

**DECEMBER 1991**

# **CHICAGO SCENE**

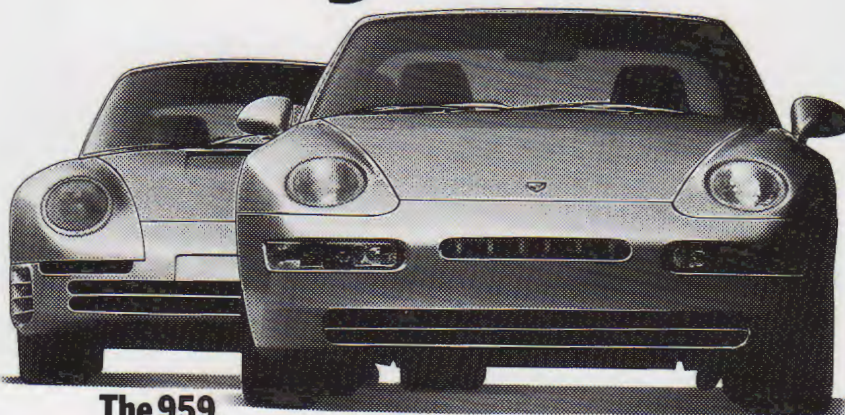


**The official publication of the Porsche Club of America, Chicago Region**



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## "CHICAGO SCENE"

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**DEADLINE:** Material must be received no later than the 10th of each month for publication in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

**MART:** Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

### ADVERTISING RATES:

**Quarter Page:** \$15.00/mo. yearly, \$25.00/mo. quarterly; **Half Page:** \$30.00/mo. yearly, \$40.00/mo. quarterly; **Full Page:** \$60.00/mo. yearly, \$75.00/mo. quarterly.

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### EDITOR

Doris Voce  
1628 Southampton Court  
Wheaton, IL 60187  
(708)462-0451  
(708)510-0849 FAX



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**COVER:** Debby Leed gives us her famous smile as she races out of 1991. Photo by John Bohlander.

## CHICAGO REGION 1991 CALENDAR OF EVENTS

January 13	Annual Membership Meeting
February 10	Restaurant Tour
March 3	Concours School
March 17	Rallye
April 14	Tech Session
April 21	Concours
May 5	Driving School
May 15	Blackhawk I
May 25 & 26	Elkhart I
June 9	Gymkhana
June 22 & 23	Two Day Rallye
June 30	Restaurant Tour
July 7	Utica Autocross
July 10	Blackhawk II
July 28	Gymkhana
July 28-Aug. 3	Parade
August 11	Potter's Picnic
August 14	Blackhawk III
Aug. 31 & Sept. 1	Elkhart II
Sept. 15	Charity Gymkhana
Sept. 22	Gallagher's Rallye
October 12	Blackhawk IV
October 27	Halloween Concours
November 17	Tech Session
December 7	Dinner Dance

# WHO'S WHO



**PRESIDENT**  
Debby Leed  
(708)382-6911



**VICE PRESIDENT**  
Dan Gallagher  
(312)845-7823



**SECRETARY**  
Chuck Bittman  
(708)246-9505



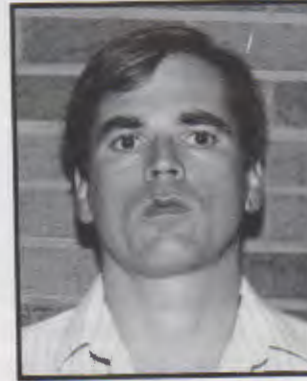
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(708)344-0911



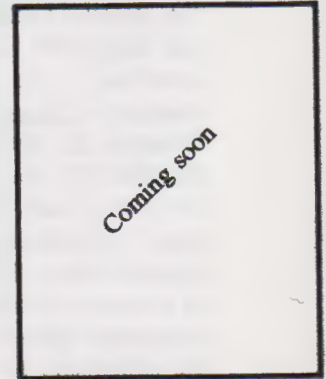
**IMM. PAST PRES.**  
Howard Yefsky  
(312)642-8897



**DIRECTOR**  
Jim Becker  
(708)420-7155



**DIRECTOR**  
Nick Leicht  
(815)338-4854



**DIRECTOR**  
Arnold Zann  
(708)386-2864



**DIRECTOR**  
Rip Patterson  
(708)566-2371

## 1991 COORDINATORS

### AUTOCROSS

George Mueller (708)371-0119  
Arnold Zann (708)386-2864

### CONCOURS

Pat Yanahan (708)887-7605

### GOODIE STORE

Linda Patterson (708)566-2371

### RALLYE

Nick Leicht (815)338-4854  
Bruce Janecek (708)361-8421

### SAFETY

Jim Becker (708)420-7155

### SOCIAL

Gail Becker (708)420-7155

### MEMBERSHIP

Lee Lichtenstein (708)577-1550  
24 Hr. Member Info (312)769-8193

### TECH CREW CHIEF

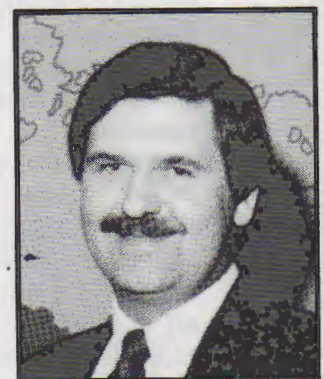
Glenn Sapa (708)690-0667

### "SCENE" EDITOR & ADVERTISING MGR.

Doris Voce (708)462-0451  
FAX(708)510-0849

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John Bohlander (708)963-8076



**DIRECTOR**  
Greg Turek  
(708)961-2439

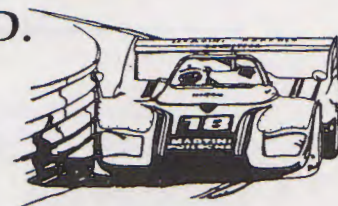
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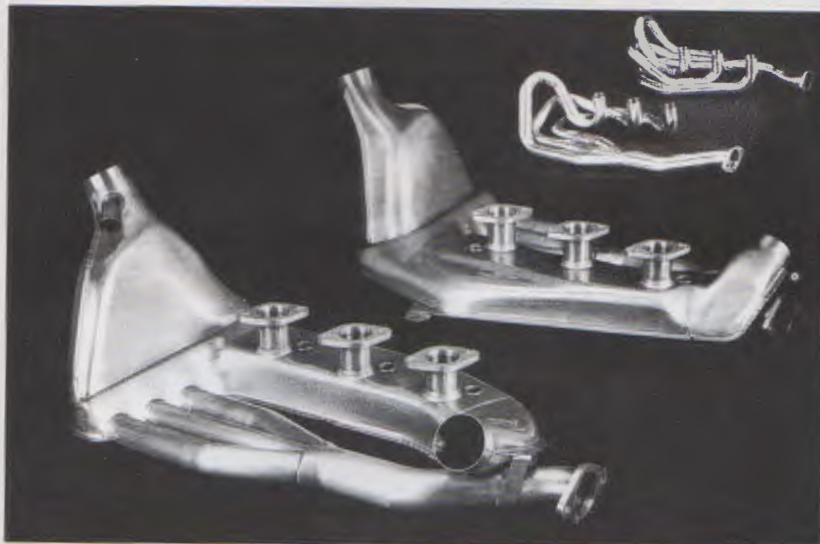
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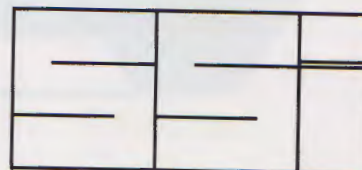
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## THE LEED LANE

---

My final column will be a GIANT THANK YOU to all of you who helped make 1991 a successful year for the Chicago region!

First, I want to thank your Board of Directors for their collaborative effort in making your club run as smoothly as possible. They all had personal and business commitments but made every effort to attend Board Meetings and events to demonstrate their interest and support of the club. They did a lot of work to make the club fun for you.

Our Coordinators also deserve a hand for the wonderful job they have done! They successfully recruited chairpersons for our many different events and ensured that articles have been in the *Scene* on a timely basis to inform you of upcoming events. And they have been around to see that the events have been run without a hitch.

Kudos, first, to our hardworking Autocross Coordinator duo, George Mueller and Arnold Zann. They did a wonderful job of overseeing the driving events and chairing Elkhart I.

Thanks to Pat Yanahan, Concours Coordinator, for encouraging us to clean our Porsches and by showing us how well it can be done.

Thanks to Linda Patterson, our Goodie Store Manager, who not only keeps the store well stocked but keeps the chocolate chip cookie tins full!

Thanks to Lee Lichtenstein, our Membership Chairman, who brought 110 new members into our fold this year!

Thanks to Nick Leicht and Bruce Janecek, our Rallye Coordinators, who know that all roads are Porsche roads.

Thanks to Jim Becker, our Safety Coordinator, for making sure our events were run safely.

Thanks to Gail Becker, our Social Coordinator, who know it's the people who make the Porsche Club fun.

Thanks to Glenn Sapa, our Tech Crew Chief, for seeing to it that someone was there to inspect your car before each driving event.

Many thanks to Doris Voce, our *Scene* Editor and Advertising Manager, for doing an outstanding job of producing our newsletter. Thanks to John Bohlander for taking some very interesting pictures of our members.

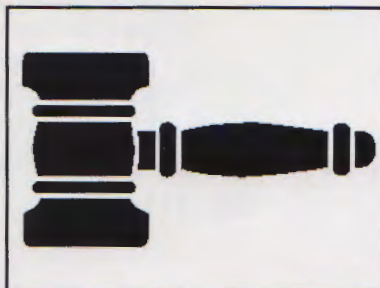
Thanks to all our event chairpersons and workers! Without you our events could not have been run! Fantastic job!

Most of all, I want to thank you, our members, for your support of the club. We have seen a lot of new faces and we hope you had enough fun to come back for more!

Last but not least, I want to thank every one of you for helping me do my job as president these last two years. I've had a wonderfully supportive cast in the Board of Directors, Coordinators, Event Chairpersons and members. I've done my best and I've had fun, too. I highly recommend this job to anyone who really wants to get involved in the club. It's a great way to meet the members. And it is so true - "It's not just the cars, it's the people!" that make the Porsche Club great!!

See you in the Leed Lane.

Debby



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## IN GALLAGHER'S GEAR

---

Well, here we are. I have held every office in the club, been a member of the Board of Directors for more than 10 of my 23 years of membership, and now for reasons unknown to me, I am the President.

Most of those who know me in the club know where I am coming from and what I want to do with the club but for those of you who do not know me or what I stand for, I am going to tell you.

I am inheriting a club in great shape. Debby, Howard, Wilma, and their predecessors have done a great job. We have adequate money (thanks, O'Keefe and Bauman), a large membership (great, Lee), a fine newsletter (good job, Doris), but most important, a history of camaraderie and success. However, there are a few situations I would like to call your attention to and ask for your advice.

We are a single marque club, devoted to and adoring the car from Stuttgart. I notice that applications for membership do not usually come from individuals who purchased new Porsches. The price is getting prohibitive. I do not think this will be a problem in the short run, but it may present a long term problem.

The next situation we must address is that of a parade. This region must decide this year whether or not we want to put on our region's fourth parade in 1996 or 1997. It is a major undertaking. We would have to start planning and put in a bid soon. I personally am against holding a parade. However, I am and always will be responsive to the wishes of the members.

In all truthfulness, I was nominated and elected as a compromise between the old guard who liked an autocross event at Elkhart and the young turks who favored the open circulation event. It is my opinion that the membership has voted. When we have 110 cars for a circulation event at Elkhart, it is because the people enjoy and want the event! I plan to continue the policy.

We as a region have always followed the policy of different events for different types of enthusiasts: i.e. rallye, autocross, gymkhana and concours. Some problems have become apparent. When you have an excellent two day rallye and only 14 cars show up, something is wrong. I am intending to move this club towards less serious and more fun rallyes. If this doesn't work, rallyes may be a thing of the past. I welcome any input on this or any other subject.

Concours is the present shining star. We are experiencing as many as 33 cars per event. We are expanding this event to four next year. I am confident Bill Garvy will do an excellent job.

Next we come to the PCA Racing Program. When the results of Arnie Zann's survey are in, the Board will decide what we are going to do. The one thing we will guarantee you is, unless there is a significant interest in this, the Board will not commit the club's financial interest to it!

Last but not least, without criticizing any prior administration, I want to make this a more open club. Board meetings have always been held in a member's home without announcement in the newsletter. We have decided that a monthly meeting in the O'Hare area would be in order. As soon as a site is secured, it will be published in the newsletter and will stay in the same location for the entire year. All the members will be invited to attend.

Well, I told you where I stand. If you want to put your two cents in, punch me in the nose, or see what really goes on in this club, come out to the Annual Membership Meeting January 19th at Motorwerks in Barrington. See you there!

Dan

---

## UP AND COMING

---

### THE ANNUAL GENERAL MEMBERSHIP MEETING

January 19, 1992 - Noon to 2 PM

Motorwerks of Barrington, at Dundee and Barrington Roads

Join us at our Annual General Meeting and meet the 1992 Board of Directors and Coordinators. We will discuss the upcoming schedule of events

for 1992 and answer your questions.

Although we will not be serving food, coffee and pop will be available. Please enjoy breakfast before you come or ask us for the names of some good local restaurants for a late lunch.

Questions?? Call Dan Gallagher at (312)616-1416.

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## **CHOCOLATE FANTASY BALL**

---

It is time to get ready for our annual holiday party! Be sure to mark December 7, 1991 on your calendar, and send in your reservation for our holiday celebration and awards ceremony. This year's gala event will be at the Oak Brook Bath and Tennis Club at 800 Oak Brook Road, Oak Brook, Illinois.

Our cash bar will open at 6:30 PM with hors d'oeuvres being served and seating for dinner at 7:30 PM. Our menu will include Shades O'Green Salad with your choice of dressings, Cream of Chicken Soup with Wild Rice. Your choice of entree will be Orange Roughy with Burr Blanc Sauce or London Broil with Bordelaise Sauce. Your entree will include Potatoes Rissolle and Broccoli Spears with Cheese Sauce. Your dinner will be completed with a special dessert.

Live music with dancing will start after our awards ceremony, with our cash bar staying open until midnight.

We have seating for one hundred people, so be sure to send your reservations in early. We hope to see you there. Friends of Porsche Friends are welcome.



---

### **Chocolate Fantasy Ball**

Name \_\_\_\_\_ # Attending \_\_\_\_\_

Phone \_\_\_\_\_ Amount Enclosed \_\_\_\_\_

Choice of Entrees: Orange Roughy \_\_\_\_\_ London Broil \_\_\_\_\_

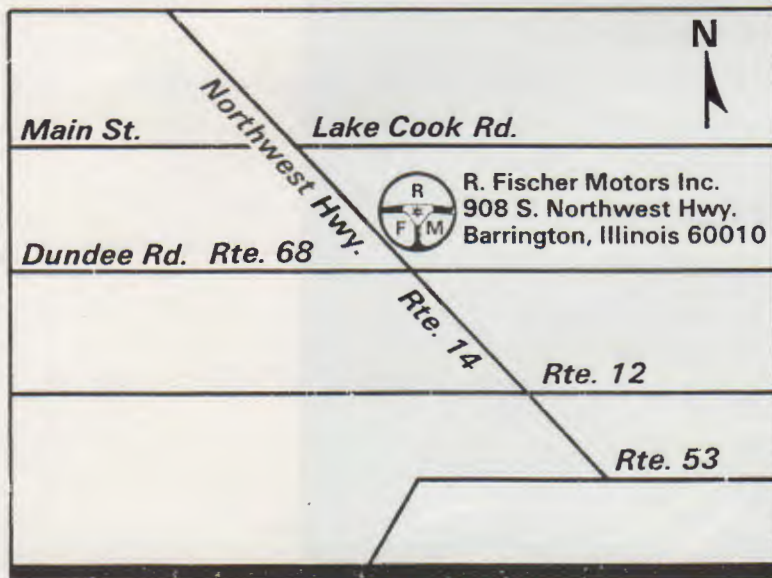
Black Tie optional  
\$45.00 per person, \$90.00 per couple

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# INTRODUCING THE 1992 BOARD OF DIRECTORS

---

**President, Dan Gallagher.** A PCA member since 1969 when he joined with his 1967 912 Targa, Dan has held every Board position, including seven years as Newsletter Editor. He is probably best known as the "Blackhawk Man", chairing this popular event for the last 22 years. Although Dan has owned some very interesting, unique cars over the years, his current favorite is his '59 356 Convertible D, a frequent concours competitor, and the subject of a *Panorama* article in August, 1990. Dan lives in downtown Chicago.

**Vice President, Rip Patterson.** Rip has been active in PCA since 1969, and joined the club in 1972 with his 1964 356, the famous "MS TRIS", which was a total restoration taking eleven years to complete. Rip has previously served as Director and Vice President. Rip is married to a second generation "Porsche kid", Linda Potter Patterson, our Goodie Store Manager, and Potter's Picnic Event Chairman. Rip's main club interest is autocross and concours with "MS TRIS", often seen in hot competition with Gallagher's Convertible D. Rip and his Porsche family live in Grayslake.

**Secretary, Chuck Bittman.** Chuck has been a PCA member since 1988 with his 1980 924, serving his second year as Secretary, and has chaired the last two very successful Charity Autocrosses. Chuck lives in Western Springs.

**Treasurer, John O'Keefe.** John has been a member since 1972, when he owned a 1968 911 coupe. John has previously served as Chicago Region's Treasurer, chaired several rallies, and ran timing equipment for Road America for three years. He also did the overall year-end points for three years. John currently owns a 1970 911T and his favorite club events are Blackhawk, Road America, and Potter's Picnic. John lives in Westchester.

**Immediate Past President, Debby Leed.** Debby and Ed have been PCA members since 1973 with a 1964 356C. Debby, in addition to serving as our President for the past two years, has also been a Director, Vice President, and has chaired many

events. Debby enjoys all club events and lives in Barrington with Ed and their Porsche Pooch, Nigel.

**Director, Bruce Janecek.** A member since 1967 with a 1966 912, Bruce previously served as Vice President, Concours Coordinator, and Rallye Coordinator, and was the Treasurer at the 1972 Parade. Bruce currently owns a 1980 Silver 928. His favorite events are autocrosses. Bruce and Jean live in Palos Park.

**Director, Nick Leicht.** A PCA member since 1986 with a 1985 944, Nick is serving his second year as Director, and previously served three years as Rallye Coordinator. Nick currently owns a 1973 911 and enjoys vintage racing, most recently at Road Atlanta, where he came in third after two racing cars. Nick is also an Instructor for Tracktime, and lives in Woodstock.

**Director, Lee Lichtenstein.** A member since 1983 with his '83 944, Lee was previously Secretary for two years, and Membership Chairman for three years. Lee has also chaired the Charity Event, is an instructor for driver education events, and an avid Parade attendee. Lee was the 1988 Chicago Region Enthusiast of the Year. He lives in Libertyville.

**Director, Greg Turek.** A member since 1986 with a 1986 944 Turbo, Greg is serving his second term as Director. Greg and his wife, Marla, are avid autocrossers, were Registrars for two Elkhart events, and attended the Michigan Parade. They are both expert drivers and instructors at Road America events. Greg and Marla live in Naperville.

**Director, Arnold Zann.** A member since 1983 with a 1983 944, Arnie served previously as Director and Autocross Chairman. He has chaired Road America and various other racing events, and is an autocross/driving instructor at Road America. Arnie is in charge of the new PCA Racing Program. Arnie and Sheila live in Oak Park.

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# WELCOME

---

## TO OUR NEW MEMBERS

By Lee Lichtenstein

Ken & Diana Briegel  
104 E. Bauer Road  
Naperville, IL 60563  
1986 911

Girolamo Calzante  
131 E. Vallette  
Elmhurst, IL 60126  
1989 911

Mike Coglianesi  
40 Nicolette Avenue  
Schaumburg, IL 60173  
1985 911

David & Betsy Goltermann  
739 Elm Street  
Glen Ellyn, IL 60137  
1968 911

Joseph Jr. & Jeanne Purpura  
8401 W. 151st Street  
Orland Park, IL 60462  
1973 911T

Al & Gail Wilhelm  
340 Cumnor  
Glen Ellyn, IL 60137  
1981 928

## ANNIVERSARIES:

### 20 Years

Neil & Judith Holleb  
Todd J. Kaitis  
Wally Schrepfer  
William & Terry Boy  
Charles & Janis Sharpless

### 30 Years

Kenneth & Craig Skaar  
Harold Beach  
Bernice & Norman Koglin

### 31 Years

Glenn & Olga Appleton  
James & Bonnie Gladish  
Neiland & Ann Pennington  
Ray & Ruthie Stonecipher  
Richard & Carol Bennett  
Wayne & Eileen Coursey

### 32 Years

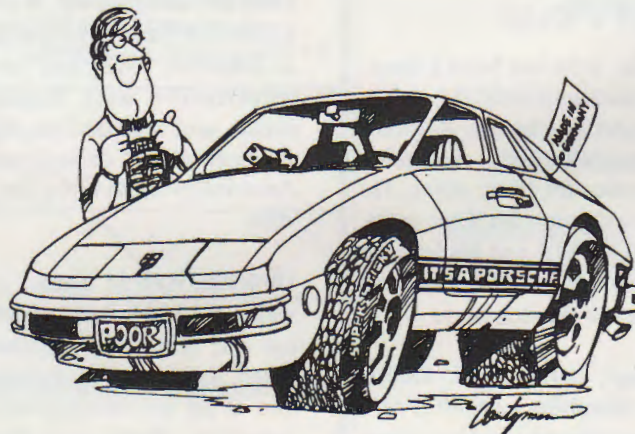
Walter & Jean Sobek  
Robert & Virginia Gummow

### 33 Years

Wayne F. Potter

### 36 Years

Eugene & Marian Bussian



---

## ***PCA RACING IS HERE***

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The National PCA Board has passed a racing program for the coming year. Each region may stage an event under National PCA rules and guidelines. I have been asked to poll the Chicago Region to see if enough interest exists to hold an event at Road America. As I see it, the event would be an additional weekend, not part of our two current Road America weekends. The tentative National PCA rules are based on a combination of vintage racing and the PCR's. Please read the information carefully and determine whether you are interested in participating. Please remember that dates at Road America are very hard to come by and I need to get accurate feedback from our members. If you want our region to pursue the racing program, please respond as soon as possible.

***If You Want to go Racing,***  
Please fill out the form below and return it to me ASAP.

---

***Yes, I'll participate in the PCA  
Racing Program***

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ PCA Region \_\_\_\_\_

Please return to:  
Arnold Zann, 502 North Grove, Oak Park, IL 60302

# PCA CLUB RACING PROGRAM

## GENERAL RULES

1. The program is designed to be fun, safe, and competitive. Good sportsmanship, honesty, and a sense of fair play should exist at all times.
2. Conduct which jeopardizes safety or results in dangerous or damaging situations will not be tolerated. Spins, "off-roads" or car-to-car contact will be grounds for punitive action. The "13/13 rule" of vintage race series will be followed. Any incident (off-road, car-to-car contact, unacceptable track manners, etc.) will result in the following:
  - A. Meeting with the organizers to discuss the infraction.
  - B. Exclusion from competition for the remainder of the event at which the incident occurs.
  - C. Suspension from the next program event.
  - D. Thirteen month probation period. If, during this probation period, the driver is involved in another incident, his program competition privileges will be suspended for thirteen months.
3. Only PCA "licensed" drivers are eligible to compete.
4. Any modification not specifically listed is not allowed. In other words, if the rules don't say you can do it - DON'T.
5. To allow for the inevitable "personalization" of your Porsche, a point system of class progression has been provided. (See attached)
6. Stock classes are based on factory published horsepower and weight. All cars must conform to these figures if tested. The organizers reserve the right to test any car for conformance.
7. Only Porsche manufactured automobiles, using Porsche manufactured engines (with the exception of Porsche race cars e.g. Elva/Porsche, March/Porsche, etc.) are eligible.
8. Any decisions of the organizers concerning safety, eligibility, acceptance, etc. are binding. Vehicles entered in the program must, in addition to meeting safety and classification rules and regulations, be presented in an attractive and eye pleasing manner. The organizers reserve the right to refuse to accept any vehicle which they feel does not "conform to the spirit of the program".

## SAFETY

1. All cars must pass standard Regional pre-event and grid tech and meet all additional safety requirements outlined in the rules and regulations for the PCA Club Racing Program.
2. Any vehicle deemed unsafe by the organizers will not be allowed to compete.
3. Helmets rated SNELL 85 or later are required. It is strongly suggested that helmets conform to SNELL 85 SA specifications. Drivers of vehicles without full windshields are required to have either full face helmets with shield in place or use protective goggles.
4. All cars must have metal to metal mounted roll bars of SCCA approved materials and tube size as outlined in the SCCA General Competition Rules. It is strongly recommended that cars be fitted with roll cages complying

## **PCA CLUB RACING PROGRAM (Cont'd)**

to specifications outlined in the SCCA GCR. (Roll cages may be mandatory depending on insurance requirements when the PCA Racing Program is finalized.)

5. A 2 1/2 lb halon fire extinguisher, securely metal to metal mounted in reach of the driver when seated and restrained, is required. An on-board fire system is highly recommended.
6. Sunroofs must remain completely closed.
7. Door windows must be completely down and an SCCA approved window net and attachment system must be fitted to the driver's window.
8. Floor mats must be removed. Driver's side carpet can be removed.
9. All hubcaps must be removed.
10. Lugnuts must be STEEL with engagement at least equal to the diameter of the wheel lug studs.
11. All oil lines on the pressure side of the oil pump must be thread on connections equal to or better than the factory, i.e. slip-on oil lines to coolers, etc.
12. Five or six point 3" competition harnesses, properly mounted, are required. Harnesses cannot be mounted to the seat or seat rail. Mounting must be to the chassis backed by large diameter washers or to the roll bar. The angle of the shoulder harness cannot be above nor exceed 40° below the horizontal plane of the shoulders. Modification to or replacement of the driver's seat may be necessary to meet this requirement. If the height or width of the seat back prevents the shoulder harness straps from remaining securely on the shoulders in all situations, the seat must be modified or replaced to remedy this condition.
13. In-car timing devices are prohibited - NO EXCEPTIONS!
14. Headrests, either integral with the seat, or separate, are required. The headrest must extend above the midpoint of the back of the helmet on the vertical plane of the seatback with the driver in the normal driving position.
15. An electrical cut-off switch with standard SCCA approved decal, mounted externally on the driver's side, is required. Method of operation can be by pull wire.
16. A fire retardant driving suit (single layer minimum, one piece) and one layer of fire retardant underwear, including socks and gloves are required. Driving shoes of fire retardant material are highly recommended. Tennis shoes with all leather uppers are acceptable. Drivers with facial hair (mustache and/or beard) must wear a balaclava.

## **CAR CLASSIFICATION**

### **CLASSES C THROUGH I**

**ANY VEHICLE IN CLASSES C THROUGH I MUST HAVE FULL ROAD EQUIPMENT, BE STREET LEGAL, REGISTERED FOR STREET USE, AND CAPABLE OF BEING DRIVEN TO AND FROM THE EVENT.**

#### **1. ENGINE**

- A. As delivered from factory. No modifications after the air filter or before the muffler.
- B. Stock, for the year, fuel injection must be retained, except carburetors may be substituted for mechanical fuel injection.

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## PCA CLUB RACING PROGRAM (Cont'd)

- C. Electronic fuel injection must retain stock DME and KLR (if applicable) chips.
- D. Turbocharged cars cannot exceed factory specified maximum boost. Factory method of boost control must be retained.
- E. Exhaust muffler is free providing the engine meets any local noise limit requirements.
- F. Machining for balancing purposes only is allowed.
- G. Air conditioning and/or air injection pump belts may be disconnected, but systems must remain as supplied from factory.

### 2. SUSPENSION

- A. Suspension pick-up points must remain as stock in location, type, and material.
- B. Shock absorbers are free providing they are of the same type, using the same pick-up points, as supplied by the factory.
- C. Any suspension setting not requiring machining or modification to factory parts is allowed.
- D. Spring type and rate must remain as supplied by the factory.

### 3. TIRES AND WHEELS

- A. Any "street legal, V-rated, road race version" tire is allowed. No 'autocross spec' tires allowed.
- B. Tread must be a minimum 2/32" over 2/3 of the tire at the start of each session (practice, qualifying, race).
- C. Any tire deemed "unsafe" by the organizers will be disallowed.
- D. Wheel type and style is free, providing wheel meets or exceeds factory safety specifications.
- E. Any width wheel/tire combination which fits under the stock body without modification exceeding "rolling" or "grinding" of the outer fender lip is allowed.
- F. Any diameter wheel/tire combination which does not significantly (more than 3% reduction) reduce the effective rolling radius is allowed.
- G. Wheel spacers are allowed for tire clearance only. The use of overly wide spacers which place higher than normal vertical loads on spindles and bearings are a safety hazard and are, therefore, not allowed.

### 4. BRAKES

- A. Brake pad material is free.
- B. Type and location of caliper and number of calipers and pistons as supplied by the factory for the type of vehicle. Updating within a specific type of vehicle is allowed. (e.g. 911T can use 911S brakes - 1975/77 930 can use 1978 and later 930 brakes)
- C. Drilling and slotting of rotors is allowed.
- D. Ducting of air to rotors is allowed.
- E. Removal of dust shields (backing plates) is allowed.
- F. Brake fluid is free.
- G. Number of master cylinders as supplied by the factory.

### 5. TRANSMISSION

- A. Ratios of ring and pinion and individual gear sets must be as supplied by the factory.
- B. Transmission coolers are free.
- C. Limited slip differentials are allowed, but points according to the modification schedule will be assigned.
- D. Short shifters are allowed.

### 5. BODY

- A. Removal of components for weight reduction is not allowed. Vehicle must meet minimum weight specification.
- B. Seats are free providing minimum weight of vehicle is met. Any ballast to meet weight must be

### PCA CLUB RACING PROGRAM (Cont'd)

- placed entirely in the driving compartment and be securely bolted to the chassis.
- C. Steering wheels and shift knobs are free.
  - D. Spoilers are free providing they do not exceed maximum factory body width nor one inch more than the maximum factory body length.
  - E. Fender flaring is allowed, but tire and wheel package may not exceed that which will fit on a standard vehicle of the same type in accordance with rule 3-E.
  - F. Modifications to the underside of the vehicle which have any effect on aerodynamics are not allowed.

**UPDATING OR BACKDATING IS ALLOWED PROVIDED THE CONVERTED VEHICLE MEETS ALL SPECIFICATIONS OF VEHICLE TO WHICH IT IS CONVERTED. e.g. A 3.2 LITER L985 911 ENGINE IN A 1969 911 IS ALLOWED PROVIDED THE VEHICLE MEETS THE MINIMUM WEIGHT, TRANSMISSION TYPE, BODY DIMENSIONS, WHEEL SIZES, ETC. OF THE 1985 911 CARRERA.**

### PROGRESSION POINT SCHEDULE

To allow for the inevitable "personalization" of Porsches in the Club, we have provided the following PROGRESSION point system. We hope that this will encourage more people to compete and, at the same time, provide a fair and competitive place for everyone.

- 1. A car will remain in its class when the progression point total is 0-6.
- 2. A car will move up one class if progression points total 7-12. Any vehicle in CLASS C with more than 6 points will automatically move to CLASS A.
- 3. Progression point totals above 13 will move the car to either CLASS A, for cars with more than 4 cylinders, or CLASS B, for cars with 4 cylinders.

A.	Race tires	13 pts.
B.	DME/KLR chips	12
C.	Non stock ring and pinion/gears	12
D.	Non standard brakes	3
E.	Solid/semi-solid suspension bearings	4
F.	Higher rate springs/torsion bars	4
G.	Adjustable spring plates	2
H.	Limited slip differential (factory)	3
I.	"Quaffe" differential	5
J.	Engine swap and/or modification not conforming to the update/backdate date	13
K.	Camber truss	2
L.	Fitment of tire/wheels wider than would normally fit within stock fenders	
	One inch per side	2
	Two inches per side	4
	Over two inches per side	7
M.	Tire/wheel package that significantly (3%) reduces effective rolling radius resulting in lower gearing	12
N.	Adjustable boost control/modified boost	7
O.	Header system	2
P.	Dual master cylinders/adj. brake bias	2
Q.	Removal of catalytic convertor/thermal reactors	3
R.	Relocation, modification to any suspension pick-up point, spindle, pivot point, etc.	7
S.	Slope nose conversion	4



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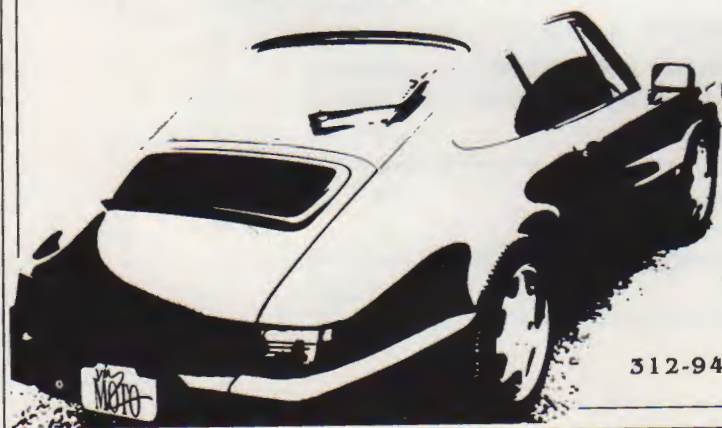
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# REAR VIEW MIRROR

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## PORSCHE-BMW CONCOURS

By Ron Jezl

The Bill Jacobs Motorsport Fourth Annual Fall Classic Concours was held on October 27, 1991. The Jacobs' showrooms and service areas are normally quiet on Sunday. However, this Sunday they were filled with Porsche and BMW club members, families, and friends. Over two dozen beautifully prepared cars ranging from 356's to current models received final detailing after driving in a light mist that just barely got the cars wet.

At about 1:00 PM a team of judges from both clubs patiently scored all the cars based on the classes under which they entered. The BMW club uses different classes and point schedules than the Porsche club. Consequently, a little extra time accrued before all the results were finalized.

However, the time was well utilized as two huge orders of pizzas arrived. One person speculated who was going to eat the second wave of pizzas as they arrived and then just laughed as each box and variety of pizza quickly disappeared. Meanwhile, the younger family members were entertained and had their own awards ceremony.

A "People's Choice" was also part of the program with the Porsche club members voting for their

favorite BMW and BMW club members voting for their favorite Porsche. Dale Moody's beautiful 356 was voted the People's Choice.

Pat Yanahan presented the winners in each class with their trophies, followed by a thank you message from Debby Leed. Barry Gold, President of the BMW club, presented trophies to their class winners.

Special appreciation is extended to Bill Jacobs and the many staff members for their friendly hospitality, cooperation and delicious refreshments enjoyed by the dozens of Porsche and BMW members and families. A lot of extra time, shifting of cars around the showrooms and much cleaning up goes into hosting one of these events.

This was my first Porsche club event and my first concours ever. I used to feel that a concours was for the fanatics and more work than I wanted to go through just to be embarrassed during the judging. However, the judges were very helpful, constructive, and made me feel comfortable, as did the other Porsche club members. I entered just for the experience and had a great time in the process of learning something about concours preparation. Besides, the 928S never looked so good! With four classes, almost anyone can get into some friendly competition.

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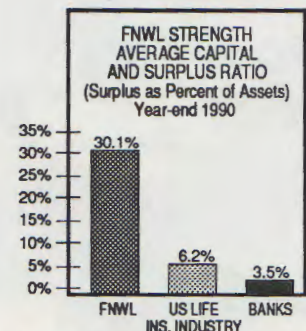
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### FINANCIAL STRENGTH



**HALLOWEEN CONCOURS  
OCTOBER 27, 1991**

Class A

1st	Joe Harris	'55 Speedster	302 T
2nd	Dale Moody	'59 356A	280 T

Class B

1st	Yanahan Crew	'74 911	237.6 T
2nd	Bill Garvey	'65 356C	217.85 T
3rd	Ron Jezl	'84 928S	204.9 T
4th	Bob Jurasek	'86 911 Turbo	200.5

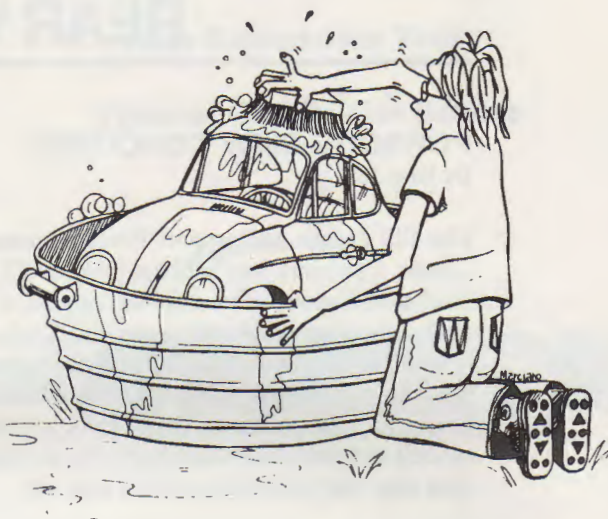
Class C

1st	Dale Block	'74 914	161 T
2nd	Alan Boe	'79 930	157.5 T
3rd	Mark Gadbois	'84 911	157.0 T
4th	Bruce Janecek	'80 928	145

Class D

1st	Myron Walter	'86 911	121.5 T
2nd	Craig Stastny	'84 944	116

People's Choice Award - Dale Moody



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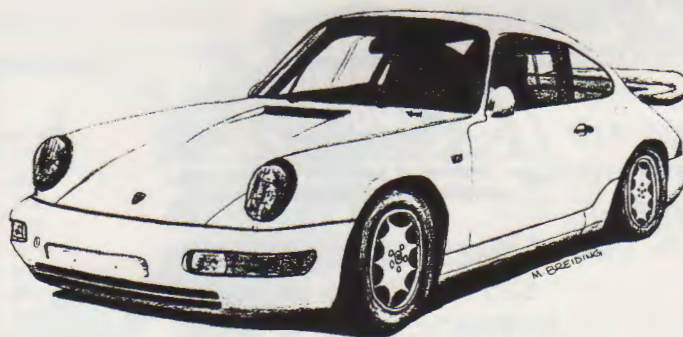
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PORSCHE - BMW CONOURS



Porsche Club winners



BMW Club winners

Rip Patterson



Peoples Choice Awards



Fun & games for the kids



Mark gets serious with a Q-tip



Linda models the latest from the Goodie Store

## BLACKHAWK XXII

By Dan Gallagher

For a person who makes his living by words, either enunciating them or writing them, I am having a terrible time putting them down on paper.

Blackhawk is not really an event, it is a happening. Four times this summer we had fun in South Beloit. As many as 74 cars showed up per event. Naturally, the Luck of the Irish prevailed and the weather was always perfect. I wish I could say that all the events went perfect. However, we did have an accident and a car fire. I prayed they didn't happen but they did. These were the most serious incidents that have happened in my 22 years of running this event. I am still upset about them. Maybe you could say that over 250 cars put 25,000 miles on a race track and only two were involved in an incident - but that is not good enough. We will strive to continue to improve and make this event safer every year.

The high point of the year came in October when Chef Karl provided dinner and entertainment at the track. What a blast! If you missed it, don't do it again.

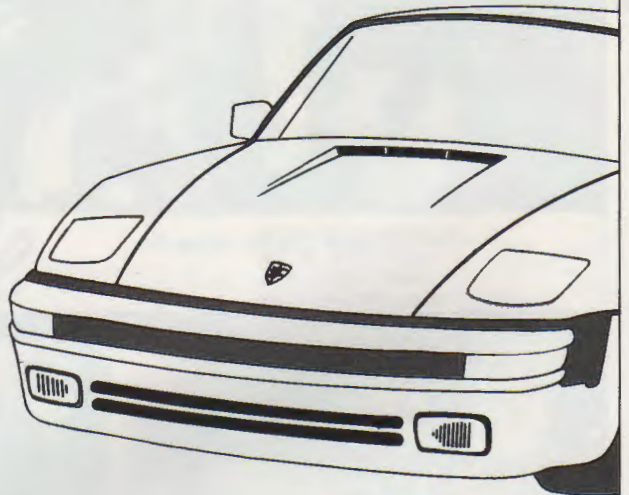
I have to admit that after 22 years of chairing this event, I look upon it as my event and mine only. But it isn't. It takes a lot of people to pull this off. Registration is a nightmare. You don't know what panic is until you arrive at 8:15 AM and there are 20 Porsches sitting there waiting for you. All this was superbly handled by my lady, Peggy, and Mike Mullins. Tech was done by Glenn Sapa and Gene D'Andrea. This job is really a pain and it was well done. Instruction was handled by Russ Iser and all the "hot shoes" in the club. The fact that our accident record is so low and that we have never had an injury, testifies to their skill. The start line was done by Chuck Mackay, my son, Michael, and many participants. Actually the team I have assembled is so damn good, I don't really have to do anything - but provide the good weather.

People ask why I have run this event for 22 years and now I will tell you, because I love it! I ran it so my kids could drive their go-karts, I ran it so they could learn how to drive on a track an an early age, also, I believe in circulation events. But most of all because I enjoy it. Obviously, you do too. See you in April.

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# BLACKHAWK OCTOBERFEST



Lined up and enjoying the track

John Bohlander



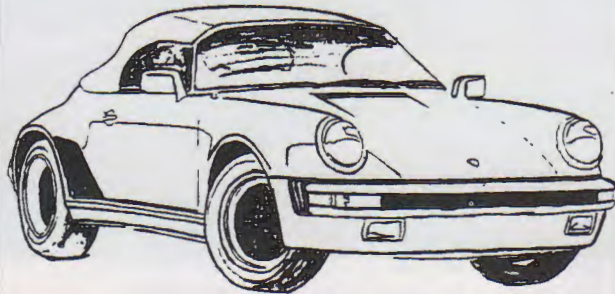
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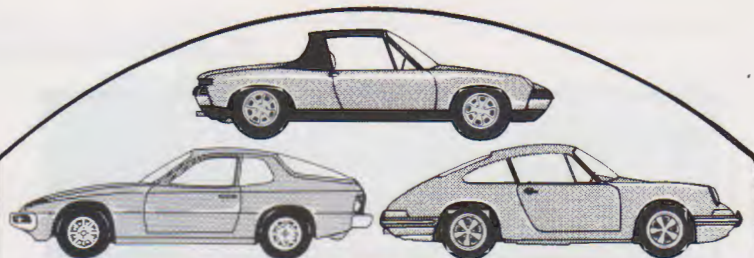
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## BEHIND THE SCENES

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It's hard to believe that '91 has already raced by. As we wrap up the end of another great year for Chicago Region, I would like to take this opportunity to thank all you terrific people who contributed to the success of the *Scene* this year. The articles you write, the pictures you take, all the help from the folks we can always count on, contribute to the success of the *Chicago Scene*. THANKS, GUYS!

As I prepare to go into the fourth year as editor (I never expected it to go beyond one year), 1992 will bring me some company Behind the Scenes.

Dodie Mueller will be joining me as Co-Editor beginning next year. Dodie and John Mueller transferred in from Nord Stern (Minneapolis) Region last year, where they were co-editors of *Nord Stern*, which won a First Place Award in its class in the National Newsletter Contest, held every year at Parade. We look forward to Dodie's wealth of experience and creativity to bring new ideas to the *Scene*.

Also joining us as Contributing Editor is Dick Badler, a transfer in from Metro New York. Dick and his wife have been PCA members since 1985 and spent part of those years living in Switzerland where they belonged to the European/Germany Chapter. Dick will be writing general interest articles, a different subject each month, to peak your interest. Dick's background is in public relations and journalism. We know he will be a great asset to the *Scene*.

1991 certainly has been a eventful year, to say the least. Beginning with a war that television brought to our living rooms, the fall of communism, and an economic crisis unlike anything I can remember, it has been a year that we will long remember. We look forward to a brighter 1992.

Happy Holidays!

Doris

### POTTER'S PICNIC MEMORABILIA WANTED

Wayne Potter is compiling a history of Potter's Picnic for Chicago Region's 35th anniversary next year and would like *Chicago Scene* Potter's Picnic reports and/or photos for 1959 thru 1963, 1965, 1966, 1968, 1970, 1980 thru 1983, and 1989. Former newsletter editors who might have back issues of the *Scene* should contact Wayne. Also, any of our other members who might have anything to add to Wayne's history of Potter's should contact him. Wayne's phone number is (708)566-5902.

### DID YOU KNOW?

By Wayne Potter

The first race appearance of a Porsche in the U.S. that I have been able to document was not at Bridgehampton, NY or Hoffman at Mt. Equinox but...Eduardo Fronteras of Morton Grove at Elkhart Lake August 25 and 26th, 1951. Car #37, Porsche Class 6 ran four laps and retired.

Did you know that Hoopeston, Illinois was a hotbed of Porsche racing and had as many as five America Roadsters plus a LeMans coupe in 1952? Ed Trego fielded the Glockler #2, sold it to Captain Bill Cooper, who raced it at Janesville and Iowa City. This car was scrapped in late 1954. Ken Daugherty still cries about this.

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# PUTTING YOUR 911 UP IN THE AIR

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By Bill Caldwell

When putting their 911s up on jack stands to work on them, most 911 owners simply place the lifting jack with a wood block under the engine and then the front bottom pan. Up it goes, with the jack stands placed first in the rear and then in the front, usually on one of the suspension points.

I discontinued that way of "lifting" several years ago. If your 911 is lowered or has a front spoiler, floor jack clearance under the front of the car is nonexistent, and it is necessary to place 2x6 wood blocks under the front tires before the final lift to the jack stands. But more to the point, I did not like the strain on the engine mounts and the mandatory dent you get in the front bottom pan.

Now I go up side by side with the 911. That is one side first using the normal center jack point with a flat jacking pad. I place the two jack stands on the side up and then move over to the other side and repeat the procedure using the center jack point.

With my '78 SC, I always have the front jack stands in their lowest position in performing this operation. The rear jack stands may be set up slightly higher as the back of the car comes up faster using the center jack point.

The '87-'89 Carreras make this side by side procedure extremely easy. These model years have welded in flat jack points just behind the front wheels and in front of the back wheel wells where you can place the jack stands. Place the jack stands at the same height and the car is level.

It is not so easy on the '86 and older 911s; you have to look a bit harder for jack stand points. On my '78 SC and my earlier '72T, I use the torsion bar tube in front of the rear wheels for the rear jack stand points. At the front, I use a carpeted 2x4 between the front torsion bars, both of which run parallel to the body inside of the front wheel arches. The 2x4 is 33 1/2" in length. The original of this board was made by Dave Prince.

By steps, my 911 lifting procedure is as follows: I first lift one side of the 911 and place the rear jack stand under the torsion bar tube. This is the only time you need to place the rear jack stand. I then place the front jack stand approximately 4" in back of the protective end cap on the front of the torsion bar (initial placement). Leave room on the front of the

torsion bar just under the protective cap for the carpeted 2x4. Then lift the second side and place both the rear and the front jack stands on that side.

Using this procedure on my '78 SC, the rear is higher than the front of the car. I level the car out by placing my carpeted 2x4 between the front torsion bars using the two eyes on the protective caps as the stopper wedge for the front edge of the 2x4. The floor jack is then placed at the center of the carpeted 2x4 and the SC is raised until the car is level. I then place the front jack stands directly under the two torsion bars using the 2x4 as buffer and jack stand rest.

This procedure puts the bottom of the side body valance about 18" above the floor of your garage. Eighteen is a great height for cleaning the lower part of the body, polishing and sealing the lower panels or cleaning the brake pads.

For safety, if I'm working on the front of the car, I leave the lifting jack centered and under the carpeted 2x4. Likewise, in the rear, I will place the floor jack under the engine case without any appreciable lifting pressure on the case. I also use a tall four legged jack stand with a t=five ton rating for each corner as compared to the normal three legged variety that you see most often at your local auto parts supply house. Jack stands are like helmets; if you have a \$25 head, buy a \$25 helmet. A similar analogy applies for a \$9 a pair 3/4 ton jack stands. My particular five ton jack stands are marketed by Dayton Electric Mfg., Model 2Z584 and cost about \$90 a pair. Mac Tools markets a two ton, four legged jack stand, Model JS505, which cost about \$45 a pair. Look around and I am sure that you can find a set of two ton rated or better four legged jack stands. Once you locate a source...let others know!

Now you are ready to put your 911 up in the air for either maintenance of its winter cleaning on the bottom, in its fender wells and on the lower body.

Reprinted from *Nord Stern*

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## WINTER STORAGE TIPS FOR YOUR PORSCHE

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It seems that most of us experience the same scenario every year; fall brings with it a host of scattered warm, sunny days. Accordingly, we all tell ourselves that winter is still a long way off so we can enjoy our Porsche pride and joys for a while longer. In what seems like only a few days, the leaves are gone and so are the warm days...time to get serious about winter storage. Here are a few basic tips to help you get prepared:

1. **Wash and wax the car finish** prior to the day you intend to store it, then drive the car a little in order to help evacuate water from brakes, nooks and crannies.

2. Apply leather treatment to all leather to prevent drying and cracking.

3. **Fluids:**

- a. Change the oil and filter
- b. Check windshield washer fluid - be sure it is winterized with antifreeze.
- c. Add Sta Bil to fuel tank (run engine afterwards) and top off fuel tank.
- d. Engine water-cooled? If so, check radiator antifreeze strength.

4. For annual storage suspension on blocks is not recommended as the shock absorber pistons can corrode and stick. Inflate tires to 8 PSI above the maximum recommended PSI rating on the tire to avoid flat spotting.

5. Lube electric antennas with thin oil and retract.

6. Disconnect and remove battery or pull fuse for clock and burglar alarm to prevent battery drainage; pulled batteries should be stored in a cool, dry place off the floor, preferably on a piece of wood...slow charge in mid-winter every several months.

7. Lube door, hood, trunk and targa rubber seals with silicone spray. Close doors, hood and trunk to first lock position so that seals are relaxed.

8. Place small wood blocks under wiper arms so blades are off glass.

9. If high humidity conditions are expected, leave a desiccant bag in the car.

10. Close the heater flaps on rear engine cars to prevent rodent entry.

11. Seal intakes and exhaust pipe with tape or towels. Relax targa tops.

12. If exposed to direct sunlight, cover glass to protect interior.

13. The finishing touch for a clean, dry car is a quality car cover which will allow humidity/moisture passage. Do not set handbrake. Say your goodbyes!

Although each vehicle may require some unique and special storage considerations, this list will help you to get started - if you're like me, you'll probably want to hold off storage until the last possible moment. After all, it's a long, long winter!!

Reprinted from *Steinlifters* October, 1990



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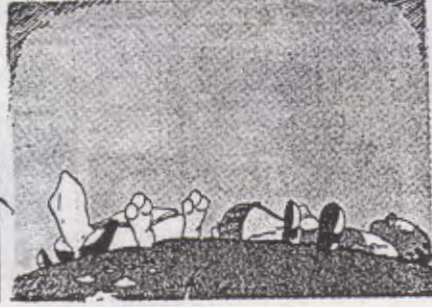


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## ● FOR SALE - PORSCHE

1984 928S, White exterior, full burgundy leather interior. Auto, with all options, 60K mi., beautiful car in excellent mechanical condition. New brakes, struts, shocks, tires, \$16,500. Kent Weber (815)394-2724 days.

1979 930 Coupe, White/black leather interior, all original, 35K mi., \$31,500 OBO. Paul Danko (708)789-1923.

1977 911 Coupe (Ersatz Carrera RS - VROOM) - Black/black. Spectacular paint. faster than a speeding bullet (Carrera 2), more powerful than a locomotive (Carrera 4), and so on...fresh engine (1000 miles) with 2.9 Andial/Mahle pistons and cylinders, "S" cams, everything new (tires, clutch, etc), all receipts, all the right stuff. Suspension upgraded, factory Fuchs 7 & 8 x 16" chrome rims w/gold centers (by Robert Wood) with 205/55 & 245/45 R-1's, Webers, short gears and much more. Over \$50K invested. \$28,000 firm. Possible trade. Howard Yefsky (312)368-4600 days, (312)642-8897 eves.

1968 912 Coupe, Burgundy red/black interior, 58K mi., original, unrestored, with original paint, chrome steel wheels w/enamelled crests, orig. tool kit, maint. log, drv. manual, dlv. invoice, \$8,500. Dan Snower, 445 E. Ohio Street, Apt. 1210, Chicago, IL 60611 (312)828-0087 eves.

1964 356C Cabriolet - Beautiful Irish Green/black leather. Restored by Last Detail 8 years ago. Infrequently driven since. No rust anywhere. 5.5" chrome wheels, exceptional interior/exterior, outstanding driver, excellent concours candidate. \$35,000 OBO/possible trade. Howard Yefsky (312)368-4600 days, (312)642-8897 eves.

## ● FOR SALE - PARTS

4 Epsilon 3 piece wheels for 944 or 911. Polished alloy rims with black cast honeycomb centers. 20 chrome bolts, Porsche crest in center 7 x 16" with 23.3 mm offset. Epsilon PN 4W112492. List \$379

each. Will sell all 4 for \$600. Flawless condition, less than 2K mi. Kent Weber (815)394-2724 days.

"Pre A" parts, all in excellent condition. Motor #34859 \$4,000; Tran. #6296 \$800; Continental script \$400; front seats and rails \$575; rear seats \$250; gas tank \$150; front CLIP \$1500; all gauges and many other parts from abandoned project. Paul J. Goldzung, Athens, OH (614)592-4953.

4 Revolution wheels, deep offset, \$400, with used Fulda tires, MSD crankfire ignition with dial control panel, 6 months old \$500. Laurie Pichler (708)527-9141 or (708)447-6787.

From 1981 911SC; OEM ring and pinion & 3rd, 4th, 5th gearsets from a 915 gearbox, all good condition, best offer; one new European H-4 headlight assembly for 911 \$65; one pair Flofit sport seats (like Recaros) med. blue, new, make offer; complete exhaust, less muffler from 1981 3.0, make offer; misc. suspension and CIS injection parts; 7 & 8" Ronal R-9's (16") with Goodyear VR-S tires, 60% tread remaining, make offer; stock 911 headlight buckets and red taillight lenses, offer; stock front & rear sway bars, cheap. Tom Thompson (708)513-6629.

2 - 6"x16" Fuchs alloys \$200 OBO, 2 - 7"x16" Fuchs alloys \$500 OBO. All in excellent condition. Jim Harrington (708)369-6842 eves.

928 right front fender, usable \$500; 914-6 Fuchs 5 1/2" forged alloy wheels with tires \$400/set; 914 hood, excellent \$100; 914 deck lid, usable \$50; 914 rear bumper \$75; various interior parts, make offer. John Kissinger (708)393-6592.

1955 Continental Coupe #53747. All numbers match. I have everything but 16" wheels & Telefunken radio. Many, many new parts. Must sell for Speedster project. \$7,500 firm. Paul J. Goldzung, Athens, OH (614)592-4953.

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