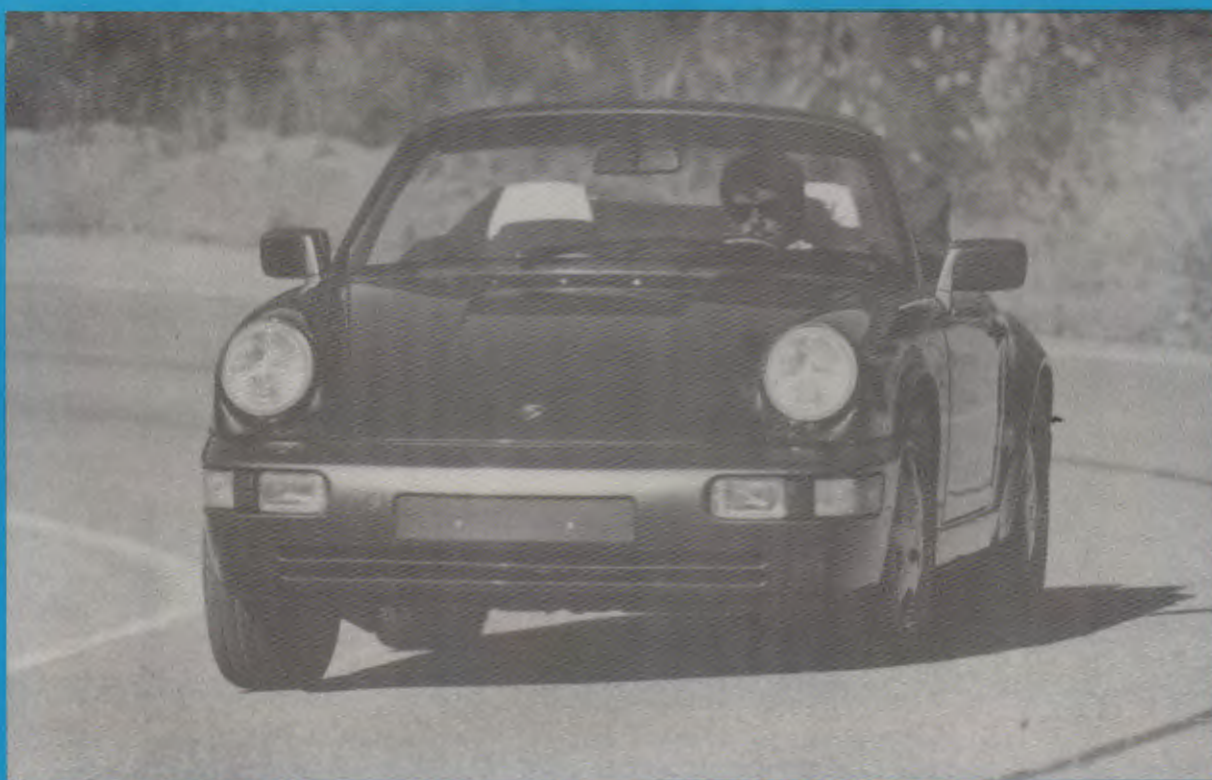


**MAY 1991**

# **CHICAGO SCENE**



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

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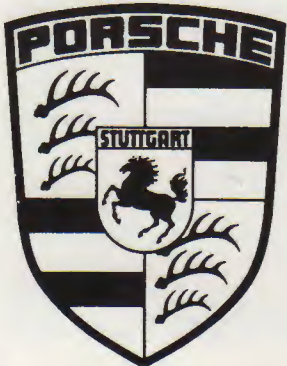
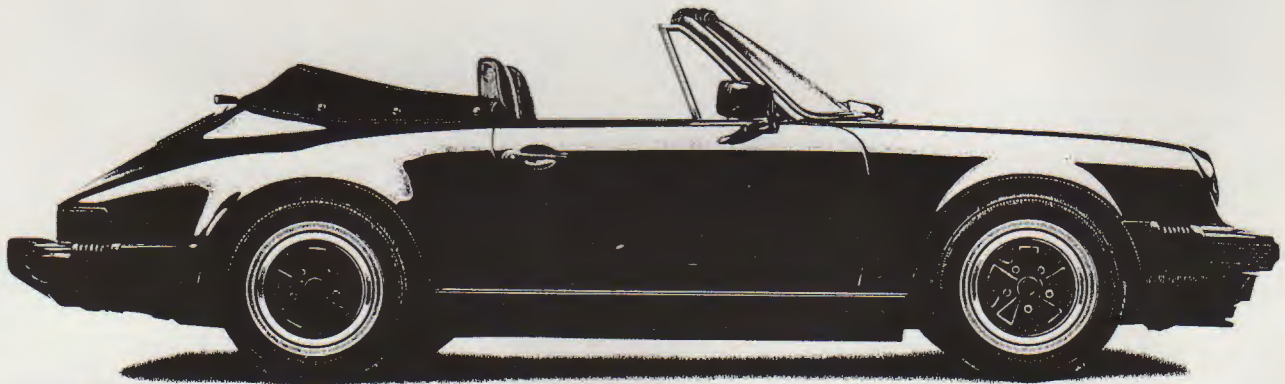
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## "CHICAGO SCENE"

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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.

All requests for advertising space must be made through the editor.

### EDITOR

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



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**COVER :** Breeze into spring in the 1991 911 Carrera 2 Cabriolet. PCNA photo.

## 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
October 12*	Blackhawk IV
October 27	Halloween Concours
November 10	Restaurant Tour
November 17	Tech Session
December 7	Dinner Dance

\*Note date change

# WHO'S WHO



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(708)382-6911



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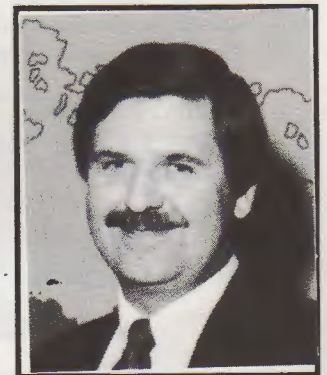
Glenn Sapa (708)690-0667

### "SCENE" EDITOR & ADVERTISING MGR.

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

### PHOTOGRAPHER

John Bohlander (708)963-8076



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---

# THE LEED LANE

---

Now that you've learned how to concours your Porsche and how to bleed the brakes, it's time to learn how to drive! The annual spring driving school will be held May 5th at the Arena Auto Auction facility in Bolingbrook. We appreciate pre-registrations but you are also welcome to show up that Sunday for a day of fun driving exercises. Ed Leed will be the classroom instructor and Nick Brenkus will be the driving instructor. This is not a timed or trophied event but you will have plenty of time and space to practice newly learned driving techniques in your Porsche. After your practice on the various braking and cornering exercises, we will be combining these exercises into an autocross - just for fun.

Our two driving events in May - Blackhawk I and Elkhart I - are filling up fast. If you want to go, send your check in TODAY! Don't be disappointed.

Dan Gallagher is already getting checks for Blackhawk II and III, so look at your calendars and sign up early.

We will also have three events in June. On the 9th Jeannette Russo is chairing a gymkhana at the College of Lake County. She's so organized she already has the trophies! On the 22nd and 23rd our Rally Coordinator, Nick Leicht, and Gary Schock are hosting our annual two day rally - this year to New Glarus, Wisconsin AND BACK! They have put many hours into this rally and are looking for YOU. The following Sunday Dan and Linda Bacin are hosting a restaurant tour at their new Bacino's in Naperville. It's only been open a few months and is getting rave reviews. If you like pizza, this is the place!

See you at the driving school!

Debby

## OWNER'S SURVEY

By Len Tralmer

This information was gleaned from the 1986 and 1991 PCA Calendar (assuming 1 Porsche/entry).

### 1986 PCA Calendar Year

Approximately 380 member families at 130 city/village locations. Of the 380 cars, 158 cars (42%) are in the following 12 locations.

- |     |             |                   |
|-----|-------------|-------------------|
| 1.  | 60 Porsches | Chicago           |
| 2.  | 15 Porsches | Rockford          |
| 3.  | 12 Porsches | Barrington        |
| 4.  | 11 Porsches | Evanston          |
| 5.  | 10 Porsches | Munster, IN       |
| 6.  | 9 Porsches  | Schaumburg        |
| 7.  | 7 Porsches  | Naperville        |
| 8.  | 7 Porsches  | Northbrook        |
| 9.  | 7 Porsches  | Highland Park     |
| 10. | 7 Porsches  | Glenview          |
| 11. | 7 Porsches  | Lake Forest       |
| 12. | 6 Porsches  | Arlington Heights |

### 1991 PCA Calendar Year

Approximately 647 member families at 181 city/village locations. Of the 647 cars, 249 cars (38%) are in the following 12 locations.

- |     |             |                                       |
|-----|-------------|---------------------------------------|
| 1.  | 91 Porsches | Chicago                               |
| 2.  | 32 Porsches | Naperville                            |
| 3.  | 18 Porsches | Barrington                            |
| 4.  | 16 Porsches | Rockford                              |
| 5.  | 14 Porsches | Northbrook                            |
| 6.  | 13 Porsches | Schaumburg                            |
| 7.  | 12 Porsches | Evanston                              |
| 8.  | 12 Porsches | Highland Park                         |
| 9.  | 11 Porsches | Glenview                              |
| 10. | 11 Porsches | Lake Forest                           |
| 11. | 10 Porsches | Wheaton                               |
| 12. | 9 Porsches  | Hinsdale/Hoffman Estates/Lisle/Aurora |

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# UP & COMING

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## UTICA AUTOCROSS

**DATE:** Sunday, July 7, 1991

**PLACE:** Utica Raceway, Utica, IL

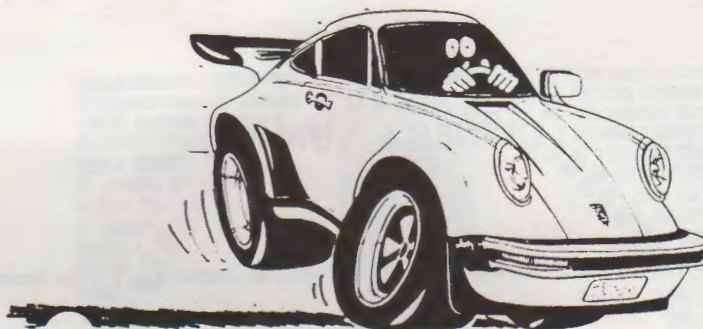
**TIME:** Registration & Tech 9:30 AM, Timed Runs 11:00 AM

Come out and join us for a fun-filled day at Utica Raceway on Sunday, July 7, 1991. Utica Raceway is a 0.6 mile go-kart track that will allow you to test the acceleration, braking and handling of your Porsche. And for some of us, to see how well our cars can pick corn!! This will be the only timed event that PCA/Chicago will have at a "Race Track". This track will be run with NO PYLONS and promises to be exciting for everyone. Registration and tech will begin at 9:30 AM, timed runs will begin at 11:00 AM. Depending on attendance, everyone can expect at least five timed runs.

To drive at this event, you must have a 1985 or later Snell approved helmet, full length pants, a long sleeved cotton shirt and socks - all of non-synthetic material. You will also need closed shoes. No open shoes will be allowed. Better yet, driving suits are recommended. Drivers must also be at least 18 years old (driver's license will be required at registration). NO alcohol may be consumed at the track. Please consult the 1991 Chicago Region Calendar for Gymkhana/Short Course Classifications. We will also need people to work timing and start/finish line.

Trophy presentation will be at the track at the close of the day.

**Directions to the track:** Take I-55 South to I-80 West (approximately 45 miles), to 178 (Utica-Starved Rock exit), left on 178 three-eighths of a mile to the intersection of 178 and 6.



---

### UTICA AUTOCROSS REGISTRATION JULY 7, 1991

\$18.00 Pre-registration/\$21.00 at the track/\$8.00 Second Driver

First Driver

Second Driver

Name \_\_\_\_\_

\_\_\_\_\_

Phone \_\_\_\_\_

\_\_\_\_\_

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

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

Gymkhana/Short Course Class \_\_\_\_\_

Enclosed is \$ \_\_\_\_\_.

Mail registration and check (payable to PCA/Chicago Region) to:  
Arnold Zann, 502 North Grove, Oak Park, IL 60302  
Questions?? (708)386-2864

## **BLACKHAWK XXII**

---

**DATE:** May 15th, July 10th, August 14th

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

**PLACE:** BLACKHAWK FARMS RACE TRACK, So. Beloit, IL

Join Dan Gallagher as he celebrates twenty-two great years of chairing Chicago Region's second oldest event. Beat the mid-week blues, play hooky from work and check out the fun at Blackhawk!

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 XXII**

Dear Dan:

I can't wait to get on that great track again!!

Name \_\_\_\_\_  
Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
Car: Make \_\_\_\_\_ Model \_\_\_\_\_  
Driver: Experienced \_\_\_\_\_ Novice \_\_\_\_\_

\$75.00 Preregistered; \$85.00 at the track  
No charge for family or affiliate member as second driver.

Make check payable to PCA/Chicago and mail to:  
Dan Gallagher, 360 E. Randolph Street, Apt. 2106, Chicago, IL 60601  
Questions?? (312)616-1416

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## COLLEGE OF LAKE COUNTY

### "FIRST RUN"

Date: June 9th, 12:00 PM

There is a cure for the Summertime Blues!

Dust off der Porsche, and come on over to the College of Lake County. A medium speed autocross event is planned for Sunday, June 9th, at 12:00 PM. Those pesky little cones will be out in full force to challenge your abilities. I guarantee a fun course that will be easy to follow.

If you are attending the May 5th autocross driving school, this will be a good chance to put it all together, and see what you and your Porsche can do against the clock. I strongly encourage all women drivers to attend. Remember, autocross is excellent practice in car control, it may help you to avoid an accident someday.

A dinner is planned for after the event at the Backyard Steak Pit. The food is good and there will be plenty of good company. Be seeing you!

**Directions to College of Lake County:** 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 your next traffic signal.

---

### "First Run" Registration

Count me in, Jeanette!

Name \_\_\_\_\_ Member Y or N

First Driver

Name \_\_\_\_\_ Member Y or N

Second Driver

Car \_\_\_\_\_ PCA Class \_\_\_\_\_

Will you be attending dinner? Y or N

Fees:

Registered: One driver \$18.00, Second driver \$8.00

At the event price: \$21.00

Make check payable to PCA/Chicago Region and mail to:

Jeanette Russo, 546 W. Briar Place 2B, Chicago, IL 60657

(312)871-4363

Please allow 8 days for delivery

## **ELKHART I, ROAD AMERICA DRIVERS SCHOOL**

### **COME ONE, COME ALL TO:**

**DATE:** May 25 & 26, 1991

**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.

Saturday, novices will go through a half day Skip Barber drivers school to learn the proper techniques 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 1985 or later Snell approved helmet (Please note, we repeat 1985 or later Snell approved helmet), 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!!** Once each day there will be an opportunity to run Parade laps with your family or other passengers, no helmets will be required for Parade laps only. Speed will be limited to 75 MPH, no passing allowed, and any make of car is 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, 8:00pm. 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 mandatory drivers meeting for all drivers at 8:00 AM at the track. **ANYONE MISSING THE MANDATORY DRIVERS MEETINGS WILL NOT DRIVE.**

Registration opens at Siebkens on Friday afternoon at 4:00 PM. The tech crew led by Glenn Sâpa will be on hand to scrutinize your car. If your car has not been teched on Friday at Siebkens, it must be teched at the track on Saturday morning starting at 7:45 AM. No car will be allowed to run without a tech sticker.

Registration is limited to 100 cars. We expect a sell out, so please register early. You will be notified of your acceptance by mail. Also, please be prepared to present your valid drivers license at the time of registration. Remember, you must be 18 years of age to drive at PCA track events.

The event chairpersons are: Arnold Zann (708)386-2864 and George Mueller (708)371-0119.

See you there!

Contact Siebkens directly for lodging reservations (414)876-2600. Dinner reservations would be appreciated if made at the same time as room reservations, but no later than Friday evening, May 24, 1991. Dinner choices (\$17.50 per person) are:  
Wienerschnitzel, Duck, Prime Rib, and Fresh Fish (if ordered in advance).

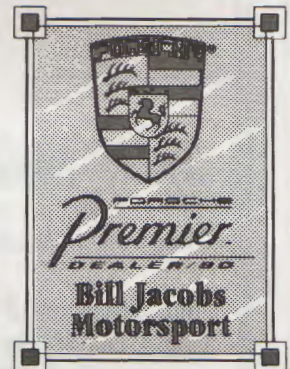
Other places to stay:

**Budgetel Inn**, Sheboygan, WI (414)457-2321  
**Crest Motel**, Plymouth, WI (414)893-6111  
**Imperial Motel**, Sheboygan, WI (414)458-3578  
**Holiday Inn**, Manitowoc, WI (414)682-6000  
**Starlight Motel**, New Holstein, WI (414)898-4216  
**Super 8 Motel**, Sheboygan, WI (414)458-8080

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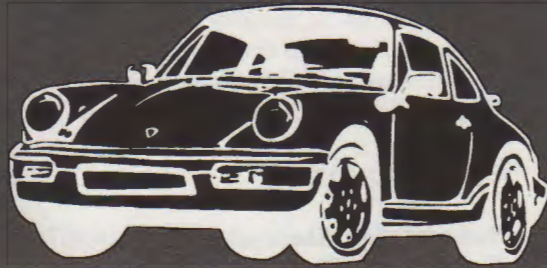
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immediately. There is none of the lag  
associated with turbocharger systems.

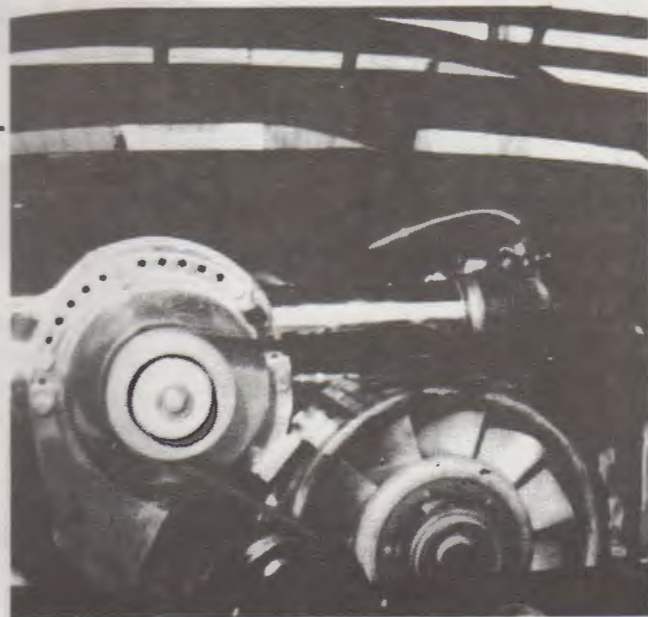
### Requires No Cooling Equipment

The Kit's Supercharger is designed to  
generate minimal heat.

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**Registration Form  
PCA Chicago Region  
Road America Drivers School  
May 25 & 26, 1991**



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.

First Driver	Second Driver	Did you attend Skip Barber Instruction at one of our previous events?
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.

_____	_____
_____	_____
_____	_____

**Fees: One Driver \$170, Two Drivers, same car \$200 . Total amount enclosed: \$**

Make checks payable to "PCA Chicago Region." Mail the registration form and check to:  
 Nick and Susan Brenkus, 465 W. Dominion Drive #507, Wood Dale, Illinois 60191  
 (708) 766-4734 Evenings. No refunds for cancellations after May 17, 1991.



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**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 - 1985 SNELL or later required (sticker <u>must</u> be attached inside).  |
| _____ | _____ | 8.  | BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.   |
| _____ | _____ | 9.  | BATTERY (IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.  |
| _____ | _____ | 10. | DRIVE BELTS - Tight & in good condition.   |
| _____ | _____ | 11. | THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars.   |
| _____ | _____ | 12. | LEAKS - No leaks of any fluid - oil, gas, brake, or coolant.   |
| _____ | _____ | 13. | RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.  |
| _____ | _____ | 14. | FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition.  |
| _____ | _____ | 15. | REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber.   |
| _____ | _____ | 16. | WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.   |
| _____ | _____ | 17. | ENGINE - Check for odd sounds and satisfactory exhaust.  |
| _____ | _____ | 18. | BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| _____ | _____ | 19. | WHEELS - No cracks. No bends. All lug nuts torqued to 90-92 lbs. Valve stem must have airtight cap. 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.

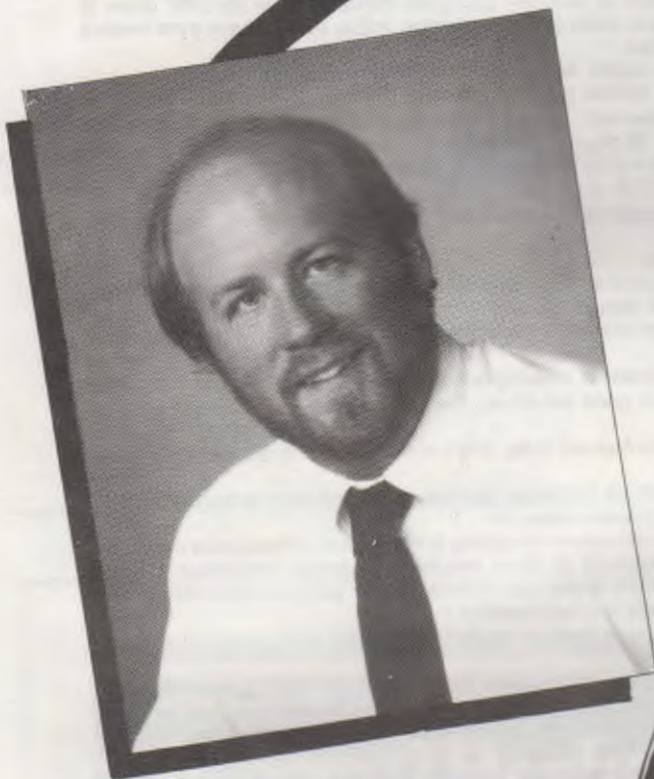
ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE WHICH WARRANTS COMPLIANCE.

DRIVER'S SIGNATURE \_\_\_\_\_

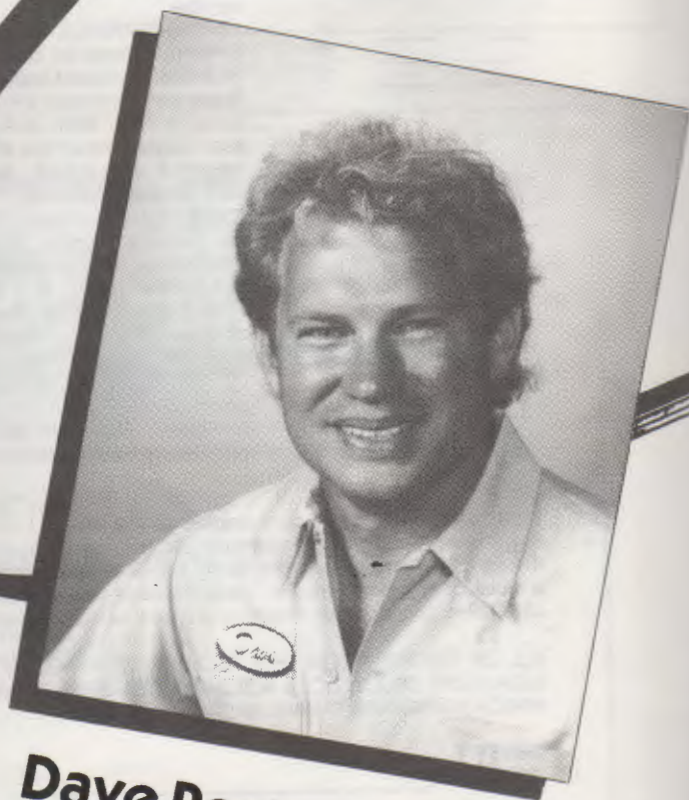
WITNESS TO DRIVER'S SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

# Porsche Teamwerk,

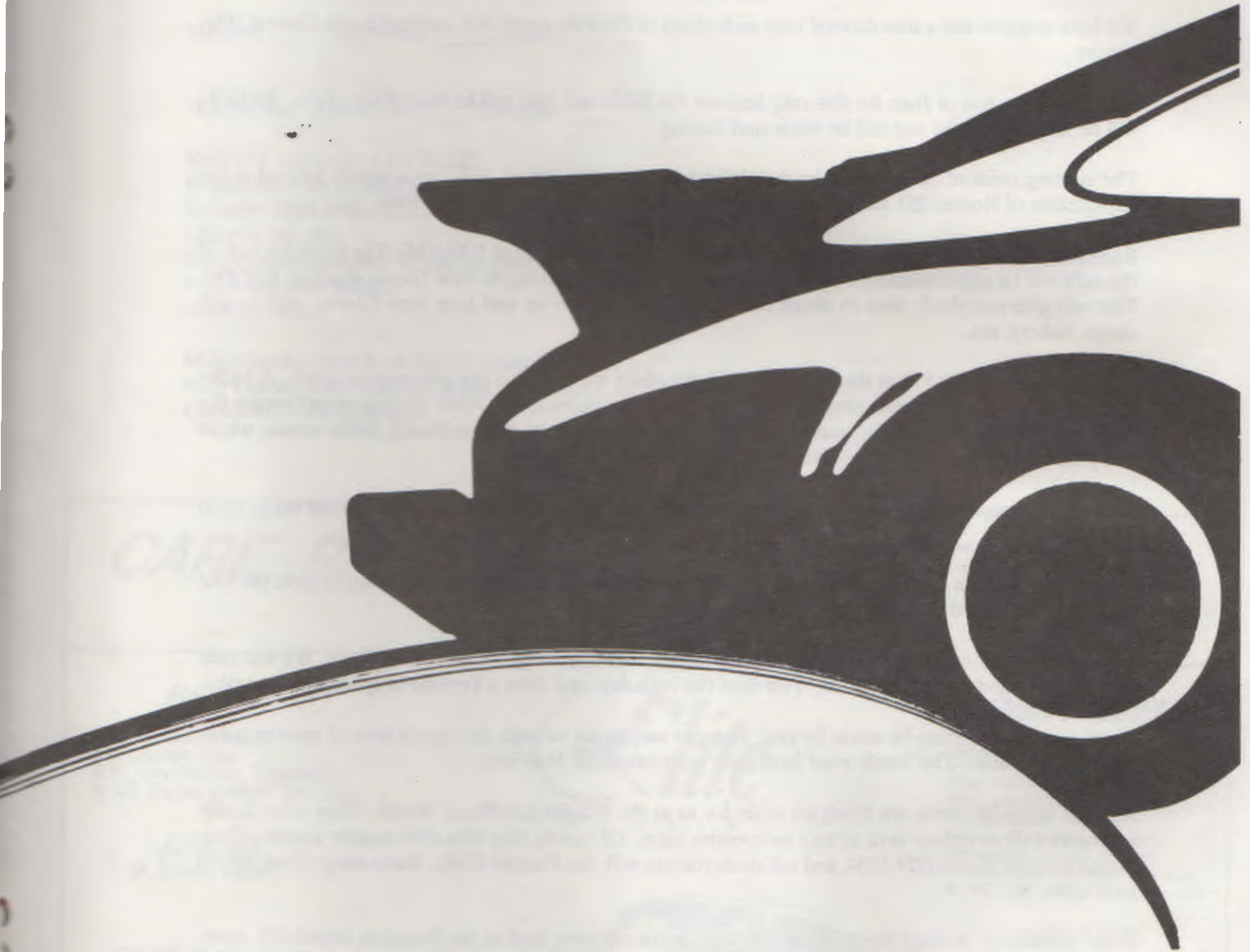


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## **NICK & GARY'S EXCELLENT RALLY TO LITTLE SWITZERLAND AND BACK**

---

**June 22ND & 23RD**

Come join us for a true two day road rally to one of the most scenic areas in the Midwest, the New Glarus area of Wisconsin.

We have mapped out a true drivers' rally with plenty of Porsche roads that traverse South Central Wisconsin.

We picked the end of June for this rally because the fields and hills will be beautifully green, the birds will be singing and the sun will be warm and shining.

The starting point of the rally will be the Holiday Inn in South Beloit. It is conveniently located at the intersection of Routes 251 and 75, about a mile and a half West of the I-90 Tollway.

Registration opens at 8:30 AM on Saturday, June 22nd. First car off at 9:30 AM. The Saturday half of the rally will be approximately 5 hours long, with the first cars arriving in New Glarus at about 3:00 PM. This will give everybody time to check into their hotel, freshen up and tour New Glarus, with its gift shops, bakery, etc.

Dinner will be at 6:00 PM at the New Glarus Hotel where we will have our own private room. A buffet will be offered which includes several varieties of meats, vegetables, etc. After dinner, we will review the Saturday portion of the rally, answer any questions and listen to live, authentic Swiss music, where everyone is invited to buy the rallymasters a few beers (only kidding!).

Sunday morning, our odyssey continues, we will hold a meeting at 9:30 AM, with the first car off at 10:00 AM sharp.

The Sunday portion of the rally will wind its way toward Woodstock, Illinois. We plan to have the first car arrive at the end point around 3:00 PM.

At Deeter's Restaurant, we will again have a meal together consisting of chicken and beef. We will tally up the scores and declare a winner. You must run both days and drive a Porsche to qualify for a trophy.

Hotel reservations must be made by you. I cannot emphasize enough the importance of making room reservations early. The hotels must have your reservations by May 30th.

A block of 15-20 rooms are being set aside for us at the "Chalet Landhaus" Motel. They offer family rooms with three or four beds at very inexpensive rates. Of course, they also offer regular rooms. Their phone number is (608)527-5234, and tell them you are with the Porsche Club. Rates range from \$56.00 to \$71.00.

If the "Landhaus" is filled, there is another motel a stones-throw, (not at our Porsches, hopefully) away. The "Swiss-Aire" Motel's phone number is (608)527-2138. Again, mention Porsche Club. Rates range from \$50.00 to \$54.00.

In keeping with the spirit of the rally, its location, and the heritage of our cars, the rally entrance fee will be waived to any car where both the driver and navigator wear lederhosen or dirndls (peasant costumes), during the course of the rally.

Hey dudes, I'd like to experience your excellent rally! Sign me up!

Name \_\_\_\_\_  
(Driver) (Navigator)

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

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

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

\*Check one: Seat of pants \_\_\_\_\_ Equipped \_\_\_\_\_

Rally pre-registration fee \$20.00 \_\_\_\_\_

Registration fee at door \$23.00 \_\_\_\_\_

Saturday night buffet \$14.50 per person \_\_\_\_\_

(All you can eat)

Sunday evening dinner \$13.00 per person \_\_\_\_\_

\*Cash bar both dinners

Total enclosed \_\_\_\_\_

Make checks payable to PCA/Chicago and mail to:  
Nick Leicht, 10807 Charles Road, Woodstock, IL 60098  
Questions?? (815)338-4854

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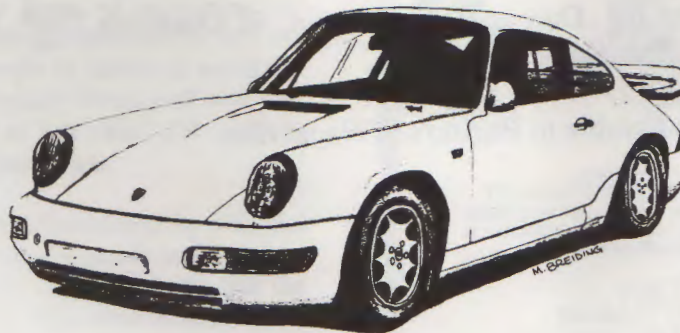
### ENTHUSIAST

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P21S Wheel Cleaner  
Super Soft Wheel Brush  
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**Sunday, June 30th, Noon**

...And now for something completely different! A wonderous place, a sense of space...where the sun is closer and the only ceiling is the sky. Come...transform your Sunday afternoon into...a fantasy - an alfresco brunch on an Italian street scene. Nine authentic buildings recreated by Viennese artist, Romano Mashietto, into a 120 foot long, multi-dimensional, interactive mural that comes alive with activity. Shutters open to reveal the bartender, doors swing as servers hurry with your long, tall, cool ones. Mingle with your fellow PCAers at the fountain, browse through European magazines at our Italian newsstand or just lean against the lamppost and take in the action and aroma of our rooftop's open kitchen. Join us for great food and fun at an outdoor cafe, on an imaginary street on a sunny day - in Naperville!

This open air brunch will include an array of choices from the mesquite grill and our wood burning pizza oven. You will choose an appetizer, entree and dessert. Next month's *Scene* will contain the entire menu which our chefs are busy finalizing.

Take your Porsche to Brunch!  
The Chef's Choice "Concour"

Geoff Felsenthal, our Executive Chef, (thank you, Charlie Trotter) will be on hand to help Linda and myself pick our two favorite Porsches. This light-hearted event will be informal and subjective, but the prize promises to be tasty and long lasting. To each winner, a bottle of superb bubbly and...\*\*\*a gift certificate of dinner for two once per month for the next six months. Who said that Porsche never paid its own way? Bon Appetito!

Price is \$15.95 per person, kid's menu \$7.50, TAX, TIP AND BEVERAGES NOT INCLUDED.

Insects and rain are not allowed at this event!

RSVP with payment to: Dan and Linda Bacin, 62 Deerpath Trail, Burr Ridge, IL 60521 (708)655-1982 anytime.

Please make checks payable to Bacino's of Naperville.

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## NATIONAL NEWS

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### PCA MAY GO CLUB RACING

By Burt Misevic, PCA National President

PCA has always been proud of the full range of activities which the Regions and Zones offer their members. At the National level, we see this range as a primary "added value" from PCA membership, and we are delighted with the plans for all our 128 Regions in 1991 and beyond. Driver education events, most often conducted at racing facilities around the country, are particularly vital programs throughout PCA. Our membership survey in 1989-90 showed very strong support for this type of Porsche driving experience. We estimate that more than 2000 members drove their cars on race tracks, and loved it.

Given this enthusiasm for track driving, we are seriously considering the addition of a "gentlemen's and ladies" form of wheel-to-wheel racing at the club level. PCA would be offering its members not only a track driving experience, but a racing experience as well. A study of this idea is now in progress and a decision regarding proceeding will be determined in early August, 1991. The study is being led by Alan Friedman, our Safety Chairman. The study committee will have a full report and proposal for a 1992 start of the PCA Club Racing to present to the PCA Board of Directors at the Boston Parade.

Our Club Racing concept will draw heavily on the rules and philosophy of vintage racing, with the emphasis on safety, participation, and fun. Each event will be a singular occasion with no continuing points or series awards or championship. There will be stock and modified classes, with a place for every Porsche model. Safety equipment requirements will be comparable to other forms of production car racing which have the vintage rules of stiff and immediate sanctions for single or multi-car incidents. There will be several licensing routes, and each new driver will be classified as a "rookie" and carefully scrutinized for at least two events.

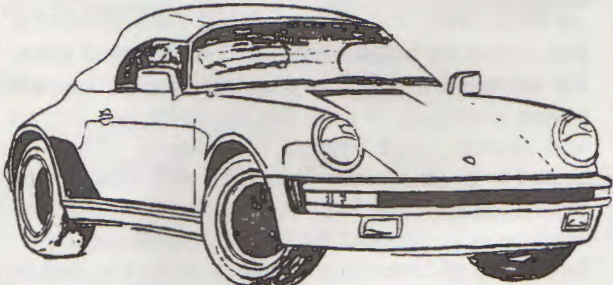
All Club Racing will be administered by National Officials who will establish and maintain the vintage atmosphere at each event. We anticipate that the Club Racing events will be conducted in cooperation with Zones or Regions who have strong interest. Insurance will be separate from the existing PCA event liability policy and available through National. We expect that Club Races will be few in number, and

high in quality and fun. Our initial target would be to have one to four events (for example) in 1992 in areas of very high interest.

PCA is hopeful that our studies will result in being able to offer this program to the membership. You and your region will be hearing more about it as we get closer to the Parade. In the meantime, discuss it in your Region, and let us hear from you!

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# THE POR HAUS

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## Confessions of an Impoverished Motorsport Enthusiast

By Irwin Zucker

I've never actually owned one of the grand and glorious Stuttgart racers. But I've owned lots of sports cars, and a couple of German cars. But never "the" German sports car. The price has always been too dear.

So what gives me the right to grace these exalted pages with my prose? It's because I suffer so much. Yes, suffer. From the wheel-based version of Jimmy Carter's infamous "lust in my heart." In other words, if you want something badly enough, but good old Judeo-Christian guilt keeps you from having it, then you are pained by what psycho-social economists call "suppressed consumption." Ah, there we have it: What really grants me the right to write in *Chicago Scene*? Neurotic behavior, what else?

Certainly a major contributor to neurosis is parenthood, an ailment which I have endured far too long. For example, Father's Day two years ago my sons gave me a mug with a 939 cabriolet on it. They figured if I couldn't have the car, I at least ought to be reminded of what I'm missing several times a day.

Actually, my three kids -- especially the oldest one -- are not only why I'm neurotic, they're also why I can't afford a Porsche. The eldest's first car was a hand-me-down handed down from me. And it was my first German car, no less: A VW Jetta Diesel that had served me unfalteringly for 130 thousand miles. He managed to kill it in less than a year, but not before managing to push the family budget, nerves and Master Card beyond their limits. Then he traded it in on a white Golf GTI with blue fender flairs, Nardi wheels, Recaro seats, and enough stereo equipment to support the entire psychological warfare effort of Operation Desert Storm. He lives in southern California. He's 20 years old. So such accoutrements are de rigueur. (If you don't know what that means, ask someone who owns a Deau Chevaux or Citroen. If you don't know what those are, ask your local German car mechanic, then run.)

But is such a car -- or any car, for that matter -- affordable in southern California? Besides the cost of operating and owning the car, there's the unbelievable cost of insuring the beast. My son recently got

his renewal notice. Now, this kid has a ticket or two, but he's not really a bad driver. No accidents. Last year, his insurance through traditional sources came in at \$3400! When we got that notice, we called our insurance agent, who promptly put him on what in California is called "assigned risk." That is, they take all the high-risk drivers and "assign" them to various insurance carriers at state-mandated rates, so that no one will be priced out of insurance. Or so the theory goes.

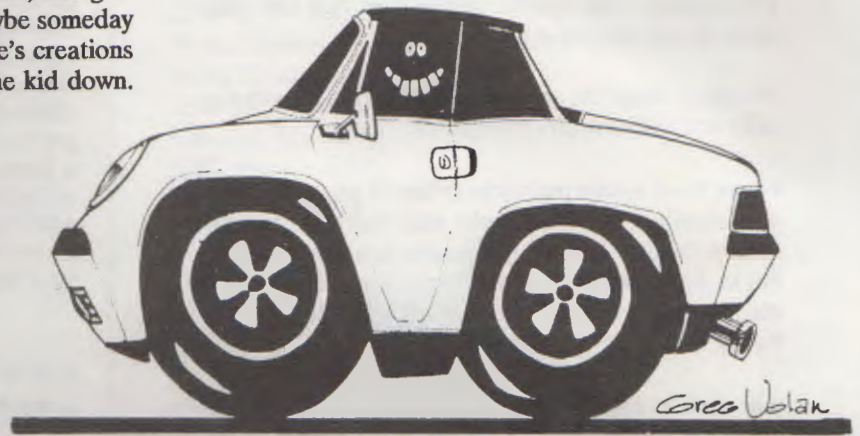
Reality is something else, again. After his assigned risk bill came in, it was a paltry \$1554 for one year. This is after backing down to a \$1000 deductible. This year, since so many drivers were taking the assigned risk alternative, California permitted a heavy increase in the assigned risk rates. So his renewal, the cheapest insurance he could find, is \$2400 for this year.

California has a real insurance crisis on its hands. How are drivers (other than Porsche drivers, that is) able to afford to drive? Answer: They aren't. But they do it anyway. And the ones who can least afford it need it most. All those high-mileage Detroit behemoths of the seventies riding on bald recaps careening from guard rail to guard rail among sporadic jolts squeezed in between openings in the grid lock. Most of the drivers of these treasures of iron believe that brakes are what you get in line at the unemployment office, and ball joints have more to do with free love safety than freeway safety. Since there is no snow and salt there to eat the cars away in time, the only hope is that they will render each other undrivable through mutual collision -- and hope that they avoid hitting an insured motorist in the process.

One of the reasons I left California for the midwest was the escalating cost of owning a car there. I now live in a small (15,000 population) town 45 miles west of Chicago. For less than what my son pays to insure his Golf, I insure two cars and two houses, with \$100 deductible, and a blanket million dollar liability package. Of course, in my town when you talk about this new machine you just got that is the product of advanced German precision design and craftsmanship, they think you just went hog wild with the Marshall Fields charge card and bought a Krups coffee maker. And the only new wheeled vehicle sure to draw a

crowd on Saturday morning is a John Deere yard tractor.

Okay. So it's not Laguna Beach. But I've learned to appreciate the good parts of living with the mid-west (like it's affordable). And my Nissan Maxima is not a 911. But if I keep making moves, like getting out of unaffordable California, maybe someday I will be able to own one of Dr. Porsche's creations (other than sunglasses). Let's see. One kid down. Two to go.

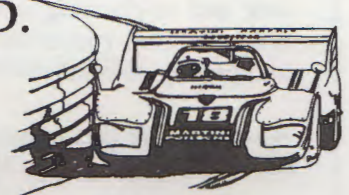


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## ATTENTION ALL MEMBERS!!!

By Nick Leicht

Most club members have their own personal preference to what kind of club activities they enjoy and choose to participate in. That's perfectly okay. The reason I am mentioning this is that the rally scene in our club is in trouble.

We are getting less and less participation in both the rally and rallymasters categories.

I have tried numerous ideas trying to push for more participation; we have held rally schools, special awards for top novices, rallymaster schools, held rallies in different parts of the Chicagoland Region, etc. etc., but the response has been underwhelming at best.

The club is subsidizing these rallies because almost all rallies lose money, but the Board wants to continue to make rallies available to the membership.

To do this, we need help. We need more people to register and show up at our rallies and we need more people to work checkpoints and/or learn to be rallymasters. Without these improvements, someday there might not be any rallies! That would be a shame. We have some very good rallyists in this club, but some simply do not show up.

If people knew how much work is involved in putting a rally together; days of driving, hours of planning and re-planning, countless small details that need attention, restaurant details, etc., all this goes into putting on a rally.

What a shame that only a handful of the membership (less than 3% at our March rally school) attend.

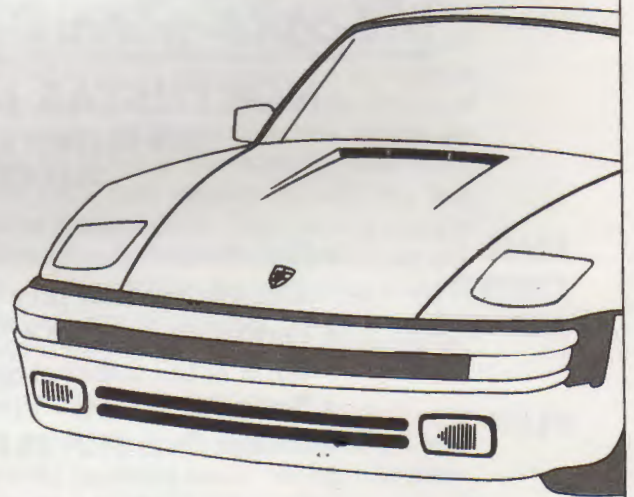
Show us your support for our rallies, come join the fun at our June rally. You can vote either yes or no to the continuation of rallies by either attending or not attending our next event. See you there.



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# WELCOME

---

## TO OUR NEW MEMBERS

By Lee Lichtenstein

Kenn & Valerie Barrick  
RR#1-Box 2  
Wellington, IL 60973  
1986 944

Christopher & Ann Kuehne  
155 N. Harbor Dr. #3212  
Chicago, IL 60601  
1990 Carrera 2

Leonard & Carol Mauceli  
269 Pebble Creek Drive  
Barrington, IL 60010  
1990 Carrera 2

Patrick & Patricia McCrystal  
4020 Seneca Road  
Wonder Lake, IL 60097  
1972 911T

Bill & Lillian Reed  
10650 Wildwood  
Palos Park, IL 60464  
1990 Carrera 4

John & Victoria Ryan  
1450 Falson Court  
Wheaton, IL 60187  
1986 911

Tim Tibbals  
109 Appian Way  
Vernon Hills, IL 60061  
1984 944

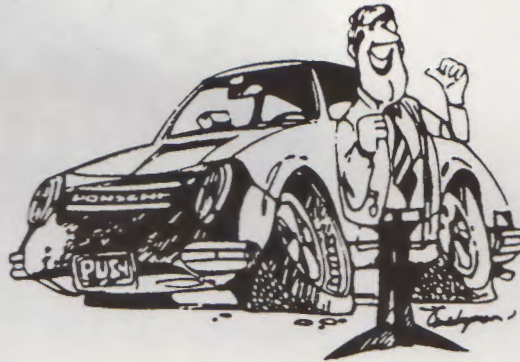
Conrad Wragg  
720 E. Merlin Drive  
Schaumburg, IL 60193  
1976 911

Yu-Zen & Frances Yang  
10077 N. Lamont Avenue  
Skokie, IL 60077  
1987 911 Turbo

Nick & Aboud Yaqub  
1000 Jorie Blvd.  
Oak Brook, IL 60521  
1977 911

## TRANSFERRED IN FROM OTHER REGIONS:

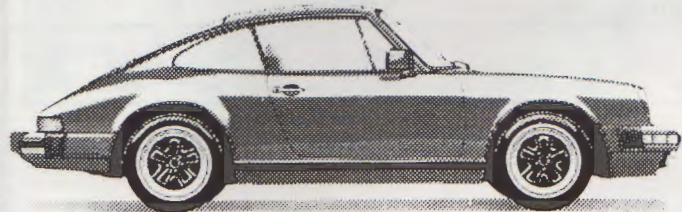
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Chicago, IL 60618  
1987 944



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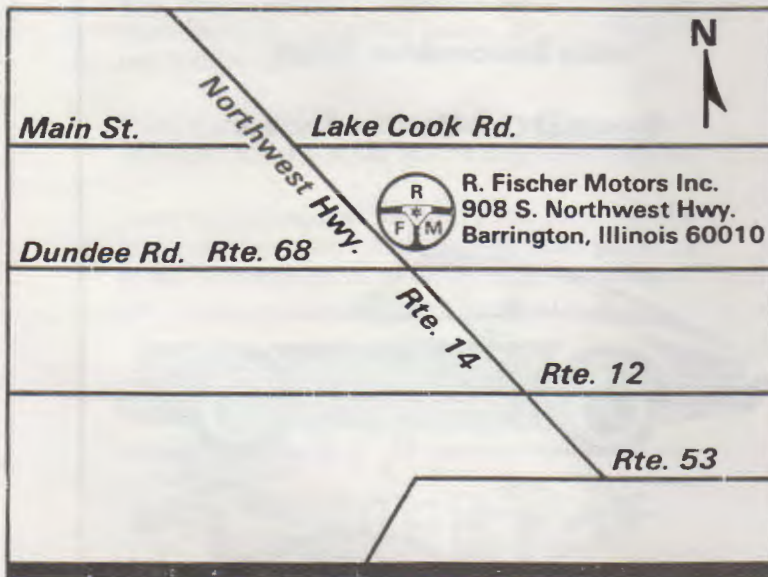
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# REAR VIEW MIRROR

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## ST. PATRICK'S DAY RALLY, 1991

By Stephan Rashbaum & Susan Shire

Oh boy, St. Pat's Day.  
The first rally's under way!

Rain, rain, go away.  
Sporting Porsches want to play!

Gray skies, roll on by.  
Checkpoint workers should be dry!

Dark clouds, please depart.  
Car 1 is about to start.

Drip, drip, drop, drop, drop,  
When, oh when, will it stop?

Well, it never did stop raining. But the most stalwart of Porsche drivers and navigators, checkpoint workers, rallymasters and teachers ventured forth anyway and had a great time at John O'Keefe's St. Patricks Day rally.

We had already run the ODO check when we joined the other drivers and navigators at the Country Junction Restaurant in Marengo. Those of us who had preregistered arrived with our Generals already read and understood (?). While we waited for the Rally School to begin, we enjoyed small talk, coffee and the wonderful homemade cinnamon rolls. (It was still raining.)

Gene Urban's Rally School was well worth the wait. After working his way through the terms, he tackled the General Instructions and, in particular, the concepts of onto and straight ahead.

The rally began at 1:21 when car #1 received their route instructions. It was time to see if we had learned anything. (It was still raining!) During the next hours we were onto, at, left, straight ahead, off, right and on most of McHenry County. But there was no Noe Road, r or s, and we couldn't drive on the "sunnyside" of anything! We were looped, teased, fooled, turned and found St. Patrick, but we were not lost! The rally instructions proved to be challenging, but not obscure and we found our way back to the Country Junction Restaurant without argument or a discouraging word. (It was still raining!)

Back at the Country Junction, we dried off, compared notes, and totalled our scores. After a good dinner, John O'Keefe presented a slide show of where we should have driven, passed out maps of our route and provided a synopsis of the rally. Trophies were awarded to those with the lowest scores and we took third place. (It was still raining!)

Thanks John, it was great!  
Well worth the winter's wait.

Dark clouds overhead.  
Our Porsches are in bed.

Rain, rain, wet and cold.  
Our rally story is now told.

Hurry June, hope for sun.  
When the next rally's run.



Stephan Rashbaum & Susan Shire

ST. PATRICK'S DAY RALLY



Applying the instructions from Rally School



And the winners are...



John O'Keefe and friends



Socializing after the rally

Photos by John Bohlander

## 1991 ST. PATRICK'S DAY RALLY

Results and comments from the rallymaster.

Our first driving event of the year is history. No one is more disappointed than I about the weather, but it rains a great deal in Ireland, so I guess we'll have to chalk it up to that and forget it.

My heartfelt thanks to all who helped: Nick Leicht, Gary Schock, Gene and Ray Urban, Jim and Alice Harper and their mom, Debby Leed, Lee Lichtenstein, Bruce and Jean Janeczek, Chris Ingot, Bob Vlazny, Steve Rashbaum, Susan Shire, Zia and his crew at the Country Junction, John Morehead (my great next door neighbor), and last but not least, my Shell credit card. (Shell should thank me instead!!)

Special thanks to Jackie O. for helping with the awards and putting up with my lack of attention for the past six weeks.

It will never cease to amaze me that we have over 600 members in Chicago Region and less than 20 cars turn out for an event, never mind the weather. We already have more than that number registered for the Memorial Day Road America, over two months away as I write this on March 19th. Considering the enormous amount of time it takes to create a rally, perhaps we should consider dropping these events if the participation does not increase. Any comments or suggestions on this matter are welcome.

On to the results...

19 cars started, 16 cars turned in scoresheets. Cars not turning in scoresheets are judged to be DNF (did not finish).

DNF were car numbers 1, 18 and 19. Since no useful purpose would be served by listing their names, I will not do it.

No cars ran in the equipped category in this event.

Some point totals and positions are different than those announced at the conclusion of the event. This is due to my audit of the scoresheets last night. Over 50% of the scoresheets contained mathematical errors which I had to correct. However, every car which won an award still deserves it (whew!), only 2 positions were changed. If anyone would like a copy of your final scoresheet, just call me.

Thanks to you all for coming out in the rain.

Special congratulations to the first-timers, and if you didn't do well, study the synopsis and try again - I didn't do well on my first rally either. I'm sure you'll all do better next time.

See you on down the road...

John O'Keefe

<u>Car #</u>	<u>Driver/Navigator</u>	<u>Points</u>	<u>Finish Position</u>	
7	O'Bryan/Arnold	461	1	T
12	Fisher/Fisher	608	2	T
15	Rashbaum/Shire	731	3	T
2	Gallagher/Goldenberg	1024	4	Non-Porsche
9	Bader/Leers	1349	5	T
6	Scott/Scott	1383	6	T
11	Conforti/Conforti	1578	7	T
3	Carlson/Carlson	1692	8	T
16	Bohlander/Russo	1751	9	
5	Rathunde/Rathunde	2203	10	
10	Sherry/Keown	2414	11	
17	Walters/Walters	3032	12	
8	Beshears/Bebb	3238	13	
13	Weitzner/Cooper	3255	14	
4	Wiese/Fresh	3394	15	
14	Tynor/Tynor	7000	16	

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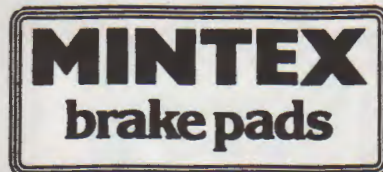
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## BEHIND THE SCENES

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As I celebrate my third anniversary as a PCA member, I am prompted by Nick Leicht's article pleading for rally helpers, to address the subject of club participation. When I joined PCA three years ago, it was almost immediately apparent that there was a core group who seemed to be at the forefront of the club's activities. Because I think PCA is a unique organization, and because I am used to playing an active role in organizations I have joined over the years, I volunteered to contribute my time and effort in whatever way could be helpful to the club's activities. It is important for all of us to remember that in any organization, we get back only what we put in. We want to continue to be able to offer a variety of events for the membership, and we can only do that with your help. While it's certainly true that I do a lot of work for the club, the benefits and rewards I enjoy far outweigh any of my efforts. "Network" is a popular buzzword that we often hear today. We are all part of PCA's 28,000 member network across the United States and Canada who share a common goal. The cars bring us together, the people keep us together. Think about it.

See you soon.

Doris

P.S. Look for a BIG surprise in next month's *Scene!*



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# THE MART

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1986 911, Red/Black leather, alarm, CD, 16", sunroof, 44k mi., \$29,911; Also, storage space for two cars available in Gurnee \$60/month each. Rick Scott (708)234-6680 days, (708)680-8122 eves.

1986 944 Turbo, White/burgandy leather. 34k pampered miles. Authority modifications. New shaved BFG Comp T/As on painted Fuchs with painted center caps. Extras. \$22,000 OBO. Jeff Gerbing (708)304-8350 weekdays.

1985 930 Turbo, Red/Black leather, sunroof, elec. seats, full power, orig. owner, mint, 10k mi., \$40,000. Rusty Pallas (312)951-5727 eves.

1984 928S Coupe, Platinum/Brown leather, dual dist. 310 hp, 5 sp, ltd. slip, ABS, factory luggage & ski rack, 8x9" BBS 3 pc w/225x245 Comp T/A, Bilsteins, Euro lights incl. rear fog, underside kept immaculate, 40k mi., major service just completed, \$20,000/trades. Rollin Polonitza, 1630 Judson Avenue, Evanston, IL 60201 (708)475-7544 eves.

1982 911SC Coupe, Dark Blue/Blue leather, 76k mi. 6 & 7x16" wheels with Goodyear VR's, lowered, sport seats, Carrera Tens, St. steel brake lines, sunroof, bra. Well maintained, no winters or smoke, garaged. Excellent condition, reliable, quick. \$21,500. Ed Duffy (708)369-5550 days, (708)897-1349 eves.

1980 911SC Targa, Cinnamon Brown Metallic/Brown leather, 51k mi., A/C, cruise, like new Gatorbacks, power windows, garage kept, not driven in rain or snow, non-smoker, sharp, immaculate car. \$18,000. Mike Kroopkin (708)798-1333 days.

## ● FOR SALE - PARTS

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Wheels 928S: Flat dish wheels 7x16, set of 4, no

marks, \$1,000, buyer pays shipping unless in Chicago area. Dominick Pizoli, 3700 N. Lake Shore Dr., Chicago, IL 60613 (312)348-5181.

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## ● FOR SALE - OTHER

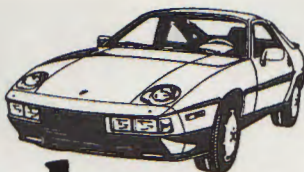
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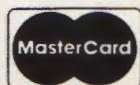
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