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THE PORSCHE CLUB OF AMERICA,  
CHICAGO REGION



# Chicago Scene

SEPTEMBER 1998



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# Chicago Scene

September 1998 Volume 42 Number 9

## 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
October 18	Concours V
October 24	Rallye IV
October 25	Rallye V
October 31	Halloween Party
November 15	Tech Session
December 5	Annual Dinner Dance
December 31	New Year's Eve Party

## September 1998 Features

51	Blackhawk III
53	From Our Members: Two Special Classes
10	GingerMan Raceway: Driving At GingerMan Raceway
27	Kane County Cougars: Take Me Out To The Ball Game
40	Potter's Picnic and Concours III
25	Proposed Slate for 1999 Board of Directors
48	The Rockford Rumble: Dear Uncle Otto
14	Steamboat 98, The 43rd Porsche Parade

## Event Announcements • Registration Forms

13	Autocross V: Lake Geneva, September 20th
9	Blackhawk Drivers' Ed: September 16th
23	Blackhawk Octoberfest: October 10th - 11th
58	Caribbean Cruise: January 9th - 15th, 1999
31	Concours V: '50s Costume and Dance Party: October 18th
54	Dinner Dance: December 5th
56	Go For The Gold Porsche: December 5th
44	Halloween Party: October 31st
21	Rallye III: The Road Not Taken, September 27th
38	Rallye IV: Rallye To New Glarus, WI, October 24th
38	Rallye V: Rallye From New Glarus, WI, October 25th

## Departments

62	Advertiser Index
3	Aungahh!
24	Board Meeting Minutes and 6 Briefly Brenkus
37	Concours Scene
29	Letters, Faxes, and e-mail
46	Membership, Chicago Region
2	1998 Board of Directors and Coordinators
1	1998 Calendar, Chicago Region
62	Oversteer
8	Psst! Did you hear about ... ?
34	Tech Scene
57	Tech Inspection Sheet, PCA Chicago Region
59	The Mart
5	Two Month Calendar of Events

**Cover Photo:** 1978 935/78 "Moby Dick" at Steamboat 98 Parade  
Photo by Steve Rashbaum

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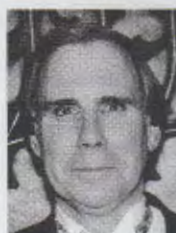
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# Aungahh!

Late July and early August did not find us at a slower summer pace. In fact, it was quite the opposite. Our first Club Race is now behind us. We will try to summarize our racing summer/experiences after Road America when we hope to be better able to compare and contrast the two events. We appreciate all of the feedback from our readers about our big adventure. It has been fun to share it, with all its foibles, with you. We did get a call from an unnamed member who has wanted to Club Race for some time now. He said that his wife was very opposed to the activity. "Too dangerous ... too expensive ... a juvenile fantasy (could this be true?) ... you have a family after all". Our nameless member has forced his wife to read our musings and has found her a bit more receptive to the idea. Perhaps this is not as insane or dangerous or expensive as she previously thought. Perhaps this is negotiable ... a new kitchen for a race car ... hmmm.

We also appreciate the positive feedback on our car. We too think it looks great lowered and with the Fikse wheels. The rollcage has an excellent installation and paint job and the Recaro SRD's add a nice racy touch. It was all well worth the wait and the expense.

When we agreed that Steve should 'go for it' - give Club Racing a try - we also agreed that it would not be at the expense of other Chicago Region activities. So, we still use the 951 for rallyes and concours. We must admit that the comfort of Recaros is offset by the changes to the suspension. While it is not as 'street friendly' as it was, it is not impossible as a rallye car. It also saves us the money that we would otherwise spend on our regular

chiropractic adjustments.

To Steve's surprise, Susan has also insisted that the car remain as clean and as pristine as possible for concours. This is not an easy assignment due to the amount of 'stuff' that adheres to the car during a race or just out on the track. The 'rubber worms' attached to the body, wheels, and undercarriage after the Club Race were blamed by Steve for screwing up the aerodynamics and slowing him down. Susan thought they were just one more reason to keep the car clean. It now seems to Steve that he logs as much Q-tip time as track seat time, but it's just not as much fun.

After the Club Race at GingerMan, the car was 'not concours clean'. It was, in fact, filthy. There were more than enough worms (had they been real) to set up a bait shop. But, there was no time to clean as the car was going to the mechanic for 'a check-up' and we were going to Parade. A good cleaning would have to wait ... until we had time.

Unfortunately, we missed the GingerMan weekend as we were in Colorado visiting Steve's mom and attending our first Porsche Parade. We had a terrific time and you'll find pictures and details elsewhere in this issue.

Immediately upon our return from Parade, it was time for Potter's Picnic and Concours III and so a quick wash and dust of the 951 would have to suffice. Potter's is one of our favorite family events and this year did not disappoint. Potter's was a hoot! The weather was wonderful, the turnout was huge - more cars and kids than we had ever seen there before. We noted many new cars and new members as well as the 'regulars' and even some 'regulars' with new cars. (Bill Murrin's new '86 911 is beautiful and should be a 'concours contender'.) The addition this year of the "E class" to the concours 'menu' has dramatically increased the number of cars at each concours event.

After a quick pass over the car with the 'California duster' and a final window cleaning, we pronounced the 951 'as good as it was

gonna be' for this event and got about the business of Potter's Picnic. We ate brats, imbibed a bit, visited with old and new friends, and generally enjoyed the wonderful traditions of the day at Potter's farm. We had a chance to finally meet Doris Voce, a past editor of the Scene, who gave us some insight into the earlier Scene years and some perspective on the current Scene.

As Steve was leaving the next day on business, we headed home early. We had no hopes of a trophy as even though the 951 was clean, it had not been our best effort. (What Susan did not know was that Steve was nervous about the judging as he'd promised Susan that there would be no visual changes to the 951 after the 'fender bending' at GingerMan. If points were deducted due to the alterations at GingerMan she would be ... well, you know.) Later that evening Jim Jacisin called to say, to our surprise, that the 951 was suitably clean (and intact) enough to take third in D class. Susan was elated, Steve was relieved. Now Steve's beginning to fear that she's becoming a 'clean freak' at the same time he's becoming a 'speed freak'. But, like everything else in their 'Ying/Yang' relationship, they'll work it out. (Translation: Steve will get even more seat time with a Q-tip! Not as much fun, but a small price for peace and harmony.)

With the 951 'done' (at least no more changes this year), we will concentrate on autocross seat time. The car is much more responsive than it was as totally street but still requires time to learn the full capability of both driver and car. Both of us seem to be making progress but still have quite a way to go until we are bona fide 'hot shoes'. We did drive The Rockford Rumble in the 951 and are looking forward to Utica, although that tight little track is hard work for the 951 and its drivers. Running Rockford backwards was an interesting challenge, but Susan had some of her best times ever. She's really beginning to appreciate the 'sticky tires' and the suspension changes. The 'getting in' and 'getting out' over

## Aungahh ...

the rollcage, however, really tests her patience and sometimes she sounds a lot like Dan Gallagher on a bad day at Blackhawk.

Speaking of Gallagher and Blackhawk, Steve did have the opportunity to drive Blackhawk in August. It was another great turnout (many new drivers) and 'Gallagher Weather'. Steve was pleased with his driving. While he still does not keep his times, he is able to gauge his progress by noting his ability to keep with some of the other, more experienced (read that faster) drivers. He was very happy to note that Chris Ingot did not lap him twice in any session as he has often done in the past. (Maybe Chris had a bad day.) It was great fun and a challenge to drive in "A" class; it gives him the chance to follow faster drivers and learn some of their racing lines. Steve felt complimented that Greg Turek told him that passing Steve (still a rookie "A" driver) caused Greg absolutely no anxious moments. (For Steve it was just one more opportunity to follow a faster driver.) Blackhawk is not Steve's favorite track (too hard on brakes) but a day at the track is better than ... well, almost everything else.

Next up is our Labor Day event at Road America. While summer may 'officially end' on Labor Day, the fun does not and the calendar is still full of things to do. September 16th is the last Wednesday Blackhawk of this year. Gallagher has asked us to please remind you that it is imperative to pre-register if you wish to drive. Registration for the August Blackhawk was closed days before the event and there is no reason to believe that it will not happen again. The same will hold true for the two-day Octoberfest Blackhawk weekend. Also, if you're going to stay in or near South Beloit over the Octoberfest weekend, it's not too early to make room reservations.

The final autocross of the year will be at Lake Geneva Speedway outside Lake Geneva, WI on Sunday September 20th. Another banked oval and flat infield that the event

chair Mike O'Meara has promised he will put to good use.

And then, dear friends, it's time to rallye again. Yeah! September and October bring us three chances to rallye. We have designed a fun and friendly rallye for Sunday, September 27th. There are some really fabulous Porsche roads in southern WI that are hilly, curvaceous, freshly paved, and just waiting for us. We will have both a SOP and a touring class. If you're not up to rallying, why not consider being a checkpoint worker? Give Susan a call if you're interested and she'll be glad to put you to work. Also, please note that the Registration/Driver's Meeting site at the beginning of the rallye day has changed to the Wal-Mart parking lot across the street from Gurnee Mills.

In October we have a rallye weekend planned for us. Jack Stephensen and Chuck Bittman have redone the two-day New Glarus Rallye. The registration and accommodation information is in this issue of the Scene. If you're going to stay overnight in New Glarus, you should make your reservations soon as our rallye is planned for the height of the fall tourist season.

Finally, some bits of business. We often receive calls from members who have not received the latest issues of Pano and/or the Chicago Scene. Commonly the reasons for this are a change of address or an expired National (and therefore Chicago Region) membership. If you move and do not notify Debby Leed, our database manager, of your change of address, the Post Office will not forward the Chicago Scene to your new address or return it to us. (They rip the back cover off, throw away the magazine, and then charge us .50 for the back cover.) If your PCA dues are not received by National before your expiration date (there no 'grace period') you go on the 'delete list' and the result is no Pano and no Chicago Scene. Unfortunately we can not help you replace the missing issues of Pano and often do not have extra issues of the Scene.

We have some new advertisers we would like to recognize and thank for their support. Ads for The Kerry


Piper and Barefoot Bay ads have appeared in the last three issues. It has been our pleasure to highlight, as a way of thanking them, our principal TRAC 98 sponsor, the Chicago Metropolitan Porsche Dealers, consisting of Motor Werks, Nives Rizza Porsche, Lynch Porsche, Ed Napleton Porsche, and The Exchange by running their ads. (Nives Rizza Porsche and Ed Napleton Porsche are regular advertisers.) We have also allotted ad space to our other TRAC 98 sponsors, some of whom are also regular advertisers: R. A. Adams, Northstar Motorsports, Kelly-Moss Motorsports, Whistler Enhanced Driving Tools, Perfect Power, Fast Tech Motorsports, Bridgestone, The Racer's Group, Johnson Autosport, and our wonderful printer PressTech. (TRAC 98 sponsorship has also come from non-advertisers PCNA and Mobil One.) Joining us in this issue, as a new subscriber, is Porsche Design Sunglasses. We ask you, our readers, to use the goods and services of our advertisers and to mention that you appreciate their support of the PCA Chicago Region.

We are looking forward to next weekend: TRAC 98 at Road America and the friends who will be there. As both of us have been active in some aspects of the coordination of the event, we can tell you that a huge amount of work, time, and energy has been devoted to assuring that the weekend is an awesome event for everyone. We know that our members will be good hosts as well as responsible participants. Our expectation is TRAC 98 will be a spectacular and fitting end to the summer as well as the best track weekend of the season. If we don't see you at the track, we'll see you at Siebkens.

*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.*

# September 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 3:00 pm Registration & Tech open at the track	5 Road America Drivers' Ed & Concours IV "German Fest" Party
6 Road America Drivers' Ed	7 Road America Drivers' Ed & TRAC 98 Club 	8	9	10 Scene Copy Deadline	11 Board Meeting	12
13	14	15	16 Blackhawk Farms IV	17	18	19 CR/Thunderhill CR/Mt Tremblant MOR DE/Putnam Park
20 The Autocross At Lake Geneva CR/Thunderhill CR/Mt Tremblant MOR DE/Putnam Park	21	22	23	24	25	26 CR/Willow Springs NSR DE/Brainerd
27 The Road Not Taken Rallye Road America - SCDA CR/Willow Springs NSR DE/Brainerd	28	29	30			

# 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

## Briefly Brenkus

Mid-July took us back up to Ginger-Man Raceway again for the Chicago Region Drivers' Education event hosted by Jeff, Jill, and Max Girard. (Don't let Jeff fool you, Max did most of the work). Jeff likes to create a laid-back, relaxed environment for this event and he was, again, successful. Chicago Region was competing with a lot of other events that weekend, and we still had a great turnout. Everyone got lots of track time despite the rain on Sunday morning. If you haven't been up to GingerMan yet, you don't know what you're missing! Other Chicago members were dispersed amongst the Grattan Club Race, the Chicago Historics at Road America and Parade in Steamboat Springs. As our wonderful Chicago Scene editors were in attendance at Parade this year, I'm sure there will be an article in this edition recapping their fun-filled week.

August 2nd found us at Potter's Picnic, one of my favorite events of any year. Imagine my surprise when we pulled up to find over 40 cars parked on Potter's lawn waiting to be judged. We haven't had a showing like that in quite a while. Rip and Linda were still able to find some stray Porsches in the parking area for their annual "feather-duster" awards. If you've never been a recipient of a feather-duster, you should bring your Porsche out next year to Potter's Picnic. Thanks to Jerry Matta for chairing the concours at Potter's. He had his work cut out for him getting all those cars judged, scores tallied and great trophies presented by the end of all the usual family fun and games the Pattersons put together each year. Thanks again to Wayne Potter, the Pattersons, and everyone who helped for another great Potter's Picnic.

The next weekend we drove to Rockford Speedway (again) only to find out that Jeff Girard wasn't kidding when he said he was going to run it backwards again. This created quite a challenge, but was an equalizer for all of us since no one had

ever run it that way before. Actually, running it the backwards allowed Timing and Scoring to be a little closer to the action with more spacious quarters than we're used to at that track.

Dan Gallagher tells me that the August Blackhawk brought out record numbers for this time of the year. Dan keeps shaking his head and wondering if it's just his winning 'trackside manner' that keeps bringing out so many people. At this rate, he figures that by the end of the season, he will have put about 120 novices through instruction at Blackhawk!!! That's a lot of cars and novice drivers.

I, unfortunately, missed the event due to preparations for attending the Historics in Monterey, which featured the 50<sup>th</sup> anniversary of Porsche. I could go on for pages and pages about the weekend. Museum and private collector cars including the Steve McQueen's 917 from "LeMans", the Mark Donohue Sonoco car which set track records across the United States that stood for many years, the 718 Porsche Spyder, and the current GT1 car were just a few of the memorable cars we saw. One of my favorite moments of the weekend was watching Jurgen Barth and Hurley Haywood battling it out in a 911 ST and a 914-6GT respectively, only for Hurley to beat Jurgen at the finish line by .001 seconds! Not your usual day at the race track. It was also great strolling through the paddock area and visiting with other PCA friends who were there either observing or participating.

Coming home from Monterey Nick and I were pretty excited knowing we would be picking up our new car that Thursday. Yes, Nick finally wore me down and talked me into getting a 996. Some of you know we had been talking about getting another 911 after we sold the 944S2. We enjoyed the 944, but we are 911 lovers at heart and have missed driving one on the street ever since we turned the 911SC into the racecar.

A few months ago, Nick drove a 996 and has not stopped talking about it since. Our good friend Todd Wilkens at Napleton Porsche helped us make dream come true. I must tell you that this car is phenomenal!

Our first opportunity to take it to a PCA event was two days later when we joined the golfers after Ed Barnicle's Golf Outing. (The look on Gallagher's face was well worth the agony of keeping the secret until we 'had the car in the hand'). We're not golfers, but we understand that everyone had a great time and said that the way Ed ran the event created an even playing field for all participants. Luckily, the rain stayed away from the Flagg Creek course. The golfers in the club seemed to really enjoy this newer event, and I'm hoping Ed will make it annual one.

Well, by the time you receive this edition of the Scene, our last mid-week 1998 Blackhawk and the last autocross (at Lake Geneva Speedway) of the year will be close at hand. It's beginning to feel like the season is winding down although we still have three rallyes, a concours, a tech session, and several social events to go for 1998! Your board made a smart decision this year to avoid rallyes in the really hot months of the year, and wisely wait to put our cars on beautiful Porsche roads until September and October, two of the most beautiful months of the year. If you've not had a chance to rallye with us this year, please try to make it to one of the three events. I know I've said this before (and Gallagher before me), but putting on a rallye is one of the most time-consuming activities in the club. Let's show our support of Susan Shire, Steve Rashbaum, Chuck Bittman, and Jack Stephensen's hard work and participate in their events. Registration forms can be found elsewhere in this issue.

Lastly, at the August Board Meeting, the Nominating Committee presented the slate of nominees for the Chicago Region 1999 Board of Directors, which you will find else-

where in the magazine. Thanks to John Ruther, who chaired this committee as well as Marla Turek, Myra Knoblauch, Bruce Janeczek, and Jim Jacisin for putting together the slate. This year we had more people expressing an interest in holding a Board position than we had positions available, which has not always been the case. Thanks to everyone who spoke with the Nominating Committee members about positions on the Board. I understand it was difficult for the Committee to choose among the many qualified people. The ballots will be included in the October Scene.

If you've not had a chance to participate in a Chicago Region event yet this year, there are still plenty of things to do. If you have participated, thanks for your support, and I hope to see you at future events.

Susan

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Audi Quattro	Mazda 323 GT
BMW (all models)	Mazda 626 Turbo
Cadillac Allante	Mazda MX-6
Chevy Beretta GTZ	Mercedes - all models
Chevy Lumina Z34	Merkur XR4TI
Chrysler LeBaron GTC	Mitsubishi Eclipse
Chrysler TC Turbo	Mitsubishi Mirage Turbo
Dodge Lancer Shelby Z	Olds Cutlass (Quad-4 HD)
Dodge Shadow Turbo	Plymouth RS Sundance
Dodge Spirit R/T	Pontiac Grand AM Quad 4
Eagle Talon	Pontiac Grand Prix Turbo
Ford T-Bird SC	Pontiac Grand Prix Turbo STE
Ford Taurus SHO	Pontiac Sunbird GT
Infiniti Q45	Saab 900
Isuzu Impulse	Toyota Celica Turbo - all types
Jaguar XJS	Volkswagen Corrado

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Acura NSX	Mazda RX-7 Turbo
Buick Grand National GNX	Mazda RX-7 GTU
Chevy Camaro IROC-Z	Mazda RX-7 GTU
Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati-all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette L98 Coupe	Nissan 300ZX
Dodge Stealth RT Turbo	Plymouth Laser RS Turbo
Ferrari-all models	Pontiac Firebird Formula
Ford Mustang 5.0	Pontiac Trans Am GTA
Ford Mustang GT	Porsche-all models
Ford Probe GT	Toyota MR2 Turbo
GMC Syclone	Toyota MR2 Supercharged
Lotus-all models	Toyota Supra



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## Psst! Did You Hear About ...

### 56 Motor Cities Gruppe Sponsoring 356 Engine Raffle

by Lanita Dunham  
Southeastern Michigan Region

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.

### Mid-Ohio To Host September Drivers' Ed At Putnam Park

The Mid Ohio Region is hosting its seventh annual Drivers' Ed event at Putnam Park on September 19th and 20th. For further information please call Hal Augur at 614.717.9160.

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# Blackhawk Farms Drivers' Education

## Wednesday September 16th

- 8:30 am Registration and Tech open.
- 10:00 am Mandatory Drivers meeting for all entrants who HAVE NOT run this event previously.
- 11:00 am Registration closes.
- 5:00 pm Track closes. Dinner will be immediately following at a site to be announced at the track.

*Due to road construction at IL 75, follow these directions to Blackhawk Farms Raceway*

From Chicago: North on Northwest Tollway (I-90) to Rockton Road exit. West on Rockton Road (all the way through Rockton) to Prairie Avenue (after the Rock River and S. Bluff Road). Right onto Prairie Avenue. Continue north about 8/10 mile to the sign on the left reading 'Blackhawk Farms Raceway'.

Blackhawk is an eight turn 1.8 mile enclosed high-speed track located in South Beloit, IL.

There are gas stations in Rockton, IL near the intersection of Rockton Road and Blackhawk Road: Phillips 66 and Mobil. At the intersection, to the right 5 blocks is Phillips 66 and to the left 2 blocks is Mobil.

### September 16th is the last Wednesday Blackhawk event of the 1998 season.

If this event sells out, and the other three events did, drivers not pre-registered will not be able to drive even if they drive to the track on the event day.

**Novice drivers** who wish to drive in the Octoberfest Blackhawk event must drive this event as there is no drivers' instruction or novice class at the October event. Novice drivers **MUST** attend the 10:00 am Drivers'

Meeting and then will be assigned an instructor.

The club's insurance requires that all cars pass tech and that all drivers wear a **Snell SA 90 (or later) helmet**, long sleeved non-flammable shirts, long pants, socks made of non-synthetic materials, and closed toe shoes while on the track. Recommended, but not required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher.

You will be required to show a

valid driver's license and proof of PCA membership at registration.

To save time at the track, you may bring a completed Chicago Region Tech Inspection Sheet signed by a recognized Porsche dealer or mechanic. Be sure to pay close attention to the specifics concerning brake fluid and brake pads.

The concession stand **WILL** be open and there will be "Gallagher weather"!

**Please pre-register.** No pre-registrations will be accepted without payment.

Mail form and check to: Peggy Gallagher, Registrar  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

Questions: Phone: 708.784.0784

## Blackhawk XXIX Drivers' Education Registration Form

[ ] Wednesday, September 16th

First Driver Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Member: \_\_\_\_ Applicant: \_\_\_\_ Guest: \_\_\_\_ of \_\_\_\_\_

PCA Membership # \_\_\_\_\_

Permanent Car #: \_\_\_\_\_ Novice: \_\_\_\_\_ Experienced: \_\_\_\_\_ List Experience: \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_

Second Driver (same car) Name: \_\_\_\_\_

Member: \_\_\_\_ Applicant: \_\_\_\_ Guest: \_\_\_\_ of \_\_\_\_\_

PCA Membership # \_\_\_\_\_

Permanent Car #: \_\_\_\_\_ Novice: \_\_\_\_\_ Experienced: \_\_\_\_\_ List Experience: \_\_\_\_\_

Fees: \$125.00 Pre-registered  
\$140.00 At the gate  
Second driver free if family member

Make checks Payable to PCA - Chicago Region

# GingerMan Raceway

## Driving at GingerMan Raceway by Pete Hackenson

The weekend of July 18th and 19th was the third GingerMan Raceway Drivers' Event chaired by Jeff, Jill, and, this year, Max Girard. Max, a happy little 9 month old 'Porsche Person' took a commanding role in insuring that all the Porsche enthusiasts had a wonderful time, including his parents.

We arrived at GingerMan on Friday, in the midst of a Viper Event. They were having fun running time trials with only two cars on the track at a time; slipping off the track at a continuous rate. In asking about an accessible spot to park my trailer for Tech, without intruding on their "space", I ended up in conversation with Dan Agate, the winner of the "98" *One Lap Of America*. He is a truly enjoyable chap even though he has the loud pedal sunk in a blue/white stripe Viper Coupe.

Finally parked, I unloaded the Yellow 'ELF', pulled out the Tech Box, and began Teching our region's other early arrivals. I figured, the more I could get done on Friday, the less we had to do on Saturday morning. Todd Conforti, Bill Murrin, John Mueller, Peter Faehnrich, Ezra Gold-

man, and Charlie Pyne, along with Wes and Mary Anne Nowakowski, helped with Tech inspection on Friday and again on Saturday. *It's a good thing* to have great help! Mary Anne was very enthusiastic about her first experience inspecting cars and did a great job, catching a number of items that are easily overlooked.

Friday evening Gary and Myra Knoblauch entertained a number of Porsche People at their summer home overlooking the channel in South Haven. They have a truly beautiful vacation get-away home, decorated in a nautical theme. By 7 pm the driveway was wall-to-wall Porches. Gary left shortly after his arrival from Chicago to spend the weekend at nearby Gratten Race Track where the Western Michigan Region was hosting a Club Race. We didn't see him until dinner Sunday night when we traded details of the weekend's events. (Gary was quite pleased with his second race and his 3<sup>rd</sup> place in class!)

Saturday morning was deceptively beautiful with sunny skies, calm, and hot. Failing to get an extra cup of coffee and a waffle from the track's concession stand (they were either out or I was too busy to persevere), I did managed to get my Easy-Up

Canopy erected between Tech duties, car preparation, and the drivers' meeting.

Off went the first, second and third run groups. All was well and on time. Oops ... 11 quarts of oil between Turns 1 and 2. Seemed like a good time to break for lunch. Clean-up complete, the early afternoon brought happy grins to everyone as things were back on schedule and all would be well. Or so I thought.

I don't know what made me turn around at about 2 pm. But, to my amazement and horror, I turned to see my 10x20 Easy-Up Canopy lift off, do a pirouette half gainer about 15 feet up in the air, and come down on two of the three General Motors cars attending the event. Oops. One leg went through a windshield and another leg speared a hood! The airborne canopy finally died in an open area a few feet from the second car. Oh boy! This was not good. Rushing to the scene, I kept wondering why? ... where was the wind? Fortunately, no one was in the way during either ascent or descent. Unfortunately, we



Mary Anne and Wes Nowakowski relax after helping with tech and running the track.



Event chair Jeff Girard.

discovered shortly thereafter, all the local glass companies closed at noon on Saturday.

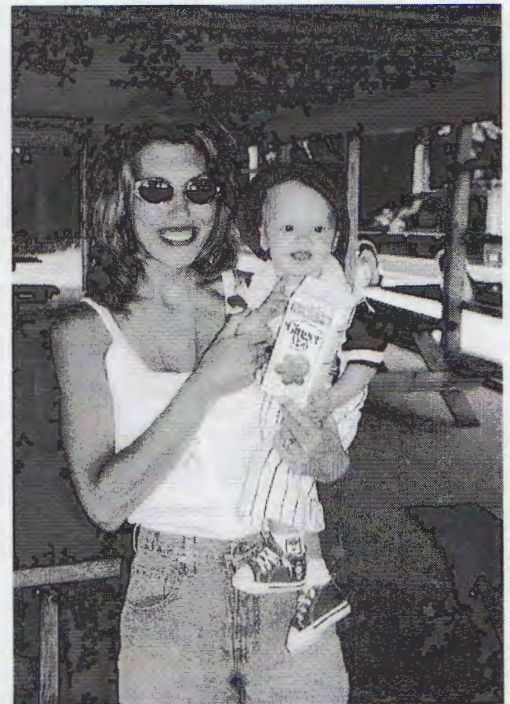
Upon finishing the day at the track with no further mishaps, I began considering how I was going to tell my always understanding and wonderful wife Karen about *the funny thing that happened at the track*. I waited until we were in the Jeep on our way to dinner with Frank Sinatra singing *That's Life* on the radio, to tell her. She took the news rather well.

Sunday started on a very wet note with thunderstorms for breakfast. The rain stopped in time for the first run group and the track was dry by 11 am. The track warmed and the remaining drivers (some had left, believing that the rain would spoil the entire day) were treated to half hour

on and half-hour off sessions for the rest of the day.

GingerMan is a track where one can test the limits of both the driver and the car within a reasonable margin of safety. Yes, there were a number of cars that went off. Delightfully, none sustained any damage. There is an intensity that is associated with Road Course Driving and it is found the inside of all drivers. The GingerMan event had those familiar signs complemented by a relaxed camaraderie that made for a truly enjoyable time for drivers, families, friends, and even small animals

Special thanks go to Jeff, Jill and little Max, the Knoblauchs, and the dedicated team of volunteers. Another great weekend was ours.



The 'real' event chair, Max Girard, with mom Jill and their GingerMan.



Bill Murrin's '79 914 2.0.



Peter Fischer (left), Pete Hackenson, and Dan Gallagher enjoy the post-track festivities.

GingerMan photos  
by Scott Lynn



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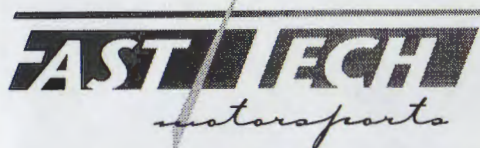
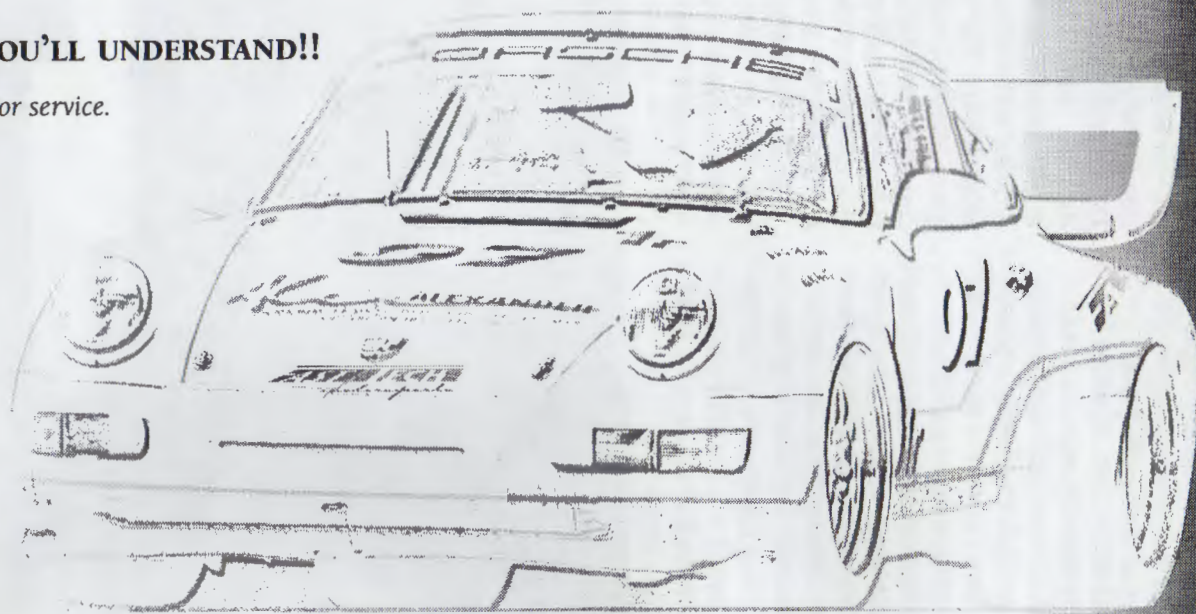
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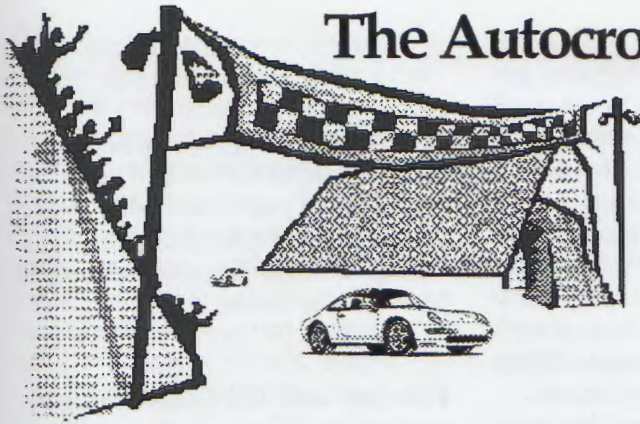
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**PORSCHE**



# The Autocross at Lake Geneva

Sunday, September 20th

## Lake Geneva Speedway

1015 Bloomfield Road, Lake Geneva, WI

Registration & Tech: 9:30 - 10:30 am  
 Drivers Meeting 10:30 am  
 First Car Off: 11:00 am

Enjoy an early fall morning drive north to Lake Geneva Speedway in Wisconsin for the final autocross of the season. Like Rockford Speedway, this is a short, banked oval track. This is our fourth autocross this season on a banked oval, so by now you've got it figured out ... right?

Using the banking and level infield we will lay out a course designed to maximize your enjoyment and safety, while challenging your autocross skills.

A local establishment will be chosen for dinner at the end of the day.

Come join our fun!

### Directions to Lake Geneva Speedway:

Route 12 North to Route 50 (in WI). West/left to left on County H (Burger King on corner) to left on Bloomfield Rd. to track.

### Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

P1	356, 914 (except 914/6), 912, 924 (except S & T)
P2	924S, 924T, 944 (except S2 & T)
I1	Improved 4 Cylinders
P3	2.0, 2.2, 2.4, 911, 914/6, 928
P4	944 S2, 944T, 968, 930
P5	2.7, 3.0, & 3.2 911
P6	3.6 911
P7	Boxster
I2	Improved 6 & 8 Cylinders
M1	Modified 4, 6 & 8 Cylinders
Masters	Production Class only. Elective class. Driver must be at least 55 years old.

P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

### Questions? Mike O'Meara

708.532.0863  
 (before 9:00 pm please)

Mail to: Mike O'Meara, 17201 Oriole Ave., Tinley Park, IL 60477

Driver #1: \_\_\_\_\_ Home Phone : \_\_\_\_\_

Member  Applicant  Guest of \_\_\_\_\_

Car: \_\_\_\_\_ Model: \_\_\_\_\_ Autocross Class: \_\_\_\_\_ Permanent Car Number (previously assigned): \_\_\_\_\_  
 \$25.00 Member / \$30.00 for non-member guest

Driver #2 (same car): \_\_\_\_\_

Member  Applicant  Guest of \_\_\_\_\_

Autocross Class: \_\_\_\_\_ Permanent Car Number (previously assigned): \_\_\_\_\_  
 \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

Total Amount Enclosed: \$ \_\_\_\_\_ Make checks payable to PCA Chicago Region

# Steamboat 98, The 43rd Porsche Parade

## Porsches On Parade

by Chris Inglot

Steamboat Springs, CO was as pretty in the summer as we had heard. We've skied Steamboat in winter, but never really saw the beauty of the countryside before. One of the things that we like about Parades is that they often take us to a vacation spot that we might not otherwise have chosen for a family vacation.

The Steamboat 98 Parade was a sellout with more than 750 registered. The Chicago Region held up well during trophy presentations. Our region participants placed in the

autocross, golf tournament, tech quiz, and road rallye. The region even took top honors in the rallye with Jerry and Helga Meyer having the lowest OVERALL score! Great job by everyone!

Parade is also a great place to rub elbows with significant people. Peter and Oliver Porsche were gracious and signed all autographs that were requested. Steve Rashbaum didn't look too elated when he had Peter Porsche sign his (and Susan's) trophy for their eleventh place finish in the SOP rallye class.

Vanessa and I don't go to every Parade, just the ones that we can

drive to with 3D (Monica, Nicole, and Kristen) in the back of the Suburban. If you've never gone to one, you might consider next year's Parade in Mont. Tremblant, north of Montreal. Se ya there!

## Porsches and The Grand Parade

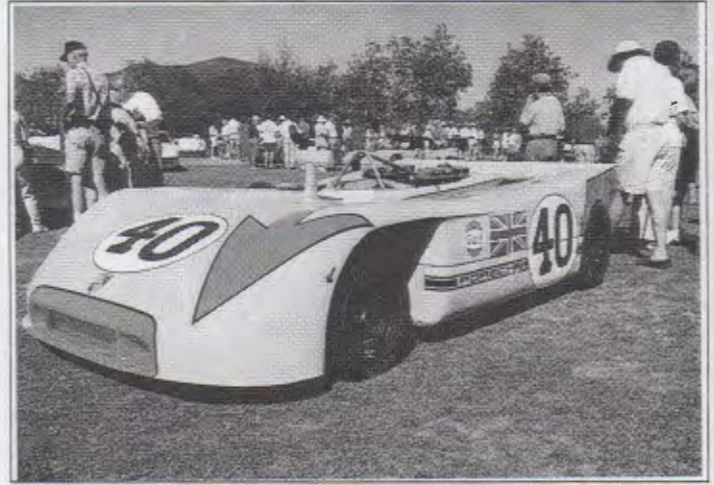
by Steve Rashbaum and Susan Shire

Our first Parade - and what a grand first it was! We can not imagine a more beautiful location for a parade. (Steve is from Denver, attended C.U., and loves the mountains.)

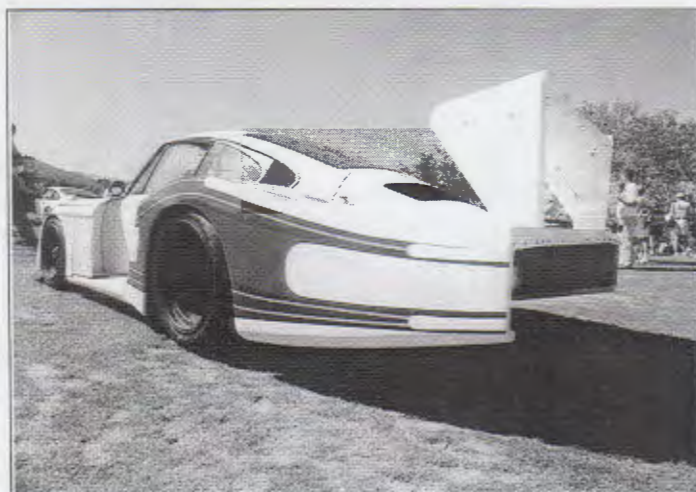
We opted not to trailer the 951



*Porsches next to heaven.*



*From the factory ... '70 908/3 Spyder*



*"Moby Dick" ... '78 935/78*



*a 1987 962C*

(time constraints) so we flew to Denver and rented a car. (Not a Porsche, not even close.) On Friday, while in Denver visiting Steve's mother, we went to Second Creek to 'take in' the Club Race. We ran into the Beckers (Jim was planning to run in the Club Race) and that 'old fender-bender' Paul Jones and his wife Marilyn. It was fun to be able to introduce them to Steve's mother (who thought that Jim was "such a nice young man".) and plans were made to get together in Steamboat.

Finally, it was Sunday and we were off into the beautiful mountains of Colorado. Arriving in Steamboat Springs we did not know what to expect other than many other Porsche enthusiasts. We did not expect

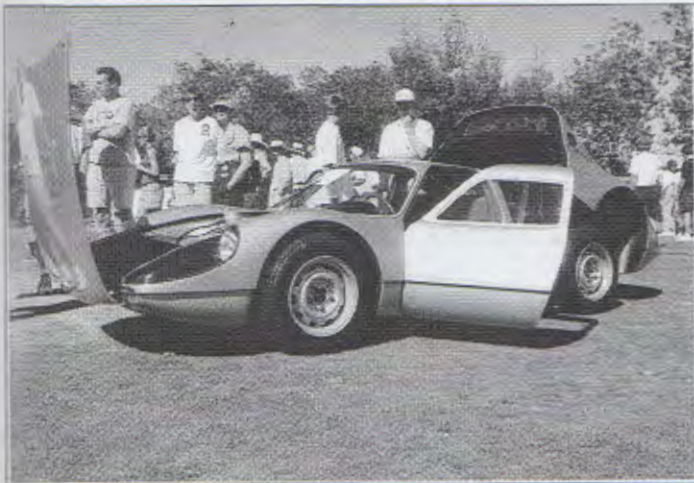
the opulent visual of arrival at the designated Parade area with Porsches of all make and year crowding parking lots and roads. The density of Porsches must have been greater than that in Stuttgart. Steamboat Springs nestled in a small valley surrounded by peaks used in the winter for skiing. To see all of the Porsches in alpine splendor was truly breathtaking.

Our mid-afternoon Sunday arrival was well timed as it appeared that the first rush of registration was over but there was still a sizable crowd milling about enjoying the Porsche air. Overheard conversations were of the renewal of friendships from the previous Parades. At the Registration table we found Dan and Linda Bacin

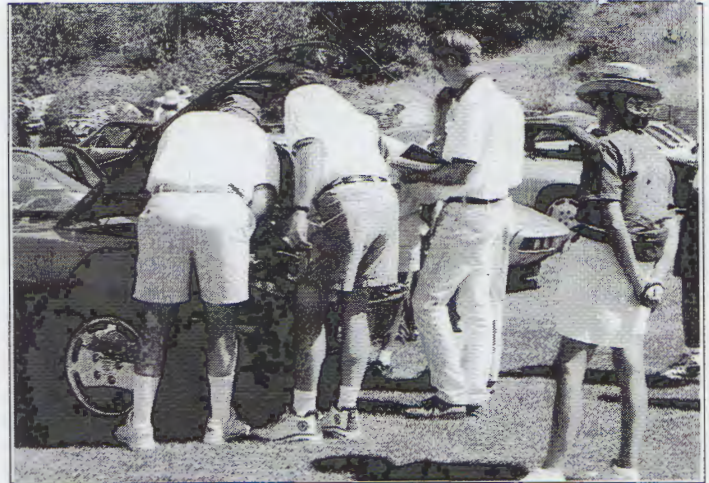
who made the registration procedure simple and quick. Event sign-up (where we ran into the Inglots and Lee Lichtenstein) was equally easy as our only planned event was the rallye on Friday.

The 'western theme' of Steamboat 98 was carried over to the 'sheriff star' name badges, complete with name and entrant number (that for the week became the only ID needed for everything). The registration and information 'goodie bags' were denim "saddle bags which were immediately unpacked and sorted upon arrival at our condo.

Adjacent to the registration site at Parade headquarters (The Sheraton) was the Goodie Store. It was wonderful! The size of the selection was



1964 904 Carrera GTS



Concours ... even the judges were judged.



914s ...



Beth Luddy and John Diwik's '85 911

## Steamboat 98 ...

startling. There was everything from clothing to models to jewelry to books: an entire banquet room filled with Porsche desserts.

Sunday night we attended the Welcome Party dinner and had our first "meeting" with officials from PCNA and the factory. Please do not infer that we had an intimate meal with Peter and Oliver Porsche and Fred Schwab. Hardly. There were over 1,000 enthusiasts under the very large tent called the Chuckwagon where most of dinners were held. It should be noted here that Colorado was experiencing an uncharacteristic heat wave and temperatures were in the upper 90's for

the first part of the Parade week and only a few places were air-conditioned and even had window fans. The Sheraton, the Parade headquarters, fortunately, was one cool place. Undaunted by the heat, the enthusiasm was almost as high as the altitude. Dinner also gave us a chance to say hello to the many Chicago Region participants (40+) as well as Judy Boles and Paul and Marilyn Jones. We also met, face to face, Larry Wilson, National Newsletter Committee Chair, who has been so supportive of and helpful to us as editors.

Susan Brenkus had suggested that we check out the concours prep area on the evening before the concours. After dinner on our way back to our

condo we strolled through the concours prep area. These people were serious with lights set-up, and surrounded by Q-tips and cleaning tools of all sorts, but at all times the friendly banter of Porsche enthusiasts filled the air. If asked a question about their car, all would stop their cleaning to talk about their car.

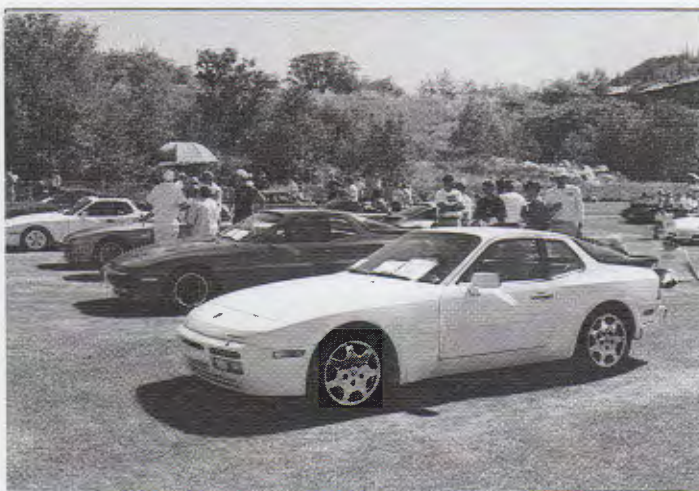
Since it was vacation, Monday did not start at the crack of dawn. After a leisurely breakfast on the condo balcony which overlooked the ski-slopes, a bus ride took us to the site of the concours - a golf course. Again, the sight of the mountains and all of those glorious Porsches was spectacular. We spent many hours exploring the factory display and the cars from around the U.S. If



*a 356 beauty straight on ...*



*a Carrera from the side.*



*A 'water cooled' corner.*



*Pat and Bonnie Yanahan's '95 993.*

cleanliness is next to godliness, then this was heaven. We were fortunate enough to link up Howard Yefsky who was most patient with our ignorance and provided some insight into the details of concouring at the national level as well as explaining some of the finer points of 356 history to us. Most ably representing the Chicago Region were John Diwik and Beth Luddy's '85 911 and Pat and Bonnie Yanahan's '95 993. We watched as one participant showed the Concours judges how to access the Boxster engine compartment. After much "oohing", "aahing" and "so that's how its done-ing", the engine and compartment were judged.

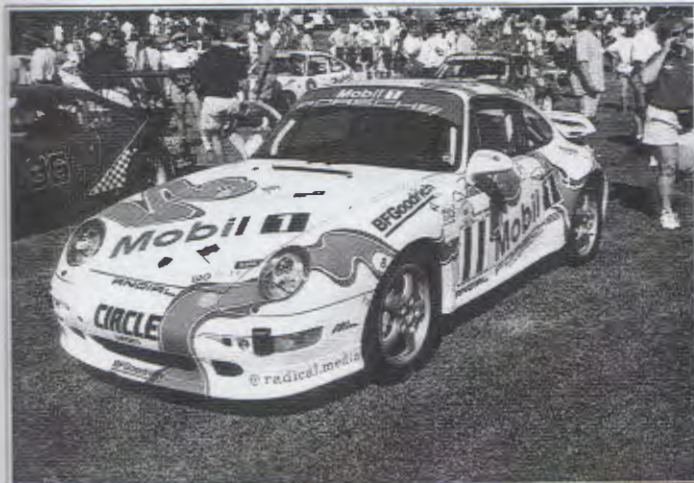
Steve) had expected non-stop Porsche activity all week: to be busy

for the duration of Parade. To the contrary, the week was actually quite relaxing with quite a bit of time to reflect, relish one-another's company, and enjoy the companionship of old and new friends. It was as nice a vacation as we've had in quite a while. Unfortunately, this time also gave time to walk, on many occasions, to the Goody Store where Steve showed particularly good self-control and did not exhaust the magnetic strip on his Visa card.

As the rallye was not until Friday (a Chicago Region friend was brave and kind enough to loan us his car) we had time to watch Chris Ingot and Jim Becker autocross. Held on a smallish parking lot, the route was marked on the pavement making it

quite easy for the spectators to make out the course among the pylons. Not so for the drivers as there was a 'sea of cones' to choose their way between. The penalty for hitting a pylon was a 2-second addition to your time (enough to ruin any chance of a good score) but not a DNF. Getting lost, however, resulted in a DNF. It was a tight course and one taken in first and second gear. It was interesting to watch entrants negotiate the tight left-hand turn after the start line but before the timing lights. Chris took a second in modified and Jim placed second in race class.

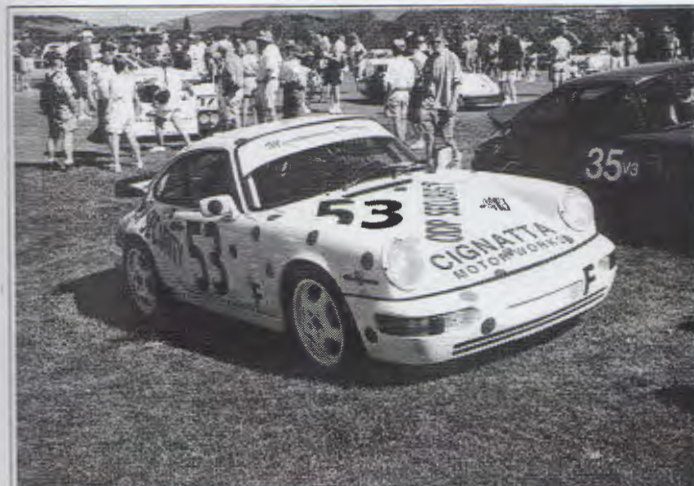
Susan attended the Newsletter Seminar where she met many of the editors with whom she has developed 'e-mail' friendships. Steve



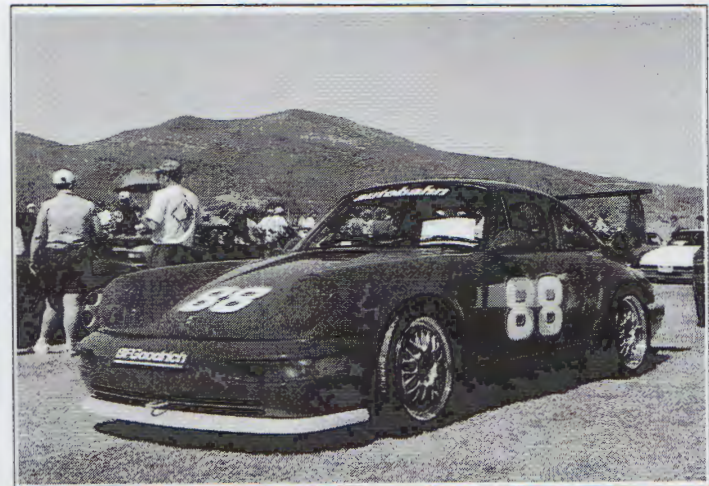
Jeff Zwart's hill climb Turbo S.



Racecars ... a yellow beauty.



# 53



A red #89.

## Steamboat 98 ...

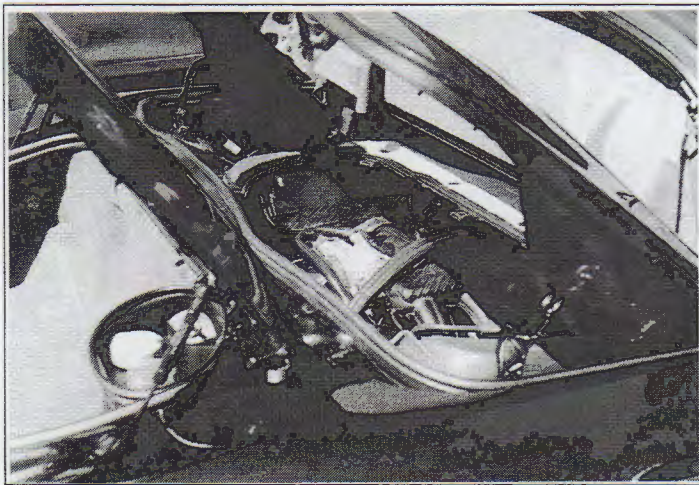
attended a Tire Panel and a seminar on Porsche Photography. Together we visited the Art Show where we viewed, among the many entrants, Vanessa Inglot's leather vest, and George Gutmann's stained glass rendition of the immortal 'Green Guy'. And, we sat on our condo balcony, drank coffee, read, and enjoyed the alpine quiet and loveliness. (Adjacent to our condo was a music venue that entertained us one night with classical music and another with a pop concert.) Lunches and dinners were shared with new and old friends.

The Parade Rallye was quite different from our region rallyes. Be-

cause as many as half of the participants may be novices, the Steamboat Rallyemasters provided a practice rallye which could be run at any time before the beginning of 'the real thing' on Friday. In preparation for the rallye and the rallye school which we planned to attend, we 'took on' the practice rallye with Tom and Phyllis Harwood (comfortably in the back seat of the Taurus) to see what the Rallyemasters had in store for us. Navigation appeared to be straightforward (not too many intersecting roads in the mountains) but tough on CASTs. Landmarks had to be identified by signs. (An elk was not an elk unless the beast had a sign on it or nearby that said 'elk'.) And, there were no "onto" instructions, a

basic staple of most Chicago Region rallyes. Afterwards, at lunch, we tried to infer what the rallye would be like from the practice rallye. We felt comfortable but nervous - our first national level rallye.

Finally, show time: Friday morning. Time to fine tune the eyes, limber up the right (accelerator) foot, blank out all previous intuition about rallyes, and clear the mind for literal translation of the English language. Where is the coffee? Out time at 9:31. Let's leave early so we don't get lost before the start. There it is. Too early. Who is that? Chris Inglot was there to see us off, even took a picture to commemorate this momentous occasion. Good thing for Steve that he was there as Susan was more than



*You saw it here first! ... the Boxster engine.*



*Chris Inglot takes the pylons.*



*Jim Becker finds his way.*



*Steve Rashbaum and Susan Shire before the rallye.*

a little crabby as she tried to switch into her rallye mode and was best left alone.

Got our instructions and off we went on the odo leg. After 5 instructions, we were lost. Where was that street? Did you see a sign? Best go back to the start and start again. (We do have trouble with odo checks!) Success this time. We found the street as city workers were putting the sign back up on the sign post

Watch for the landmarks, watch the CAST. We were off and running now. End of odo leg. Still had some time left to talk and to collect our thoughts. An alarming start, but settle down and keep calm. Time for leg one.

Very nice scenery, oops, watch the CAST. Navigation was relatively simple but keeping time was not. First checkpoint. Excellent time. We were cooking now. On to leg two. Simple navigation but more teeth gnashing over CASTS. Slow, fast, faster, slow, slower. Turn right ... pause ... no pause, wrong landmark. Need to find a sign ... hard to do at speed when you know it's gonna be a trick. Checkpoint two. Times were not as good, but not too bad.

No time to fret now. Only two minutes to the out-time. We need to make sure that we pay a lot more attention at each executable opportunity as the Rallyemasters like to 'gang things together' and a pause or CAST change is therefore easy to miss.

Away we went, wiser and more

careful. The mountain passes that the rallye traversed were spectacular, too bad our attention was focused on the rallye. Checkpoints came and went. Scores were ok, but we were still learning.

Up a mountain pass at a slow CAST. This can't be right. Did we miss a sign? Let's turn around. We did miss one and shouldn't have been at the slow CAST. Oh joy, drivers refrain, "let's make up time!". Very nice power in this 911. Gobbles up the uphill grades. Passed several rallye cars (were they jealous because we were making up time?). Here is the turn. Bet there's a checkpoint up ahead. Have we made up the time or are we still late? Let's assume that we are close to on time. Into the check

point. Slow. Should have driven with even more spirit the last two miles. Bad leg in comparison to the others.

The last several legs were good. Our score for 8 legs was 297. A very respectable score for us in our first non-Region rallye. We found out at the rallye dinner that we placed 11th in class and won a trophy (later signed by Peter Porsche). Jerry and Helga Meyer did themselves and the Region proud by winning the overall trophy with the astonishing lowest score in any class of 131 points.

Unfortunately we had to leave on Saturday and could not stay for the tech quiz and The Last Roundup Dinner. A wonderful first Parade and definitely not our last. Now we can't wait for Mt. Tremblant in '99!



*Helga and Jerry Meyer, 1st Place Rallye Driver and Navigator.*



*Bob and Wilma White finished in 9th Place in SOP Class.*



*Chris Inglot accepts his Golf Award.*

## Chicago Region Parade Event Participants

Concours Entrants	Class	Place
Gary Neale	356B	5th
John Diwik	'84-89 911 Turbo	8th
Pat Yanahan	'94-98 911 C2/C4, 933, Turbo	4th

### Concours Judges

Bruce Janecek	Cy Ling
John Takehara	Pat Yanahan

### Autocross Entrants

Chris Inglot	2nd in Class	John Diwik
Bob White		Beth Luddy
Jim Becker	2nd in Class	Bruce Janecek
Phil Bolander		Harold Beach

### Rallye Team Entrants

	Class	Place
Jerry and Helga Meyer	Equip.	1st Overall
(Tom Provasi) and Beth Luddy	Equip.	14th
Bob and Wilma White	SOP	9th
Steve Rashbaum and Susan Shire	SOP	11th
Harold Beach and Bruce Janecek	SOP	96th
Lee Lichtenstein and (Les Checel)	SOP	116th
Tom and Phyllis Harwood	SOP	137th
Joe and Nancy Jacob	SOP	138th
Louis and Suzanne Serpico	SOP	196th

### Tech Quiz

George Rudawsky	Phil Bolander	
Jim Becker	6th in Class	Harold Beach
Beth Luddy	Linda Gutmann	
Chris Inglot	Dan Jacob	
Lee Lichtenstein	John Diwik	
Bruce Janecek	Tom Harwood	
George Gutmann	7th in Class	Phyllis Harwood

### Golf

Chris Inglot, (D. Etter, J. Lee, S. Morrison)	2nd Place
Chris Inglot	Closest to the Pin

### 5K Run Entrants

Louis Serpico	Heidi Meyer
---------------	-------------

### Second Creek Club Race

Jim Becker

### Art Show

Vanessa Inglot	
George Gutmann	Honorable Mention

### Newsletter Contest

Chicago Scene 5th in Class/9th Overall (159 entrants)



*Peter Porsche signs Steve Rashbaum's 11th Place SOP Rallye Award.*



*Jim and Gail Becker at the Chuckwagon.*



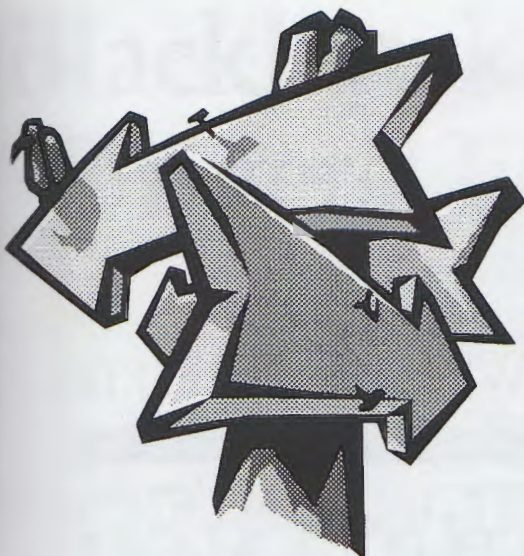
*George Gutmann accepts his Honorable Mention Art Show Award.*

# Congratulations!

*Parade photos by Vanessa and Chris Inglot and Steve Rashbaum*

# "The Road Not Taken" Rallye

## Sunday September 27, 1998



*Two roads diverged in a yellow wood,  
And sorry I could not travel both  
And be one traveler, long I stood  
And looked down on as far as I could  
To where it bent in the undergrowth.*

*Then took the other, as just as fair,  
And having perhaps the better claim,  
Because it was grassy and wanted wear;  
Though as for that the passing there  
Had worn them really about the same,*

*And both that morning equally lay  
In leaves no step had trodden black.  
Oh, I kept the first for another day!  
Yet knowing how way leads on to way,  
I doubted if I should ever come back.*

*I shall be telling this with a sigh  
Somewhere ages and ages hence:  
Two roads diverged in a wood, and I -  
I took the one less traveled by,  
And that has made all the difference.*

Robert Frost

**Sam's Club/Wal-Mart Parking Lot,  
6590 Grand, Gurnee, IL**  
(across from Gurnee Mills)

**Registration opens 10:00 am**  
**Drivers' Meeting 10:45 am**  
**First Car off 11:31 am**

**Rallye Car Fee: \$20.00**

**Directions to Sam's Club/Wal-Mart in  
Gurnee Mills:**

I-94 or Rt. 41 North to Grand Ave/Rt. 132  
exit WEST. West to Hunt Club Rd. Right  
on Hunt Club Rd. to traffic signal/parking  
lot entrance. LEFT into Wal-Mart parking  
lot. Find assembled rallye masses.

### Questions ?

**Susan Shire 847.674.2285**  
(before 9:00 pm please)

Rallyemasters Steve Rashbaum and Susan Shire want to take you on a journey along some superb Porsche roads through the hills and woods of southern WI to let you figure out which should be "The Road Not Taken".

This rallye will have a touring class, with annotated route instructions, as well as a SOP class. Trophies will be awarded in SOP class and to the Novice team in SOP class with the best score. Non-Porsches are welcome and may trophy, but will not earn year-end points.

Non-rallyists are welcome to join the fun at rallye's end, the historic Wilmot Stage Stop (at highways C & W) in Wilmot, WI at 4:00 pm. Please let Susan know that you'll be there.

Dinner will be from the menu. Rallye critique and trophy presentation during dinner.

Mail registration to: Susan Shire  
9507 Central Park Avenue  
Evanston, IL 60203

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

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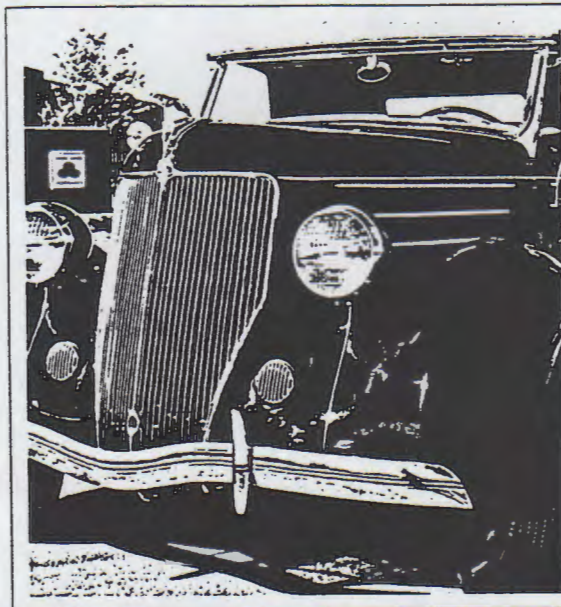
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# Blackhawk Octoberfest Drivers' Ed Weekend

October 10th - 11th

Mandatory clothing requirements are a SNELL approved SA 1990 helmet, long sleeved cotton shirt, long pants, socks, all of non-synthetic material, and closed-toe shoes. Recommended, but not required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher.

Class 1 must have 5 or 6 point harness.

There is NO NOVICE CLASS at this event. In order to drive you MUST have driven a previous Blackhawk event.

Run group schedule and dinner plans will be in the September issue of the Chicago Scene

### Directions to Blackhawk Farms Raceway

From Chicago: North on Northwest Tollway (I-90) to Rockton Road exit. West on Rockton Road (all the way through Rockton) to Prairie Avenue (after the Rock River and S. Bluff Road). Right onto Prairie Avenue. Continue north about 8/10 mile to the sign on the left reading 'Blackhawk Farms Raceway'.

There are gas stations in Rockton, IL near the intersection of Rockton Road and Blackhawk Road: Phillips 66

Mail check and form to: Peggy Gallagher, Registrar  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

QUESTIONS ? 708.784.0784

## Blackhawk Octoberfest Drivers' Education Registration Form

Saturday October 10th     Sunday October 11th     Both Days

First Driver Name: \_\_\_\_\_ Phone Number: \_\_\_\_\_  
Member: \_\_\_\_\_ Applicant: \_\_\_\_\_ Region \_\_\_\_\_ Guest: of \_\_\_\_\_  
PCA Membership # \_\_\_\_\_ Car Make: \_\_\_\_\_ Model: \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_ List Experience: \_\_\_\_\_

Second Driver (same car) Name: \_\_\_\_\_  
Member: \_\_\_\_\_ Applicant: \_\_\_\_\_ Region \_\_\_\_\_ Guest of \_\_\_\_\_  
PCA Membership # \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_ List Experience: \_\_\_\_\_

Fees:	Pre-registered	One Day	Both Days	At the gate:	One Day	Both Days
		\$125.00	\$240.00		\$140.00	\$270.00

Second driver free if family member      Make checks Payable to PCA - Chicago Region

# Board Meeting Minutes

## Porsche Club of America Chicago Region Board Meeting Minutes July 10, 1998

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

Voting members absent: Ruther.

Vote by Proxy: S. Brenkus to Janecek.

Coordinators present: Bittman, D. Gallagher, P. Gallagher, Girard, Hackenson, Inglot, Janecek, Jacisin, G. Knoblauch, M. Knoblauch, Patterson, Rashbaum, Shire, Yanahan.

Meeting called to order by Bill Murrin, Vice President, at 8:11 pm at the Park Ridge V.F.W.

**Secretary - Chuck Bittman.**

- Bittman presented the minutes from the June 5, 1998 board meeting. Bittman moved, P. Gallagher seconded to approve the minutes as presented. Approved unanimously.

**Treasurer - Chris Inglot.**

- Inglot presented the treasurer's report which included the following: A balance sheet as of July 10, 1998 showing account deposits of \$147,995.77 and total assets of \$195,415.01; a cash flow statement for the period of June 5 through July 10 showing receipts of \$20,096.00 and expenditures of \$14,655.38, producing a net cash flow of \$5,440.62; a pre-paid expense report totaling \$29,690.00; a cash flow statement for the Air Classics concours showing a net deficit of \$43.35; a cash flow statement for the May Road America showing a net surplus of \$21,961.32; a cash flow statement for the Tres Chic autocross showing a net surplus of \$630.77; a cash flow statement for Gallagher's Rallye showing a net deficit of \$584.82; a cash flow statement for the June Blackhawk showing a net surplus of \$6,092.00. Janecek moved, Murrin seconded, to approve treasurer's report as presented. Approved unanimously.

**Vice President - Bill Murrin.**

- Murrin reported that event packets have been given to the chairmen.

**President - Susan Brenkus.**

- No report.

**Autocross - Jeff Girard.**

- Girard reported that everything is ready for Rockford III, Utica and Lake Geneva autocrosses.
- Girard reported that there are 40 cars pre-registered for GingerMan. GingerMan has a new track manager who says that the corner workers will be better.

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

- Inglot reported the following: "Everything is set"; camping will be permitted at the track; the dinner will be a German-fest with a German band; Axel Shield will be the national head steward.
- Inglot reported that timing and scoring at all club races may be done by the national stewards in the future.

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

- Scott Lynn reported that there are currently 70 registered out of a possible 120 drivers' education participants.

**Road America Club Race Registration - Nick & Susan Brenkus.**

- Inglot reported that all 180 club race spots have been filled, and there are currently 10 on a waiting list.

**Road America Sponsorship - Steve Rashbaum.**

- Rashbaum reported that the sponsorship billing will go soon.

**Road America Volunteers - Gary Knoblauch.**

- No report.

**Blackhawk Farms - Dan & Peggy Gallagher.**

- Gallagher reported that there were 90 cars at Blackhawk II in June.
- For the August Blackhawk Gallagher stated the he already has 22 pre-registered.

**Chief Driving Instructor - John Ruther.**

- No report.

**Insurance Coordinator - Bruce Janecek.**

- All insurance has been ordered and received for all events through Labor Day weekend Road America.

**Concours - Jim Jacisin & Pat Yanahan.**

- Yanahan reported that the Zoo Concours had receipts of approximately \$4,000.00, expenditures of about \$3,400.00 and the surplus of about \$600.00 will be donated to the Lincoln Park Zoo.
- Yanahan reported that Tray Anderson had to order extra trophies that Anderson paid for. Yanahan suggested that we reimburse Anderson for the expense.
- Yanahan reported that Jerry Matta will be spending about \$500.00 for pilsner glass for trophies for Potter's Picnic.
- Janecek reported that he has 3 pre-registered for the concours at Road America.
- Gallagher ask the concours coordinator to consider how to judge Boxsters and 996's since the engine is not visible on either of these cars.

**Rallye - Dan & Peggy Gallagher.**

- D. Gallagher stated that there were 32 cars at his rallye.
- Shire & Rashbaum are working on their rallye which will be in southern Wisconsin.

**Social - Myra Knoblauch.**

- Clark reported that there are currently 8 pre-registered for the Kane County Cougars game.
- Rip Patterson estimates a budget of \$1,300.00 for Potter's Picnic, including \$500.00 for trophies. P. Gallagher moved, Bittman seconded, up to \$1,400.00 be spent for Potter's Picnic.
- Barnicle reported that he has reservations for 36 golfers for the golf outing. There will be a dinner afterwards.

**Membership - Ed Barnicle.**

- Barnicle presented 32 applications

for membership into the Chicago Region, bringing the total to over 150 for the year. Rashbaum moved, Bittman seconded to accept the applicants into the Chicago Region. Approved unanimously.

- Rip Patterson stated the he has a number for name badges the members have requested but not picked-up. It was suggested that we should mail them to the members.

**Safety - Jeff Girard.**

- "Everything is cool".

**Technical - Pete Hackenson.**

- No report.

**Goodie Store - Linda Patterson.**

- The goodie store will be at Potter's picnic.

**Charity - Tray & Danita Anderson.**

- Yanahan reported that over 600 tickets have been sold.
- A checking account has been established at First Chicago for the proceeds. Signers will be the

President, Vice President, and Treasurer.

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

- Shire reported that the July issue has 60 pages. There were 23 paid advertisements and one free one in that issue.

**Property - Ed Leed.**

- No report.

**Historian - John O'Keefe.**

- No report.

**Timing & Scoring - Susan Brenkus.**

- No report.

**Webpage - Chuck Bittman.**

- Bittman reported that the webpage is current with event results.

**Old Business**

- The nominating committee of Jacisin, Janecek, M. Knoblauch, and Marla Turek Ruther (chair), will meet at 7:00 p.m. at the V.F.W. on August 7, before the board meeting.

**New Business**

- Gallagher wants to have a concours at Monte Fiori on Lemont. The cost is \$2,500.00 for the grounds. It was suggested that we try to hold the event with the Mercedes and/or BMW club(s).
- Inglot reported that Road America has the Monday after Memorial Day weekend open for 1999. It was decided to secure the date and have the Road America committee decide how to use it.
- S. Brenkus has given her proxy for the national presidents meeting at parade to Paul Jones, Zone 4 Representative.

**Adjournment**

- Bittman moved, Rashbaum seconded to adjourn. Approved unanimously.
- Next meeting Friday August 7, 1998 at 8:00 pm at Park Ridge VFW.

Respectfully submitted,  
Charles Bittman, Secretary.

## Proposed Slate For 1999 Board Of Directors

August 7, 1998

We, the Nominating Committee, submit to the membership, the following slate of nominees for 1999 Board of Directors.

<b>President:</b>	<b>Susan Brenkus</b>
<b>Vice President</b>	<b>Bill Murrin</b>
<b>Treasurer:</b>	<b>Chris Inglot</b>
<b>Secretary:</b>	<b>Keith Clark</b>
<b>Director</b>	<b>Steve Rashbaum</b>
<b>Director</b>	<b>Pat Yanahan</b>

Respectfully submitted,

John Ruther, Chairman  
Jim Jacisin  
Bruce Janecek  
Myra Knoblauch  
Mara Turek

According to the PCA Chicago Region, Inc. Bylaws, "A Nominating Committee, consisting of five members, shall submit to the membership a slate of nominees. The slate shall be published in the September issue of the regional newsletter. Nominations will also be accepted from the membership at large by petition signed by at least 10 members in good standing to the Board of Directors prior to the October newsletter mailing (September 22, 1998). No member of the nominating committee may be nominated for office or directorship."

"Election shall be by ballots enclosed with the October newsletter. All ballots must be signed by the voting member and received by the Secretary or postmarked within 21 days of the date of mailing of the newsletter. The Secretary shall return the ballots unopened to the next regular Board Meeting. The Secretary and two other members in good standing, appointed by the President, shall then count the ballots and then report the results to the Board of Directors. An individual shall be entitled to only one vote regardless of multiple memberships."

# THE GOOD NEWS *and* BAD NEWS!

---

Changes in  
O.N T.RACK C.OVERAGE  
for 1998

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*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.

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

*The Good News:* Simple, one page application.

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## Kane County Cougars

**Take Me Out To The Ballgame!**  
by Keith Clark, Event Chair

What a wonderful way to enjoy a July evening. On the 22nd, twenty Porsche friends and their families met at the ballpark to eat, drink, and have a good time cheering on the Kane County Cougars.

Unfortunately, even with our cheers, the Cougars fell victim to the Peoria Chiefs again. Maybe next year we can get forty Porsche fans together to cheer them to victory. Thanks to all who came out. We had a great time!



*"Buy me some peanuts and crackerjacks ..."*

*Photo by Keith Clark*

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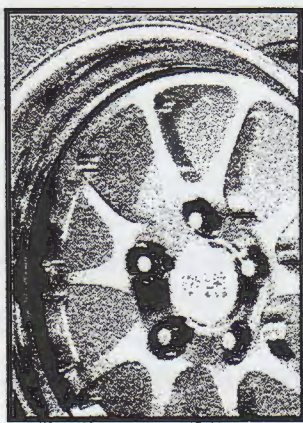
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## Letters, Faxes, and e-mails

### Resist The Temptation Of "If I Only Had ..."

by Philip Colin

July 28 - I just finished reading the July issue of the Chicago Scene, your Aungahh column to be exact, and I felt compelled to thank you for the kind way you portray Sol and his involvement in your racing. Like you, I have from day one relied on Sol's tutoring to shape myself as a driver, and his mechanical skills to have good running equipment.

Remember, now that you guys are racing, to resist the temptation to ever say, "if I only had ... " i.e.: "if I only had better brakes ... or better tires ... or better anything ... I could go faster. Trust me, many (drivers) think this way and its a bad trap to be in. Always be focused on racing the track, no one but the track, and take whatever you have to the limit. This is how the best become the best.

Judging from your article, I think you have a good perspective on the sport. The car is well set up and you have speed left in it. You understand the time commitment for proper preparation, and you guys have fun at the track. Good luck!

I leave you with the 6 P's of Racing Joe Cogbill taught me at Sebring '96: Perfect Preparation Prevents Piss Poor Performance.

See ya at a track soon,

### Porsche Launches New Websites (PCA Editors News Service)

STUTTGART, Germany, August 1 -- Porsche AG today launched its new website at [www.porsche.com](http://www.porsche.com) with extensive information in a user-friendly, multimedia form on a "global site." Porsche fans will find not only a general page about the company but also detailed descriptions of the different models, information about additional products and services, an informative motor sport database and an interactive "chat zone", where users

can communicate with each other.

The "global site" is in English and German. On the "national sites," Porsche sales companies (Porsche centers) such as Porsche Cars North America and the Porsche clubs in various countries can be accessed here at the click of a mouse and are presented in the language of their particular country. Internet users can even build "their" own virtual Porsche using the Car Configurator. The data about the user's ideal Porsche can then be sent to the nearest Porsche center with a request for the arrangement of a meeting.

Web surfers should change their bookmarks to <http://www.porsche.com> for the Porsche AG site, and to <http://www.us.porsche.com/national/> for direct access to Porsche Cars North America, Inc.

### Monterey Postscript (PCA Editors News Service)

MONTEREY, Calif., August 16 -- It was historic, breathtaking, record-setting, and a fitting way to celebrate the 50th anniversary of Porsche. Over 1,100 PCA cars and owners were on hand for the 1998 Monterey Historic Automobile Races, the Pebble Beach Concours, and for weekend activities organized by Monterey Bay Region.

The first indication of how large the Laguna Seca Raceway crowd would be was advance ticket sales, over three times the usual amount for a Monterey Historic Automobile Races event. It turned out to be one of the largest single-day crowds at Laguna Seca Raceway ever.

The factory "Porsche Experience" tent in the paddock astonished visitors with the number of historically significant Porsche race cars brought from the Porsche museum. An example of the 1998 Le Mans winning Porsche 911 GT1-98 headed the carpeted podium with a spectacular backdrop of sights and sounds.

Dr. Wolfgang Porsche led the Porsche race-car exhibition laps on Saturday. On Sunday, at a slower pace, it was end-to-end Porsche when PCAers took to the track with their cars, double-file to fit within the confines of the circuit.

There was also racing on Saturday and Sunday. Not exhibition laps, but honest-to-goodness, door-to-door racing with vintage Porsche race cars leading the way in most of the 10-lap race groups. And on Sunday, Hurley Haywood put on a driving clinic. Haywood started the Brumos RC Cola Porsche 917/10 from the middle of the grid in the Can-Am cars race, and was held up for several laps behind George Follmer in the L&M Porsche 917/10. Haywood finally out-deeped Follmer going into Turn 5 but fell a car-length short at the checker behind pole-sitter and race winner, Olaf Lang, in the Sunoco Porsche 917/30.

Haywood saved his best for the next race. From his 19th starting spot, Haywood put on the drive-of-the-weekend by taking his 1971 Porsche 914-6GT past Cobras, Corvettes and Shelby Mustangs of the USRRC era. Beginning the last lap he had closed to within 15 car lengths of race leader Jurgen Barth in his 1971 Porsche 911ST. Barth had the pole and led the first nine laps of the race, but on the last lap Haywood reeled him back in at every corner. Coming out of the last turn, Haywood sailed by and took the win. "The racing was as exciting as any professional race I've been in," Haywood said. "The margin was about six inches -- as close as any race I've won."

### Monterey Bar Region Concours, A Zone 7 Event

This year's event, will be held Sunday, October 4, 1998, at Rancho Cellars in Carmel, CA. The cost to enter the concours is \$15, with lunch additional. Contact Bill Scott at 831.624.7478 for more info.



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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 50<sup>th</sup> 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**

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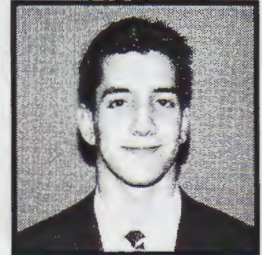
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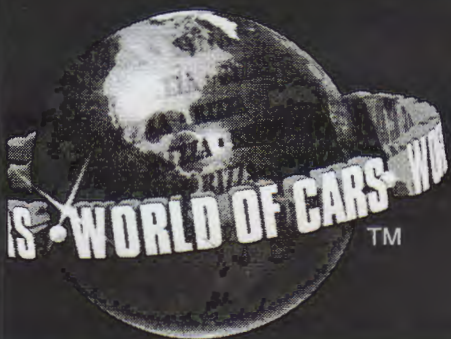
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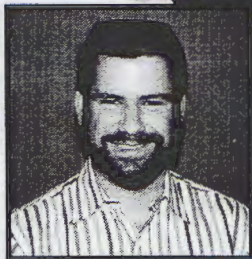
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# Tech Scene

## Tips To Keep Your Porsche From Being Stolen

by Paul Lighthill, Riverside Region  
(from PORSCHE GEDANKEN)

Common sense and sad experience have led to these tips to help your Porsche remain in your possession:

- Always park in a location that is visible to someone, preferably yourself. Avoid underground garages and covered parking structures unless you can park adjacent to the attendant. Be sure to give him a bigger tip than the thieves.
- Disable the car when you park it. Remove the distributor rotor or coil wire or the fuel pump relay and take it with you. Taking the rotor or coil wire is NOT recommended on cars with breakerless ignition (1978-on Porsches).
- Install an ignition or fuel pump cut-off switch. These can frustrate a thief so that he will abandon your car, they are less expensive than an alarm system and require far less modification to your car's electrical system.
- When you park, turn the wheels and insure the steering column is locked so that a thief won't be able to easily tow your car away or pull it onto a flat-bed.
- When you drive home, maintain an awareness of who is following you. Remember that thieves can and will resort to anything if they see a car that they want.
- When you sell your Porsche, use an answering machine to take the calls and keep a record of the names and phone numbers of callers in case there is a problem later. A serious buyer will usually have a lot of questions about the car, while a thief will just want to know where you live. Try to ask some questions yourself to "qualify" the caller, such as, "Have you owned a Porsche before?" etc. Meet prospective buyers not at your home but in a busy public

place, such as a shopping center (you might even consider meeting at the Police station). Advertise in PANORAMA rather than the local paper.

- Know the reputation of who you let have your key. Repair shops and valet services have copied keys so they could steal the car later. You may not want to let a valet drive your car, but if you do, give them the "valet" key only and lock the trunk(s) and glove box. Talk to other PCA members before trying a new repair shop.

And finally, a word about steering wheel locking bars and electronic alarm systems. Both can be defeated fairly easily; the bars in less than 15 seconds. Alarm systems are now largely ignored by bystanders and they can and do cause serious damage to a Porsche's electrical system. They can also make it impossible for an owner or even a technician to open the car without causing damage and/or at great expense. Consider the cost/benefit ratio before installing one and know both the system and the installer.

## Loose Steering Wheel, 74-89 911

by Steve Grosekemper,  
San Diego Region  
(from WINDBLOWN WITNESS)

Your steering wheel seems unusually loose, is the nut falling off? Not likely. What is most likely causing the looseness is the deterioration of a small plastic bushing between the steering column and the column bearing.

The authorized factory repair is to replace the entire bearing assembly. An easier repair method is to replace the failed plastic piece with a new plastic sleeve. Unfortunately, these after market sleeves are not as easily installed as advertised, and cost about \$15.00 plus shipping. They are also made of plastic, similar

to the failed piece that started the whole process.

Instead of a temporary fix, here is a permanent solution. Install a steel sleeve instead. A sleeve borrowed from a 928 steering column, of course. The sleeve (part #928.347.739.02) is a perfect fit into the 1974-89 911 column. It costs only \$6.27.

## 1997 Porsche Technical Bulletins

by Ray Calvo, Allegheny Region  
(from RUNDSCHAU)

I recently obtained a copy of all of the Technical Bulletins issued by Porsche during 1997 (a nice bound volume available from your local dealer for about \$15). There is some interesting information in this publication especially for you Boxster owners. Actually, about 75% of the volume pertains to the Boxster.

The following is a compilation of some of the more interesting notices. (A note to 996 owners: While this publication was issued before the 996 was available, the Boxster shares many components with the 996 and some of these bulletins may apply to you.)

### Lifetime Antifreeze

The Boxster engine is filled with lifetime antifreeze. This is a 50/50 mix of antifreeze and water. Use only antifreeze available from Porsche (part no. 000 043 203 78). In case of emergency, top up the radiator using only clear water. Use a 50/50 concentration for protection to -30 Degrees F; 60% for protection to -40 Degrees F.

### Coolant Hoses

Coolant hoses should not come in contact with the "Pentosin" fluid used in the power steering system. Hose swelling and failure could result. If fluid drops on the hoses, wash off immediately with water.

## Battery Drainage (Boxster)

If the key is left in the "O" position (ignition off but key in ignition), a continuous battery drain will result. Remove the key from the ignition when car is not in use.

## Humming In Fuel System

In cars built before February 10, 1997 (before production engine no. 65V 04654), and at temperatures below approximately 41 Degrees F., a humming/vibration noise may be noticeable in the fuel system through the dashboard area or in the luggage compartment. A modified fuel pressure regulator and fuel return line was installed in later cars to mitigate the problem.

## Boxster Wheels/Bolts

Porsche does not approve the use of aftermarket wheels or wheel accessories such as spacers, etc. Only standard wheel bolts may be used to mount the wheels to the car. These have a spherical rotating collar with a special design and material for compatibility with the orbital wheels. Tests have indicated that aftermarket bolts can loosen when the car is driven even when torqued to specification. Eighteen inch wheels are not approved for use on Boxsters as their use can result in structural body and suspension failure.

## Opening Front/Rear Hood If Battery Is Dead

Porsche has a very elaborate procedure to access the front/rear hoods

in the event of battery failure. The procedure is too elaborate for this article, but if the battery must be disconnected while working on the car, park it in a safe area where the front hood doesn't have to be latched.

## 993/Twin Turbo Battery

From January 22, 1997 and later, a lower 70 Ah rating battery was installed on 993 twin turbos. This is a lighter duty battery than the previous 75 Ah battery. Also available is a higher rated 88 Ah battery (part no. 999 611 0988 20).

## Boxster Windstop

In certain seat positions, the retaining tabs of the left or right side windstops (M-551) may contact and damage the seat backs around the headrests. Porsche advises owners to remove the windstop panels whenever the cabrio top or hardtop is installed. If using the windstops, select a seat position such that the seat back is not contacting the windstops. (Note: new windstops are being developed.)

## Soft Top Issues

If the soft top is left open for extended periods without careful folding, a crease can develop in the rear window. To minimize the potential for rear window creasing, make sure the window rolls uniformly over its entire width as the top is stowed. Stop the top closure halfway through the procedure and smooth the window by hand (make sure the ignition is turned off when

stopping the top motion).

When closing the soft top after an extended open period, it may be necessary to assist the top closure by hand the first time. This is due to a slight shrinkage of the top during closed storage.

## Boxster Aftermarket Radios

Cars with sound package M-490: any aftermarket radios must have 2 volts on the preamp-out connection. Radios having less than 2 volts at this connection will have insufficient volume.

## Cleaning Plastic Components

Use only soapy water or car wash shampoo to wash headlight or taillight lenses. Cracks may develop if chemical agents are used.

## Fogging Of Headlights (Boxster)

This is due to the necessary venting of the headlight units. If fogging occurs, only a short driving time is needed to clear them. There is nothing wrong with the units.

## Litronic Headlights (993)

The Litronic headlights can be retrofitted to cars not originally equipped with them. When compared with standard halogen headlights, the litronics are twice as bright and provide a 30% reduction in current consumption. Better lighting is realized both ahead and to the sides. A kit with all hardware is available; Porsche part number is: (000 044 900 15).

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# Concours Scene

## Concours Corner

by Kathy Golik, Allegheny Region  
(from RUNDSCHAU)

### Badges, Plates & Antennas

This month, let's take a closer look at some areas that most people don't think of when they clean their cars. These areas are often overlooked but are just as important; namely I.D. badges, license plates and antennas.

I know we all are proud that our cars display the Porsche crest I.D. badge. Some of those badges you see look as though they have defied time, while others seem to be missing all the sparkle they used to have. The badge must undergo routine cleaning and care as well as the rest of your car. The crest is cleaned best with a soft toothbrush and mild soap. Those with exceptional buildup can be gently scrubbed with a toothbrush and mild polish. You must do this gently so as to avoid polishing away the thin film of paint on it. For protection of the badge, use a carnauba-based wax and buff with a very soft cloth. Be sure to remove wax residue along the ridges with a soft brush. If the badge is too far gone, most Porsche parts and accessory suppliers carry new crests along with the necessary hardware and gasket packages.

License plates should be removed periodically from the car for a good cleaning, front and back, at least once a year. Simply clean the surface with a wash mitt, toothbrush, paintbrush, or plastic brush, as needed. If the plate has become oxidized, gently shine it with a mild polish. Here again, excessive polishing could remove the paint from the letters and numbers, so polish gently. When it comes time to apply a new registration sticker, remove the license plate from the car. Thoroughly wash the plate in a sink and towel dry. Allow both the registration sticker and the plate time to achieve room temperature. Application of the sticker will be easier and this will provide the

best adherence. Also, don't just slap the sticker on any old way. Take a few seconds and place it on nice and straight. Now that's paying attention to detail!

What about those radio and telephone antennas? If they are fairly clean, you can just wash them with a mitt while washing the car. Antennas that have accumulated dirt and grease can be cleaned with a paper towel sprayed with WD-40 and buffed with a clean cloth. Don't forget about the antenna base. Clean the base with a toothbrush. Chrome antennas can be polished with chrome polish and then lightly waxed. Wipe electric antennas with a cloth sprayed with WD-40. This is important as the thin film of lubricant helps the antenna extend and retract smoothly, providing for even operation.

### Exterior Checkpoints

One of the most visibly obvious areas of imperfection can be found where there is presence of excess wax residue. Open the hood, trunk lid, and doors to check for this unsightly material and remove. Check all trim areas, including

rubber molding and emblems. Remove excess wax. Waxing isn't complete until you've removed all visible excess wax.

Next take a careful look at the exterior paint. Touch up any imperfections. All rubber or vinyl trim should be dressed and lint-free. Clean and buff all chrome parts to a brilliant shine. Remove any dust and dirt from recessed parts and corners, like parking lights. Double check the license plate areas. Are the frames clean and straight? Check all glass. Place your car in direct sunlight. Any imperfections will clearly show. Buff off all excess dressing on the tires and wheels for a uniform look. Touch up chips on black lug nuts with a black felt tip pen.

Look under the hood. In sunlight you'll be able to notice any paint flaws, dust, and dirt. Make sure the underside of the hood is in top shape. Walk around the car 5-6 times. You'll be surprised how much you'll see each time. Change height and distance for a new view. A good rule of thumb is when you make two consecutive trips around your car and don't find anything major, then it's time to smile and reap the benefits of your hard labor.

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

**Holiday Inn, South Beloit, IL**

**Registration opens** 9:00 am  
**Drivers' Meeting** 10:00 am  
**1st car off** 10:31 am

**Rallye from New Glarus, WI**  
 on **Sunday October 25th**

**Chalet Landaus Inn**

**Registration opens** TBA  
**Drivers' Meeting** TBA  
**1st car off** TBA

*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.

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

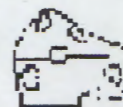
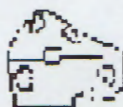
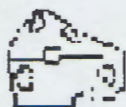
Driver: \_\_\_\_\_ Phone # \_\_\_\_\_  
Member \_\_ Applicant \_\_ Guest of \_\_\_\_\_

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

# Potter's Picnic and Concours III

## Potter's Picnic 1998

by Rip Patterson

WOW!!! I can't remember a greater picnic. The weather gods smiled. The water gods chuckled then smiled. The traffic gods laughed as they showed us a countless number of construction barricades, Lambs Farm, and the Lake County Fair. The Porsche gods smiled as we all came together for a wonderful afternoon of beautiful cars, great friends, good food, and games by Linda for the young and young at heart.

Now you've got to understand one thing from the start, I have only attended the last 29 of these picnics so I'm sure there are some folks out there that may have been to a picnic they liked better. (If this is you please call your newsletter editors immediately.) From my perspective the weather was just unbelievable. August 2nd and NO humidity,. Fantastic! This gorgeous day brought out almost 50 cars, 173 adults, 41 kids (4 - 17) and at least 10 mini-kids.

KIDS! KIDS! KIDS! By Linda's best count there were at least 51 of

'em. You know the little ones are so low to the ground and move so fast that they are kinda hard to keep track of. Little, middle, or big, they were having fun with the coloring contest (they love it), the over/under race, the water balloon toss, the sack races (really kids, the sacks only get used once a year, just for you), the water balloon toss, the shoe scramble, the water balloon toss, the relay races, and did I mention the water balloon toss? Prizes, prizes, prizes. You just gotta get good prizes. Oops, I gave away one of Linda's closely



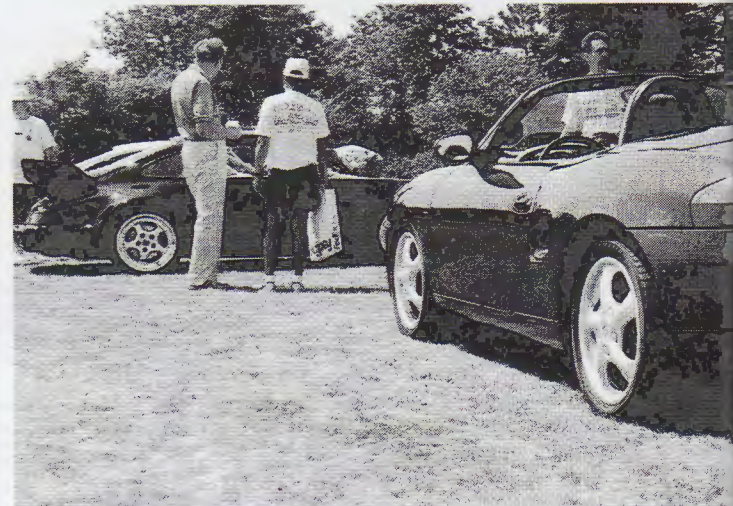
*The wide green lawn on Potter's farm.*



*Scott Musser's '85 911 Cabrio and Heather and Chris Diedrich's '73 Coupe.*



*The People's Choice, Larry and Julie Mosely's '63 356B, flanked by the Judge's Choice, Jim and Patty Jacisin's '90 944S2.*



*Howard Yefsky's '98 986.*

kept secrets. Kids love prizes.

Adults love prizes too. They like to get silly and throw (I mean toss) water balloons at one another to see who gets the wine each year.

Young adults always seem to come up with their own games. Now I'm not going into detail here, but if you guys promise to be good next year, I don't see any need to bother your folks with this at all. Deal?

There are adults and then there are adults. I hope you noticed that we had quite a gathering of very distinguished seniors at the picnic this year. Bob and Ginny Gummow decided that it would be great fun to contact some of the (past and present) older members of the region for a reminiscin' session at the Picnic. So they called Hal and Valerie Zimdar of Chicago-Milwaukee Region fame. Hal mentioned that Bob Claypool and wife Diane were to be in the area visiting. Bob was a Chicago-Milwaukee member and the first President of the Milwaukee Region. Ray and Ruthie Stonecipher, who now live in Door County, were contacted. In a stroke of total serendipity, just two days before the picnic I received a call from Bob and Helen Hubert. They were vacationing from California and were in Fox Lake. Bob wanted to know if it was too late to register. (He's always been a comedian.)

We also had our faithful standard

bearers of Harold and Lois Beach, George and Claire LaCross, and Wayne Potter. These guys had a great time doing the reminiscin' thing which included the viewing of a video tape that Bob Claypool had made from old 8mm film and slides. This was really wild stuff. Try to imagine holding an autocross that used both the front and rear lots of a dealership. No big deal, right? WRONG! In order to get from the front to the back, they went through the dealer's building. Let's see now, maybe we haven't been asking the right guys to find autocross sites.

Thank you Bob and Ginny, for calling these folks together and allowing

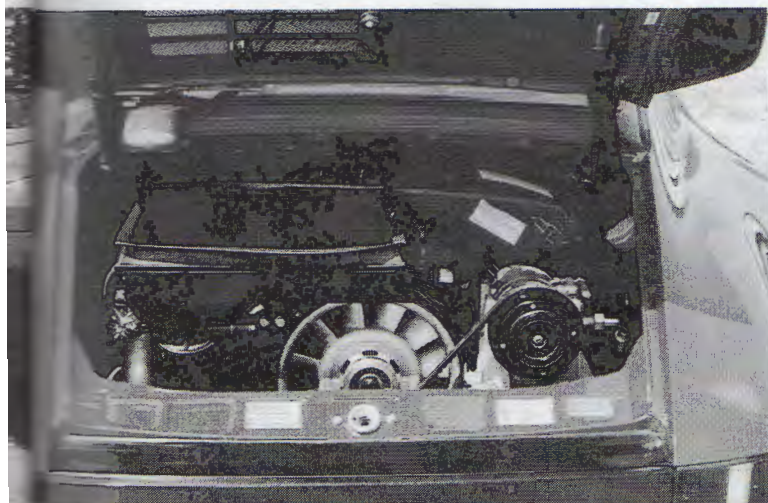
us to listen in to the tales they told. Also thanks each of you seniors for sharing with us. After all, if it hadn't been for your enthusiasm in the beginning, there is no telling where we would be today.

Speaking of enthusiast former members, along with these 'out-of-towners, we also had a visit from former Chicago Region member and Chicago Scene editor Doris Voce Green who was vacationing from Arizona. Doris mentioned that the weather was just a little bit cooler here! Thanks for spending part of your vacation with us Doris!

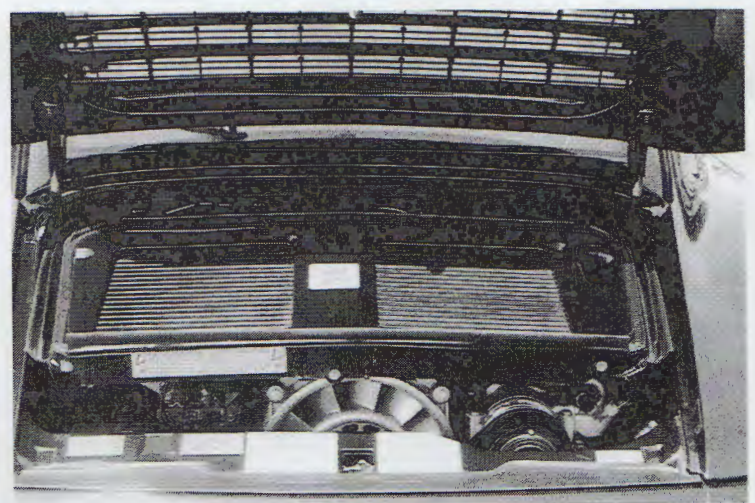
I also want to offer special thanks to Jerry and Cindy Matta for running



Nick Brenkus (from left), Debby Leed, Susan Brenkus, John Takehara, Ed Leed, and former Chicago Scene editor Doris Voce.



Turbo plumbing old ...



and new.

## Potter's ...

the concours and procuring those awesome pilsner glass trophies. I also want to thank the rest of the Potters and the Pattersons for their help putting this party together.

Most of all I want to thank the kids for coming and having a great time. Did all of you grown-ups see their enthusiasm when it was time to hand out coloring contest and smiley face/animal cracker prizes? Thanks kids. You make this fun to do!

## Concours III

by Jerry Matta

Last fall, Jim Jacisin asked if I would consider chairing this years Potter's Picnic Concours. After several questions (e.g. do I order the bras and beer?), I quickly determined Rip and Linda Patterson not only had the had the difficult tasks (ordering brat and brats), but also had it well in hand. I quickly agreed and spent the winter with the difficult, time and energy-consuming job of deciding what awards would be appropriate for such a great event and ordering them.

Time passes quickly when you're busy and before I knew it, the day of the concours had arrived. After the not-so-great weather of the last several years, the weather couldn't have

better: no rain! My family and I, thinking that we'd get to the farm early in order to help the Pattersons, found we'd not really thought 'early' as we found the Pattersons and the Jacisins already hard at work setting up. Cindy Jacisin, Jim's sister, and Patti Jacisin, Jim's wife, were a tremendous help to my wife Cindy in coordinating registration. With all in good hands, I took a moment to give my slantnose a last minute detail.

We thought we were doing well with twenty four cars pre-registered, but as 11:00 am approached, more than that number came rolling across the wide green Potter farm lawn. Suddenly, there were over forty cars to line up and prepare to

judge; many to most in the novice and exhibition classes.

Judging complete, now all but our tabulation experts (Patti Jacisin, Bonnie Yanahan and my wife Cindy) had time to enjoy the picnic and friends. I then had the wonderful job of congratulating each participant as they received their commemorative pilsner glass (including my father who trophied in the novice group).

Many thanks to Wayne Potter, the Pattersons, the Jacisins, my wonderful wife Cindy and our kids, the judges and most of all, to all of our members who took the time to bring their car out and share an afternoon with us.

See you at Siebkens!



*A perfect summer picnic in the shade of the old farmyard tree.*



*Jerry and Cindy Matta's kids - Michael and Michele.*



*Our host, Wayne Potter*

# Potter's Picnic Concours Results

Event Chair: Jerry Matta

## Class A

Larry and Julie Mosely	1963 356B	1
Bob Cook	1988 911	2
Jim and Patty Jacisin	1990 944S2	3
Fred Howard	1994 930S	4

## Class B

Ron Bean	1986 911	1
John Takehara	1987 911	2
Ed Leed	1969 911S	3
Jerry Matta	1988 930	4
John Diwik	1988 911	5
Gary Knoblauch	1988 911	6
Tray Anderson	1997 993 Turbo	7
Van Larson	1996 993	8

## Class C

Andy Discher	1986 951	1
Heather and Chris Diedrich	1973 911	2
George Schaefer III	1987 051	3
Scott Musser	1998 911	4
A. J. Tiller	1989 930	5
Wes Nowakowski	1987 951	6
Alan Boe	1979 930	7

## Class D

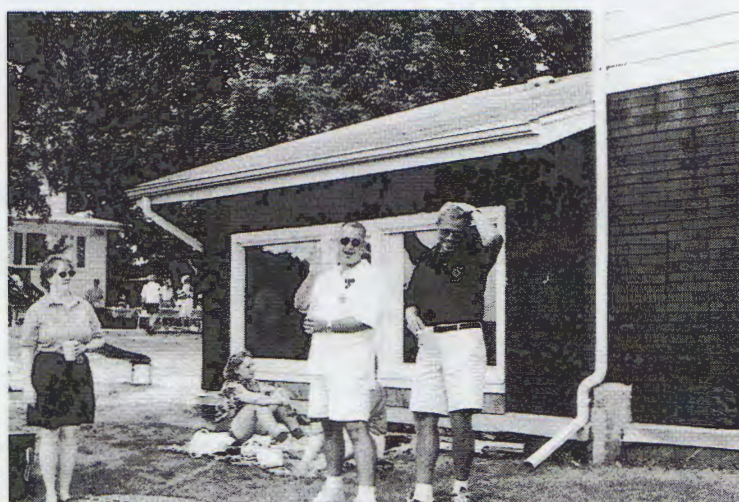
Brian Allendorfer	1988 928S4	1
Harold Beach	1973 911	2
Steve Rashbaum and Susan Shire	1986 951	3
Mark Roter	1985 930	4
Rich Swiderski	1989 930	5
Bruce Janecek	1993 964	6

## Class E

Eric Gehm	1987 911	1
Howard Yefsky	1998 986	2
Bill Murrin	1986 911	3
Dave Mathews	1970 911	4
Bruce Clay	1986 944	5
Robert Gummow	1995 993	6
Rip Patterson	1964 356	7
George LaCross	1992 968	8
Carl Dean	1972 914	9

**Judges' Choice:** Jim and Patty Jacisin's 1990 944S2 Cab

**People's Choice:** Larry and Julie Mosely's 1963 356B



*Jim Jacisin (left) and Jerry Matta present the Concours Awards.*

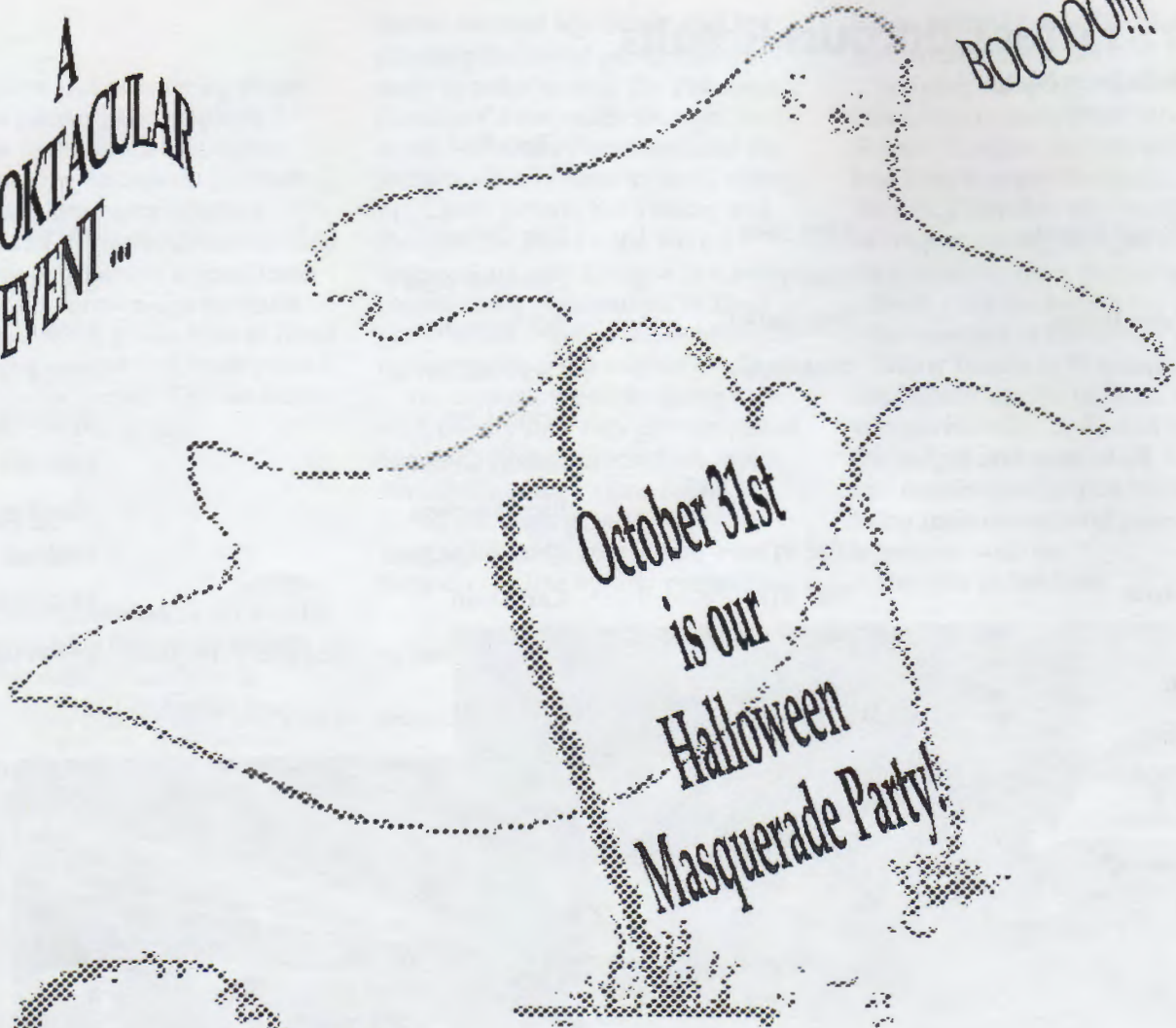


*The Concours Winners.*

*Potter's Picnic and Concours photos by Jim Jacisin and Steve Rashbaum*

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EVENT...

BOOOOO!!!



October 31st  
is our  
Halloween  
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!

**ENTERTAINMENT!!!!  
DISC JOCKEY/MC**

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

**RUPERT'S BANQUETS**  
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Rolling Meadows, IL

\$ 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

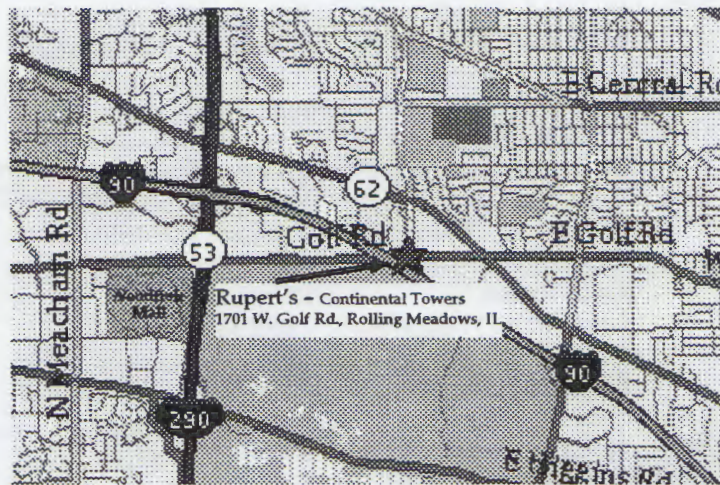
Raspberry Ice  
Chocolate Cake

Coffee

CASH BAR

No reservations or refunds after Oct. 24th

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



**Rupert's - Continental Towers** is located on Golf Rd/Rt 58 between Rt 53 and Arlington Heights Rd. across from the Meadows Mall and 1½ miles east of Woodfield Mall. **Rupert's** is in the Continental Towers office complex. Drive to the rear of the complex for parking. **Rupert's Banquets** is adjacent to the middle office towers. Follow the canopied walkway.

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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 \$ \_\_\_\_\_

A  
SPOOKTACULAR  
EVENT ..

Please make checks payable to PCA Chicago Region

No refunds or reservations after October 24th.

# Chicago Region Membership

## September Membership Anniversaries

1960	J. Neiland Pennington Ray Stonecipher Richard T. Bennett	Anne T. Pennington Ruthie Stonecipher Carol Bennett	1994	Tom Boysen Frank E. Hebner Haig Haleblian Fred Cohen Kenneth A. Pesavento James C. Brosseau Richard I. Hocking	Stephanie Boysen Deborah J. Hebner Hawley Babes Austin Feldman  Melissa Hocking
1965	Milly Bangert	Sam Morici			
1973	James C. Peterson Edmond V. Russ	Patricia Peterson Tena Russ			
1975	Richard L. Gonzales MD Patrick Yanahan Charles O. Feutz Robert A. Ostholthoff	Patricia Gonzales Bonnie Yanahan Jacquelyn J. Feutz Anne Ostholthoff	1995	Lloyd A. Roin Arthur E. Andersen Robert M. Korth Allen C. Balk Dieter Schmidt Thomas J. Tropp Robert C. Burress Gary M. Jurich Eric A. Nyman Mike S. MacDougal Richard M. Binder Edward T. Paez	Joan N. Andersen Michael Billings Lori A. Balk Janet Schmidt  Carol Burress Joyce Johnson  Gary MacDougal  Anne Schreiber-Paez
1976	Joseph A. Gaucher Maureen J. Hutton	Eric Gaucher Timothy C. Napravnik			
1978	William N. Perry Peter D. Corti	Julie A. Perry Judy Smith			
1980	William J. Schneider	Sylvia A. Schneider			
1982	Michael P. Zurick	Connie Zurick			
1983	Gary Wallace Richard M. Moskalik	Marilyn Wallace Kathleen Moskalik			
1985	Timothy R. Poisson Louis Bernat James B. McWethy Richard Rutschman John C. Kuetemeyer	Ardes Poisson Robert Bernat Todd McWethy Sandy Rutschman	1996	Edward J. Rokusek Michael A. Waters James Riley Donald F. Kramer Frank X. Egan Van A. Larson Horace Mann Nowell Jr. Jonathan H. Kaplan Alan V. Sahakian Leslie J. Phillips	Charlotte Riley Karen Kramer Janet M. Egan Karen Simpson Ruth Nowell Lee M. Kaplan Jill M. Sahakian
1986	Guenter Jennewein	Wilma Jennewein			
1987	Arthur R. Sebek Ken Malo	Kathleen T. Sebek Mike Andrew			
1988	Chuck Bittman Alan L. Miller Daniel L. Jacob	Bridget Bittman Helen Miller Nancy Jacob			
1989	Tom Corlett Edward M. Stout Ares Liakouras Glenn Y. Fujimori Sam Hochberg David W. Hotz	Mae N. Corlett  Carole E. Fujimori Cathy Hochberg Sheen Hotz Elaine Belkin	1997	Dinker A. Trivedi MD Jay C. Lake Robert J. Ungaretti Roger Horn Kenneth T. Honsik Jonathan N. Levy Robert J. Heider George Triantafillo Andrew P. Bulkowski Terry A. Reed Richard Royce J. Gary Grow Benjamin A. Kubicki James Holden	Varsha Trivedi          Estelle Honsik  Robert Prenner Marge Bulkowski Raquel Reed Susan Royce  Alan Kubicki Chris Holden
1990	Harold Belkin William N. Roeser				
1993	Michael R. Treister MD Jay W. Pelkey Martin G. Patt Jeffrey W. Maillet John J. Csiha Christopher Walvoord Dennis N. Kostic	Dana S. Treister Penny Pelkey Marcia Patt Lane Ann Maillet Joseph H. Csiha  Mary Kostic			

### Member News

Congratulations to April Brown and Mike Milhouse on their marriage July 25th.

*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!

Robert Busscher  
Grayslake, IL  
1999 996

Bernard Freibaum  
Highland Park, IL  
1999 996

Kathleen Klancnik  
Palatine, IL  
1999 Boxster

Robert Riegel  
Crystal Lake, IL  
1998 Boxster

Alfredo G. Capitanini  
Chicago, IL  
1999 996

Kevin M. Gallagher  
Glen Ellyn, IL  
1993 911 Cab

Daniel J. Larson  
Chicago, IL  
1984 928

Jerod B. Zakson  
Palatine, IL  
1983 911SC

Baby A. D. Chapman  
Bartlett, IL  
1998 Boxster

Eric Goodman  
Lake Villa, IL  
1997 993

John B. McCormick  
Winnetka, IL  
1991 911C2

Henry DeLeon  
Elgin, IL  
1987 911 Cab

Richard Halpern  
Chicago, IL  
1999 996

Michael A. Reed  
Chicago, IL  
1983 911SC

### 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!)



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# The Rockford Rumble

Dear Uncle Otto

by Rich Grottemeyer

I hope this letter finds you in good health. As I'm sure you've heard, our remodeling project is just about finished - a few walls to paint, a few fixtures to hang, etc. etc. At least we'll have room for your whole family on your next visit to the States.

Our PCA Chicago Region Autocross season is going strong. On August 9<sup>th</sup> we've completed our third outstanding autocross event, the Rockford Rumble II. I'd like to tell you about it.

"It's almost 8:00 am and I've finally finished packing the car. All this junk, you'd think I was taking a two-week vacation! I'm meeting two other Chicago Region members, Joe Purpura and Mike O'Meara, for the long (over 100 miles) drive to Rockford. (This caravanning thing must be a holdover from my Triumph Club days, when merely arriving at the event site was an accomplishment, and the event itself was anticlimactic.) We're on the road on schedule and all is running smoothly. The sky is blue, the road is clear, and the water-cooled 4-cylinder is purring. Just past Elgin I notice a light sprinkle on the windshield and the unmistakable odor of petrol permeates the cabin. Oh-oh. *Vas ist das?* As I overtake the blue Stratus on my right, the source of the fuel spray is obvious. It's streaming from the underside of HIS car. (What me worry?) Out of range of Chicago FM radio, I pop in a cassette, Handel's *Feuerwerksmusik*, and the rest of the trip goes by in the wink of an eye."

"Arriving at the Rockford Speedway we find the perfect pit area, a smooth level concrete pad. Unloading the car I once again question my sanity for dragging all these tools and parts to each event. (After all, these cars are not Triumphs.)" Registration and Tech are quick and painless. Now it's time to walk the

course. Today we'll be running the course in a clockwise manner as opposed to the 'normal' counter-clockwise that is common on banked ovals. The course consists of the banked corners at either end of the oval and a pylon course set up on the paved sections of the infield."

"The event chair, Jeff Girard, holds a drivers' meeting, carefully explaining the course and its requirements. Now, at last, it's showtime! Classes P1 through P4 take their places on the grid. My first run is cool and comfortable, but not very fast. I can't believe I left the AC on! My second run is better, almost 2.5 seconds faster! (Thank you for the alignment specs and tire pressure suggestions.) My third run is a little faster yet, but I can feel the tail breaking loose on the banking."

"The second run group is up and it's time to work a corner. Working the course is the best way to see how other drivers deal with certain troublesome spots on the course. I can't work the entire course, so I choose the far corner."

After five years of autocrossing with the 951 I'm finally getting the launch 'down pat'. Considering the cost of clutch parts, and the difficulty of the installation, mid to high RPM clutch slippage is very unappealing. You've stressed to me time and time again that the launch is the most

critical part of the run and that you can destroy the whole run in the first ten feet with a poor launch, especially in a turbo-charged car.

The other problem with the turbo, at least for me anyway, is keeping it on boost. You guessed it, I'm still braking with my right foot. There's just something about that concrete wall, and 'old dogs learning new tricks'. (I believe they call it fear!)

"My fourth run feels better than my third but oversteer is becoming more of a problem, especially on the banking. Run five begins with my best launch of the day, but ends just as quickly as I mow down a pylon in the infield. A quick tire pressure adjustment and we're off for the sixth and final run. (You knew sooner or later I'd mention tire pressure.) Unfortunately this adjustment has not produced the desired results and the oversteer is worse. No matter, it's my best clean run and good enough for second place in class."

In your last letter you mentioned the possibility of a visit during the summer of '99 and an interest in driving my car at Road America. How does this sound? I'll trade you a day at Road America in my 951 for a few laps at Hockenheim in your 956.

Your nephew,  
Rich



John Takehara's '74 914 also autocrosses.

# The Rockford Rumble Results

Event Chair: Jeff Girard

OA	CP	#	Class	Region	Driver	Best Time	OA	CP	#	Class	Region	Driver	Best Time
4	1	713	P2	CHO	Jeff Girard	44.155	6	1	184	P6	CHO	Paul Schiller	44.826
14	2	74	P2	CHO	Keith Clark	46.810	7	2	5	P6	CHO	Greg Turek	45.072
23	3	917	P2	CHO	Joe Purpura	47.844	40	3	123	P6	CHO	John Cline	51.807
28	4	153	P2	CHO	Chuck Cassaro	48.610							
41	5	401	P2	CHO	Dale Costello	52.076	24	1	15	P6L	CHO	Marla Turek	47.884
17	1	712	P2L	CHO	Jill Girard	47.107	9	1	171	I1	CHO	Greg Turek	45.563
44	2	402	P2L	CHO	Amber Schultz	56.868	15	2	40	I1	CHO	Trent Oler	46.942
							25	3	89	I1	CHO	John Takehara	47.930
20	1	403	P3	CHO	Mike O'Meara	47.307	30	4	91	I1	CHO	Bill Murrin	49.084
3	1	28	P4	CHO	Chris Ingot	44.099	39	1	491	I1L	CHO	Amy Murrin	51.084
8	2	251	P4	CHO	Rich Grotemeyer	45.266							
19	3	302	P4	CHO	Shawn Young	47.277							
26	4	46	P4	CHO	John Mueller	47.937							
27	5	50	P4	CHO	Steve Rashbaum	47.990							
29	6	195	P4	CHO	Robert Grabowski	48.872							
35	7	105	P4	CHO	Mark Roter	50.692							
36	8	420	P4	CHO	Myles Miller	50.741							
37	1	52	P4L	CHO	Susan Shire	51.042	18	1	17	M1L	CHO	Susan Brenkus	47.109
38	2	416	P4L	CHO	Pat Foltz	51.084	34	2	445	M1L	CHO	Cory Gray	50.342
10	1	8	P5	CHO	Jim Starai	46.261	22	1	711	X	CHO	Mike Gallagher	47.737
11	2	16	P5	CHO	Pete Hackenson	46.297			400	X	GST	Arnold Johnson	1:00.832
13	3	369	P5	CHO	Mark Lundstrom	46.731							
31	4	422	P5	CHO	Kirk Jurinek	49.310	33	1	410	P7	CHO	Gary Knoblauch	49.513
32	5	170	P5	CHO	Peter Froehlich	49.406							
42	6	361	P5	CHO	Frank Magnifico	52.180	45	1	101	P7L	CHO	Myra Knoblauch	58.957
43	7	421	P5	CHO	Saquib Mausooof	53.620							
<b>Men's FTD</b>													
							1	1	7	M1	CHO	Nick Brenkus	43.456
							2	2	98	M1	CHO	Tony Koufos	44.060
							5	3	2	M1	CHO	Ed Leed	44.813
							12	4	6	M1	CHO	Frank Wagner	46.693
							21	5	45	M1	CHO	Mike Gray	47.360
<b>Ladies' FTD</b>													
16	1	18	P5L	CHO	Kimberly Starai	47.010							

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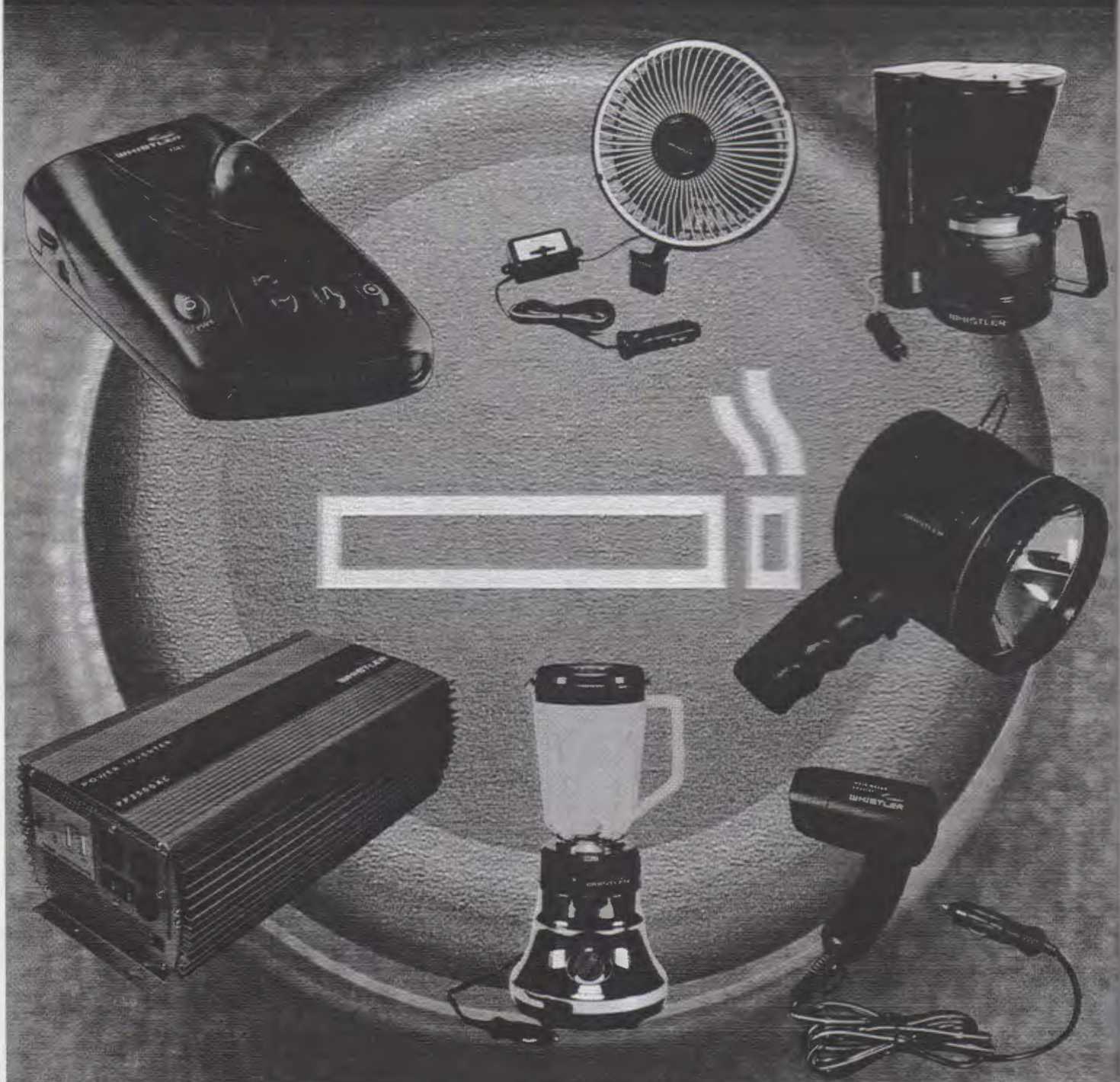
Long time Chicago Region member Ed Leed takes a run in his '69 911S.



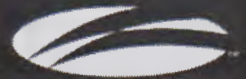
The Winners!

The Rockford Rumble photos by Steve Rashbaum

Just how useful can a cigarette lighter be to a person who doesn't smoke?



Whether you are plugging in a radar detector, a spotlight or a portable appliance such as a blender, hairdryer, or fan, Whistler Enhanced Driving Tools help you stay in touch, in comfort and in control when you're traveling on the road. For more information, call (800) 531-0004.



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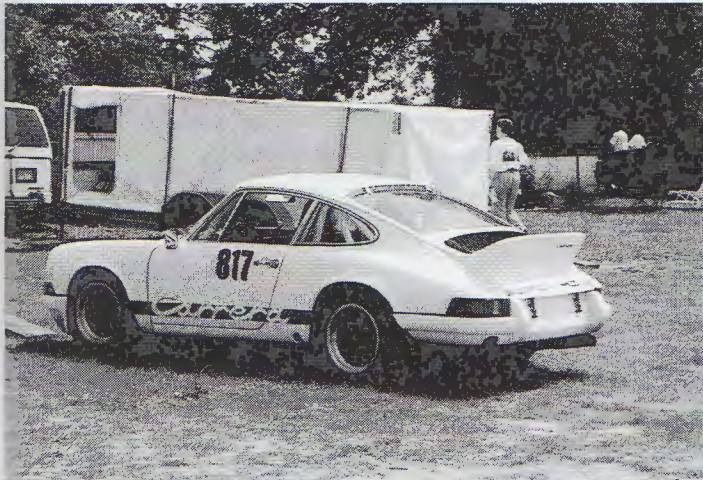
Photos by Steve Rashbaum



*Summertime and the living is fast ...*



*Joe Seminetta's 911.*



*Stuart Acker's RS.*



*Casey Wisniewski's '86 944 and other water cooled Porsches.*



*Ken Lindgren's '96 993 Turbo.*



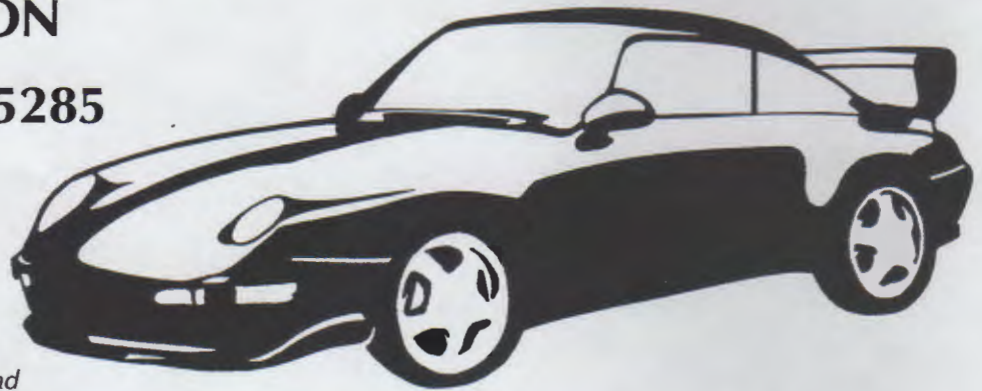
*Greg Turek at speed.*



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## From Our Members

### Two Special Classes

by Alan C. Boe

This year Porsche was the featured post-war marque at the 48th annual Pebble Beach Concours d'Elegance, held August 16th, as 1998 is the 50th Anniversary of the company. As a result, two special Porsche classes were created on the concours field which, of course, is the 18th fairway of the fabled Pebble Beach Golf Links. In fact, the day after this year's concours they were completing the fourth and final round of a golf tournament that had been rained out last February. How the pros could play the 18th fairway after it was trampled flat the day before by some 40,000 spectators, judges, entrants, and guests, not to mention some 150 classic cars, is a mystery.

Seven 356 Porsches comprised the first of the two special classes (Class S-1) and four of the cars were judged. John Paterek's 1952 Gläser America Roadster was the winner. The entrants were:

- Alan Bambina, Dallas TX - 1962 356B Karmann Hardtop
- James Barrington, Stinson Beach, CA - 1949 356 Coupe
- R. Stephen & Dorothy Heinrichs, Incline Village, NV - 1954 356 Reutter Speedster
- Bud & Thelma Lyon, Kensington, NH - 1964 356 Carrera 2 Cabriolet
- John Paterek, Chatham, NJ - 1952 356 Gläser America Roadster
- Phillip Schudmak, South Yarra, Australia - 1957 356A Carrera Reutter Coupe
- Kenneth Ward, Jr., Metairie, LA - 1962 356 D'Ieteren Freres Roadster

The second special class (Class S-2) consisted of six cars from the factory museum plus seven privately owned Porsches. All these cars were presented for display only - no judging. The entrants were:

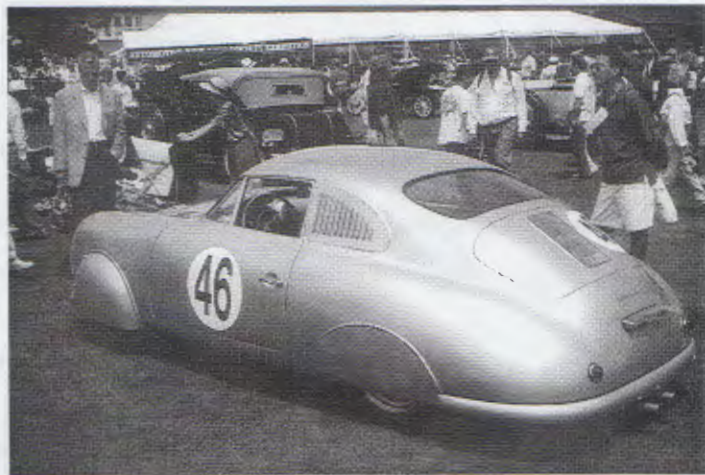
- Ing. h.c.F Porsche AG, Stuttgart, Germany - 1988 959 Coupe
- Ing. h.c.F Porsche AG, Stuttgart, Germany - 1996 GT-1 Coupe

- Ing. h.c.F Porsche AG, Stuttgart, Germany - 1972 917/10 Roadster
- Ing. h.c.F Porsche AG, Stuttgart, Germany - 1989 Panamerica Cabriolet
- Ing. h.c.F Porsche AG, Stuttgart, Germany - 1951 356 Aluminum Coupe
- Ing. h.c.F Porsche AG, Stuttgart, Germany - 1922 Austro-Daimler Sascha Racer
- Jerry Seinfeld, Beverly Hills, CA - 1964 911 Coupe
- Jerry Seinfeld, Beverly Hills, CA - 1998 Carrera 4S
- Nicholas Begovich, Fullerton, CA - 1964 904 GTS
- Warren B. & Cheri Eads, Rancho

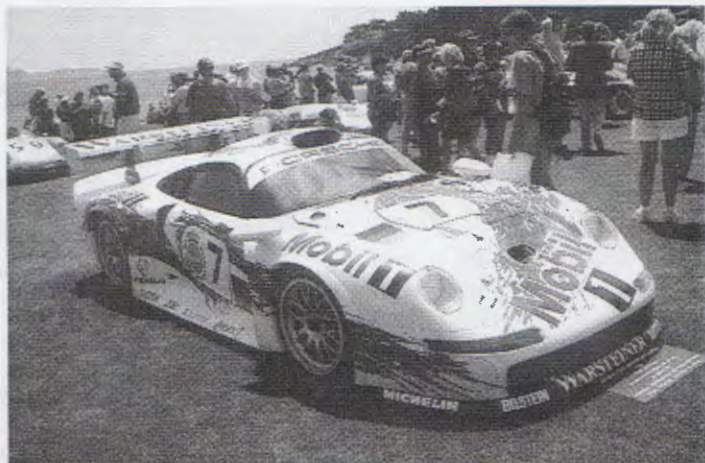
Palos Verdes, CA - 1957 550A Spyder

- Manfred Lippmann, Guatemala City, Guatemala - 1954 550 Spyder
- Jerry Molitor, Mendham, NJ - 1985 962 Racer
- Robert Passa, St. Louis, MO - 1966 906 Coupe

Supposedly the two Seinfeld cars were the first 911 built and the last air-cooled Porsche to come off the production line. Porsche dignitaries in attendance included Wolfgang Porsche and Dr. Wendelin Wiedeking while PCA technical guru, Bruce Anderson, acted as Porsche Chief Class Judge.



1951 Porsche 356 Aluminum Coupe



1998 Porsche GT-1

Photos by Alan C. Boe

*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*

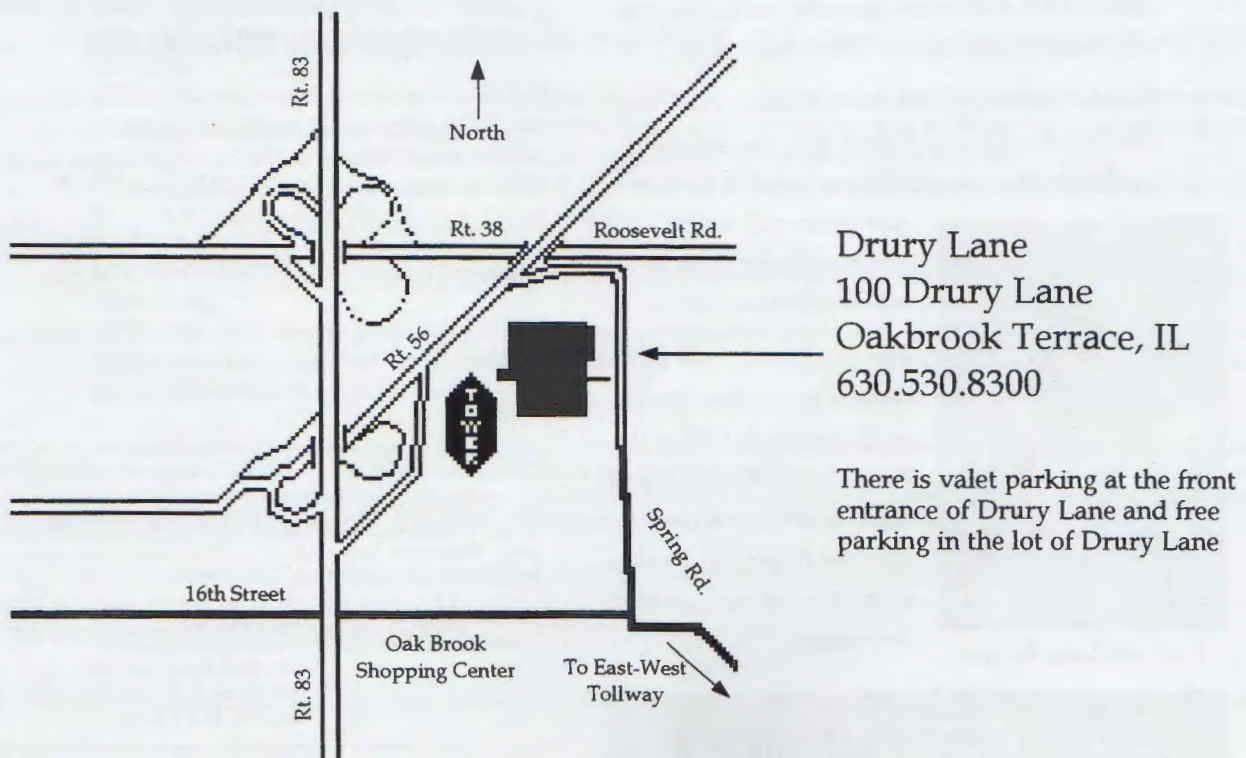
*No refunds on reservations after November 28, 1998.*

*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.*

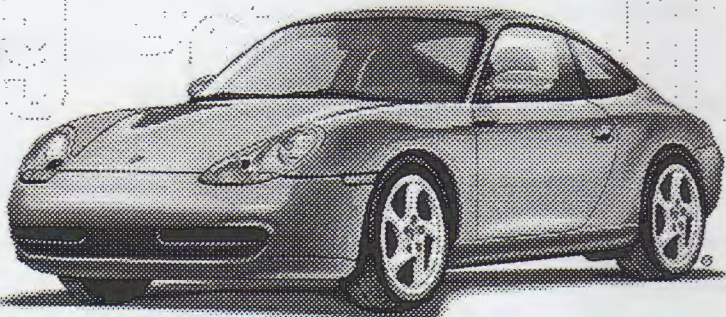


# Go for the Gold Porsche!

## Two special edition Porsches to celebrate the 50<sup>th</sup> 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.



Porsche owner Lindsay Davenport

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.

**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.mca.com/~human/pca.html](http://www.mca.com/~human/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  
 Oak Brook, IL 60523  
 Attn: PCACR Charity

Cars provided by  
**Nives Rizza Porsche of Orland Park, IL**

## 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. <b>WINDSHIELD</b> - No cracks. Functional wipers with good blades.   |
| _____ | _____ | 2. <b>MIRRORS</b> - At least one securely mounted rear view mirror.   |
| _____ | _____ | 3. <b>BRAKE LIGHTS</b> - Functional.  |
| _____ | _____ | 4. <b>PEDALS</b> - Free return and in good operating condition. Firm brake pedal.   |
| _____ | _____ | 5. <b>SEAT BELTS</b> - 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; <u>five or six point harnesses required for Classes 1 - 3 at Road America</u> and highly recommended for all other events.  |
| _____ | _____ | 6. <b>ROLL BAR</b> - All open cars except 914's, Targas, and cars in the Production class.  |
| _____ | _____ | 7. <b>HELMET, SNELL SA 1990 or later required for all track events</b> including Blackhawk, Road America, and GingerMan (sticker must be attached inside) and <b>HELMET, SNELL SA or M 1985 or later required for all autocross or gymkhana events</b> (sticker must be attached inside).   |
| _____ | _____ | 8. <b>BRAKE FLUID</b> - 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. <b>BATTERY(IES)</b> - Securely fastened and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.  |
| _____ | _____ | 10. <b>DRIVE BELTS</b> - Tight and in good condition.   |
| _____ | _____ | 11. <b>THROTTLE RETURN</b> - Freely operating and good springs. Check both throttle return springs on CIS cars.   |
| _____ | _____ | 12. <b>LEAKS</b> - No leaks of any fluid - oil, gas, brake, or coolant.   |
| _____ | _____ | 13. <b>RUST</b> - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.  |
| _____ | _____ | 14. <b>FRONT SUSPENSION</b> - 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. <b>REAR SUSPENSION</b> - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber.   |
| _____ | _____ | 16. <b>WHEEL BEARINGS</b> - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.   |
| _____ | _____ | 17. <b>ENGINE</b> - Check for odd sounds and satisfactory exhaust. (Remember 108db sound limit at Road America.)  |
| _____ | _____ | 18. <b>BRAKES</b> - 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. <b>WHEELS</b> - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hubcaps removed.   |
| _____ | _____ | 20. <b>TIRES</b> - 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. <b>FIRE EXTINGUISHER</b> - Recommended but not required. Securely anchored metal-to-metal in reach of driver BC or ABC rated and fully charged. Halon recommended.  |
| _____ | _____ | 22. <b>GAS CAP</b> - Gasket intact and cap tightened.   |
| _____ | _____ | 23. <b>LOOSE OBJECTS</b> - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc.   |
| _____ | _____ | 24. <b>APPAREL</b> - 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.

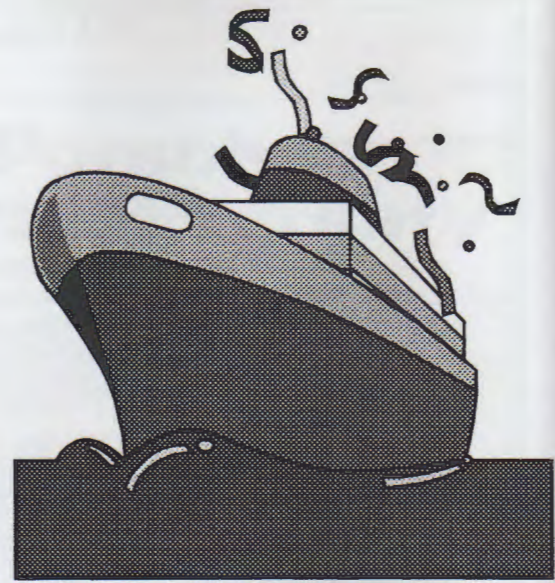
Our ship will be the one year old **Dawn Princess**: 77,000 tons and 900 feet in length. Because we are going as a group (eight or more rooms), we will save approximately 20% off the regular rate. If we get 16 or more rooms, the price will drop approximately \$50 more each. A terrific time for Chicago 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)



## Caribbean Cruise

January 9 - 15, 1999

7 day southern Caribbean cruise  
aboard the Dawn Princess

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

Yes ( ) No ( )

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

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Name	Day Phone	Evening Phone	Chicago Region PCA Member
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\_\_\_\_\_ 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  
Susan Shire  
9507 North Central Park Avenue  
Evanston, IL 60203

Phone: 847.674.2285  
Fax: 847.679-8973  
e-mail: Sshire9066@aol.com

## FOR SALE

### PORSCHEs

- 1961 356B "Super 90"** Red/tan. Completely restored. Great concours car. \$17,500. Ed Holzer (w) 312.729.6606, (h) 847.381.0983 or e-mail: EdHolzer@interaccess.com.
- 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.
- 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 Tangerine/blk leather** 40K mi. MFI. Simply the best! Extensive upgrading on beaut. orig. example. \$18,000 Mike Southard 847.294.3689.
- 1973 911 RS replica** Gulf blue. 2.7 w/ Webers, roll bar, 5 pt. harness. All receipts since new. \$16,000 - New Price. Stuart Acker (w) 708.865.2727.
- 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.
- 1979 911SC Targa** White/blk top. 82K mi. Good condition/no rust. New Yokos. Recent tune-up/check-up at Midwest Eurosport. \$11,900/OBO. Roy Veverka 630.782.6622.
- 1983 911SC Coupe** Blue Metallic/blue leather. WPOAA0911DS122356. 24,800 mi. No winters/non-smoker/always garaged. Exc. cond. A/C, power sunroof/windows/mirrors/headlight washers, H-4's, 16" Firestone Firehawks w/less than 10K mi., pop-off valve, & Colgan Bra. \$23,000. Bob Burnham 630.365.2063.
- 1984 911 Carrera Cabriolet** Silver/blue/blue. 100K mi. Body, interior, & top in exc. cond. Engine very strong. Frt./rr. spoilers. New battery/alt. Short shift kit/many extras. Must sell, going into business for myself. #WPOEB0911ES171010. All records/pictures available. \$25,000 invested/make an offer. Mike 815.786.6101
- 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 Carrera Coupe** White/Cobalt blue. Factory white 16" Fuchs. 57K mi. New tires. Very clean, exc. cond. No accidents. Jeff 312.541.2912 or e-mail: jwalker@gsvi.com.
- 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 Fikses 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.
- 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

## The Mart ...

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 928S** Red/tan. Stock. Orig. Like new. \$15,000 firm. Ed Holzer (w) 312.729.6606, (h) 847.381.0983 or e-mail: EdHolzer@interaccess.com.

**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. 1<sup>st</sup> 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 Slantnose Cabriolet** Silver metallic/gray leather/navy accents and top. Color keyed wheels. Absolutely stunning color combination. 11K original mi. #WPOEBO936JS0701. 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. Ungraded 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.

**1994 968** Midnight blue/gray. 41K mi. Tiptronic trans. All available options. 17" wheels. Service history. Exc. cond. \$23,900. Jim Martin (w) 708.403.0699 or (h) 708.403.2419.

**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.

**1988 Jeep Cherokee Limited** 102K mi. Black/flawless leather int. Oil changes every 2K mi. Class III hitch never used for towing. Recent 100K mi. tune-up. New power antenna/converter/windshield/muffler/cat.. Executive maintenance/showroom condition/new Jeep on order. \$6300. Rich Rybar. Oakbrook, IL.

(w) 312.240.2566 or (h) 630.850.9553.

**1986 Mercedes Benz 190 2.3** 16 valve, Cosworth head, 5 spd., headers, ltd. slip, BBS, Yokos, Euro headlamps, car cover. New complete exhaust with cat./brakes (complete pads, rotors, fluid)/timing chain & tensioner. Recent battery. Updated Sony radio with CD. Carpeted, floor mats. Adult owned/driven. Rare vehicle.

Factory built. Strong & straight. Under 90K mi. \$16,000/OBO. 'Uncle' Frank 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.

**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.

**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 set of Mintex brake pads for '79-89 9011 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.

**'65-'73 911/912 Parts** (4) BFG Comp TA tires 225x55ZR16. Surprise box of misc. 911/912 parts at \$1.00 per lb. Other parts: inner fenders, doors, lids, more. 2.0, 2.2, & 2.4 engine & parts. Escort radar detector. Engine, transaxle, body, interior, suspension, electrical, etc. SASE for list & pricing or <http://members.aol.com/porschelvw>. Ricardo Gonzales, 8037 Lake Shore Dr., Gary, IN 46403-1339 or 219.939.9946.

**'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).

**911 Parts** Frt. rotor disks for '70 - '83 (and some other cars) 911 \$30. L/R window motors from '74 911 \$25. Anthony Lisanti, 464 N. Aberdeen

St., Apt. 1F, Chicago, IL 60622.

**Early 911 Parts** Fuchs 15x9, 16x7 with rubber \$300/set. '67-'73: Fr. bumper \$100, eng. lid \$50, trunk carpet-NEW \$75, blk Targa carpet set -NEW \$100. '90: Facet fuel pump -New \$75, Bosch Coil -NEW \$50, heater blower \$50, baby Tornado mirror drivers \$15, chain tower covers \$100 pair, NEW cam chains \$30, hydronic tensioners \$40. '77-'87 leather interior - electric seats, door panels, pockets, top rail. '67-'73 fuel tank \$50, new seals, Targa vent windows, front fender/body. Targa rear seats. Doug Coup (eve) 847.426.0387, (days) 847.426.0357 or dcoup@lighthouse-mkting.com.

**911 Parts** Tan interior, highback seats, dash, door panels, top rail. Carrera whale tail, fiberglass tail/lid w/OEM rubber lips & grill \$300. '69-'73 Coupe window frames & vent glass. '74-'86 engine lid, frt. fenders - SC rear SC flares. '76-'83 frt. & rr. bumper complete w/Bellows. AIR 935-3502 frt. bumper w/headlights, electric window motors. Bill Shaw 847.426.8093 or dnhmkting@aol.com. **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.) Go faster/save your street set up! \$1700 (set of 4) Jason Brown 630.497.9001.

**'91 911 Porsche Car Cover & 2-piece Bra Cover** \$80. Bra \$70. Dennis Kostic 630.357.0843.

**Carrera 2 Parts** Car cover \$50. Harness 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 ptravlos@interaccess.com.

**944 Turbo S forged alloy wheels** (2) 7½ x16 & (2) 9x16, not concours, but perfect for track \$1,000. **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. BFG R1's: two 235/45ZR17 \$125 each. 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.

**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.

## WANTED

### PARTS/MISC.

**Harness Bar and 3" 4 (or 5) pt. Harness** for '87 944S. Lee Duquette (w) 847.317.7616 or (h) 847.837.9544. **'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. **Gouache On Board Poster** 3<sup>rd</sup> poster in series of 3 distributed at Road America Labor Day weekend 1997 at hospitality tent. Will pay 'big bucks' (already have '550A' & 'Formula I' of series). Must be in good condition - no creases, folds, or tears accepted. Bruce Janecek, Post & Rail Farms, Palos Park, IL 60464. (w) 708.354.1901 or (eve) 708.361.8421. **7 Copies of July 1998 Chicago Scene** Good condition. Susan 847.674.2285.



### In the October Scene ...

Ballot for Board of Directions Election  
November 15th Tech Session  
Details of Calendar Planning Meeting  
New Year's Eve Party plans

# Oversteer

## Flaming Fall Foliage

by Chris Welty,  
Hudson-Valley Region  
(from PORSCHING)

Perhaps I hadn't been paying attention. Perhaps I was unaware that the sun had been trying all day to break through the protective layer of clouds. I barely noticed the patches of blue sky in front of me, but other than this, there was no warning.

Fire. Bright blasts of searing heat detonated in waves of color, blistering the paint on my blood-orange 911. Poking through holes in the scattered cloud cover, sunlight exploded on the trees in blinding bursts of light - summer's verdant flame had been replaced by the intense inferno of fall.

The air hissed loudly in protest, but like a fiery arrow I flew down the blazing highway, creating brief swirling maelstroms of red, yellow, and orange in my wake. There was no stopping in this firestorm, the ardent forest blasted my eyes until I

could barely see the road, and my ears were continuously assaulted by the deafening roar.

The heat was unbearable, surely neither I nor my car could withstand it much longer. The entire forest was ablaze, the flames blowing over the road with the currents of rapidly rising air. It was too late to turn back, my only choice lay ahead in the hope that a break in the inferno, a brief respite from the ceaseless burning, might offer relief.

The turbulence of my passage evoked incendiary retaliation from the forest, and my wake was marked by a pair of blazing corkscrews which twisted behind me into the heart of the furnace. I was hypnotized by the sight, though at this speed my attention had to be focused in front of me. Just before I tore my gaze from the scene to the rear, I noticed a sheer wall of flame, which was rapidly approaching and would soon overtake and envelop my vehicle.

Survival now became a question of speed, and my surroundings blurred into a swirling mass of blinding color. Car control was a matter of instinct, as temperature became my all consuming concern. The paint, coaxed on by the intense heat around it, began to erupt in small flashes as it bubbled off the surface, revealing

the bare metal beneath. My own skin was not far behind, I felt as if I would ignite at any moment. Sweat poured from every pore, interfering with my vision and making my hands slip on the steering wheel. My breathing got shorter, unable to compete for oxygen with the all-consuming fire.

Suddenly, I felt a breath of relief, as I burst forth from the forest in a shower of flames. I cranked the wheel hard and slammed on the brakes, bringing the car around to face from whence I had come. After a moment for my vision to return, I noticed that the clouds had once again succeeded in cutting the supply of sunlight, and without this to fuel it, the forest had returned to a cooler, more timid display of color.

"Oh," said my wife, just waking up. "The leaves are changing."

I shook my head. She had no idea. ...

## Editor's Disclaimer

from P4,  
Southeastern Michigan Region

There are mistakes in this publication. They were put there on purpose because there are those people who take great pleasure in looking up and pointing out the mistakes of others. Without the mistakes those people would find nothing of interest in this publication.

## ADVERTISER INDEX

R. A. Adams Enterprises, Inc.	22	The Kerry Piper	8
Bacino's Restaurant	Back Cover	Lynch Porsche	30
Barrington Coach Haus	52	Midwest Eurosport	28
Best Racing Safety Equipment	52	Ed Napleton Porsche	Inside Back Cover
Body Werks of Barrington	36	Nives Rizza Porsche	32
James Cady Agency	7	Northstar Motorsports Ltd.	Inside Front Cover
CF Direct, Inc.	28	Part Werks	28
Chase & Heckman, Inc.	26	Perfect Power, Inc.	47
Circle Affiliated Systems, Inc.	7	Porsche Design Sunglasses	22
Eldrup Autobody	22	PressTech	27
Emmons Coachworks	7	Spahr Graphics	35
Fast Tech Motorsports	12	Bill Van Meter, State Farm Insurance	22
R. Fischer Motors, Inc.	36	Whistler Enhanced Driving Tools	50
Integrated Media Systems	37		



48



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