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AUGUST 1990

CHICAGO



The official publication of the Porsche Club of America, Chicago Region

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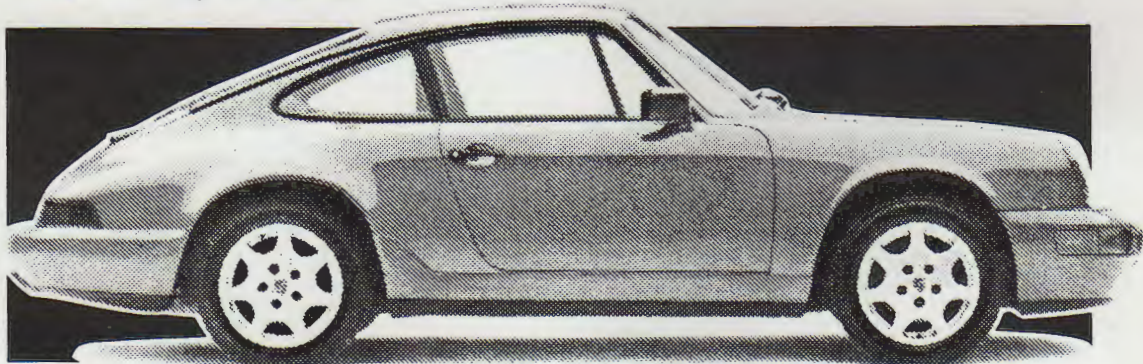
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"GHICAGO SCENE"

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COVER: Chris Ellis in his 1971 911S at the Gateway Historic Races in St. Louis on May 18-20, 1990. Photo by Gordon L. Jolley Motorsports Photography.

CHICAGO REGION 1990 CALENDAR OF EVENTS

January 21	General Meeting & Ice Gymkhana
February 11	Restaurant Tour
February 25	Tech Session
March 18	Rallye
March 25	Restaurant Tour
April 22	Concours
May 6	Drivers School
May 16	Blackhawk I
May 26, 27	Elkhart I
June 3	Brunch
June 10	Rallye
June 24	Gymkhana
June 22-29	Parade
July 15	Potter's Picnic
July 25	Blackhawk II
August 5	Utica Autocross
August 15	Blackhawk III
September 1,2	Elkhart II
September 16	Charity Gymkhana
October 6,7	Two Day Rallye
October 28	Concours
November 11	Restaurant Tour
November 18	Tech Session
December 1	Dinner Dance

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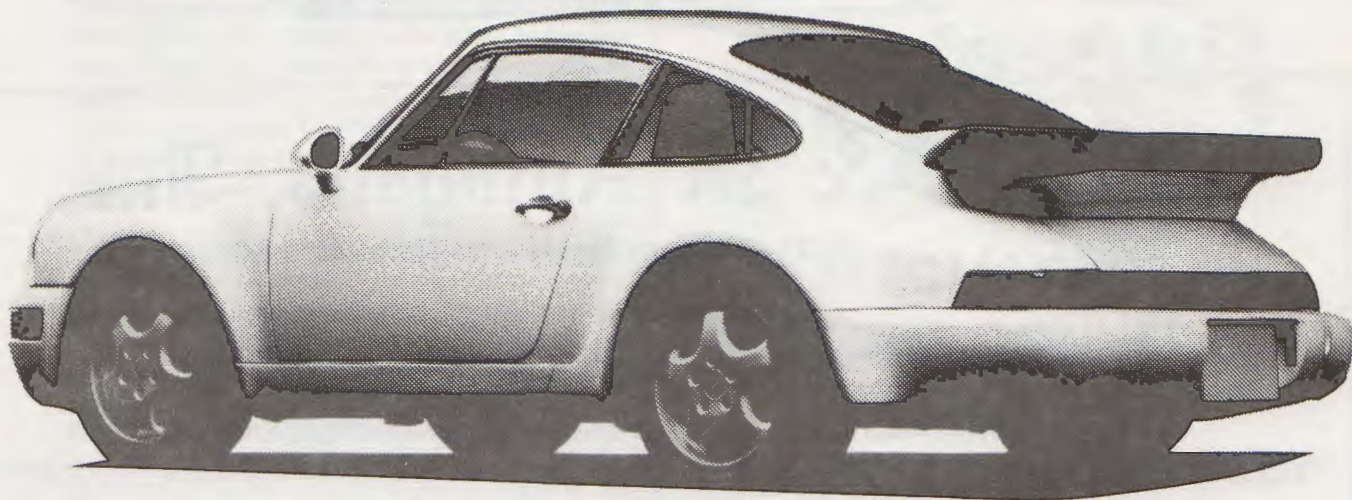
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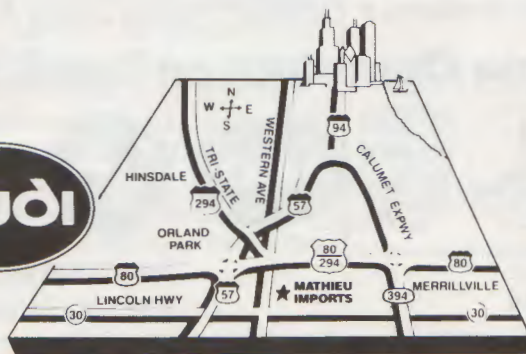
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THE LEED LANE

Chicago Region has done it again! At Parade this year four out of six Chicago teams trophied in the rallye competition! Congratulations to John and Phil Bohlander, George and Linda Gutmann, Walter and Mae Minato, and Bob and Wilma White! Their wins bring back fond memories of last year's rallye awards banquet in Traverse City where our Region also cleaned up. In addition to the rallye, Walter trophied in autocross and John, George and Linda Gutmann and Bruce Janecek trophied in the Tech Quiz. Way to go, Chicago!

National has kicked off a membership drive effective July 1st to increase membership by 1,990 in the remaining six months of 1990. If you know someone who owns a Porsche who is not a member of the Club, invite him or her to join. Bring them to our next event and introduce them around. As part of the "1990 in 1990" drive let's make all our newcomers feel welcome. Introduce yourself and get to know them. Remember we all were new to the Club once.

The Regional nominating coimmittee has met and set the slate for 1991. Details will be in the September issue of *The Scene*. Nomination by petition from the membership will be accepted by the Board of Directors until September 14, 1990. The official ballot will be included in the October newsletter. This is your Club, let your voice be heard, VOTE!

A committee headed by John Laidlaw is studying the practicality and logistics of timing a future event at Elkhart. It's a lot more complicated than you might imagine, so if you have an idea to share with John and his committee, please call John at (708)438-3043. The other committee members are Jim Becker, Rick Glau, Ed Leed, Nick Leicht and Greg Turek.

Even though the dog days of August are upon us, the heat won't keep us from our three upcoming driving events. Arnie Zann and Chris Ellis are chairing the Utica autocross on the 5th. As always, it's a great day, especially if you can stay out of the corn! Small joke, Arnie. Blackhawk III is on the 15th chaired by our lucky Irishman, Dan Gallagher. Dan is arranging Blackhawk IV in late September or early October. More about that as details become available. Sounds like fun to me! Elkhart II is on Labor Day weekend and we expect another sellout, so sign up early. Plans are well underway but if you would like to help our event chairman, Frank Zaffere, before or during the

event, please call him at (312)902-4329. He won't turn you down!

We hope you have enjoyed the busy summer schedule. All the chairman and coordinators have worked extremely hard to bring you a fun-filled summer and what a job they have done! Come on out and support their efforts. See you there!

Debby



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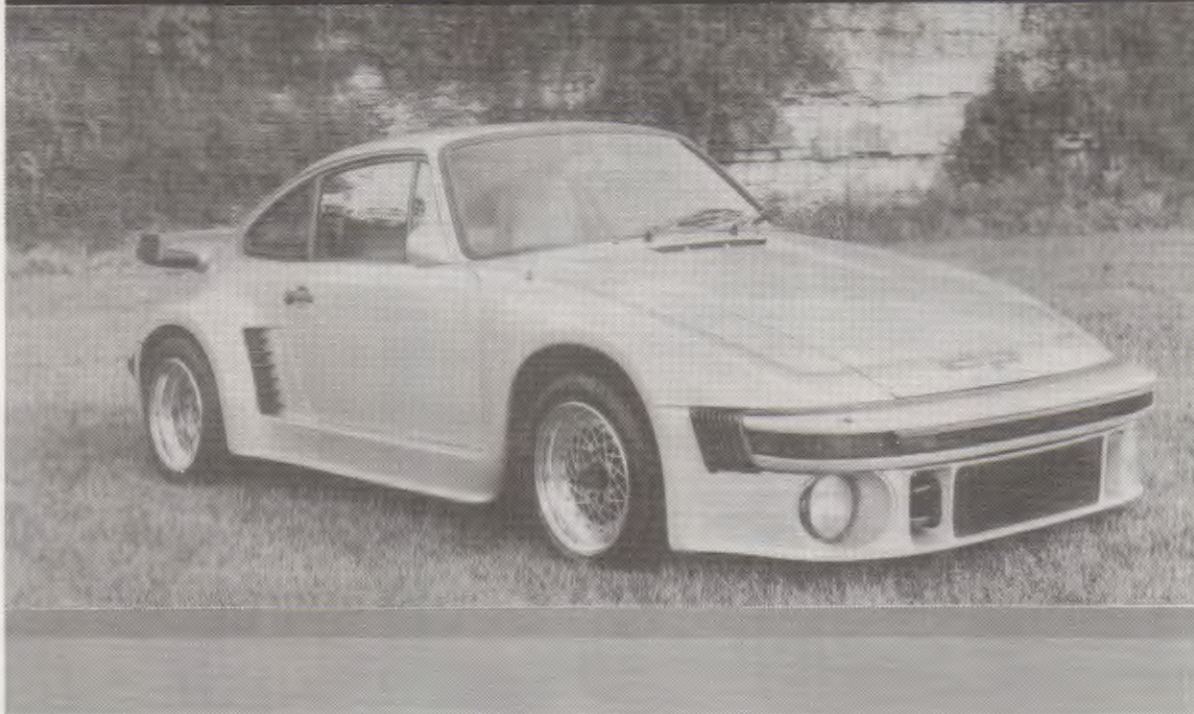
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UP AND COMING

GO FOR THE BLOOMINGTON APPLE I

WHAT: Rally

WHEN: October 6-7, 1990

WHERE: To Bloomington, IL

FROM: Becker's Service Center, 1421 S. Naperville/Plainfield Road, Naperville, IL

Not the BIG Apple...supposedly it's not safe for Porsches. The Bloomington Apple rally will provide you and fellow PCAers with a relaxing Saturday drive to Bloomington, Illinois. The group will stay at Jumer's Chateau, where you will be dined, wined, and bedded in style. After a leisurely breakfast Sunday, plan to attend the Harvest Days' celebration at the Apple Barn. The largest orchard in McLean County will show how farm and orchard living was at the turn of the century, with demonstrations, displays, and crafts. You may purchase apples and even your Halloween pumpkin.

Jumer's has a package deal of \$119.95 + tax, for two people in a room, two dinners and two breakfasts from the menu. This includes everything but appetizers, alcohol, and tips. There will be wine and cheese in your room upon arrival and a gift of bakery goods when you leave Sunday. Jumer's has all-night

security guards and will have a special parking area for our exclusive use. A block of rooms has been reserved until September 15th for PCA, so get your reservations in NOW by calling 1-800-446-4690 or 309-662-2020. You must mention the PCA package to take advantage of the special price and give a credit card number to guarantee the room. All rooms will have a king sized bed unless you request two doubles. You may also reserve a room only for \$61.00 single or \$70.00 double + tax. No meals or extras are included with this. Because this is a popular restaurant, make Saturday night dinner reservations in advance at either of the above numbers.

The rally will start Saturday morning, October 6th, from Becker's Service Center. Registration will open at 9:00 AM and a drivers' meeting will be held at 9:30. The first car will be off at 10:01. There will be a lunch break during the rally at which time you can fill/empty whatever you want. We would appreciate preregistrations for trophy considerations.

To get to Becker's from the north, take 294 to 88 West and exit at Naperville Road South. Drive about five miles to 75th Street and take it west about 1-1/2 miles to Naperville/Plainfield Road. It's on the corner behind the Amoco station.

EVERY DRIVER MUST HAVE A VALID DRIVER'S LICENSE!

I can't wait to have a bushel of fun going for the Bloomington Apple. Please sign me and my navigator up!

NAME _____ Member _____ Applicant _____

NAVIGATOR _____ Member _____ Applicant _____

Equipped _____ Unequipped _____

Preregistered (Postmarked by September 29) \$15.00

After September 29 or at line \$20.00

Send this form and check payable to PCA/Chicago Region to:
Wilma White, 2009 S. Cottage Grove, Urbana, IL 61801.
Questions?? Phone (217)367-3056.

PCA CHICAGO REGION'S 10TH ANNUAL CHARITY AUTOCROSS

DATE: September 16, 1990

TIME: Registration and Tech will be at 10 AM, course walk 10:30 AM
Activities start at Brae Loch Country Club around 4 PM. If you can't attend the autocross, come for the auction.

COST: \$15.00 per First Driver, \$10.00 per Second Driver

This is hard to believe but Chicago Region's Charity Event is celebrating its tenth year. We are hoping everyone will come out and help us celebrate.

We have a great site for the Autocross - College of Lake County (CLC) in Grayslake. (Directions to CLC are at the end of this article.) This site has a large parking area free of any terrifying obstacles to set up the course.

There are also plenty of grassy areas for picnicking, visiting, or taking part in some of the activities of the day. Besides enjoying the autocross, you can satisfy your hunger with a fresh grilled bratwurst or hot dog available for purchase at the site. Dessert will be covered by the Bake Sale (plan your donations now). Cold drinks will be available all day long. Other activities will include a silent auction, a continuous raffle (ticket sales will start early and continue all day long). Plus anything else we think will be fun to do.

Following the Autocross, we will move across the street to the Brae Loch Country Club. Here we will have a banquet room where snacks will be available and a cash bar will be open.

After a brief time of relaxation and swapping of car stories, we will award trophies, raffle off some prizes, and conduct our Charity Auction. Linda Gutmann and Jim Becker will be our intrepid auctioneers. (This show is its own form of entertainment.)

All proceeds from the Charity Event go to the Sally Potter School for the Physically Handicapped. During this past year a Doris Beach Memorial Fund was established at Sally Potter School. Both of these ladies were active past members of Chicago Region Porsche Club. The parents and students of the school have grown to look forward to attending our annual event.

In the past our auction has included clothing, car parts, tools, books, racing memorabilia, Porsche memorabilia, and art works, including ceramics and stained glass objects. All items are specifically donated for this event.

We are encouraging everyone to help us with these donations. We will appeal to dealerships, as well as our newsletter advertisers. Anyone can make a donation. It does not have to be car related. We have had cosmetics, perfume, cookies, and food donated in the past. We have also had a "help to concours your car" donation.

Ask yourself - what can I donate that might be fun? Next, who do you know that might be willing to contribute? Request letters are available from any of the event chairpersons. A list of the contributions will be posted at the event site, as well as included in our newsletter. Receipts will be available.

Directions to CLC - Washington Street entrance - from I94/I294 Tollway, exit West on Route 120. At the Route 120 and Route 45 intersection (this is the first traffic light after Route 120 becomes a two lane road) turn North on Route 45. At the Route 45 and Washington Street intersection (third traffic signal) turn West on Washington Street. The College entrance will be on the South side of the road at the next traffic signal.

REGISTRATION

Count me in!!

_____ 1st Driver @ \$15.00 _____ 2nd Driver @ \$10.00

_____ Yes I will be attending the auction at the Brae Loch Country Club following the activities

_____ Sorry I cannot attend, but my donation to Sally Potter School is enclosed

Name _____ Phone _____

_____ Member _____ Applicant _____ Guest

Responsible individuals involved in this event:

Chuck Bittman (708)246-9505

George & Linda Gutmann (312)631-6042

Jim & Gail Becker (708)420-7155

Rip & Linda Patterson (708)223-5685

Mail registration form and/or donations to:

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A DAY AT BLACKHAWK FARMS

DATE: August 15th

TIME: 8:30 AM - 5PM Registration closes AT 11 AM

PLACE: BLACKHAWK FARM RACE TRACK, So. Beloit, IL

Here's your opportunity to practice all that you've learned in drivers school in the complete safety of an enclosed high-speed track. Blackhawk Farms is an eight turn 1.8 mile track located just outside of Rockton, IL, conveniently close to the Northwest Tollway. Here you can learn to drive your Porsche or other vehicle at high speed in complete safety. Please note that at these events we allow cars other than Porsches to participate. We are not suggesting that you bring up the family station wagon, but sports cars and sporting type cars that pass tech will be permitted.

As this event is held on a Wednesday, the concession stand will not be open. We recommend that you bring a picnic lunch or plan to go into town to McDonald's. As always, alcoholic beverages are not permitted during the event. Afterwards, plenty of cold drinks and a great dinner will be held at one of the club's favorite spots nearby.

The entrants will be divided into three classes so that the slower cars and/or novice drivers will not be on the track at the same time as the faster cars. Please remember that the club's insurance requires all drivers to wear long sleeved cotton shirts, long pants, and a helmet at all times while on the track.

There will be a mandatory drivers meeting for all entrants who have not run this event previously. This meeting will take place at precisely 10 AM. Registration will close at 11 AM.

Here's your opportunity to learn how to drive your Porsche or inferior vehicle at high speed and learn how to do it properly. Change your oil, brake fluid, and brake pads, and come on out and have a great time.

Directions to Blackhawk:

Northwest Tollway (190) North to ILL 75 (just South of Wisconsin line), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left about 1/4 mile to track entrance on right.

REGISTRATION FORM

BLACKHAWK

Dear Dan:

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Make check payable to PCA/Chicago and mail to:
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ELKHART II, ROAD AMERICA DRIVERS SCHOOL

Date: September 1 & 2, 1990

Place: Road America, Elkhart Lake, Wisconsin

Two days of Road America Drivers School. Drive Road America like you've never driven it before. Run groups will alternate half hour sessions of open track lapping. You will have plenty of track time to practice those turns, learn that line, and discover those nuances while running continuous laps. The Drivers School will be run as an untimed, non-trophy event.

Saturday, novices will go through a half day Skip Barber drivers school to learn the proper technique for braking, cornering, and above all, safe negotiation of the track and common sense safety practices. Newcomers will then get their chance to lap the track while being observed and critiqued by Skip Barber instructors. Then, newcomers will join the alternating run groups for a day and a half of lapping. What better way to learn the track and have lots of fun.

All corners will be staffed by professional SCCA corner workers. Passing will be restricted to certain straightaways, under specific rules; no passing will be allowed in braking or turn areas. Specific following distances will be strictly enforced. It is your responsibility to thoroughly check your car yourself, or have it checked by a competent service organization prior to this event. Use the Chicago Region tech sheet. Be sure to flush your brake fluid no more than 90 days in advance of this event, or after any high speed event run prior to this event. Brake pads - show up with plenty of pad thickness; high performance after market pads are better suited to track events, and still work well on the street. Mandatory clothing is a 1980 or later Snell approved helmet (this is a change from last year's 1975 requirement, so please check your helmet to be sure you are in compliance), long sleeved shirt, long pants, and socks, all made of non-synthetic material, and shoes with leather uppers (no open toed shoes or sandals). Recommended, but not mandatory, are drivers suits and driving gloves made of nonflammable material, fire extinguishers, and a safety harness. Of the recommended items, the safety harness is most highly recommended. Due to a local ordinance, all cars must run with mufflers.

SPECIAL!! Each day there will be an opportunity to run Parade laps with your family or other passengers (if desired), no helmets required. Speed will be limited to 75 MPH, no passing allowed, any make of car acceptable. So, all you folks out there who have never been on a track before, or those who would like some low speed practice, come on out and see what it's all about. We guarantee you'll have lots of fun!

Mandatory drivers meeting for novices will be at Siebkens, 8:00 PM, Friday evening, where you will receive instruction as well as pertinent information as to the format and rules of the event. Saturday and Sunday mornings, there will be a brief mandatory drivers meeting for all drivers at 8:00am. **Anyone missing the mandatory driver's meeting will not drive.**

Registration opens at Siebkens on Friday afternoon at 4:00 pm. The tech crew led by Glen Sapa will be on hand to scrutinize your car. If you plan to arrive early Friday afternoon, please join us at the track where we will be setting up the course.

Registration is limited to 100 cars. We expect a sellout; advertising will be in the July and August issues of PANO, so register early. You will be notified of your acceptance by mail. Although official registration is still required, first timers will receive their event packets by mail to allow plenty of time to study the material. Please be prepared to present your valid drivers license at registration time.

Frank Zaffere is the event chairman, Frank's phone number is (312)902-4329; Glen Sapa and Jim Becker are the Tech and Safety Chairmen responsible for monitoring all safety aspects of this event.

We are looking forward to a fun and safe two days. See you there.

Contact Siebkens directly for lodging and Saturday night dinner reservations (414/876-2600). Choices are Wienerschnitzel, Duck, Prime Rib, and Fresh Fish (if ordered in advance); price \$16.50.

The following are a few suggestions for places to stay. Reservations should be made directly and well in advance.

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Sheboygan, WI
(414)457-2321

Crest Motel
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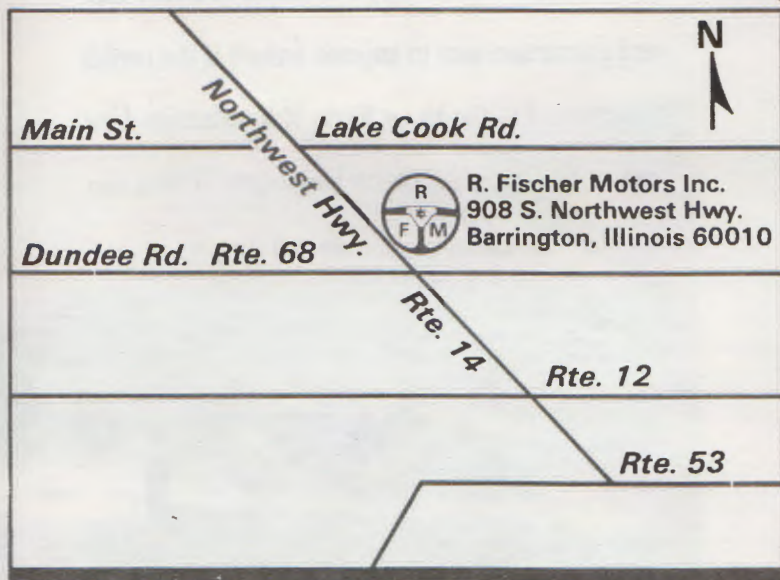
Imperial Motel
Sheboygan, WI
(414)458-3578

Holiday Inn
Manitowoc, WI
(414)682-6000

Starlight Motel
New Holstein, WI
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Super 8 Motel
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Additional hotel information is available through the Elkhart Lake Chamber of Commerce at 414/876-2922.



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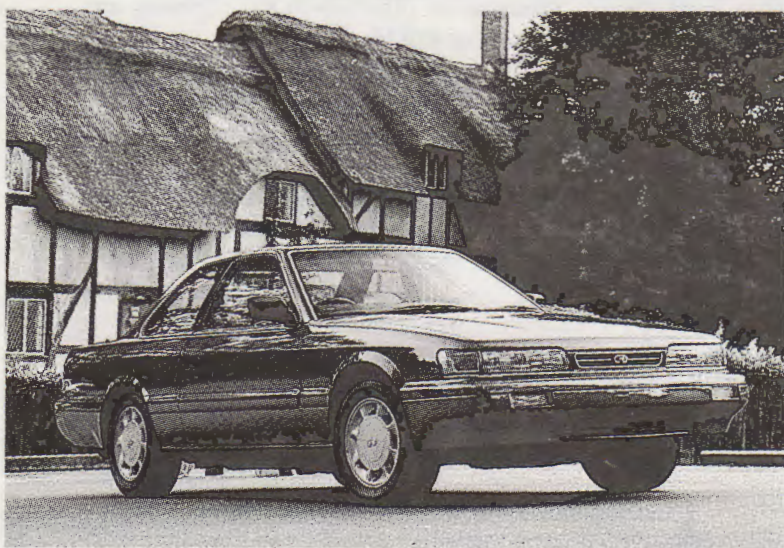
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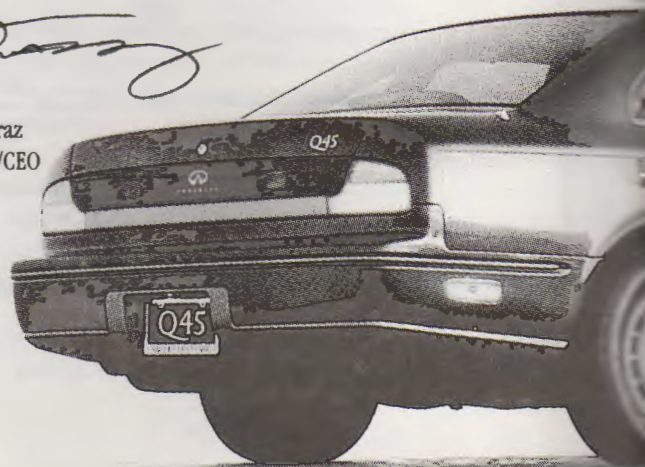
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President/CEO



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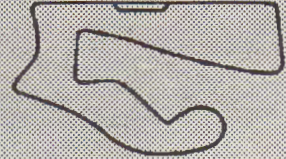
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PCA Chicago Region
Road America Drivers School II
September 1 & 2, 1990**



First Driver		
Name:		
Address:		
City:	State: Zip:	
Eve Phone:	Day Phone:	
Member <input type="checkbox"/>	Region:	
<Fastest A <input type="checkbox"/>	Requested Run Group B <input type="checkbox"/> C <input type="checkbox"/>	Slowest D <input type="checkbox"/>

Second Driver		
Name:		
Address:		
City:	State: Zip:	
Eve Phone:	Day Phone:	
Member <input type="checkbox"/>	Region:	
<Fastest A <input type="checkbox"/>	Requested Run Group B <input type="checkbox"/> C <input type="checkbox"/>	Slowest D <input type="checkbox"/>

Porsche Year, Model, Type, Engine Size	----- PCR Class -----
_____	Production <input type="checkbox"/> Improved <input type="checkbox"/> Modified <input type="checkbox"/>
Permanent Car Number : _____	Requested Car Number : _____

Drivers must attend the Saturday morning Skip Barber classroom instruction unless they have attended at one of our previous events, or have strong driving credentials and receive approval from the event chairman.

<u>First Driver</u>	<u>Second Driver</u>	Did you attend Skip Barber Instruction at one of our previous events? If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted.
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	

To help us better classify car/driver combinations please specify your driving experience, including # of track days per year, professional driving schools attended, and tracks driven with typical lap times. Feel free to contact Frank Zaffere to discuss run group classifications. Evenings. (312) 902-4329.

_____	_____
_____	_____
_____	_____

Fees: One Driver \$150, Two Drivers, same car \$165. Total amount enclosed: \$

Make checks payable to "PCA Chicago Region." Mail the registration form and check to:
 Greg and Marla Turek, 733 Alexandria Drive, Naperville, Illinois 60565.
 (708)961-2439 Evenings. No refunds for cancellations after August 25, 1990.

PCA/CHICAGO REGION TECH INSPECTION SHEET

NAME _____ COLOR _____ CLASS _____
 MODEL/YEAR _____ ENG. DISP. _____ ENTRY NO. _____

Passed Failed

TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- | | | | |
|-------|-------|-----|--|
| _____ | _____ | 1. | WINDSHIELD - No cracks. Functional wipers with good blades. |
| _____ | _____ | 2. | MIRRORS - At least one securely mounted rear view mirror. |
| _____ | _____ | 3. | BRAKE LIGHTS - Functional. |
| _____ | _____ | 4. | PEDALS - Free return & in good operating condition. Firm brake pedal. |
| _____ | _____ | 5. | SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five point harnesses recommended. |
| _____ | _____ | 6. | ROLL BAR - All open cars except 914's, Targas, and cars in the Production class. |
| _____ | _____ | 7. | HELMET - 1980 SNELL or later required (sticker <u>must</u> be attached inside). 1985 SNELL or later recommended. |
| _____ | _____ | 8. | BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| _____ | _____ | 9. | BATTERY (IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| _____ | _____ | 10. | DRIVE BELTS - Tight & in good condition. |
| _____ | _____ | 11. | THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars. |
| _____ | _____ | 12. | LEAKS - No leaks of any fluid - oil, gas, brake, or coolant. |
| _____ | _____ | 13. | RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes. |
| _____ | _____ | 14. | FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition. |
| _____ | _____ | 15. | REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber. |
| _____ | _____ | 16. | WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings. |
| _____ | _____ | 17. | ENGINE - Check for odd sounds and satisfactory exhaust. |
| _____ | _____ | 18. | BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| _____ | _____ | 19. | WHEELS - No cracks. No bends. All lug nuts torqued to 90-92 lbs. Valve stem must have airtight cap. Hubcaps removed. |
| _____ | _____ | 20. | TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured. |
| _____ | _____ | 21. | FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| _____ | _____ | 22. | GAS CAP - Gasket intact & cap tightened. |
| _____ | _____ | 23. | LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc. |
| _____ | _____ | 24. | APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended. |

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

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

DRIVER'S SIGNATURE _____

WITNESS TO DRIVER'S SIGNATURE _____

DATE _____

WELCOME

To Our New Members

By Lee Lichtenstein

Matthew Aaron & Manuela Sadoquis
340 E. Chestnut Street
Barrington, IL 60010
1986 944T

Steven D. Hyden
103 Bent Creek Court
Palatine, IL 60067
1986 944T

Phil E. & Camile Kelly
1010 Plum Grove Road
Fox River Grove, IL 60021
1985 Carrera

Richard J. Pleitgen
127 Colony Drive
Barrington, IL 60010
1987 944S

Randy J. & Cindy Shearer
3805 Anjou Lane
Hoffman Estates, IL 60195
1987 930

Glenn P. & Nancy Town
1103 N. Howard Street
Wheaton, IL 60187
1970 911T

Brett Zehr & Sandy Brown
1128 Rockport Drive
Carol Stream, IL 60188
1985 928S

Transferred in from other regions:

Robert J. Hart & Bob Hart IV
4733 Spring Meadow Lane
Sarasota, FL 34233
1979 911SC

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"PORCHE" UBER ALLES, OR, I CAME, I SAW, I CONCOURED

By Dan Gallagher

After bringing the '59 "D" back from Connecticut (see Road Trip, April Scene), approximately 800 hours were spent turning an excellent car into a concours car. I felt the "D" and I would give Rip Patterson and his "C" Cabriolet a good run at the first Spring Concours. I was wrong, Rip kicked my butt!

While licking my wounds, Tom Murphy, of Ferrari fame, invited me to the Indy 500. On the way home Murph decided to stop at the Como Inn for dinner, not for the great food; he had this crazy idea of buying an F-40 from Joe Marchetti. Mr. Marchetti came over and joined us. He recognized me as that "Porsche guy". After a lot of talk about those expensive Fiats, the conversation turned to the superior German import. I told the story of my acquisition of the '59. Joe stated that the Easter Seals Third Annual Chicago International Concours was going to be held at his Montefiori estate next month and they needed a Speedster.



Chicago International Concours d'Elegance

Several days later Mr. Hinson of Bill Jacobs Porsche/Audi et al called and asked me to send him some pictures of the "D" and then he would decide

whether or not I would be invited to display the car, as Mr. Jacobs had a nice Speedster. Mr. Hinson called back and stated that I was invited. He took down information on the car and me for the program. Program? I had never heard of a program for a car show before.

I asked Chuck MacKay, the best concours guy I know (two time former National Champion-BMW) to help me prepare the car. Two weeks later, with help from my son Michael, the car was ready. Complimentary tickets, maps and a license plate had arrived in the mail. The plate was to be attached to the cars so the patrons would know what they were. It stated "1959 Porche, 356A Convertible 'D'". The word "Porsche" was misspelled. I reluctantly put it on the front of my car.

Chuck arrived exactly at 8 AM on Sunday morning. We fired the little car up and drove to Lemont. The trip was uneventful except for the two cicadas that committed suicide on my windshield. Michael and my ten year old daughter, Kelly, followed in his Targa. As I pulled into the beautiful estate, I knew why we had not seen any other concours cars on the road. There had to be at least sixty 40 foot semi's and a large number of enclosed trailers unloading their very expensive cargo. Holy shit! Dusenbergs, Packards, Rolls, Bugattis, Cords, Auburns, Hispano-Suizas and Ferraris were everywhere. My God! These were all multi-million dollar cars, we were in trouble!

We pulled up to registration and were given a program and exhibitors badges to wear. We were led in a golf cart to the area where my class was to be displayed. The Porche D was in Post War Sports Cars Open 1945-1960. There is also a class for closed cars. My class consisted of a '48 HRG, a '48 MGTC, a '55 Jag, a '55 Ferrari, a '59 Alfa, a '59 Jag, a BMW Roadster, a 300 S.L. Mercedes and a 375 Ferrari Milla Miglia Spyder (easily worth 100 times more than my car). My crew and I spent the next hour frantically cleaning 40 miles of road dirt and cicadas off the car.

After a complimentary breakfast, we returned to view our competition. All the cars were great, particularly the MG and the very expensive Ferraris. Five men, all in sports coats and ties, arrived at 11 AM to judge the cars. As there were no score sheets, we had no idea how we did.

John Barrett's nice 904 was representing Porsche in the race car class. He also had his hands full. A blower Bentley, Mercer, Mercedes, Hispano-Suiza and a gaggle of blood-red Ferraris.

We walked around the estate to view the different classes, it was like a three hour orgasm. The greatest cars in the world; Dusenbergs, Benzs, Rolls, Packards, Hispano, Delahaye, Cords, Auburns and on and on. Just when you thought you had seen the

greatest car, the one next to it was better. The organizers estimated the value of the automobiles present was over 120 million dollars. I would have traded my kids for any one of them.

About three o'clock a cannon was fired and the judges returned with ribbons and medals for the class winners. The Ferrari Spyder took the third place ribbon, the MG the second place. When they put the blue ribbon on the "Porche", Chuck, Mike and I went nuts. We had won! Those expensive Fiat people had been put in their place.

When we left, we put the top down. No trailer for us. 4000 RPM, wind in your face, and a great 356 underneath you. This is the Porsche mystique - or is it Porche? God, it was great! Now to get home and call Rip.

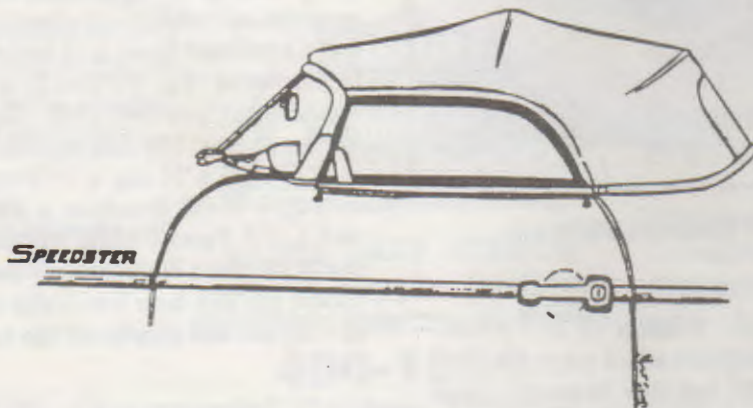


John Barrett's 1964 904 GTS



Dan Gallagher's 1959 356D

Photos by Dan Gallagher



REAR VIEW MIRROR

By Ilona Marcinkus

TIMED AND TIMED AGAIN...AND AGAIN...

June 24, 1990: The first parking lot event of the summer, and it was shaping up to be a great day. The sun was shining, it wasn't too hot, and traffic up to Waubensee got obediently out of our way when we appeared in rear-view mirrors. My fiance, George Mueller, and I had a late afternoon commitment, but considering "tech at 10:00, first car off at 11:00", we figured we had time to shake some dust off and get into summer racing mode before having to leave at 2:00.

Wrong!

Much in the same way that mid-December finds many of us untangling strings of quickly-packed Christmas tree lights, Sunday morning found engineers, electricians, and many other available hands tackling the task of setting up the timing equipment. And, just like sometimes happens at home, when the time came to plug everything in and get started with the festivities...nothing. Okay, let's just jiggle this wire, and cross-connect it with this one, and plug tab A into slot B, and...nothing.

Well, nothing was happening for quite a long time; while experts Greg Turek and aforementioned fiance George combined their wits and wisdom to the problem, many of us were wondering just how much fun it would be to drive around a parking lot, counting "ONE one thousand, TWO one thousand, THREE one thousand..." and trying to figure out a winner at the end. Soon after the drivers' meeting, however, moments of patience and years of experience, combined with a few prayers to the patron saint of parking lot racing, paid off. The event was ready to begin, and the "A" group was being called to line up.

So far, so good.

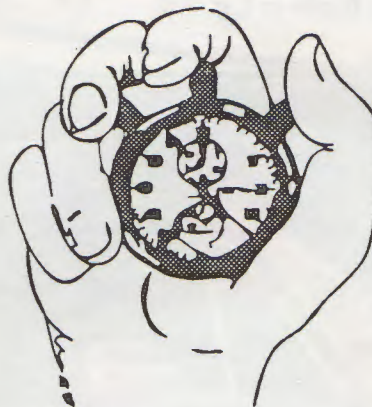
I'm not sure how it happened, but somehow I, usually a spectator and enthusiastic supporter of one particular 911SC, was enlisted to render my services at the starting line, which was okay by me, since I wanted to soak up some sun anyway. And, for a while, everything was going along just fine. That is, until the timer refused to click off when someone crossed the finish line.

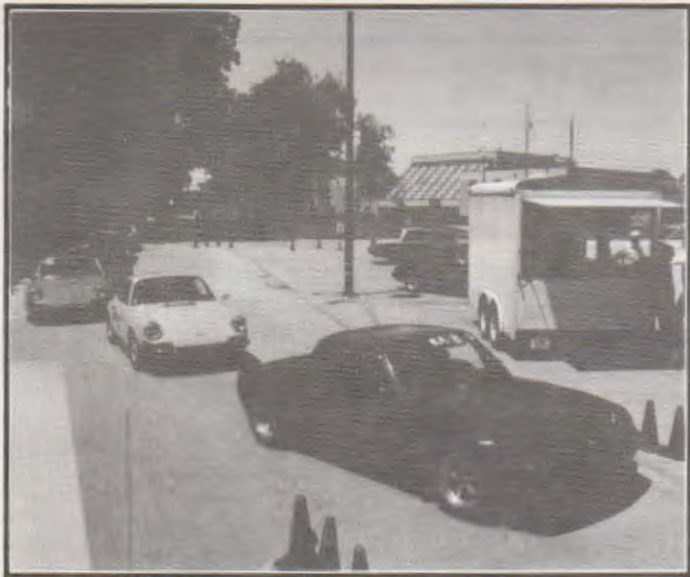
"Hey, Greg!"

The timing lights were fixed, but not for long, unfortunately, and during the course of the day, thoughts of "ONE one thousand, TWO one thousand, THREE one thousand..." crossed my mind more than once. I even scanned people's wrists, checking for watches with second hands, just in case.

The most fun I had that day (okay, I lead a sheltered life) was during one of the more protracted timing failures; everyone in line had shut their cars off because of the heat, and I actually got the chance to say, "Ladies and gentlemen, start your engines..." (I work at a printing company where my dream of saying, "Stop the presses" has already been fulfilled. My life will be complete when George will someday ask, "What's for breakfast, dear?" and I will answer, "Nuttin', honey.")

All in all, even in the face of adversity, the event was a success. And even without any help from this cheering section, my favorite 911 came in first in its class. Hopefully, future events won't be plagued by timing equipment. but just in case, let's practice up: "ONE one thousand, TWO one thousand, THREE one thousand..."





At the June 24th Gymkhana



Larry Meeker, Event Chairman and Rick Glau, Autocross Coordinator



David Beach in Car #36



Chris & Vanessa Inglot & Sunny



The Prez!



What a pair!

JUNE 24 SUMMER GYMKHANA RESULTS

Class 1

Rip Patterson	41.21
Dale Block	41.20
Robert Schrepfer	42.92
Rick Glau	44.14
Wally Schrepfer	45.77

Class 2

George Rudawsky	41.65
Art Sebek	45.23
Chris Ingot	45.46

Class 3

Nick Leicht	39.51
Dave Beach	41.68
Bill Samp	46.09
Harold Beach	52.15

Class 4

Dan Davis	38.70
Matt Aaron	41.21
Greg Turek	41.26
Richard Potempa	47.07

Class 5

George Mueller	40.43
Mark Gadbois	40.58
Arnold Zann	41.91
Larry Meeker	42.45
Terry Marzec	42.61
Ron Romac	44.88
Ray Osmus	DNF

Class 6-7

Glenn Sapa	38.81
Ed Leed	39.81
Sam Hochberg	41.90
John Flesburg	46.84
Dale Flesburg	46.86

Women

Debby Leed	41.18
Lisa Davis	42.98
Jeanette Russo	43.63
Marla Turek	45.97
Kathy Sebek	58.72

FTD Men

Ricardo Gonzales	36.14
------------------	-------

FTD Women

Michelle Davis	40.76
----------------	-------

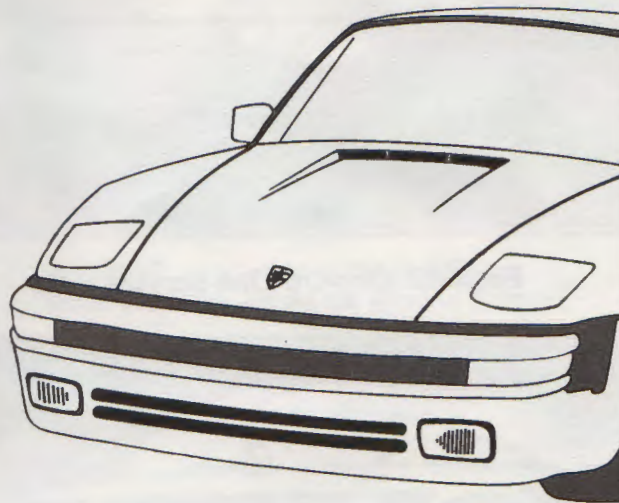
Winners of Goodyear Blimp Ride

Lisa Davis, Michelle Davis

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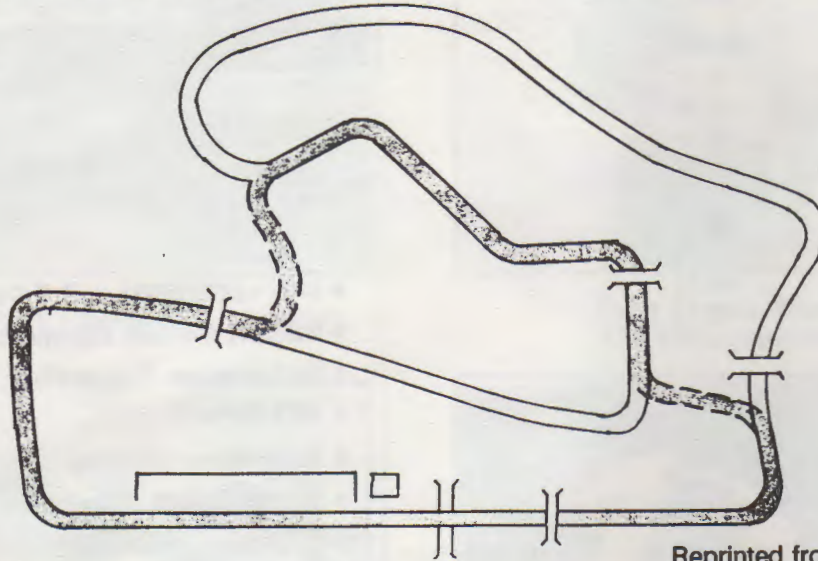
(Just 1 block west of York Road on the S/W corner of Irving Park and Center Street)

Elkhart's New Stock Car Circuit?

Mr. Gofast , Kim Crumb passed this along

ROAD AMERICA, the scenic four-mile road racing circuit in Elkhart Lake, Wis. may get a new "short circuit" to better adapt the track for stock car racing. The shaded area shows what portions of the existing track and route the proposed addition would take to make a 2.8 mile inner circuit.

Spectator berms, as seen at Mid-Ohio, are contemplated. A new pagoda is planned and new pits, closer to turn one, are already in place. The full complement of permanent TV cabling would be buried as part of a \$450,000 improvement program. A 1991 completion date is recommended.



Reprinted from Nord Stern July, 1990

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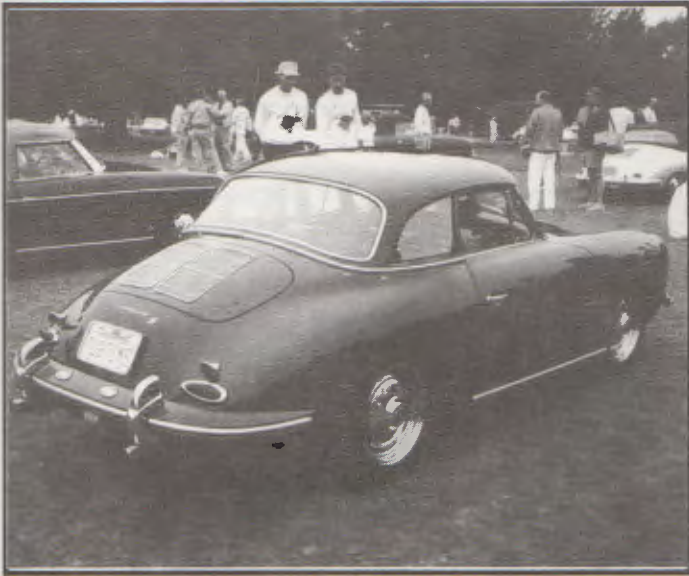
Or, if you have one of those high speed 911 or 944 Turbos, or a car equipped with Wilwood calipers, you may want to try our Performance Friction Carbon Fiber Metallic racing pads - the latest in racing technology. These pads were also recently tested at Road America with terrific results.

Good deal on AP550 and AP600 brake fluid, too.

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MONTEREY MEMORIES



Some incredible 356's



The land speed record car that ran at Bonneville



A Gmund coupe - one of the first 50 cars made in Austria before the move to Stuttgart



The beautiful Carrera 2 coupe

Photos by Cy Ling



An enthusiastic license plate!

INDUSTRY NEWS

PORSCHE ANNOUNCED 1991 MODEL PRICES

RENO, NEVADA, JUNE 13, 1990 -- The price of 1991 Porsche automobiles will increase this fall for the first time in two years, according to Porsche Cars North America Inc.

The increases, which range from 3.5 to 3.9 percent, will be implemented because of the higher cost of building the cars, the company said.

Manufacturer's suggested retail prices for 1991 Porsche models are as follows:

944 S2 Coupe	\$43,350
944 S2 Cabriolet	\$50,350
911 Carrera 2 Coupe	\$60,700
911 Carrera 2 Coupe w/Tiptronic	\$63,650
911 Carrera 4 Coupe	\$72,000
928 S4 or 928 GT	\$77,500
911 Turbo	\$95,000

The new models will be available at dealerships beginning in late September.





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 SAT 7:30 AM-5 PM
 SUN 10 AM-3 PM




BEHIND THE SCENES

Parade at Monterey this year was, in a word, fabulous! With some incredible cars, awesome scenery, and our friends from around the country, my time there was just too short to see and do all the things I would have liked. Highway 1 was *made* for Porsches - it just wasn't the same driving a rented Nissan, I longed for my 944.

As this sometimes soggy summer draws to a close, don't forget we still have a few more driving events left on our calendar, so come out and join in the fun!

See you there.

Doris

COMING ATTRACTIONS

In next month's Scene we will have a special 32 year retrospective of Potter's Picnic by Wayne Potter and friends. Wayne (who is recuperating nicely from his surgery) is keeping himself out of trouble busily putting together a fun article for next month. Be sure and look for it!

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THE MART

Send classified ads to the editor by the 10th of the month, to appear in the following month's "Scene". Each ad is limited to 50 words, plus name, address and phone number. Ads are run for one month only and are free to Chicago Region PCA members. Non-members or out of region members may place ads at the cost of \$5.00 per ad. Payment must accompany ad. Send ads to: Doris Voce, 1628 Southampton Court, Wheaton, IL 60187, FAX (708)510-0849

● FOR SALE - PORSCHE

1990 Carrera 2, Red/black, 3,000 mi. \$51,000. Jerry Brady (708)897-0811 days, (708)897-0302 eves.

1987 928S4 #WPOJBO929H5861986 "Nougatbraun" metallic, sunroof, ABS, Gotti 3 pc. wheels, dual F/R AC, mats, Blaupunkt with BEQ65 equalizer, Kenwood 8070 4 chnl. amp. remote Sony Disc Jockey, Porsche alarm, no snow, non-smoker, 21K mi. \$42,500. Paul Shaw, 244 Bell, Cary, IL 60013 (708)639-2076 eves.

1985 911 Carrera Coupe. WPOAB0918FS121592, Black/red full leather. Mint, like new. 24.8K mi., garaged, stored winters, no dings. Spoilers, 16" alloys, electric adjust and heated seats, limited slip, sport shocks, power door locks, alarm, AC, sunroof, Monterey. USA model. 3/86 delivery. \$31,000. Vance Browne (708)870-7104.

It's back! 1981 911SC Targa. Some new sheetmetal, beautiful new paint, Many pro street/track mods by Manny, including short gears, SSI w/sport, Weltmeister suspension, RSR clutch, etc. 34K mi. Goodyear VR-S on Ronal R-9's, extras. \$38K in - need \$30K out. Tom Thompson (708)879-1739.

1974 911 Targa. Gold - good shape, includes bra. \$12,000, Vern Tepe (708)810-1442.

1970 911T Coupe. Guards red/tan leatherette interior, completely restored. Many new parts, many upgrades on rebuilt engine including Carrera tensioners. New tires, on cookie cutter mags. 66K mi. \$10,000. Glenn Town, 1103 N. Howard, Wheaton, IL 60187 (708)260-2595 days, (708)682-8558 eves.

● FOR SALE - PARTS

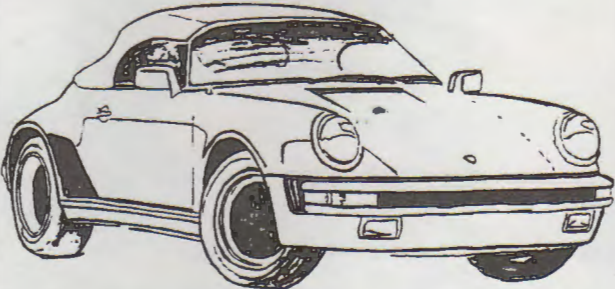
Wolf front end bra \$50.00, OEM 3rd, 4th, 5th gear-sets \$150 ea., 8:31 ring & pinion \$150, one new Euro H-4 headlight assy. \$100, pair of Euro headlamp rings - primered \$70 pair, pair of Flofit sport seats, new blue, \$700, "Porshop" single inlet, dual outlet sport muffler \$200, aftermarket fan for fender oil cooler \$50. Tom Thompson, 305 Evergreen Drive, Batavia, IL 60510 (708)879-1739.

● FOR SALE - OTHER

Formula Vee SVRA legal turnkey racer, 1966 AutoDynamics MK III, fresh VeeTech engine, Lybarger trans., original body, needs tail, 4 new Goodyear Blue Streak Vintage Race on solid wheels, 4 Goodyear Race Rains on solid wheels, old but still have nubs, also has spare body (updated) looks like Indy car, 4 Hoosier race slicks on new slotted wheels, has shroud & generator, \$4,500 OBO. Terryl Johnson (312)822-5664 days, (708)560-4446 eves.

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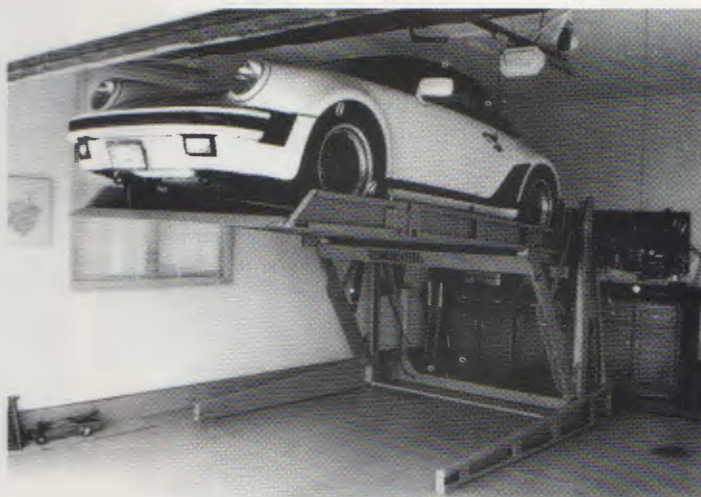
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Send me more information about the Car-Lift.

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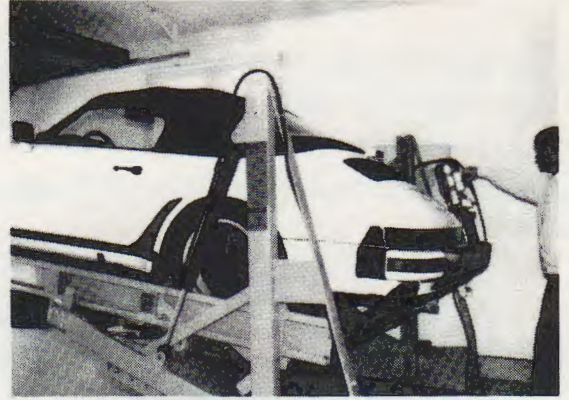
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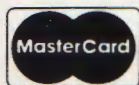
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