keeping our cars on it. (I am happy to report that none of the soybeans on the far end of the track were damaged) I was honored to tell Chuck Cassaro how it felt to take his 944 for a "spin".

With about 50 cars and three run groups the day ran smooth. With being one of the many with kids there, I

think they had just as much fun playing in the field as the adults did racing. At the end of the day the winners were awarded 'model cars' for their achievements. I took first place in my class. Being the only one in it made that achievement all that more easier to reach. After I was bumped down a couple of classes, my glory was quickly over. As we were pulling out of the lot to head home, my daughter asked from the back seat, "Mom, when is the next one?" Like mother like daughter.

Utica Autocross photos by Jim Jacisin, Cindy Jacisin, and Steve Rashba



Event Chair Bill Murrin (foreground) and George Schaefer III wait for their turn to run the go-kart track.



Pat Foltz (upper left), Jim Starai, Kevin Schilling, Mike O'Meara (lower left), Chuck Cassaro, and Amy Murrin are all lined up and ready to go.



At Utica there's nothing to hit and lots and lots of run-off room.



Trent Oler heads for the start/finish line.

Utica Autocross

Event Chair: Bill Murrin

OA	CP	#	Class	Region	Driver	Best Time	OA	CP	#	Class	Region	Driver	Best Time
52	1	108	P1	CHO	A. J. Tiller	1:04.088	4	1	5	P6	CHO	Greg Turek	52.160
							5	2	184	P6	CHO	Paul Schiller	52.241
16	1	74	P2	CHO	Keith Clark	54.606	17	1	15	P6L	CHO	Marla Turek	54.631
21	2	917	P2	CHO	Joe Purpura	55.055	15	1	89	I1	CHO	John Takehara	54.335
31	3	212	P2	CHO	Bob Boxall	56.901	18	2	40	I1	CHO	Trent Oler	54.735
36	4	153	P2	CHO	Chuck Cassaro	57.166	23	3	91	I1	CHO	Bill Murrin	55.514
41	5	404	P2	CHO	Pete Petriw	58.335	39	1	491	I1L	CHO	Amy Murrin	57.733
46	6	400	P2	CHO	Dale Costello	59.690							
47	1	401	P2L	CHO	Amber Schultz	1:00.084							
11	1	95	P3	CHO	Mike O'Meara	53.983							
3	1	28	P4	CHO	Chris Inglot	51.541							
6	2	251	P4	CHO	Rich Grotemeyer	52.534							
20	3	50	P4	CHO	Steve Rashbaum	54.901							
24	4	195	P4	CHO	Robert Grabowski	55.552							
25	5	46	P4	CHO	John Mueller	55.796							
29	6	402	P4	CHO	Robert Kerwin	56.686							
34	7	915	P4	CHO	Wes Nowakowski	57.114							
42	8	197	P4	CHO	Kevin Schilling	58.361							
48	9	406	P4	CHO	George Schaeffer	1:00.764							
40	1	416	P4L	CHO	Pat Foltz	57.892							
43	2	52	P4L	CHO	Susan Shire	58.889							
8	1	151	P5	CHO	Brandon Hackenson	53.801							
9	2	16	P5	CHO	Pete Hackenson	53.936							
13	3	8	P5	CHO	Jim Starai	54.004							
22	4	369	P5	CHO	Mark Lundstrom	55.511							
32	5	405	P5	CHO	Sam Collura	56.962							
35	6	170	P5	CHO	Peter Froehlich	57.143							
38	7	223	P5	CHO	Mark Basso	57.500							
45	8	408	P5	CHO	Kirk Jurinek	59.551							
49	9	407	P5	CHO	Saqib Mausooof	1:01.561							
27	1	18	P5L	CHO	Kimberly Starai	56.120							

Men's FTD

1	1	7	M1	CHO	Nick Brenkus	50.643
2	2	98	M1	CHO	Tony Koufos	51.246
28	3	45	M1	CHO	Mike Gray	56.521

Ladies' FTD

10	1	17	M1L	CHO	Susan Brenkus	53.962
7	1	417	X	GST	Jack Davrowski	52.547
14	2	711	X	CHO	Mike Gallagher	54.225
33	3	118	X	CHO	Andy Discher	57.114
51	4	403	X	CHO	Jim Jacisin	1:02.173

19	1	360	MST	CHO	Ed Barnicle	54.830
30	2	4	MST	CHO	George Guttman	56.870
37	3	0	MST	CHO	Bruce Janecek	57.425
44	4	10	MST	CHO	Harold Beach	59.243

12	1	770	P7	CHO	Glenn Gray	53.985
26	2	19	P7	CHO	Gary Knoblauch	55.864

50	1	101	P7L	CHO	Myra Knoblauch	1:01.941
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TIMED ELECTRONICALLY WITH THE



Was it something we wrote?



Now they've got "little cars" too!

Chicago Region Membership

October Membership Anniversaries

1963	John Zmolek	Andy Zmolek	Karl N. Zimmermann	
1967	Bob Hubert	Helen Hubert	Andrew R. Mandell	Adele Mandell
1974	Gary L. Fitch	Kathy A. Fitch	Thomas F. Kelly	
1976	Robert M. Carey	Linda Carey	1994 Alan Andrea	Julie Andrea
	Thomas P. Bechet	Ann McLaughlin	Donald J. Buchner	Janel Buchner
1977	Dan Trampel	Joseph Trampel	John Dabek	Iлона Dabek
1979	Howard Yefsky	Alan Yefsky	Roy A. Lange	
1980	Michael L. Simon	Linda Simon	Douglas Scherer	Terri Scherer
	Eugene A. D'Andrea	Peggy D'Andrea	Karen Evers	Rich Evers
	John E. Barrett	Patt Barrett	Michael J. Corrao	Susan Corrao
1981	V. William Frazier	Sandra Frazier	Stephen Paoletti	
1982	Manfred H. Pfeiffer	Marlene Pfeiffer	Robert K. Burnham	Rita Burnham
1983	Heber Macmahon MD	Kathy Liu	Robert L. Pasek	Chuck Kingsly
	Arnold Zann	Margo T. Zann	Douglas R. Dixon	Collete E. Dixon
	Michael Kovacich	Joanne Kovacich	Jerry D. Isaacson	Michelle Isaacson
1984	Thomas J. Burke Jr.	Gloria Dellaria	Jack L. Stephensen	Jane Stephensen
	Michael Ketten	Judi Ketten	1995 Steve Mraovic	Klarissa Ard
1985	Karl Szczypta	Judy Ostrowski	Michael Lyster MD	Betsy Lyster
	Paul S. Bernius	Megan Bernius	A. J. Tiller	Barbara Tiller
1986	Frederick L. Howard Jr.	Vicky S. Howard	Timothy P. Demel	Amy Demel
	James F. Knupp	Lynn E. Knupp	Walter S. Falkowski MD	Patricia Falkowski
1987	Charles W. Pyne	Georgia Pyne	Steven Cohen	
1988	Charles J. Knox		Larry A. Newman	Arlene Newman
	Paul Travlos	Sheri Travlos	John C. Schneider	Jean Meilinger
	David L. Varwig	Deborah S. Varwig	Tom Karkos	Donna Karkos
	Richard Potempa		Anthony J. Giannini	
1989	Richard Cieply	Jane Ciepley	Henry V. Moore	John Moore
	Alan L. Goeppinger	Lauren L. Goeppinger	1996 Gerard A. Geraci	
1990	Gerald L. Petroskey	Jarrod Borrell	Mark Nowakowski	Barbara Maloney
	Andrew L. Heard	Barbara A. Beshears	Vasilios Stambolis MD	Fannie Stambolis
	Douglas R. Beshears		Matthew J. Schulze	Laura Schulze
	Robert A. Vlazny	John Turner	Jeffrey F. Oliveros	Espi Oliveros
	Robert A. Turner	Elizabeth G. Scherer	Brian Jackson	Tabitha Jackson
	Robert B. Scherer		Ramon Ricondo	Nancy Ricondo
	Michael L. O'Bryan	Heather O'Bryan	Matthew T. Voss	Marcie Voss
	David L. O'Bryan	Patricia R. Sanda	1997 Robert McClurg	Lisa McClurg
	Laddie A. Sanda	Lori Pearce	Rex Stewart III	
	Michael H. Pearce	A. J. Schall Jr.	Vincent A. Brown	Kathleen Brown
	Abel J. Schall	Arlene Sperhac	Jeffery S. Whyte	
	Robert G. Sperhac	Helen La Jeunesse	Sean T. Stacey	Nora Cuadrado
1991	Brian Buda		Kevin McLaughlin	Andrea McLaughlin
	Dale H. Moody	Renee Schlicher	Henry Mundt	Elizabeth Mundt
	William R. Schlicher	Karen Olcha	F. Stephen Shirey	
	Keith Olcha	Patricia Jacisin	Michael R. Vos	Victoria Vos
	Jim Jacisin Jr.	Kenneth Kijak	Peter S. Sygieda	Margaret Sygieda
	Paul Kijak	Julie Wiesnoski	Andrew S. Goldberg	
	Dennis P. Wiesnoski	Mary Joy Koehler	Robert A. Clarke	Carol Clarke
	Robert H. Koehler		James D. Morris	Gloria Morris
	Robert P. Allen	Michelle Browne	Kerry W. Given	
1992	William Browne	Debbie Dukes	Charlotte B. Given	
	John W. Brandt	Jane Billings	Paul Pelski	Lori Pelski
	Peter G. Andersen	Dee Dee Strelka	Toby H. Duckett	Bonnie Duckett
	David M. Strelka	Gail V. Brenner	Helmut A. Bonigut	Michael Bonigut
	Mario Jedwabnik	Judy Hovanec	Ron Edgar	Raelee Edgar
	Joseph R. Hovanec		Kevin J. Schilling	

Member News

Condolences to Susan and Nick Brenkus on the death of Susan's father James Schorn. Our love, thoughts, and prayers are with you.

Speedy recovery wishes to Gary Knoblauch.

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

Ed Barnicle, Membership Chair

Welcome To Our New Members For August 1998!

Richard Allen Rockford, IL 1999 Boxster	Jill Filgut Elgin, IL 1986 911	Alfred J. Lautenslager Naperville, IL 1985 911 Cab	Mark P. Sexton Chicago, IL 1999 996
Craig A. Beck Naperville, IL 1999 996	Bob Gee Elmhurst, IL 1994 Speedster	Wesley Lenz Naperville, IL 1986 944T	Richard K. Sheiner Long Grove, IL 1998 993C4
Stanislaw Bernacki Chicago, IL 1988 944T	Tim Grogan Chicago, IL 1995 911 Cabriolet	Tonald J. Matta Libertyville, IL 1985 ½ 944	C. Wayne Simmons Chicago, IL 1999 Boxster
Paul Blidy Libertyville, IL 1986 951	Gregory Gulik Chicago, IL 1999 Boxster	Lawrence McChesney Riverside, IL 1972 914	Janusz Tokarczyk Chicago, IL 1993 RS America
Mary L. Boys Mount Prospect, IL 1998 Boxster	Terrence J. Hendricks Chicago, IL 1993 911C2	Steven H. Paxton Lake Bluff, IL 1985 911	Jose R. Uson Matteson, IL 1998 Boxster
Phillip A. Burn Grayslake, IL 1982 911SC	Bill Hollingsworth Mount Prospect, IL (transfer - Central Indiana)	Philip W. Peck Chicago, IL 1999 Boxster	Scottie Walsh Glencoe, IL 1998 Boxster
Manuel Cantoria Chicago, IL 1998 Boxster	Brent R. Johnson Belvidere, IL 1999 996	Dan Radojkovic Itasca, IL 1987 944 Turbo	Robert R. Wott Burr Ridge, IL 1999 996 Cab
Randy Cara Orland Park, IL 1999 996	Bill LaMack South Barrington, IL 1988 911 Targa	Kevin J. Rocio Chicago, IL 1998 Boxster	
John D. Cosgrove Chicago, IL 1999 996	Terry A. Larson Grayslake, IL 1998 Boxster	Steven W. Scheibe Chicago, IL 1978 911	

Are You Moving? Has Your Area Code Changed?

Name(s): _____

Old Address: _____ New Address: _____

Phones: (H) _____ (W) _____

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

Send to: Debby Leed 37 Lakeview Drive Barrington, IL 60010-1949
fax 847.382.3562 (8:00 am - 8:00 p.m. only please!)

*The pleasure of your company is requested on
Saturday evening, December 5, 1998*

6:00 pm – 1:00 am

Cocktails, Dinner, and Dancing

PCA Chicago Region Dinner Dance

Drury Lane in Oakbrook Terrace, IL

6:00 – 7:00 pm

*Cocktails and Hors d'oeuvres
Open Bar*

7:00 pm

Dinner

Appetizer

*Sliced Tenderloin & Poached Salmon Fillet
with Green Peppercorn & Light Dill Crème Sauce*

Vegetable and Potato

House Salad

Fresh Baked Bread and Butter

Dessert

Coffee

Wines may purchased by guests during dinner

8:00 pm

Awards

9:00 pm – 1:00 am

Dancing to the music of "The Mix"

Raffle Drawing

Cash Bar

Smoking permitted only in the Reception Foyer

\$55.00 per person

Reservations Required

Black Tie Optional

RSVP with payment by November 28, 1998 to:

*Gary and Myra Knoblauch
10 S. 060 Thurlow Street
Hinsdale, IL 60521
630.325.1086 (before 8:30 pm please)*

\$55.00 per person

*Please make checks payable
to PCA Chicago Region*

No refunds or reservations after November 28, 1998.

Reserved seating is available for a full table of eight. Please call Gary or Myra Knoblauch before November 28, 1998 to make arrangements.

Overnight Accommodations

The Hilton Suites adjacent to Drury Lane will have overnight accommodations for the PCA Chicago Region members at a special rate for the evening of December 5, 1998. Call 1.800.HILTONS by November 11, 1998 and identify yourself as a PCA Chicago Region member when making reservations.

The Hilton Suites will offer a complementary two-hour beverage reception in the evening and a complementary breakfast the following morning for PCA members staying overnight.



**Drury Lane
100 Drury Lane
Oakbrook Terrace, IL
630.530.8300**

**There is valet parking at the front
entrance of Drury Lane and free
parking in the lot of Drury Lane**

Rizza &

A Winning



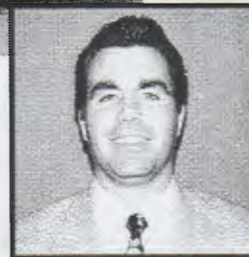
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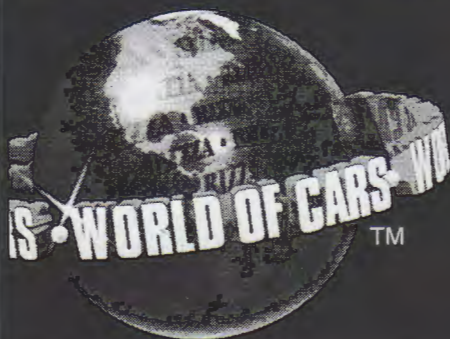
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TRAC 98 Weekend: Concours III Results

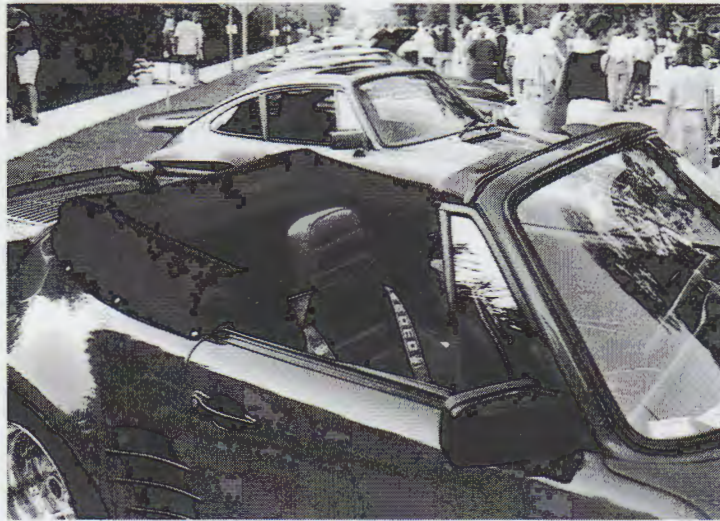
Event Chair: Bruce Janecek

Class A

Bob & Rob Cook	1988 911	1
Jim & Patti Jacisin	1990 944S2 Cab	2
Pat & Bonnie Yanahan	1995 993 Cab	3
John Takehara	1974 914	4

Class B

Sam Collura	1987 911	1
Mike Haas	1987 911	2
Dan Gallagher	1996 993	3
Tray Anderson	1997 993 Turbo	4



Beautiful concours cars as far as the eye could see ...

Class C

Andy Discher	1986 951	1
George Schaefer III	1987 951	2
A. J. Tiller	1989 930	3
Mike Liebman	1977 931	4

Class D

Jamie Wilke	1969 911	1
George Binder	1982 911	2
Tim Matta	1985 944	3
Mark Basso	1987 911	4
Steve Rashbaum & Susan Shire	1986 951	5
Jim Wilke	1973 911	6
Bruce Janecek	1993 964 RS	7



Jerry Matta (left) accepts his 1st Place award in Class E from Concours IV Event Chair Bruce Janecek and Jim Jacisin (right).

Class E

Jerry Matta	1993 964 RS	1
Amy & Emily Murrin	1974 914	2
Keith Wolters	1986 911	3

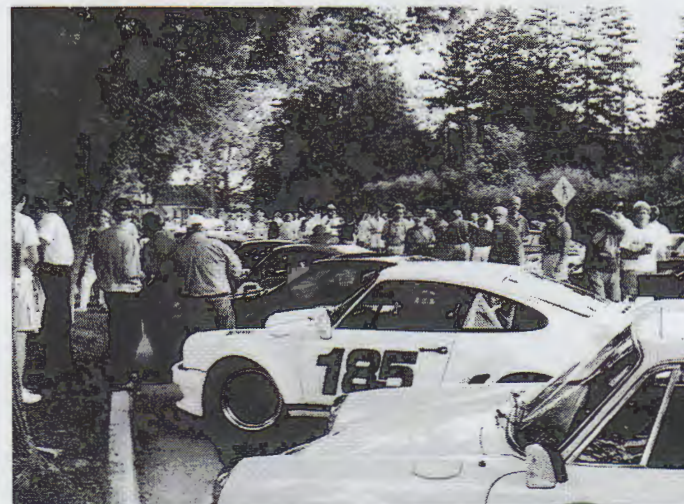
Novice Class

Rob Clarke	1989 911	1
Patrick Kelly	1973 911	2

Judges' Choice

Race car # 18
Race car # 3

People's Choice



as well as Drivers' Ed and Club Race cars.



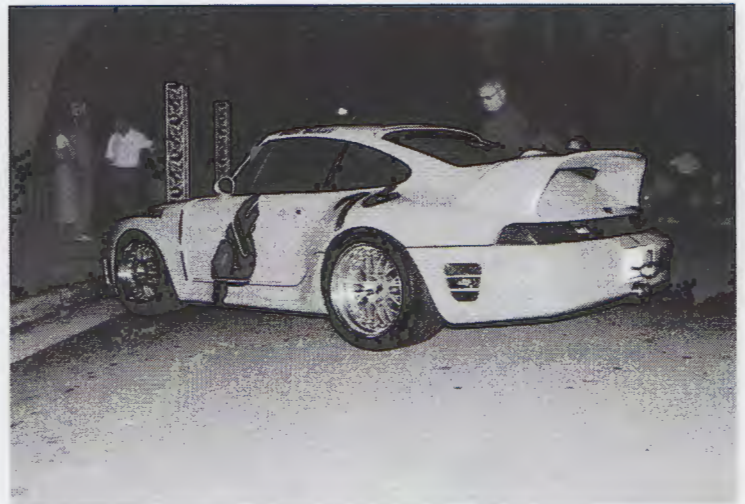
Glenn Sapa took 2nd in GT1S class in his '88 911 Turbo



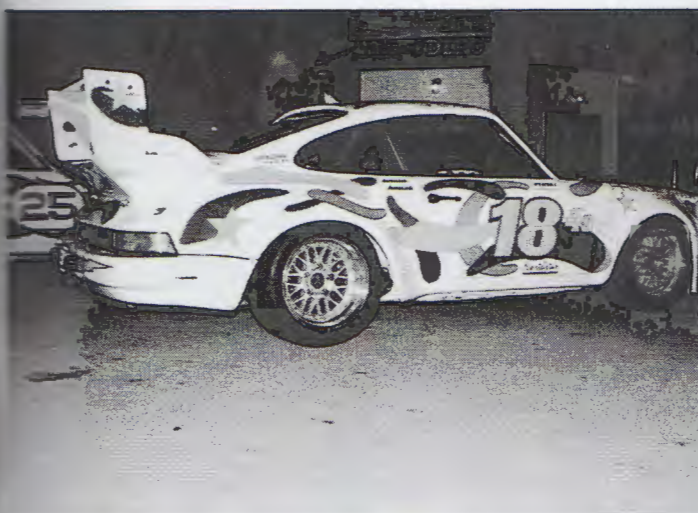
The street next to Siebkens at the 'Concours Hour'.



Susan Brenkus' TRAC 98 Weekend 'ride': the Pace car, a 99 996, compliments of Ed Napleton Porsche.



Steve Beddor's RUF CTR2



Jeff Kolk took 1st in GT4S in his '71 911



Judging George Biskup's '98 911 RSR.

TRAC 98 Weekend: 'German Fest' Dinner and Party

Photos by Jim Hopp, Kristy Kosinski, and Shawn Young



Singing and ...



dancing to the music of a German band followed ...



dinner alfresco at Siebkens.



The California and Florida POC contingent.



Cherie and Keith Orum.



Gary Boss (left), Hari Matsuda, and Kathy Boss.



After dinner the party continued in the bar at Siebkens where Bruce left and Mary Ellen Rohner were joined by Keith Clark.



John Podmajerski and Cynthia West.



The party continued well into the evening.



Richard Shire (left), Shawn Young, and Dan Gallagher made sure that everyone got home safely from Siebkens.



Cynthia West 'cuts a rug' with Bill Murrin.

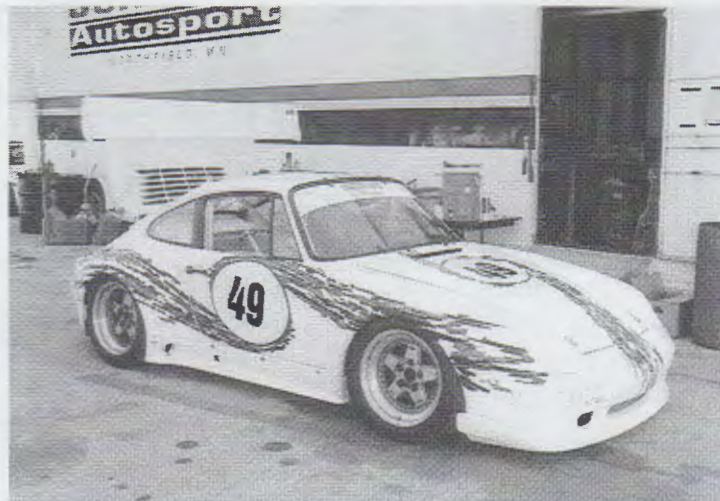


Steve Rashbaum (left) extends Chicago Region hospitality to Bruce Boeder (right) and others from the Nord Stern Region.

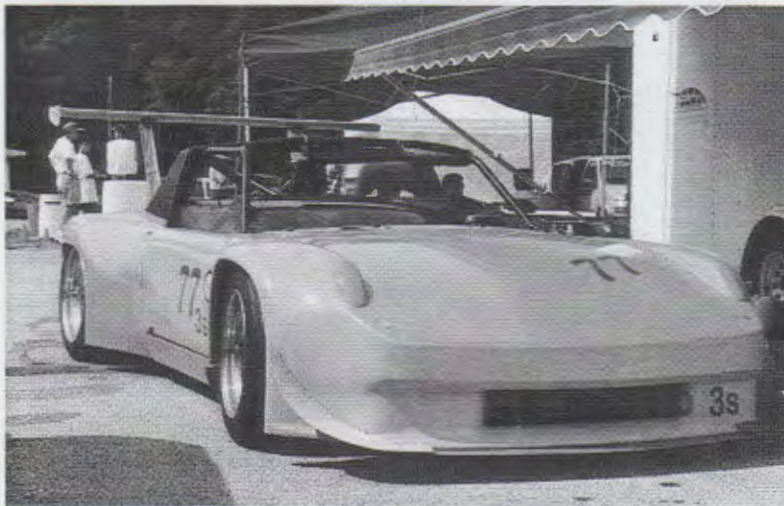
TRAC 98 Weekend: At The Track

Track photos by Jim Hopp and Steve Rashbaum

The RA weekend was quite nice. ... overall, I believe that most people enjoyed it ... The fewer racers made it good



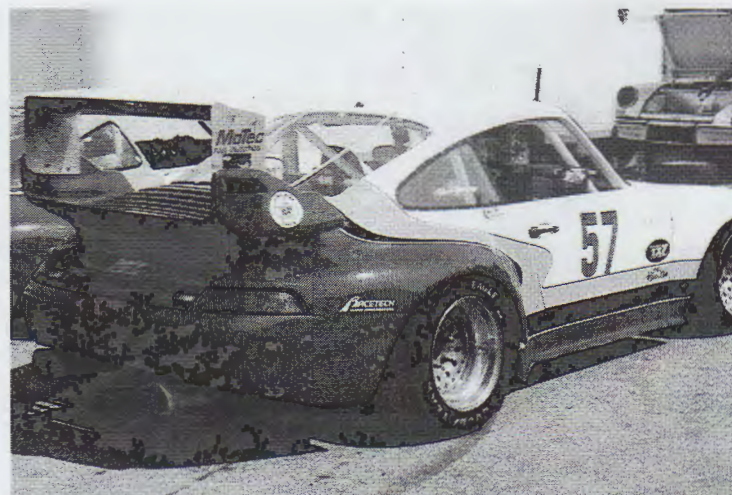
Michael Hoke's '71 911 ran in GT3S.



Hari Matsuda's '70 914-6 also ran in GT3S.

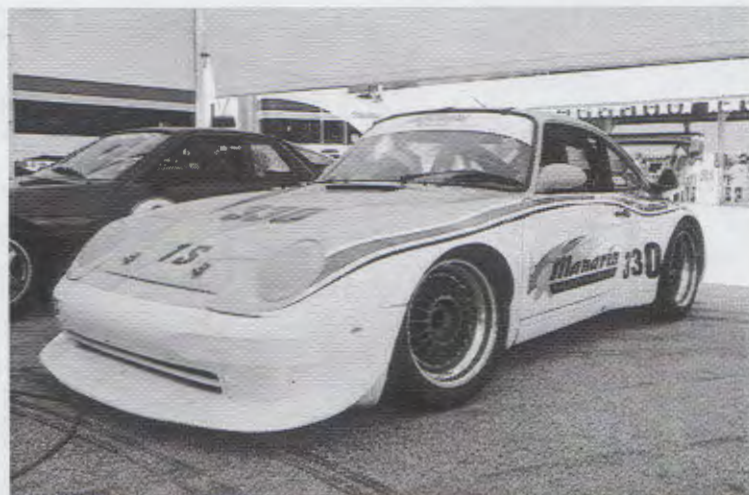
I enjoyed the entire weekend, and very much appreciate the kind words & pleasant attitude of all the folks I worked with & had a chance to talk with.

The general off track atmosphere was substantially more pleasant than previous years ... I'd say that the parts that you can control went great.

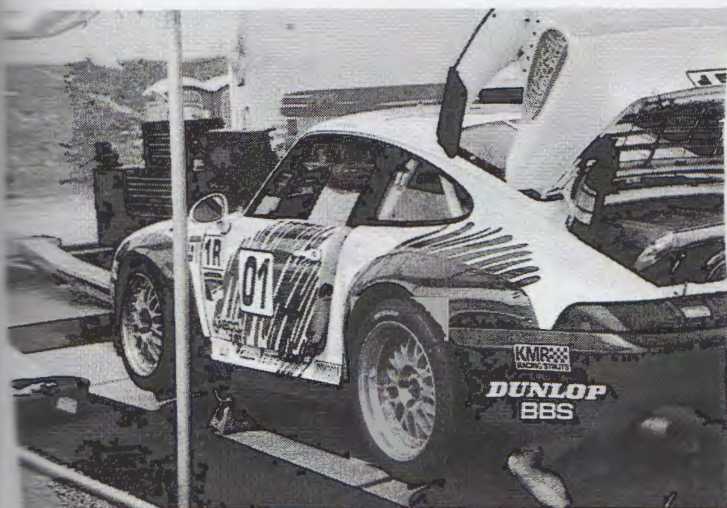


From Houston TX, Jan Rask in a '67 911.

... it was an outstanding event. Much, much, much better than the past couple of years ... I felt more like a guest than at any place I have raced this year. Fun times and great people.



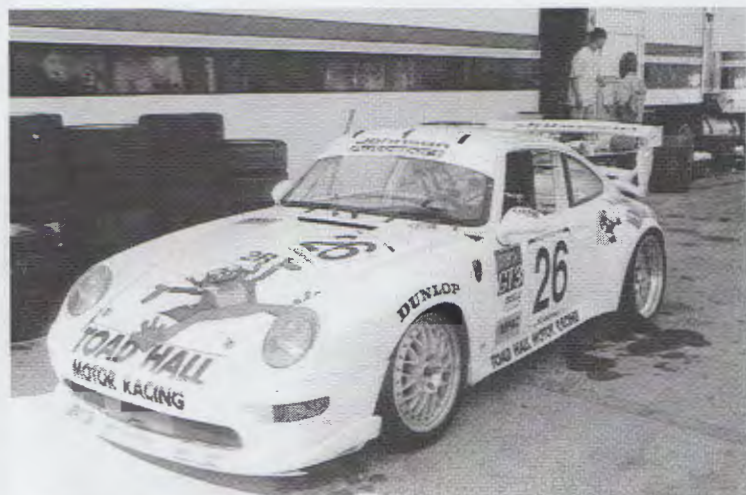
1st in GT1S, Roland Manarin in a '79 930.



2nd in GT1R, Martin Snow in a '95 911.

I felt a special feeling from those of the Chicago region ... it lasted all weekend long ... I like how things were managed on the local level with the new Chicago Region team running the show.

Oh, the feedback I have been getting around RA has been fantastic. Everyone said they had a good time, the atmosphere is soooooo much better ... I'm recruiting people who vetoed it this year to give it a shot next year... I've been telling them WHAT A BLAST it was!

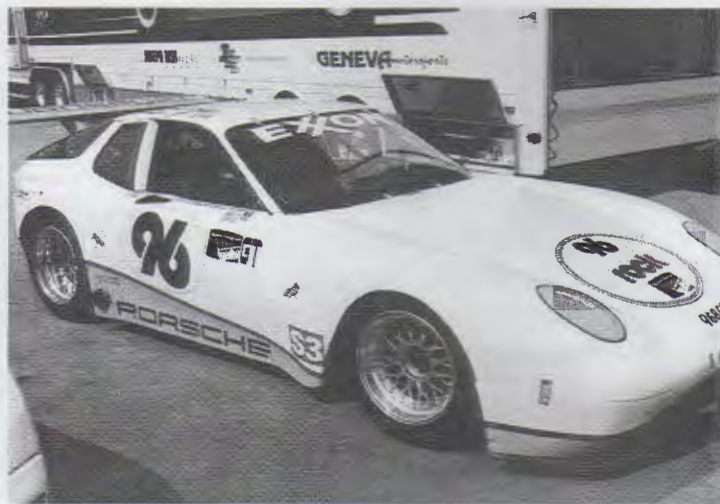


#26, Jim Oppenheimer's '95 993.

At the track ...



3rd in GT2R, Steve Pelke's '73 911



From the Joseph Hish Racing Group, a '92 968.



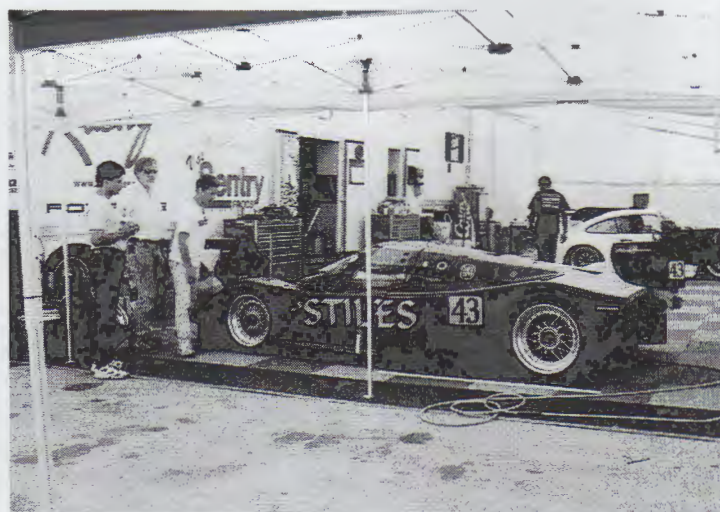
Randy Alexander's '94 911 in the Fast Tech pit.



Relaxing and reading in the pits.



Peter Baron's '75 911 in The Racer's Group pit.



Don Stiles '91 962C in the Kelly-Moss pit



John Ruther climbs into #33 behind two Kelly-Moss supported cars.



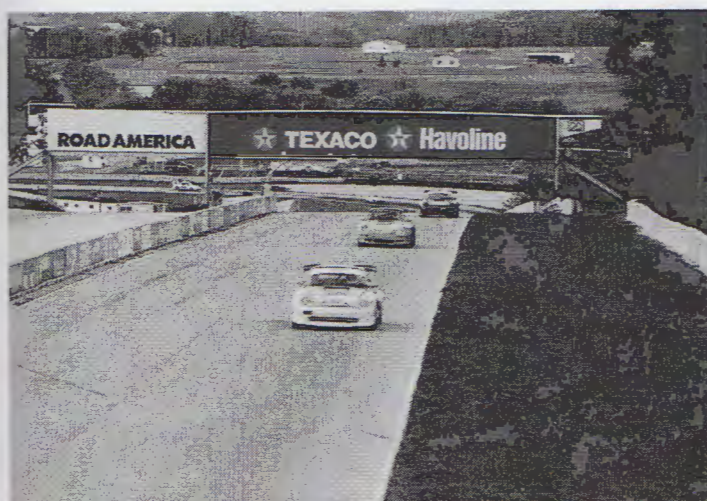
Race Group 5 gridded.



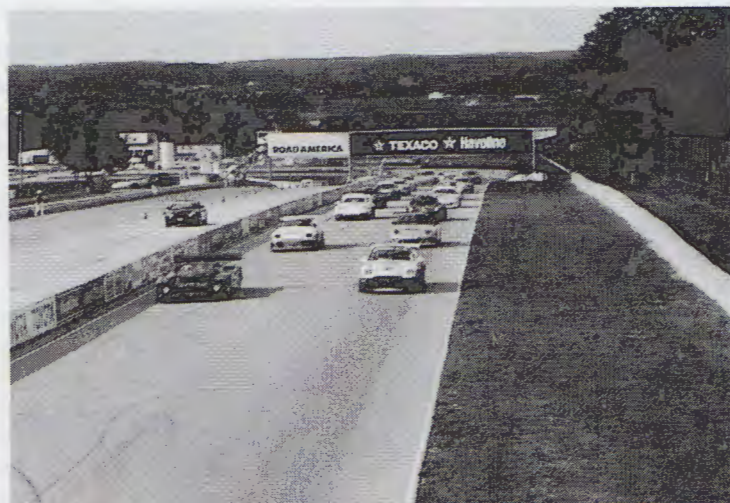
Race Group 5 lining up behind the Pace Car.



Race Group 5 field at start.



Race Group 5 passes the start/finish line.



The green flag drops for Race Group 5.

Feature Race Results: Group 3 - F, G, H, I, J, GT4S, GT6S, FunD

Chicago Region PCA The Road America Challenge Club Race: TRAC 98 5-7 September 1998
 4.0 Miles Starting time: 2:00 P.M. 57 Starters/57 Finishers Margin of victory: 1.263 Sec. □

OA	CP	Class	#	Region	Driver	Hometown	Car	Best Lap	Speed	Laps
1	1	F	68	NRDR	Tim Watson	Hamel MN	1990 911 C4	2:40.180	89.898	8
2	2	F	4	GPR	Greg Theiss	Omaha NE	1989 944 S2	2:40.728	89.592	8
3	3	F	82	GPR	Joe Ennett	Weatherby Lake MO	1986 944 Turbo	2:40.805	89.549	8
4	4	F	146	NRDR	Bob Viau	Lake Elmo MN	1989 944 S2	2:41.422	89.207	8
5	5	F	86	GPR	Scott Nordby	Lincoln NE	1995 911 Carrera	2:42.794	88.455	8
6	6	F	1	MSR	David Harber	Memphis TN	1979 911 SC	2:43.523	88.061	8
7	7	F	97	NRDR	Alberto Magallon	St. Louis Park MN	1985 911	2:42.868	88.415	8
8	1	G	36	CHIR	Peter Baron	Sonoma CA	1975 911	2:43.609	88.014	8
9	8	F	95	GPR	Ian Jones	Smithville MO	1986 944 Turbo	2:43.683	87.974	8
10	9	F	61	OVR	Dave Talbot	Dayton OH	1986 944 Turbo	2:44.435	87.572	8
11	10	F	70	GPR	Leo Theiss	Omaha NE	1991 944 S2	2:44.364	87.610	8
12	11	F	3	GPR	Matt Salter	Omaha NE	1988 911	2:44.327	87.630	8
13	12	F	45	ALR	Kraig Johnson	Birmingham AL	1973 911	2:43.691	87.970	8
14	2	G	991	RSNR	Michael Ellis		1975 911	2:44.801	87.378	8
15	3	G	38	NRDR	Robert Piper	Minneapolis MN	1978 911 SC	2:44.761	87.399	8
16	13	F	87	WMR	Bob Stander	Holland MI	1983 911SC	2:45.928	86.784	8
17	14	F	46	GPR	Jim Acuff	Omaha NE	1987 911	2:46.500	86.486	8
18	15	F	51	NRDR	Lee Jacobsohn	Minneapolis MN	1990 944 S2	2:48.237	85.593	8
19	1	GT6S	103	UCR	Anselmo Beretta	Toronto ONT	1959 356A	2:49.031	85.191	8
20	16	F	8	MVR	Harry Dunn	Perrysburg OH	1984 911	2:47.776	85.828	8
21	1	FGT5S	2	MVR	Bill Bauman	Toledo OH	1969 911 S	2:48.716	85.350	8
22	2	GT6S	60	CHIR	Rick Gurolnick	Hawthorn Woods IL	1960 356 Roadster	2:51.885	83.776	8
23	17	F	04	CHIR	Daniel Daly	Palos Heights IL	1986 944 Turbo	2:49.458	84.976	8
24	18	F	12	GPR	Ross Scholz	Omaha NE	1980 911 SC	2:47.438	86.001	8
25	4	G	345	CHIR	Claude Reed	Bolingbrook IL	1976 911	2:51.229	84.097	8
26	19	F	66	NRDR	James Holton	Eden Prairie MN	1985 911	2:51.200	84.112	8
27	20	F	99		Gary Schultheis	Boca Raton FL	1990 911	2:53.265	83.109	8
28	5	G	6	GCR	David Piasecki	Sunrise FL	1981 911 SC	2:54.606	82.471	8
29	1	I	94	NRDR	Jim Bryant	Woodbury MN	1983 944	2:53.614	82.942	8
30	2	I	125	NRDR	Joe Rothman	White Bear Lake MN	1985 944	2:52.585	83.437	8
31	1	FunD	308	CHIR	Scott Forbes	Chicago IL	1985 944 Turbo	2:52.361	83.545	8
32	1	FunE	365	OVR	Howard Johnson	Cincinnati OH	1973 911 S	2:51.780	83.828	8
33	21	F	16	MILR	Joe Lemmel	Milwaukee WI	1993 968	2:49.757	84.827	8
34	22	F	136	GCR	Alberto Quadreny	San Juan PR	1988 911	2:55.009	82.281	8
35	3	I	96	NRDR	Henry Rogers	Lakeville MN	1988 924S	2:52.049	83.697	8
36	1	H	170	CIR	John Buhler	Huntington IN	1970 911 T	2:54.428	82.555	8
37	2	H	713	CHIR	Jeff Girard	Darien IL	1985 944	2:54.373	82.581	8
38	23	F	127	NRDR	Anna Polk	Wapiti WY	1987 911	2:53.262	83.111	8
39	6	G	07		Ed Konz		1977 911	2:53.935	82.789	8
40	3	H	41	MSR	Michael Wilkes	Cordova TN	1987 944 S	2:53.903	82.804	8
41	24	F	63	GPR	Charles Werp	Omaha NE	1986 944 Turbo	2:54.055	82.732	8
42	7	G	178	RSR	Michael Evans	West Bloomfield MI	1978 928	2:54.116	82.703	8
43	4	I	22	RMR	Dale Tuety	Conifer CO	1973 914	2:58.914	80.485	7
44	25	F	50	CHIR	Steve Rashbaum	Evanston IL	1986 944 Turbo	2:56.688	81.499	7
45	26	F	78	GCR	Steven Elias	Parkland FL	1987 944 Turbo	2:57.820	80.980	7
46	5	I	31	ALR	Dean Matthews	Birmingham AL	1983 944	2:58.342	80.743	7
47	4	H	33	OVR	Michael Burg	Cincinnati OH	1987 944 S	2:59.030	80.433	7
48	6	I	35	FCR	Stuart Reiter	Crescent City FL	1972 911 Turbo	3:00.381	79.831	7
49	5	H	57	OVR	Paul Jones	Cincinnati OH	1970 911 E	3:03.321	78.550	7
50	27	F	47	GCR	Seth Joseph	Ft. Lauderdale FL	1986 911	3:09.398	76.030	7
51	7	I	64	FVR	Michael Liebmann	Green Bay WI	1981 931	3:10.034	75.775	7

52	1	J	14	IMR	John Cotter	Western Springs IL	1974 914	3:11.866	75.052	7
53	28	F	150	GCR	Bob Varela	Wellington FL	1984 911	2:45.363	87.081	3 NR
54	8	G	62	INR	Phil Rochelle	Richland WA	1975 911	4:02.931		1 NR
55	29	F	162	NRDR	Justin Draper	Chaska MN	1986 944 Turbo	4:13.045		1 NR
56	30	F	11	OVR	Jack Pounds	Tipp City OH	1986 911			0 NR
57	31	F	44	OVR	John Brady	Cincinnati OH	1986 928 S			0 NR
DNS		FGT4S	110	RMR	Gennie Hemingway	Littleton CO	1974 914-6			
DNS		G	13	NRDR	Bruce Boeder	Minnetonka MN	1980 911 SC			
DNS		F	28	CHIR	Chris Inglot	Northbrook IL	1991 944 S2			
DNS		F	7	CHIR	Susan Brenkus	Bloomington IL	1978 911 SC			
DNS		I	210	CHIR	Michael Maron	Wheeling IL	1987 944			
DNS		F	21	CHIR	James Morris	Lake Bluff IL	1989 911 C4			
DNS		I	708	CHIR	Autumn Avigliano	Geneva IL	1987 944			
DNS		GT6S	65	CHIR	Chuck Schank	Sandwich IL	1960 356 Roadster			
DNS		GT6S	48	CHIR	John Winter	Hayward WI	1964 356 C			
DNS		H	156	GPR	Jay Burr	Omaha NE	1976 911 S			
DNS		FunD	25	LVR	Nina Cooper	Las Vegas NV	1993 911 RS America			
DNS		F	111	NRDR	Ray Newman	Long Lake MN	1986 944 T			

Class and Race Summary

Over all Leaders: 68 Lap 1 - 8

Class	Car #	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed	
F	68	8	21:35.472	88.925	1.263	32.0	68	2:40.180	89.898	Lap 4
G	36	8	22:11.553	86.515	13.477	32.0	36	2:43.609	88.014	Lap 4
GT6S	103	8	23:04.363	83.215	15.850	32.0	103	2:49.031	85.191	Lap 4
FGT5S	2	8	23:09.226	82.923		32.0	2	2:48.716	85.350	Lap 7
I	94	8	23:46.465	80.759	1.450	32.0	94	2:52.049	83.697	Lap 8
FunD	308	8	23:48.470	80.645	9 Laps	32.0	308	2:52.361	83.545	Lap 7
FunE	365	8	23:52.571	80.414		32.0	365	2:51.780	83.828	Lap 8
H	170	8	24:08.395	79.536	0.526	32.0	41	2:53.903	82.804	Lap 8
	14	7	23:02.568	72.907		28.0	14	3:11.866	75.052	Lap 3

SCCA T & S Official Posted at 03:00 pm

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems □



TRAC 98 Weekend Co-chairs, Chris Inglot (left) and John Ruther.



Rick Gurotnick took 2nd in GT6S in his '60 356 Roadster.

Feature Race Results: Group 4 C, D, E, FunF, FGT2R, FGT3, GT5S, GT5R, GT4R, GT4S

Chicago Region PCA The Road America Challenge Club Race: TRAC 98 5-7 September 1998
4.0 Miles Starting time: 4:25 P.M. 47 Starters/47 Finishers Margin of victory: 0.335 Sec. □

OA	CP	Class	#	Region	Driver	Hometown	Car	Best Lap	Speed	Laps
1	1	GT4R	336	CHIR	Gary Boss	Lake Forest IL	1980 911	2:29.146	96.549	8
2	1	GT4S	18	WMR	Jeff Kolk	Holland MI	1971 911	2:29.989	96.007	8
3	1	C	30	SDR	Steve Velazquez	Poway CA	1993 911 RS Am	2:31.761	94.886	8
4	1	FGT2S	266	OCR	Steve Russakov	Huntington Beach CA	1989 944 Turbo	2:31.823	94.847	8
5	2	C	28	ALR	Grady Willingham	Birmingham AL	1993 911 RS Am	2:33.495	93.814	8
6	2	GT4S	70	CHIR	John Bonnett	Long Grove IL	1973 911 RS	2:32.535	94.404	8
7	2	GT4R	491	KCR	Alan Kendall	Topeka KS	1970 914-6	2:32.598	94.365	8
8	3	C	27	MSR	Rod F. Johnson	Collierville TN	1993 911 RS Am	2:35.635	92.524	8
9	1	E	122	RSR	Robert Sandau	Livonia MI	1989 944 Turbo	2:36.182	92.200	8
10	3	GT4S	774	CHIR	Jason Brown	Elgin IL	1972 911	2:36.671	91.912	8
11	4	GT4S	88	CWR	Peter Wong	Vancouver BC	1970 911	2:35.089	92.849	8
12	2	E	19	MGR	John Crosby	New Orleans LA	1989 944 Turbo	2:38.449	90.880	8
13	3	E	07	MILR	Jack Hoffman	Oconomowoc WI	1989 944S2	2:37.841	91.231	8
14	4	E	123	NRDR	Ron Smith	Shorewood MN	1991 944 S2	2:37.049	91.691	8
15	5	GT4S	35	RDRR	Tom Linton	Santa Fe MN	1974 911	2:36.912	91.771	8
16	5	E	77	CHIR	Greg Turek	Naperville IL	1989 944S2	2:38.262	90.988	8
17	1	D	22	NRDR	Fred Senn	Edina MN	1992 911	2:39.105	90.506	8
18	1	FGT3	211	NRDR	Teresa Vickery	Shorewood MN	1973 911	2:37.970	91.156	8
19	3	GT4R	16	CHIR	Anthony Shaneen	Wayne IL	1965 911	2:38.234	91.004	8
20	6	E	65	SEMR	Phil Kubik	Bloomfield Hills MI	1988 944 Turbo	2:40.559	89.686	8
21	1	GT5R	75	CHIR	Scott Sanda	Western Springs IL	1984 924	2:38.797	90.681	8
22	4	GT4R	1	HCR	Lew Bouchier	Austin TX	1973 911 RSR	2:37.267	91.564	8
23	7	E	53	MILR	Rich Ryan	Hartland WI	1989 944 T	2:41.656	89.078	8
24	6	GT4S	8	PNWR	Bob Rygg	Bothell WA	1972 911	2:41.191	89.335	8
25	7	GT4S	711	CHIR	Jack Gaggini	Oak Lawn IL	1970 911	2:42.250	88.751	8
26	2	D	23	CMR	Marc Bullock	Tulsa OK	1993 911 RS Am	2:41.539	89.142	8
27	3	D	47	SNCR	Dennis O'Keefe	Dunedin FL	1995 993	2:43.471	88.089	8
28	4	D	771	CIR	Bill Kleinman	Indianapolis IN	1987 930	2:42.355	88.694	8
29	8	E	49	SDR	Ted Tietge	Carlsbad CA	1992 911	2:43.328	88.166	8
30	9	E	32	KCR	Philip Moore	Lenexa KS	1987 944 Turbo	2:42.429	88.654	8
31	5	GT4R	87	CVR	Bill Lohman	Marlborough CT	1983 944	2:42.613	88.553	8
32	4	C	26	CHIR	Lad Sanda	Western Springs IL	1993 964 RS Am	2:43.408	88.122	8
33	8	GT4S	110	RMR	Michael Hemingway	Littleton CO	1974 914-6	2:40.776	89.565	8
34	10	E	50	RSR	Cal Sharp	Bloomfield Hills MI	1989 944 Turbo	2:43.602	88.018	8
35	1	GT5S	10	CIR	Steve Junken	Nashville IN	1982 911	2:46.302	86.589	8
36	5	D	221	NRDR	Doug Scovanner	Wayzata MN	1995 993	2:47.352	86.046	8
37	5	C	80	MSR	Roger Johnson	Bartlett TN	1980 911 SC	2:45.569	86.972	8
38	11	E	05	GPR	John Opfel	Bellevue NE	1985 928S	2:45.829	86.836	8
39	2	GT5S	69	CHIR	Kurt Hipke	Lockport IL	1970 911S	2:47.747	85.843	8
40	3	GT5S	84	NRDR	Dave Arundel	Tonka Bay MN	1970 914	2:47.559	85.939	8
41	12	E	630	CHIR	Victor Avigliano	Geneva IL	1991 944	2:48.917	85.248	8
42	6	GT4R	86	RSR	David Finch	Ann Arbor MI	1988 944 S	2:29.006	96.640	3NR
43	7	GT4R	141	CHIR	Joe Hish	Geneva IL	1980 944	2:30.310	95.802	3NR
44	1	FGT3R	127	NRDR	Bo Polk	Wapiti WY	1973 911	2:36.100	92.248	3NR
45	9	GT4S	21	FVR	Bruce Harvey	Greenville WI	1969 911T	2:46.169	86.658	3NR
46	1	FunF	68	NRDR	Jan Watson	Hamel MN	1990 911 C4	2:44.473	87.552	3NR
47	13	E	41	SEMR	Jerry Door	Farmington Hills MI	1988 944 Turbo	2:44.678	87.443	3NR
DNS		E	217	CHIR	Stephen Paoletti	Park Ridge IL	1973 911			
DNS		D	12	MILR	Ray Van Zelst	Brookfield WI	1988 944 Turbo			
DNS		C	81	MSR	Ronnie Randall	Eads TN	1994 911 RS			

DNS	E	365	OVR	Howard Johnson	Cincinnati OH	1973 911 S
DNS	FunF	7	CHIR	Nick Brenkus	Bloomington IL	1978 911 SC
DNS	D	57	GCR	Andres Martinez	Key Biscayne FL	1994 911 RS Am
DNS	GT4S	17	CHIR	Nick Leicht	Harvard IL	1973 911
DNS	GT4S	3	CHIR	Joe Semietta	Kenilworth IL	1969 911 S
DNS	GT4S	98	CHIR	Trevor Merrick	Buffalo Grove IL	1986 944
DNS	C	149	OVR	Eric Zimmerer	Hamilton OH	1993 911 RS Am
DNS	C	92	ALR	Jim McCullers	Birmingham AL	1980 930
DNS	GT5S	0	CHIR	Joe Hish	Geneva IL	1969 911
DNS	D	25	LVR	Matthew Cooper	Las Vegas NV	1993 911 RS Am
DNS	C	930	MILR	Bob Toonen	Green Bay WI	1984 930
DNS	E	91	NRDR	Dave Ingraham	Minnetonka MN	1986 944 Turbo
DNS	GT4R	111	NER	Stephen Keneally	Wayland MA	1975 914-6
DNS	GT5S	14	NER	Richard Howe (1)	W. Newton MA	1980 924 DP
DNS	GT5R	51	RTR	Don Jacobs	Birdsboro PA	1974 914
DNS	E	78		Jim Torres	Burbank CA	1977 935
DNS	FGT3	091	GPR	Eric Bretzel	Leawood KS	1974 911 RSR

Class and Race Summary

Over all Leaders: 141 Lap 1 86 Lap 2 - 3 18 Lap 4 336 Lap 5 - 8

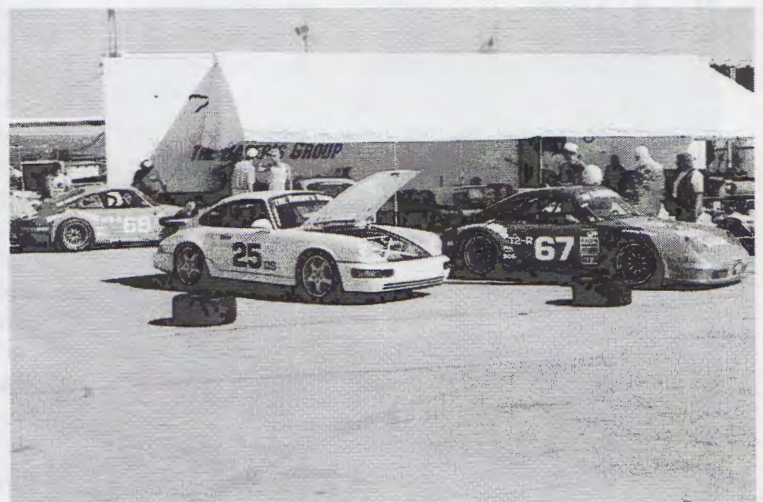
Class	Car #	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed	
GT4R	336	8	55:45.107	34.438	29.138	32.0	86	2:29.006	96.640	Lap 2
GT4S	18	8	55:45.442	34.434	20.370	32.0	..18	2:29.989	96.007	Lap 7
C	30	8	55:58.920	34.296	6.529	32.0	30	2:31.761	94.886	Lap 3
FGT2S	266	8	55:59.128	34.294		32.0	266	2:31.823	94.847	Lap 8
E	122	8	56:22.766	34.054	9.146	32.0	122	2:36.182	92.200	Lap 3
D	22	8	56:44.363	33.838	18.496	32.0	22	2:39.105	90.506	Lap 3
FGT3	211	8	56:44.949	33.833	9 Laps	32.0	127	2:36.100	92.248	Lap 3
GT5R	75	8	56:52.657	33.756	9 Laps	32.0	75	2:38.797	90.861	Lap 7
GT5S	10	8	57:27.570	33.414	11.693	32.0	10	2:46.302	86.589	Lap 5
FGT3R	127	3	8:15.447	87.193		12.0	127	2:36.100	92.248	Lap 3
FunF	68	3	8:32.154	84.349	4 Laps	12.0	68	2:44.473	87.552	Lap 3

SCCA T & S Official Posted at 04:35 pm

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Victor Avigliano's '91 994.



Kevin Buckler's # 68 - '70 911 (left), the Cooper's #25 - '93 911 RS America, and Steve Pelke's # 67 - '73 911.

Feature Race Results: Group 5 GT1, GT1R, GT1S, GT2R, GT2S, GT3, GT3R, GT3S

Chicago Region PCA The Road America Challenge Club Race: TRAC 98 5-7 September 1998
4.0 Miles Starting time: 4:25 P.M. 51 Starters/51 Finishers Margin of victory: 2.162 Sec.

OA	CP	Class	#	Region	Driver	Hometown	Car	Best Lap	Speed	Laps
1	1	GT1R	143	NOR	Donald Stiles	Medina OH	1991 962C	2:09.690	111.034	8
2	2	GT1R	01	IMR	Martin Snow	Pleasant Grove UT	1995 911	2:12.487	108.689	8
3	3	GT1R	56	IMR	Melanie Snow	Pleasant Grove UT	1995 911	2:14.901	106.744	8
4	4	GT1R	08	MILR	Don Brescia	Neenah WI	1993 911 Turbo	2:15.552	106.232	8
5	1	GT1	07	CHIR	Randy Alexander	Madison WI	1994 911	2:18.161	104.226	8
6	1	GT2R	8	NRDR	Peter Kitchak	Excelsior MN	1973 911 RSR	2:20.066	102.808	8
7	5	GT1R	50	NRDR	Robert Johnson	Northfield MN	1997 993	2:20.392	102.569	8
8	6	GT1R	166	PNWR	Peter Taddeo	Bellevue WA	Pre 1980 935	2:20.213	102.700	8
9	7	GT1R	76	NRDR	Steve Beddor	Chanhasen MN		2:21.976	101.425	8
10	2	GT2R	96	KCR	Chris Wally	Leawood KS	1996 911 RSR	2:21.937	101.453	8
11	3	GT2R	67	GGR	Steve Pelke	Sonoma CA	1973 911	2:23.881	100.082	8
12	1	GT1S	330	GPR	Roland Manarin	Elkhorn NE	1979 930	2:20.154	102.744	8
13	2	GT1S	90	CHIR	Glenn Sapa	Wheaton IL	1988 911 Turbo	2:23.168	100.581	8
14	1	GT3R	99	CIR	Scott Holley	Fishers IN	1975 911	2:24.380	99.736	8
15	4	GT2R	22	CHIR	Bohdan Kroccek	Winnetka IL		2:24.677	99.532	8
16	2	GT3R	127	NRDR	Rick Polk	Chanhasen MN	1973 911	2:24.244	99.830	8
17	1	GT3S	09	CHIR	Jerry Isaacson	Buffalo Grove IL	1993 911	2:26.013	98.621	8
18	1	GT2S	122	CHIR	George Biskup	Naperville IL	1998 911 RSR	2:26.693	98.164	8
19	2	GT2S	33	CHIR	John Ruther	Cary IL	1995 RSR	2:26.782	98.104	8
20	1	GT3	211	NRDR	Joel Pfister	Shorewood MN	1973 911	2:26.182	98.507	8
21	2	GT3S	7	LAR	Doug Baron	Los Angeles CA	1973 911	2:28.231	97.145	8
22	3	GT1S	185	GPXR	Robert Dalrymple	Los Angeles CA	1984 930	2:28.539	96.944	8
23	3	GT3S	16	CHIR	Jerry Quebe	Chicago IL	1971 911 S	2:28.996	96.646	8
24	5	GT2R	26	CHIR	Jim Oppenheimer	Chicago IL	1995 993	2:29.780	96.141	8
25	3	GT2S	109	CWR	Jim Vos	Fort Atkinson WI	1993 911RS	2:29.606	96.252	8
26	6	GT2R	58	LSR	Sam Shalala	Sugarland TX	1995 911	2:28.288	97.108	8
27	7	GT2R	34	MILR	Bob Van Zelst	Brookfield WI	1967 911	2:27.113	97.883	8
28	4	GT2S	266	CHIR	Andy Mandell	Chicago IL	1989 944 Turbo	2:30.168	95.892	7
29	8	GT2R	57	LSR	Jan Rask	Houston TX	1967 911	2:30.997	95.366	7
30	3	GT3R	25	WMR	Rick Riley	Grand Rapids MI	1973 911 S	2:32.332	94.530	7
31	4	GT3S	72	CNY	Daniel Galyon	Binghamton NY	1969 911	2:33.693	93.693	7
32	5	GT2S	51	VIR	Chris Souliotis	Victoria BC	1996 993	2:34.463	93.226	7
33	8	GT1R	149	AZR	Bruce Barth	Webster NY	1996 911 Turbo	2:34.084	93.455	7
34	9	GT2R	133	POR	John Ellis	Alexandria VA	1995 993 Cup Car	2:33.903	93.565	7
35	5	GT3S	11	CHIR	George Mueller	Palos Heights IL	1974 911	2:36.095	92.251	7
36	4	GT3R	5	NRDR	Hank Godfredson	Bloomington MN	1976 911	2:34.224	93.370	7
37	6	GT2S	85	PNWR	Henry Luft	Bothell WA	1974 911	2:38.824	90.666	7
38	10	GT2R	13	MSR	Gary Sumrall	Memphis TN	1972 911	2:38.090	91.087	7
39	6	GT3S	77	CHIR	Hari Matsuda	Evanston IL	1970 914-6	2:38.714	90.729	7
40	7	GT2S	48	CHIR	Nich. Rhodehamel	Madison WI	1993 911 RS Am	2:38.633	90.775	7
41	8	GT2S	661	RSR	Dudley Wass	Saline MI	1993 911 RS	2:39.971	90.016	7
42	9	GT2S	27	CHIR	Dan Bacin	Burr Ridge IL	1987 944 Turbo	2:38.408	90.904	7
43	11	GT2R	159	CHIR	Michael Ketten	Milwaukee WI	1973 911 RSR	2:40.370	89.792	7
44	7	GT3S	341	CHIR	George Balbach	Lake Forest IL	1974 911 RSR	2:25.764	98.789	6NR
45	5	GT3R	43	CHIR	Chris Ellis	Oak Park IL	1971 911 S	2:29.724	96.176	6NR
46	12	GT2R	991	NRDR	Tom McGlynn	Orono MN	1976 911	2:25.456	98.999	6
47	9	GT1R	671	LSR	Randy Abe	Houston TX	1994 993 Turbo	2:33.465	93.832	5NR
48	10	GT2S	3	GPXR	Steven Alarcon	Torrance CA	1994 911 Carrera	2:26.948	97.993	4NR
49	8	GT3S	49	NRDR	Michael Hoke	Eden Prairie MN	1971 911	2:26.960	97.985	4NR
50	13	GT2R	68	GGR	Kevin Buckler	Sonoma CA	1970 911	2:22.244	101.234	3NR

51	11	GT2S	44	CHIR	Jim Becker	Naperville IL	1987 944 Turbo	2:31.782	94.872	3NR
DNS		GT1R	84	IMR	Monte Smith	Liberty UT	1996 911 Twin Turbo			
DNS		GT2R	21	CHIR	Philip Collin	Lincolnshire IL	1994 911 RSR			
DNS		GT2R	101	GPR	Eric Bretzel	Leawood KS	1995 933			
DNS		GT3R	561	LSR	Jan Rask	Houston Tx	1974 911			
DNS		GT3R	86	RMR	Chick Misura	Colorado	1970 914-6			
DNS		GT3S	130	SDR	David Lesage	San Diego CA	1972 911			
DNS		GT1R	04	NRDR	Stephen Watson	Hamel MN				
DNS		GT3S	82	CIR	Steven Lynn	Martinsville IN	1979 911			
DNS		GT2S	66	GPXR	Trevor Colby	Malibu CA	1984 911			
DNS		GT3S	32	GPR	Pat Witherspoon	Omaha NE	1976 911			
DNS		GT3S	06	NRDR	Rick Polk	Chanhassen MN				
DNS		GT2R	36	NER	Richard Howe (2)	W. Newton MA	1980 92 GTR			
DNS		GT1S	45	SNCR	Gordon Nagle	Cressona PA	1996 968 Turbo S			

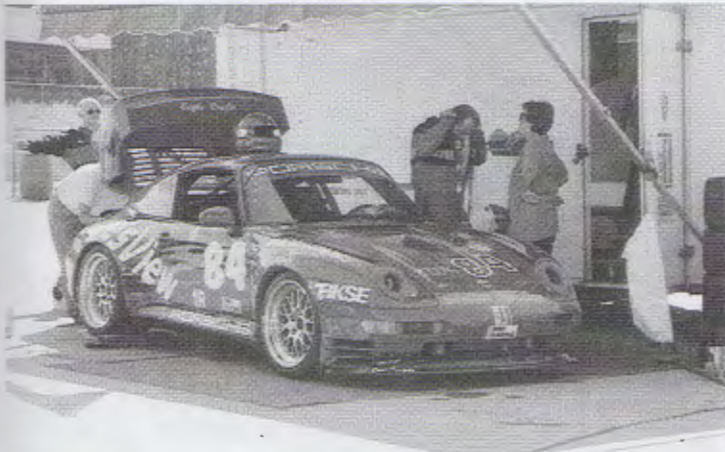
Class and Race Summary

Over all Leaders: 01 Lap 1 - 3 143 Lap 4 - 8

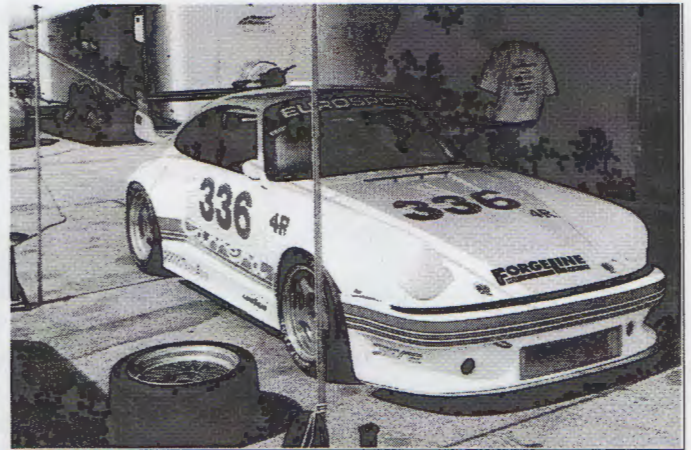
Class	Car #	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed	
GT1R	143	8	17:56.560	107.007	2.162	32.0	143	2:09.690	111.034	Lap 5
GT1	07	8	18:42.764	102.603		32.0	07	2:18.161	104.226	Lap 3
GT2R	8	8	18:56.260	101.385	18.896	32.0	8	2:20.066	102.808	Lap 2
GT1S	330	8	19:27.021	98.712	0.807	32.0	330	2:20.154	102.744	Lap 2
GT3R	99	8	19:30.276	98.438	3.110	32.0	127	2:24.244	99.830	Lap 5
GT3S	09	8	19:46.378	97.102	15.681	32.0	341	2:25.764	98.789	Lap 6
GT2S	122	8	19:59.539	96.036	1.287	32.0	122	2:26.693	98.164	Lap 3
GT3	211	8	20:01.258	95.899		32.0	211	2:26.182	98.507	Lap 5

SCCA T & S Official Posted at 05:25 pm

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Monte Smith's '96 911 Twin Turbo.



#1 Overall in Race Group 4, Gary Boss' '80 911.

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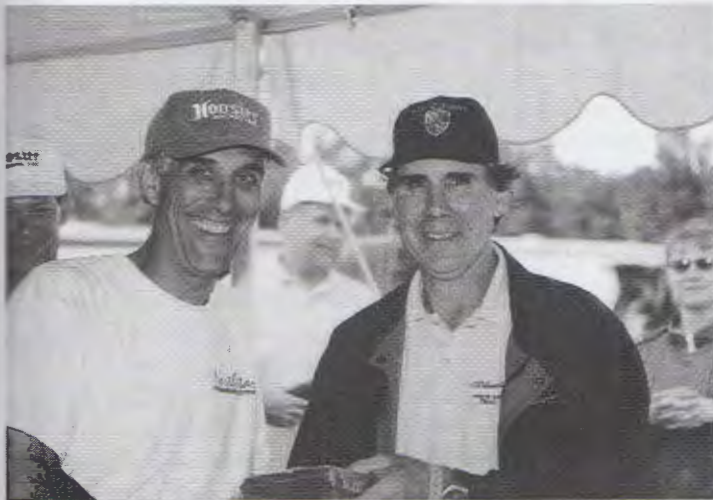
CONGRATULATIONS!



Chicago Region's Gary Boss accepts his champagne and trophy as 1st in GT4R.



John Ruther (left) congratulates Jeff Girard (behind Chis Inglot) on his 2nd place finish in H Class.



Glenn Sapa (left) took 2nd in GT1S and John Ruther took 2nd in GT2S.



Scott Sanda (left) took 1st in GT5R.



"Rookie Racer Award" Winner Jason Brown (left) who also finished 3rd in GT4S.



John Bonnett took 2nd in GT4S.

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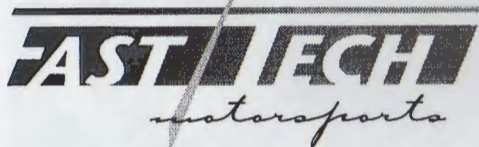
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PORSCHE

Concours Scene

Attention To Detail: Painting

by Matt Zakarian,
Metro New York Region
(from PORSCHE POST)

Let me start by saying that I do not paint cars now (I last painted a car in 1990). And I do not profess to be an authority on this subject. Many professionals know much more technically than I. However, I have seen more than enough mediocre and just plain terrible paint jobs to share some common sense advice with you.

Whether you're painting your Porsche as a result of an accident, or a restoration, or a scratch, you should ask your potential painter some questions before giving that shop your business. If you are having a dealership do the job, ask whether the work will be subcontracted to another shop.

First, ask what brand of paint will be used. Some of the most popular, in no particular order, include Sikens, Spies-Hecker, Glasurit, PPG and DuPont. Obviously, using the same brand as the factory did would not hurt, but it is not a requirement.

Next, ask how fine a grit sandpaper will be used before spraying (I always used at least 400 grit). The reason for this is that paint doesn't cover all rough sanding marks and

I have seen too many paint jobs on which I have been asked to buff out sanding marks, only to tell the customer that the marks were under the paint. Then, don't forget to ask whether emblems, lights, handles, etc. will be removed or just taped off. The better jobs involve removing these parts and the simple-to-remove ones should never be left on. An example of this would be the hood crest on a 911, which takes only a few minutes at most to remove. On one particular car, I observed that it hadn't been removed. As a result, the rubber gasket was painted along with the hood. It would have been simple for the painter to remove the emblem, but that would have taken time and this painter wanted to short-cut the job and left it in place.

Now, let's cover two other important aspects of a good paint job. First, the color has to match. Sounds easy, but it gets a little tricky on older cars on which the paint has aged. Second, the "orange peel" of the repaint job has to match the factory job. There are many good painters who could shoot a Porsche with much less orange peel than does the factory, but unless you are repainting the entire car, the repaint should match the factory paint.

Now, you ask, how do I spot a not-so-great paint job? Before you

pay the bill, here are some things to look for:

- Overspray on the glass, wheel wells, and on the rest of the paint itself. Use your palm to feel it, in addition to just looking for this problem.
- Runs in the paint, especially toward the bottom of the car and on mirrors.
- Compound splatter from buffing. Look in door jambs and hinges, and on 911s look into the bottom front grill area.
- Buffing marks from wool pads, my personal peeve.

It still astounds me that many painters, after having done a great job in prepping and painting a Porsche, slap a wool pad onto a high-speed buffer and start putting swirl marks into the paint. Why? Beats the heck out of me, but it is still being done every day.

I hope you'll be happy with the paint job being done on your car when it's finished, but there are still two questions to ask before leaving: How long until you can wax; and can you cover the car? There you have it, a short course in the science and sometimes art of painting a Porsche.

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Club Racing Scene

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March 27 - 28	Texas World Speedway	Texas	Lone Star
May 1 - 2	Putnam Park	Nevada	Ohio Valley
May 1 - 2	Las Vegas	Indiana	Intermountain
May 8 - 9	Lime Rock	Connecticut	Connecticut Valley
May 15 - 16	Mid Ohio	Ohio	Mid Ohio
May 29 - 30	Hallet	Oklahoma	Maverick

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Blackhawk IV

Photos by Steve Rashbaum



A perfect summer afternoon at Blackhawk – when not on the track, under a big shade tree with beautiful Porsches.



Plenteous pony power.



Chuck Reiter's '91 944 S2



Pete Hackenson at speed in "Elf" - '87 911.



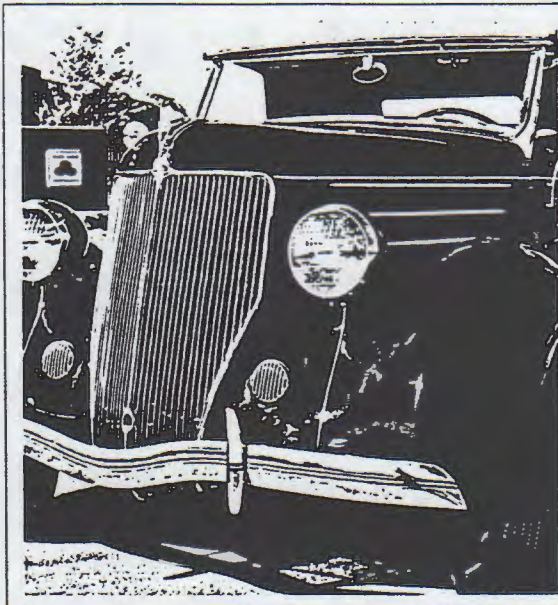
Heading down the straight.



Michael Seedman's '96 993.

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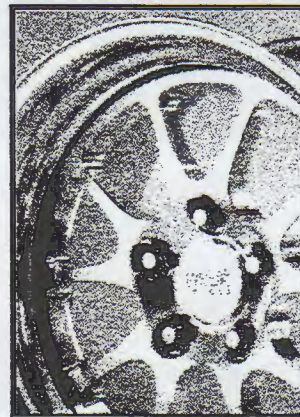
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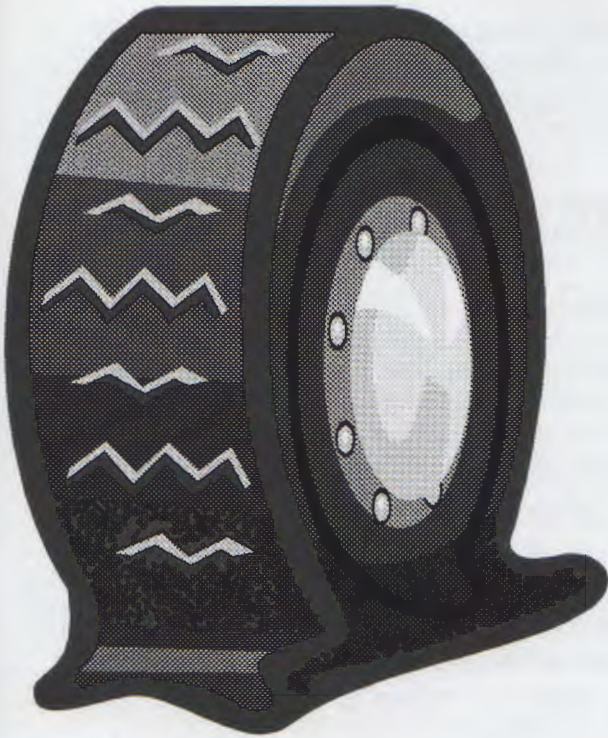
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THE GOOD NEWS and BAD NEWS!

Changes in
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for 1998

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

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

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

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C. overage that's O. n the right T. rack.

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ATTN: JOHN MORGAN



*Where will you be at the stroke of midnight
on New Year's Eve?*

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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 and in good operating condition. Firm brake pedal.
- ___ ___ 5. **SEAT BELTS** - Original factory installation; or securely anchored metal-to-metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five or six point harnesses required for Classes 1 - 3 at Road America 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, SNELL SA 1990 or later required for all track events** including Blackhawk, Road America, and GingerMan (sticker must be attached inside) and **HELMET, SNELL SA or M 1985 or later required for all autocross or gymkhana events** (sticker must 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 an other 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 and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.
- ___ ___ 10. **DRIVE BELTS** - Tight and in good condition.
- ___ ___ 11. **THROTTLE RETURN** - Freely operating and 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 and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition.
- ___ ___ 15. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and 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. (Remember 108db sound limit at Road America.)
- ___ ___ 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 competition pads properly bedded in.
- ___ ___ 19. **WHEELS** - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hubcaps 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 and cap tightened.
- ___ ___ 23. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc.
- ___ ___ 24. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials

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: _____ DATE: _____

WITNESS TO DRIVER'S SIGNATURE: _____ DATE: _____

We will leave from historic **San Juan, Puerto Rico** on Saturday, January 9th, 1999 and sail to **Barbados**, with its British flavor, and then on to **St. Kitts** which is very West Indian. From there we cruise to **St. Lucia** which is definitely French and then on to **St. Maarten** whose unique atmosphere is half Dutch and half French. Last, but certainly not least, is **St. Thomas** with its American culture - duty-free shopping. You will enjoy a different island culture every day of the seven day trip.

Our ship will be the one year old **Dawn Princess**: 77,000 tons and 900 feet in length. Because we are going as a group (eight or more rooms), we will save approximately 20% off the regular rate. If we get 16 or more rooms, the price will drop approximately \$50 more each. A terrific time for Chicago Region PCA members and their friends at a price that can't be beat!

All prices are based on double occupancy and include: Air Fare from O'Hare, tax, ground transportation, food, room, and transfer fees. Only alcoholic beverages and tips are extra.

If you need to cancel, you may do so at no charge until 60 days before sailing. After that time, a sliding refund scale will apply.

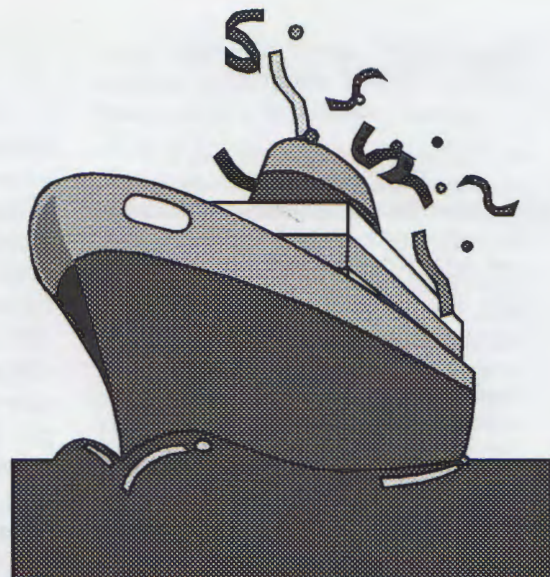
We don't want to sail without you
... there are spaces still available!

Have questions? Want more info?
**Call Dan or Peggy Gallagher at
708.784.0784** (before 9:00 p.m. please)

OUTSIDE ROOM - 2 lowers beds - PRIVATE BALCONY	\$2,035.00- \$ 1,935.00 per person*
OUTSIDE ROOM - 2 lower beds - OUTSIDE WINDOW	\$1,885.00 - \$1,780.00 per person*
INSIDE ROOM - 2 lower beds - NO WINDOW	\$1,685.00 - \$1,485.00 per person*
	* prices based on double occupancy

Please send check for \$500.00*, made out to PCA Chicago Region, and stateroom preference to:

Dan & Peggy Gallagher
11156 Indian Woods Drive
Indian Head Park, IL 60525



Caribbean Cruise

January 9 - 15, 1999

7 day southern Caribbean cruise
aboard the Dawn Princess

Yes () No ()			
Name _____	Day Phone _____	Evening Phone _____	Chicago Region PCA Member _____
Yes () No ()			
Name _____	Day Phone _____	Evening Phone _____	Chicago Region PCA Member _____

_____ OUTSIDE ROOM - 2 lowers beds - PRIVATE BALCONY

_____ OUTSIDE ROOM - 2 lower beds - OUTSIDE WINDOW

_____ INSIDE ROOM - 2 lower beds - NO WINDOW

Please use one form per couple.

The Mart

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

The Mart/Chicago Scene
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FOR SALE

PORSCHEs

- 1963 356 B 1600S Coupe** Bali blue/red leatherette. 64K mi. All records/books for 25 yr. Interesting history from "Maestro" of 356 fame. Orig. from CA (have orig. back plate). Very nice performance/driving/looking. Cars needs nothing/all numbers match. Cert. of Authenticity. \$17,900. Michael Benét 309.692.2911.
- 1967 911S Red/black.** 70K mi. Good condition. Not all original. Recaro sport seats, Webers, 2.0S eng. #307603 \$6,200. Brendan Connors 312.886.0311 ext. 3611.
- 1969 911E Strong & solid,** unmo-
lested car. Needs paint. &8,900. Ken Smoot 773.784.6292.
- 1971 911 Race Car** 3.4/340 hp, 5 spd. With Quaife/shortened gears. 2100 lbs. Full cage/cell/huge brakes/BBS/fire system/coil overs/dual masters/RSR clutch/flywheel/struts & bodywork. Vintage legal. 2:28 at Road America. Asking \$45,000. Glenn Sapa (eve) 630.690.0667.
- 1972 911 Race Car** 3.2 L w/46 Webers (290 HP). Turbo brakes new Pagid. Orig. BBS w/new Hoosiers. Race stiffened chassis w/ full cage & 5 pt. Harness. Coil overs all around. 17 gal fuel cell. Clean/fast/fun to drive! New Price - \$29,500/OBO. Jason Brown 630.497.9001.
- 1973 911 RS Touring** White/blue graphics. 85K km. Exc. cond. All numbers match. Asking \$60,000. Glenn Sapa (eve) 630.690.0667.
- 1973 911T Blo Tangerine/blk leather** 40K mi. MFI. Simply the best! Extensive upgrading on beaut. orig. example. \$18,000od orange. 42K mi. MFI. Extensive upgrading of beautiful orig. example: Carrera tensioners, Koni adjustables, H-4's, sport muffler, batteries, master cylinder, Fuchs, Comp TA/ZR's, turbo tie rods, 21/26 mm torsion bars, F/R/S "S" Instruments. Paint absolutely perfect! F/R aligned, corner balanced, lowered & recent tune up by Midwest Eurosport. Must sacrifice \$17,000. Mike Southard 847.294.3689.
- 1975 911S Targa** Orig. Aubergine/b&w interior. 86K mi. #9115211409. Runs good with fast engine, newer brakes. Needs repainting. Asking \$5,500. Arthur Don, 1910 Greenwood, Wilmette, IL 60091. 312.580.2048 or e-mail: adon@dancona.com.
- 1978 911SC White/tan** 82K mi. New clutch/battery in Nov. Frt. & rr. spoilers, PW, sun roof. No accidents/smokers. Steve 773.671.5416 or e-mail: mcw-sp@ameritech.net.
- 1986 911 Carrera Coupe** Iris blue (ice blue)/taupe leather sport seat. 50K mi. Sunroof. A/C. Chin spoiler. Chip. Mobil 1. New Bilsteins. Alarm. Superb cond. \$24K. Ray Price (Valparaiso, IN) 219.464.2837.
- 1986 911 Targa** Red/blk leather. 35K mi. Absolute mint show winner. Recent major tune-up. New targa top. Turbo tail. \$30,000. Bob Richter (w) 630.971.6700, ext. 263 or (h) 630.969.2531.
- 1986 911 Turbo Carrera** Guards red/tan leather. 34K mi. Books/service records. #WPOJBO937GS050288. Regularly detailed. Power seats/mirrors/sunroof/factory alarm. Regularly detailed. OZ Racing wheels with Z rated Comp T/A's. 930S steering wheel, H-4's. Head turner like no other Porsche I've owned. \$37,500. Steve 630.654.8006 or e-mail: FSS006@aol.com.
- 1986 911 Turbo** Black/blk w/tan carp. 48K mi. WPOJB0936GS050220. No sunroof or A/C. Kokeln inter-cooler, B&B headers, exhaust & oil cooler in 930S air dam, K-27, sport clutch & light flywheel, Dougherty roll bar, Sabelts, Recaro SRDs. 8.5x17 & 10x17 Fikes w/fresh BFG R1's. Hollow 22mm & 29mm torsion bars, 22mm vision adj. anti-roll bars. All work by Midwest Eurosport & car can be seen there. \$40,000. John Kramer, 510 W. Wellington, #1-O, Chicago, IL 60657. 312.855.6232 or john.kramer@abnamro.com.
- 1987 911 Carrera Coupe** White/red/red sheepskins. 53K pampered mi. 1987 auto show car. White 16' wheels w/crests. Tail. Sunroof. Ltd. slip. HD windshield cleaning. Headlight washers. Central locking. L/R electric sport seats. Auto heat. Cruise. F/R spoilers. Factoru alarm/code remote alarm. Blaupunkt Washington, chip, SO2's, phone, radar absorbing bra. Bearcat, Mobil 1 every 3K. \$25,000. Bud 847.374.8484.
- 1989 911 Coupe** Black/blk. 38K mi. Very good condition. Comp. maint. history. WPOAB0914KS120577. New Bridgestone Potenza P.P. SO2 tires. \$33,900. Gordon Roth (w) 847.742.9500, (h) 630.232.0772.
- 1990 911 C2 Targa** White/blk leather. 41K mi. New clutch/flywheel. CD player. Very good condition. Asking \$30,000. 630.969.0405.
- 1993 911 RS America** White/black. 48K mi. A/C, sunroof, LSD, headers, exhaust, race tips, lowered & balanced, race seat, 6 pt. harness, fresh MXX3's, extra Cup wheels w/R1's, lexan side & rear. All records, factory manuals, stock parts. Exc. cond. \$38,000. Ted Arneson 815.356.6762.
- 1968 912 Maroon/black.** 4 spd. #12803224. All orig. Stored inside 20 yr. Typical Porsche rust on fenders, rockers, door jams. No rust on pan. Interior excellent. \$4500. Phil Brown 815.495.9227
- 1970 914-6** 85K mi. 2nd owner CA car. #9140342347. Numbers match, Cert.

Of Auth. 2.2 "E" motor. Rebuilt trans. Carrera tensioners, turbo valve cover update. New fuel pump. Carbs rebuilt. K&N watershields. Stainless steel muffler. Koni's. Allison breakerless ignition. Orig. jack/owner's manual/spare tire/some rare parts also. \$15,700. Gary 630.679.4190 or 630.428.4640 or e-mail: Gmjurich@aol.com.

1973 914 2.0 Roadster Orig yellow/blk. Exc. orig. cond./F.I. always garaged. Denver car. 2nd owner. Engine rebuilt, new clutch, new tires. 42K orig. mi. Like factory new. Complete documents. \$8,250. Dieter Schmidt 847.658.2337 or e-mail: dschm@mc.net.

1975 914-6 Conversion White/blk 2.7. Street/track car. Club Race ready. Call for spec. \$15,000. Shawn Young (h) 630.616.0519 or (pager) 708.999.9135.

1982 928 Gold/leather. 104K mi. Weissach Limited edition. BBS wheels. Sunroof. Beautiful. \$9,000. Bob 630.582.8866 or e-mail: Cadgod1@aol.com.

1989 928S4 White/gray leather. 26+K mi. Auto, dual A/C, 10 speaker CD, memory seats, new Yokos. #WPOJB) 921KS860502. All maintenance up to date w/all records. 1st Place Porsche Parade Concours winner. Absolutely pristine/like new condition. Asking \$24,000. George Schumaker 248.539.3187. W. Bloomfield, MI.

1990 928S4 Grand Prix white/Marine blue. 18K mi. No winters/accidents/dents/dings. As new/Concours ready. #WPOJB2926LS860251. Supple leather. Rear A/C. Sunroof. Auto. Trans. All factory/service records and books. Everything works as it should. \$36,000. Steve 630.654.8006 or e-mail: FSS006@aol.com.

1988 930 Turbo Silver pearl/black accents. 33K mi. with original equipment. New Yoko tires 245/45ZR16. Exec. condition. Asking \$40,000. Ray 815.344.4155.

1988 930 Turbo Slantnose Cabriolet Silver metallic/gray leather/navy accents and top. #WPOEBO936JS0701. Color keyed wheels. Absolutely stunning color combination. 11K original mi. Photos on request. \$70,000. Barrington, IL. Fermin Adames

(w) 630.350.2252 ext. 331 or (h) 847.428.4504

1984 DP935 Turbo. Slantnose. DP Stage 1 Euro widebody. Red/black leather. 10K mi. 400+ hp. Adj. boost. 9" & 13" Fuchs. DP sport suspension. Real DP/all DP features. Rare & wild! \$59,000. Erik Zeier 773.777.2124

1987 944S Zermatt silver/burgundy leather. 16V, 5 spd. 145K mi. Lots of new parts. Upgraded suspension/many extras. All 944 maint. concerns completed/full history. Second owner. Factory technician owned. \$7,000. Scott 847.537.0492 or 847.792.0492.

1989 944 Turbo S Baltic blue (navy)/Linen. Body & int. exc. Engine & turbo rebuilt 15K mi ago. O-ringed, Web Cam #274 (very little turbo lag), Auto Authority Stage II, Factory M-030 sway bars, competition alignment. Very fast, 300+ hp. (0-60 in 5 sec.) 170 mph. Car has not been raced. \$23,000. Chuck Schank 815.498.4600.

1991 944 Super Firehawk Only 7 of these cars were built to race for Firestone Firehawk Series. MO30 suspension/big brake package. Ltwt sunroof/radio delete. Cars shipped w/o body caulk & undercoating. Factory "Matder" roll cage. Best conditioned, least used limited production Porsche ever made. Still competitive as racecar/fabulous collectible value. \$33,500 firm. Deena 9am-5pm M-F CST 630.232.7487.

1992 968 Coupe Amazon green metallic/tan leather. Tip. trans. 42K mi. Exc. cond. Loaded! \$20,000. Mike Van Klaveren 309.441.6108 after 3:30 pm, e-mail miketeri@geneseo.net.

OTHERS/PARTS

Trailex Trailer for 911/930 Model #G-7541HS. Includes ramp, electric chock, spare wheel and straps. NEW PRICE - \$4000 firm. 630.377.2106

Trailer & Hitch New in Jan., electric brakes \$1600. Reese load leveling hitch \$300. Jim Hopp (w) 630.801.7257 or (h) 630.896.2569.

1986 Mercedes Benz 190 2.3 16 valve, Cosworth 16 valve head, 5 spd., factory headers, ltd. slip, BBS, Yokos,

Euro lamps, car cover. New complete exhaust w/cat. new brakes complete (pads, rotors, fluid), new timing chain & tensioner. Recent battery. Updated Sony radio w/CD. Carpeted, floor mats. AMG style vehicle. Adult owned/driven. Never driven by Nick Brenkus or Chris Inglot. This is an 'Uncle' Frank owned, rare vehicle. All reasonable offers considered. 'Uncle' Frank weekend/evenings 847.543.1843.

1998 Mercedes Benz 230SLK Roadster Silver metallic/charcoal. Loaded. Heated seats/K2 package (phone & CD). 900 mi. \$47,000. Thomas Kelley. (w) 847.706.4358 or (pager) 312.359.4221.

1993 Taurus SHO White/gray leather. 60K mi. Sunroof/alarm. Very good condition. \$8,000. Brendan Connors 312.886.0311 ext. 3611
(4) Four 17x8 MSW Type 45 wheels (perfect, no scratches) w/ Dunlop Sport Rover 6TX 255-55-17H (less than 10,000 miles - 90% tread remaining). \$750. Van Larson 630.377.4686, lv. message.

17" Original Porsche Wheels with Dunlop SP Winter Sport M2, 205/50R17 tires purchased from dealer. Used one season only/approx. 3000 mi. Cost \$2,400, will sell for \$1,200. Larry Ekstrom 847.778.6300.
Ruf Carrera 911 wheels (fits 911, 930, 944) Two (2) 17x8's and two (2) 17x9's. Relatively new **Michelin Pilot SX's**. Two (2) 225/45/ZR17 and two (2) 255/40/ZR17. Asking \$1,500. Avi 847.256.9090 or Dave 847.301.0744.

BBS RS Wheels 3-piece alloys; 7x16 (RSO12) 23mm offset & 9x16 (RSO14) 11 mm offset. Centers painted Marine Blue. Fitment for all 911's w Carrera flares and Turbos through 1989. \$800. John Damas 630.257.7448 or e-mail: jmdamas@aol.com.

Tires (3) Michelin Pilot 205-50-ZR16 MXM tires with approx. 25K mi in good cond. Orig. equip. on Volvo 850 Turbo. Priced to sell! \$40 ea./\$100 for (3). Drive a Volvo 850? Buy these tires & save big bucks! Scott or Sharon Lynn 630.513.0091.

Yokohama tires AO32R Two (2) 275/40x17 and two (2) 235/40x17. Never on track/brand new. \$600. Glen Spiegler 847.428.8038.

The Mart ...

911 Fiberglass Whale Tail (new) w/ oem rubber lips and grill \$450/OBO. Lou Morabito (w) 847.404.4968, (e) 847.949.8131.

Parts New Pagid Orange pads, front & rear for 911 C-4, 930 Turbo, 944 Turbo \$225. Electric driver's seat for 90 C-4, linen color \$2000. 3-ply Nomex OMP driver's suit (size 56) \$150. Sparco driver's shoes (size 8-8½) \$25. Unused spare tire for 964 \$250. Tent \$50. 6x16 & 8x16 964 wheels w/ usable snow tires, 205/55 & 225/55 \$600 for all. Original springs & shocks for 909 C-4 \$200. Jackstands (4) \$25. Kevlar open face Snell 90 Simpson helmet and neck brace \$200. Pressure bleeder & air tank for it and tire \$100. Jerry Cohen (w) 847.491.5220, (h) 847.835.4279.

Parts New set of Mintex brake pads for '79-89 911 Turbo/944 Turbo \$75. Intercooler from '86 930 \$250. Porsche 911 - Forever Young by Aichele \$40. Buyer pays shipping. John Kramer 510 W. Wellington Ave., Apt.1-0, Chicago, IL 60657. 312.855.6232 or e-mail: john.kramer@abnamro.com.

'72 911T Parts New Ferodo brake pads \$25. Steering wheel \$75. Front sway bar \$50. Tool kit \$25. Rear valance \$100. Four (4) discs \$50. Rear bumperettes (chrome) w/bar \$150. Mark Squitieri 708.354.9455 (before 8 pm).

'73 911 Parts (1) 7x15 Fuchs. (1) 7x15 white Fuchs. Orig. 6x15 Fuchs with Pirelli. Fuel tank. '74 alum. trailing arms. F&R torsion bars complete. Rear seats brown. Seat belts with covers. Other misc. Ed Duffy 630.305.0779/9141 fax.

911 SC Parts SC bra \$75. Sport muffler/great sound/extra HP/exc. condition \$150. Ed Duffy 630.305.0779/9141 fax.

Twin Turbo/Carrera 4S wheels/tires fit stock car BFG R1's (65% left) mounted on Forgeline 5-spoke alum. 315-35-17 tires on 11.5x17 wheels (rr) & 245-45-17 tires on 8.5x17 wheels (frt.) (set of 4) Go faster/save your street set up! \$1250/OBO Jason Brown 630.497.9001.

Carrera 2 Parts Car cover \$50. Har-

ness bar \$100. 7&9x17 track wheels w/235-255R1's \$750. Steel lug nuts \$35. 4 & 5 point harness sets \$75. Lightweight Ruf shocktower brace \$175. Lexan windshield, light use \$200. **928S4 Parts** Fr. calipers fresh rebuild w/adapters for C2 & early 911 \$500. Recaro seat brackets \$50. **911 SC & Carrera** factory rear sway bars \$35. Guy Reeder, 3202 Hill Ct SW, Rochester, MN 55902. (h) 507.285.9414.

2.7 "7R" Case All worked completed by Jerry Woods Enterprises, Feb. '98. Resurface, line bore, case savers, anti-shuffle pins, clearance case for C2 oil pump. Case \$1560. New C2 oil pump & drive \$735.00. Mike Southard 847.294.3689.

930 Wheels and Parts Set 7 & 9x16 Fuchs. Pair of 6x16 Fuchs. Front spoiler/valance. All in exc. cond. Reasonable or OBO. Paul (w) 847.821.2686, (e) 847.949.8540, or ptravelos@interaccess.com.

944 Parts 944 front Koni Gas sports struts KO-1136LS & KO-1136RS fits 944 '85-'89 and 944 Turbo '86-'88. Also 200 lb. frt springs for same application. Automotion list for setup is \$919.96. Will sell for \$600. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm).

944 Parts Brey Krause harness bar, like new (in car 2 weeks), fits 924/944/968 \$250. Weltmeister harness bar \$50. RCI blue 5 or 6 pt. Harness \$50. Space saver spare, like new \$75. Complete tool kit & jack, like new \$75. American Racing wheels w/7 (very) used BFG R1's, fits 924/Golf/Miata \$100. S2/Turbo Carbon Metallic brake pads (1 axle, F or R), almost new (95% left), \$65. Roger Beck 847.382.7159.

'86 944T Parts Brey-Krause Harness guide bar \$250. Brey-Krause fire extinguisher mount \$40. Stock A'arms, torsion bars - best offer. Buyer pays freight. Steve 847.673.5218.

'87 944S Four discs \$50. Used brake pads \$10. Steering wheel (no airbag) \$50. Front sway bar \$25. Mark Squitieri 708.354.9455 (before 8 pm).

944 Turbo Parts R1's 245x45x17 & 275x40x17 \$75 ea. **Bodywork** Bumper cover \$450. Complete doors w/glass

wiring harness window motors, mirrors. Headlights, headlight motor \$125. Rear hatch glass w/spoiler \$350. Rear bumper \$250. Black interior. More parts available, call with needs. Buyer pays shipping. Andy Mandell 847.433.8622 or e-mail: trba951@aol.com.

944 Parts Harness bars: Stable Energies \$150, Brey-Krause \$300. Water pump ('83-'85) #10602109 \$125. Jim Hopp (w) 630.801.7257 or (h) 630.896.2569.

Private Chicago Region Porsche Only Storage Facility in western suburb. Heated, in/out privileges, secured, private. Steven Wagner 708.738.5775.

Vehicle Storage in Westmont for rent. Building is heated or A/C. Conveniently located near 63rd/Fairview. Don't wait till last minute, reserve now. Dominic 630.571.2164. **Road & Track Magazine '51-57** (520 issues). **Christophorus** (March '61) signed by F. Porsche. **3 H. Shoemaker illustrations** (signed). **Porsche Racecars 1953-1970 I** (framed 20x14). **Porsche Racecars 1953-1970 II** (framed 20x14). **1972 Porsche Parade poster** (framed 28x20). "Road & Track" '51-'97. "Auto" Jan '52- Feb, Oct '52. Misc. small stuff. All for \$500. Bob Huff 708.386.4382.

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PARTS/MISC.

Set of Weber carburetors for 911. Would consider complete carbureted engine. Ken Smoot 773.784.6292. **'72 911 Parts** Adjustable rear spring plate. 19mm front anti roll bar. Early (pre '74) black sport seats. Factory style sport muffler. Koni or Bilstein struts & shocks. Pair 15x7 R offset Fuchs. Roger Beck 847.382.7159. **7 Copies of July 1998 Chicago Scene** Good condition. Susan 847.674.2285.

Oversteer ...

(Continued from page 64)

Farmer Joe said, "Well I had just got Bessie into the trailer and I was driving down the road..."

The lawyer interrupted again and said, "Judge, I am trying to establish the fact that, at the scene of the accident, this man told the Highway Patrolman on the scene that he was just fine. Now several weeks after the accident he is trying to sue my client. I believe he is a fraud. Please tell him to simply answer the question."

By this time the Judge was fairly interested in Farmer Joe's answer and said to the lawyer, "I'd like to hear what he has to say about his favorite mule Bessie."

Joe thanked the Judge and proceeded, "Well as I was saying, I had just loaded Bessie, my favorite mule, into the trailer and was driving her down the highway when this huge semi-truck and trailer ran the stop sign and smacked my truck right in the side. I was thrown into one ditch and Bessie was thrown into the other. I was hurting real bad and didn't

want to move. However, I could hear ole Bessie moaning and groaning. I knew she was in terrible shape just by her groans. Shortly after the accident a Highway Patrolman came on the scene. He could hear Bessie moaning and groaning so he went over to her. After he looked at her he took out his gun and shot her between the eyes. Then the Patrolman came across the road with his gun in his hand and looked at me. He said, "Your mule was in such bad shape I had to shoot her. How are you feeling?"



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Oversteer

Disconnected Ruminations Upon The Semicentenary

by Bob Graham,
Central New York Region
(from THE REDLINE REPORT)

Perusing car magazines provides one with the experience (some would say danger) of ingesting a slab of prose from the redoubtable quill of LJK Setright; that uniquely English institution among motoring journalists. Lawyer, philosopher, epicure, and general megabrain, LJKS can be counted upon to unburden (or, perhaps, relieve) himself of profundities on a wide variety of automotive issues in a style often described as impenetrable. It occurred to me to do part of this month's column in, well, Setrightian mode. Herewith:

The current anno domini is sacrosanct for aficionadi of the great Stuttgart House of Porsche. While one may lament the incapacity of der Chief des Houses, Professor Ferry Porsche, to assume his rightful place at the head of the celebratory table, he undoubtedly passed on Nelson-like, mollified that the eponymous marque had been retrieved from the very brink of oblivion and set upon firm course toward the future, thanks in no small measure to the sagacious Herr Doktor Wiedeking and a salutary infusion of Kaizen. Coincidentally, Porsche's one-two at the Sarthe (LeMans to those unfamiliar with my style) was altogether Meet and Just. Those Philistines who mutter "inherited win" should recall that a lengthy Porsche pit sojourn had originally given the unpedigreed, interloping Toyota the lead. Those wights would do well to recall that endurance enjoys primacy over velocity in the taxonomy of virtue at the Vingt-Quatre Heures.

Had enough? Let me continue

with Fiftieth Anniversary thoughts in my own style.

When one thinks about it, the timing of Porsche's debut was impeccable, if happenstantial. Exhausted by war, late-forties Europeans were again clamoring for "things" denied them during the dark years. For those of wherewithal, "things" included elegant cars of sporting character. But where were these cars? Jaguar was there, but otherwise choices were limited. Bugatti was going under; DeLage, Delahaye, and Talbot were marginal. Mercedes-Benz and BMW were rebuilding, lucky to be cranking out bread-and-butter vehicles. Infant Ferrari's roughshod race cars-in-mufti were still hardly streetable. Alfa's IRI masters had decreed prosaic sedans as the firm's mass-production future. Morgans and MGs were sporting but primitive.

Timing was ideal, but Dr.-Ing. h. c. F. Porsche KG got Marketing Strategy right, too. Constrained by size from selling cars cheaply, they pitched to the privileged, establishing an upscale image from the start. They hired some Vons in Hanstein and Frankenberg. They made sure that everyone knew who bought Porsches: actors, athletes, industrialists, aristocracy. They made much of terms like hand-built and elegant while downplaying the proletarian, Strength-Through-Joy innards. They knew the cachet of the Porsche name. They got it right then and have usually gotten it right since.

They understood about racing too, the PR fallout from first, modest goals promptly brought spates of wins-in-class, occasionally overall. But when success did not come quickly, Ferry Porsche's patience was limited. Pulling the plug on the F-1 effort in 1962, he used the proverb, "Shoemaker, stick to your last," referring of course to the fact that Porsche's proven forte was in sports cars, not formula racing.

The buying public has also expected Porsche to stick to its last; deviations from the 911 party line have often been regarded as aberrations. It's regrettable that magnificent

cars like the 928 have enjoyed only limited acceptance. Manifest success of the Boxster (a slight departure from the tried-and-true) prompts the question of how the 914 would have fared with more familial styling. Are there times, possibly, when the company feels itself hostage to the 911? Like Leonard Nimoy, the man who will always be Spock?

At the day's end, the combination to Porsche remains 9-1-1. Professor Dr. Porsche had a handle on that fact; Professor Dr. Fuhrmann did not, creating a rift and the latter's ouster as chief executive. Successor Schutz appreciated the 911's place but failed to fully understand exclusivity. Then there was the interregnum of Brantitski and Bohn, who took exclusivity to absurdity ("The entry-level Porsche is a used Porsche") while fumbling away on bizarre projects like the four-door. In the dark days of the early nineties, only the 911 reiteration, residuals from the cash-cow 944, and outside work by Weissach kept the barbarians outside the gates.

Today, two 911s later, the revitalized firm seems even more entrenched than ever in the perennial numerology. Ooops, I'm sounding like Setright again.

Drive in its Finest Form!

Remember To Be Careful With State Troopers!

Farmer Joe decided his injuries from the accident were serious enough to take the trucking company (responsible for the accident) to court. In court, the trucking company's fancy lawyer was questioning farmer Joe.

"Didn't you say, at the scene of the accident, 'I'm fine!'" questioned the lawyer.

Farmer Joe responded, "Well I'll tell you what happened. I had just loaded my favorite mule Bessie into the ..."

"I didn't ask for any details," the lawyer interrupted, "just answer the question. Did you not say, at the scene of the accident, 'I'm fine!'"

(Continued on page 63)



PORSCHE

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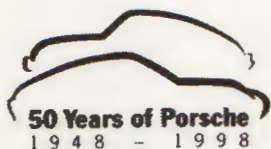
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