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**OCTOBER 1990**

**CHICAGO**



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

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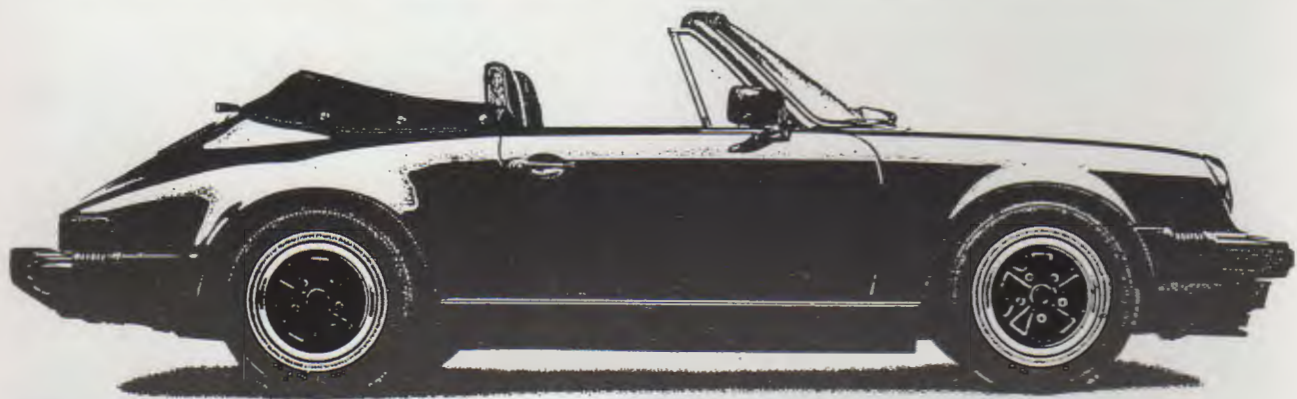
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## "CHICAGO SCENE"

is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. Material must be received by the "Scene" editor no later than the 10th of the month to be published in the next month's issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. Statements appearing in the "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.

Permission is given to chartered Regions of PCA to reprint articles in their newsletters if credit is given to the author and "Chicago Scene".

### EDITOR

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

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**COVER:** Achieve total lock-osity: John Bohlander stands on the brakes at this year's Utica Autocross. His tire-smoking effort netted a 3rd place finish in Class 5, with a best run of 69.98 seconds. Turn to page 26 for complete Utica results. Photo by Neiland Pennington.

### CHICAGO REGION 1990 CALENDAR OF EVENTS

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

# WHO'S WHO



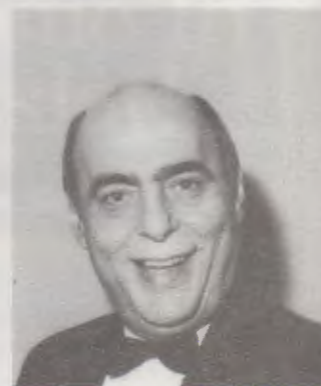
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**VICE PRESIDENT**  
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**SECRETARY**  
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**TREASURER**  
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## NEWSLETTER STAFF

- |                         |                   |                     |               |
|-------------------------|-------------------|---------------------|---------------|
| <b>EDITOR</b>           |                   | <b>ADVERTISING</b>  |               |
| Doris Voce              | (708)462-0451     | Jim Cady            | (708)490-1200 |
|                         | FAX (708)510-0849 | <b>PHOTOGRAPHER</b> |               |
| <b>TECHNICAL EDITOR</b> |                   | John Bohlander      | (708)963-8076 |
| Karl Szczypta           | (708)447-9232     |                     |               |

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# This year thousands of Chicagoans bought new cars and hoped for the best. Only Mathieu customers got it.

## Mercedes-Benz Tops Dependability Index

In a new study by J. D. Power and Associates covering owners of 1985 model year cars, Mercedes-Benz was found to lead all imported and domestic makes in vehicle dependability. Mercedes-Benz rated 149 on the Vehicle Dependability Index.

Every car buyer wonders how dependable a new car will turn out to be as the years go by.

Except, of course,  
Mathieu Imports' customers.

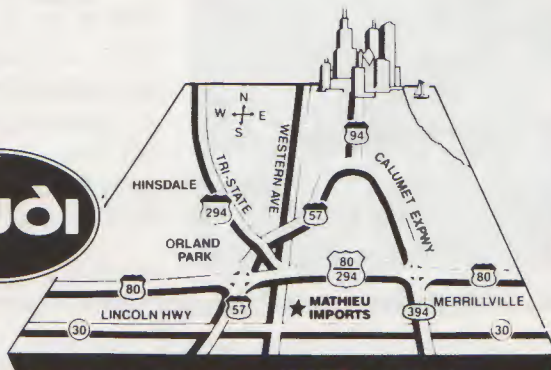
They've never had reason to wonder or worry because the feelings associated with owning a Mercedes-Benz from Mathieu are those of exhilaration and confidence. Confidence confirmed in a recent J.D. Power and Associates' survey of 1985 model automobiles ranking Mercedes-Benz as the most dependable car you can own. \*

At Mathieu, we believe in matching price and value-received thereby ensuring your confidence in having selected the best car from the best dealership.

Call us today to arrange a personal product presentation of Mercedes-Benz, Porsche, or Audi automobiles and discover the Mathieu difference.



Mercedes-Benz 350 SDL Turbo

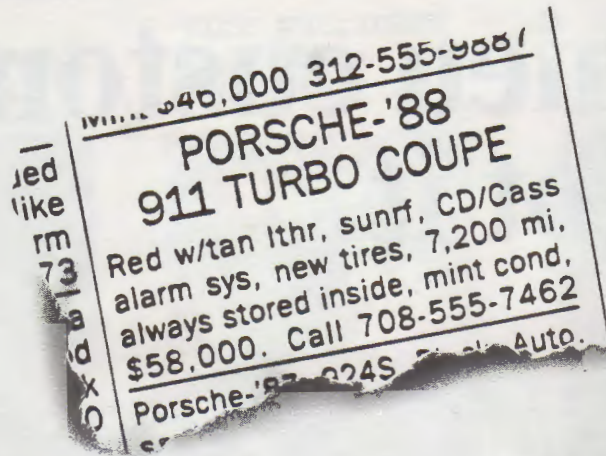


# MATHIEU IMPORTS

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(708) 481-1080

\*J.D. Power & Associates Vehicle Dependability Index Study. Based on things gone wrong to 4 to 5 year old 1985 model vehicles in the past 12 months.

# Get Ready To Fall In Love.



Sooner or later it's going to happen. You're going to find the Porsche your heart desires. It may be a classic beauty or a sleek young model. But it's sure to be love at first sight. And now's the time to prepare yourself for the inevitable with our Home Equity Line of Credit.

You can apply over the phone and get approval on your loan in twenty-four hours. And the rate could be as

low as prime. There's no application fee, no closing points and no interest until you access your loan.

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# THE LEED LANE

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The most important page to read in this issue of *The Scene* is the ballot for the officers and directors for 1991. For your convenience, we have made the ballot a loose piece of paper so all you have to do is read it, vote, fold the sheet and mail it to Cy Ling. His address is on the back of the ballot. It couldn't be easier! There is also room for write-in candidates if you are so inclined. Whatever your persuasion, please vote!

October is one of the most beautiful months in the Chicago area and we have planned plenty to keep you busy with your Porsche. Bob and Wilma White have planned a delightful two day rallye on October 6th and 7th, starting at Becker's Service Center in Naperville and ending in Bloomington. The fall colors should be gorgeous and the roads will be worthy of any Porsche enthusiast.

Our fourth Blackhawk event will be held Saturday, October 13th. Dan Gallagher and crew have planned an Oktoberfest complete with a day of lapping sessions followed by a catered German dinner at the track hosted by the Edelweiss Restaurant. We expect a sellout so sign up early! Please call me and let me know if you like the idea of an October Blackhawk so we can plan next year's calendar.

Our final concours of the year will be held Sunday, October 28th, at Bill Jacobs Motorsport. Members of the Windy City Region of the BMW Club are joining us for a concours showdown. Let's show them how it's done! As in the past, Jacobs is providing a delicious lunch and needs a head count to plan the amount of food needed. Even if you're not concouring, please call Bonnie or Pat Yanahan and let them know you'll be attending.

This is a big month for the Club. Don't forget to vote. Come on out and play with us!

Debby

## **Don't Renew Your Insurance...**

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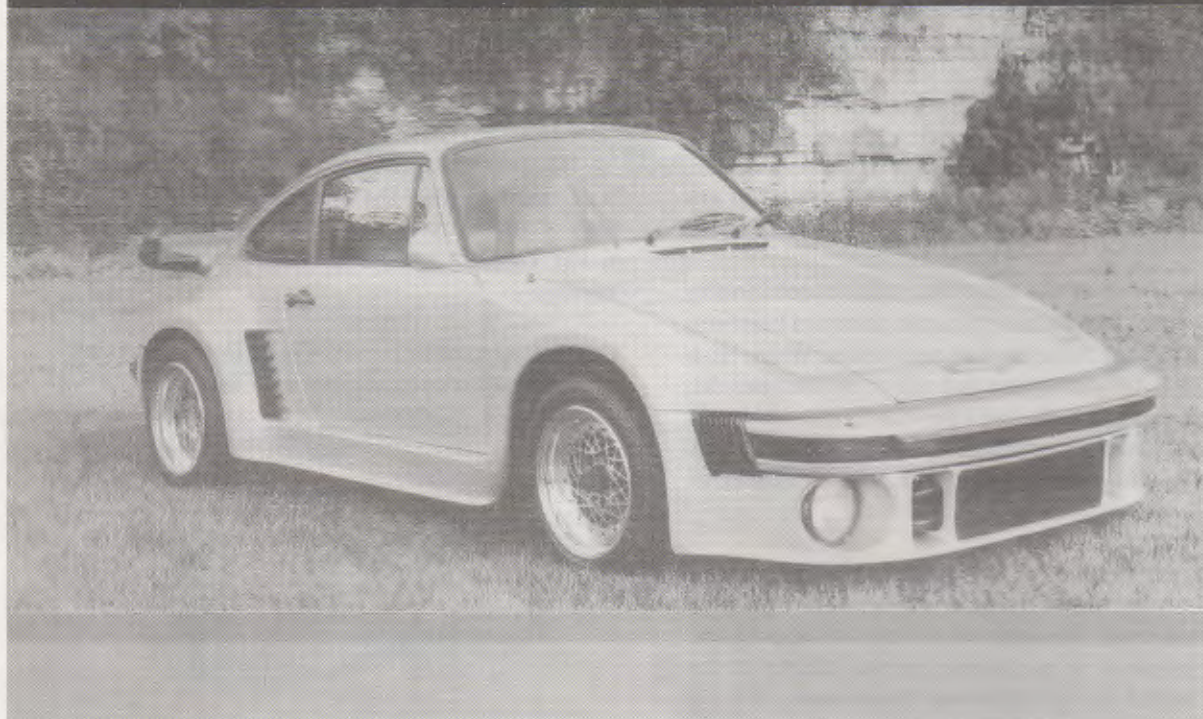
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# UP AND COMING

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## FALL TECH SESSION

Join us on November 18th for the PCA Fall Tech Session being held this year at the home of PERFECT POWER in Libertyville. Returning by popular demand is Sol Snyderman to share his talents and trade secrets.

Sol is no stranger to PCA, having hosted the Tech Session a couple of years ago. What started out to be a typical question and answer session ended up going until dark with members constantly barraging Sol with questions on ways to get more speed out of their Porsches. This year Sol promises even more enhancements.

The topic to be covered will be the tweaking of our Porsches for autocross and track events. Sol will begin with the basics of readying our cars for driving events. Brakes, suspension goodies, exhaust systems and engine modifications will all be covered in as much detail as you wish. Although Perfect Power's expertise remains with 911's and 930's, Sol will be covering the 944 and 928 as well.

Perfect Power is noted for their superior engines and Sol will have a sample or two for us to drool over. They recently installed a dyno and they expect to have an engine running on the dyno for us to observe.

This tech session is geared for the neophyte and the "expert" as well. Come learn the tricks of the trade on making a great machine even greater. Join us on November 18th at Perfect Power, 844 Liberty Drive, Libertyville at noon.

Check the "Scene" next month for more information. Any questions, call Sol at (708)367-8837 or Glenn Sapa at (708)690-0667.

## PERFECT WAX



MATRIX 120 N. Oak Park Avenue, Suite 202 Oak Park, Illinois (708) 386-0383

# "PORSCHE CRYSTAL BALL"

**SATURDAY, December 1, 1990**

THE PCA CHICAGO REGION invites you and your friends to join your fellow Porsche enthusiasts in welcoming in the first HOLIDAY SEASON OF THE NINETIES.

We have reserved the exclusive OAK BROOK BATH & TENNIS CLUB which is nestled in a beautiful wooded wonderland located on 31st Street, a half mile west of York road in Oak Brook.

Festivities will begin at 6:30 p.m. with an open bar of premium liquor and delectable hors d'oeuvres. Tantalize your taste buds with creations of the club's renowned chef whose gourmet delights for the evening will be your choice of:

Freshly caught Baked Red Snapper topped with a special lemon pepper sauce.  
Melt-in-your mouth London Broil with a Bordelaise Sauce that will transport you to the streets of Paris.

Each entree will be complimented with Soup DuJour, Caesar Salad, Green Beans Almondine, Potatoes Rissolle and a Special Surprise Dessert.

Dancing to the rhythmic sounds of Stephen Shield's "Third City" musicians will commence at 9:00 p.m. following our trophy presentations, and the evening will end at midnight.

Make your reservations now or reserve a table for eight. Your friends are welcome to share in our festivities and meet some of the nicest people in the Chicago Region.

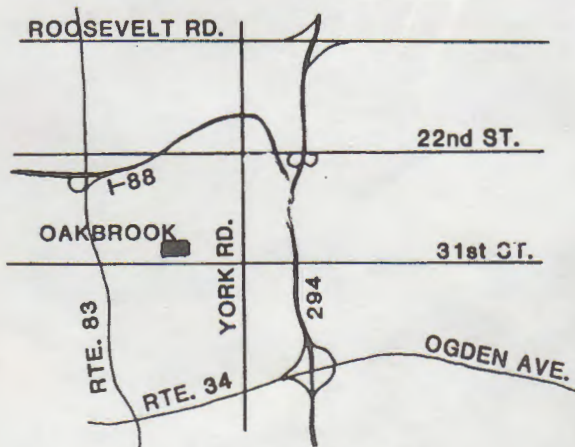
Black Tie Optional

## OAK BROOK BATH & TENNIS CLUB

800 OAK BROOK ROAD

OAK BROOK, ILLINOIS 60521

(708) 990-3025



Any questions, please telephone Carol Cece (708) 571-2164 or Sandy Sapa (708) 690-0667

Overnight accommodations available at the Oak Brook Marriott, the Oak Brook Hyatt, the Oak Brook Hills Hotel, and the Stouffer Oakbrook Hotel.

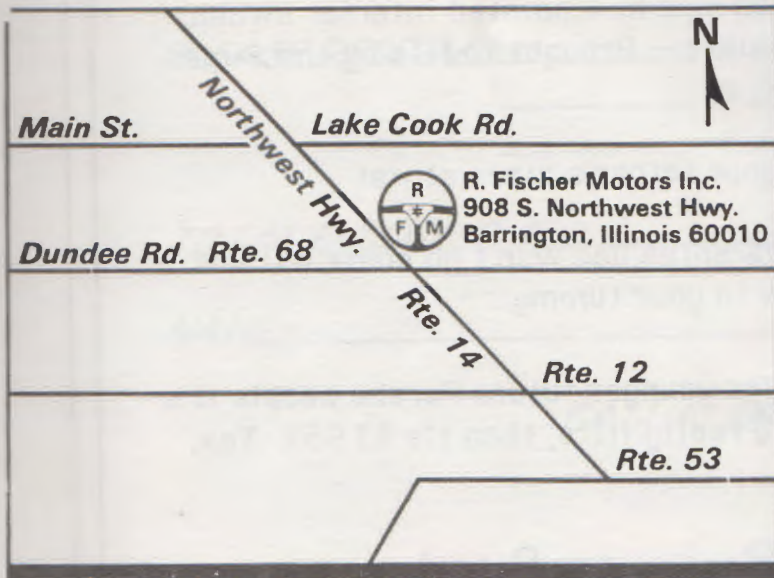
**PORSCHE CRYSTAL BALL RESERVATION FORM**


Check is enclosed for \_\_\_\_\_ reservations @ \$50.00 per person. Please select entree for each reservation:  
\_\_\_ Fish \_\_\_ Beef

Member's Name \_\_\_\_\_  
Guest's Name \_\_\_\_\_

Please make check payable to: PCA/CHICAGO REGION  
Send to: Sandy Sapa, 27W506 Wallace Road, Wheaton, IL 60187

**RESERVATIONS MUST BE RECEIVED NO LATER THAN NOVEMBER 23, 1990**



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## Preview the new 1990's Bacino's!

Our new model offers all the features you have come to expect from Bacino's --- quality & value, & for the 90's - a whole lot more...

Based on the now famous Pizza Powerplant - which is still hand assembled by our culinary technicians - the new Bacino's also offers an extensive salad & pasta bar (over 17 feet long & loaded with options). Also available are "designer" pizzas & wonderful desserts.

The redesigned lubrication system includes a complete bar & a walk in wine room. Your visual & tactile senses are given detailed consideration using natural materials complimented by a handpainted interior awash with the warmth of Mediterranean colors-- Brought to life by the Simes Studio.

By now you should know this is not your father's pizza store!

Pizza, pasta, salads, desserts & a guarantee you won't go home without a smile on your face & that warm glow in your tummy...

The **M.S.R.P.\*** is \$12.95/person (for younger future Porsche people it's less @ \$5.95/person... unless they are really little, than its \$3.95). Tax, tip & gratuity IS NOT INCLUDED.

(\*Much Satisfaction Reasonable Price)

ADDED ATTRACTION: Through the magic of science we are preparing a video of memorable Porsche moments. So--send us your favorite photos (black & white or color) & we will include them. PHOTOS MUST BE IN OUR HANDS BY OCTOBER 20TH.... *Thanks!*

See following page for directions and registration form.

# DAN & LINDA BACIN'S RESTAURANT TOUR....

BACINO'S-NAPERVILLE is located 1/2 mile south of I-88. Exit Naperville Road and stay to the left. You can find Bacino's on the corner of Naper Blvd. and Ogden Ave. in the Tower Crossing Shopping Center.

708-505-0600  
1504 N. Naper Blvd.  
Naperville, Illinois

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RESERVATIONS MUST BE MAILED TO DAN & LINDA BACIN  
AT 62 DEER PATH TRAIL, BURR RIDGE, IL 60521

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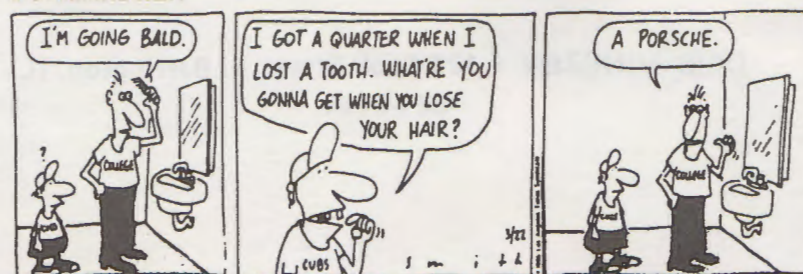
PLEASE RESERVE \_\_\_\_\_ @ \$12.95 EACH  
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# **BLACKHAWK OCTOBERFEST**

---

**DATE:** October 13, 1990 **SATURDAY**

**TIME:** 8 AM - 5 PM Registration closes at 11 AM

**PLACE:** Blackhawk Farms Raceway, South Beloit, WI

Mark your calendars now for our first ever Blackhawk Octoberfest! Now is your last chance for a last high-speed event before the Porsches go into hibernation for the winter.

Blackhawk Farms Raceway is an eight turn 1.8 mile track located just outside Rockton, Illinois, conveniently close to the Northwest Tollway. 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.

The entrants for this event will be divided into four classes so that slower cars and/or novice drivers will not be on the track at the same time as the faster cars. While we will have four classes at this event, instead of the usual three that we have at our other Blackhawk events, all classes will have a total of two hours track-time. See the schedule below for tech inspection and drivers' meetings for the four classes. As always, keep in mind 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.

<u>Class I</u>	8:30 AM	Tech Inspection and Drivers' Meeting
<u>Class II</u>	9 AM	" " " " "
<u>Class III</u>	9:30 AM	" " " " "
<u>Class IV</u>	10 AM	" " " " "

Following the close of the track at 5 PM, we will be treated to an Octoberfest Dinner at the track pavilion by Chef Karl Beckmann of The Edelweiss Inn in Libertyville. The dinner will include beer and wine, steak and baked chicken for the adults; coke and 7-Up, bratwurst and chicken for the children, all at the amazingly low cost of \$15.00 each for adults, and \$7.50 each for the children. Chef Karl is well known for his terrific cooking and his charming German manner, so it promises to be a great way to cap off the day at the track. To put us in a festive mood, Karl will even provide us with German background music! What a guy!

Since we expect a record turn-out for this event, be sure to send your registrations in early so we will know how many to plan for. Plan now to bring your family and friends for a lovely autumn day and evening at Blackhawk.

## **Directions to Blackhawk:**

Northwest Tollway (I90) North to IL 75 (just South of the 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 OCTOBERFEST**

Dear Dan:

We want a last chance at Blackhawk!

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

Cost: \$75.00 Preregistered; \$80.00 late registration  
No charge for family or affiliate member as second driver.

	Amount
Blackhawk Pre-registration	_____
_____ adult dinners @ \$15.00 ea.	_____
_____ childrens dinners @ \$7.50 ea.	_____
Total	_____

Make checks payable to PCA/Chicago Region and mail to:  
Dan Gallagher, 6710 North Edgebrook Terrace, Chicago, IL 60646  
Questions?? (312)775-5944

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7:30 AM-6 PM  
SAT 7:30 AM-5 PM  
SUN 10 AM-3 PM



## BRAKE FLUID - THE LIFEBLOOD OF YOUR BRAKE SYSTEM

One of the most overlooked components of any brake system is the brake fluid. Although most import car manufacturers recommend scheduled brake fluid changes, owner's manuals of domestic cars seldom suggest changing brake fluid unless shoes and pads are replaced.

Brake fluid should be changed regularly to promote safety and prolong the life of hydraulic components. Most brake experts agree that brake fluid should be changed every two years. Brake fluid is "hygroscopic", which means it absorbs moisture. When the brake fluid is fresh, it contains only a trace of water. As the fresh fluid comes in contact with the air, it begins to absorb moisture. Remember to always cap containers of brake fluid and the lids of master cylinder reservoirs to prevent moisture contamination of the brake fluid.

By using the brakes, heat is generated at the friction contact points. As the vehicle sits, the brakes cool down. Over a period of time, the heating and cooling action of the brake system will condense moisture in the closed hydraulic system. The brake fluid will keep that water from directly contacting any hydraulic components and prevent any corrosive action.

Although brake fluid absorbs moisture, it cannot continue to absorb indefinitely, which is another reason why regular maintenance is encouraged. After a year of service, a typical vehicle's brake fluid will contain about 2 percent water. After 18 months the water contamination can reach about 3 percent. After several years on the road, it is not uncommon to find brake fluid containing 7 to 8 percent water.

As the fluid soaks up and disperses the water, the build-up of moisture lowers the brake fluid's boiling point. The higher the level of contamination, the lower the boiling point. For example, three percent water can lower the boiling point of a conventional DOT 3 brake fluid by 25 percent. The same amount of water contamination in DOT 4 brake fluid will lower the boiling point as much as 50 percent. The DOT 4 fluid absorbs moisture at a slower rate.

Water contamination at high temperatures can also increase the danger of vapor pockets, especially in the calipers, where higher temperatures are generated. If the brake fluid starts to boil, it can vapor lock the hydraulics. The boiling brake fluid

increases the distance the brake pedal must travel before hydraulic pressure can compress the vapor and apply the brakes.

In cold temperatures, excessive water contamination can make the brake fluid thick and sluggish. Because the moisture is dispersed throughout the system, internal corrosion and pitting of metal surfaces is accelerated.

The only way to keep contaminated fluid under control is to replace it on a regular basis. DOT 5 silicone brake fluid was introduced in the 1970s with the hope that it would overcome the shortcomings of the conventional DOT 3 and DOT 4 polyglycol-based brake fluids. DOT 5 can be distinguished from other brake fluids by its color. DOT 3 and DOT 4 are clear to amber in color. DOT 5 silicone contains a purple dye. One of DOT 5 silicone's greatest differences is the fact that it does not attract water, but instead repels it. Silicone is chemically inert, non-toxic and won't damage paint like conventional brake fluid. It also has higher boiling points than DOT 3 or DOT 4 fluids.

However, silicone is not compatible with other fluids. It will layer and float much like oil on water. It is important to remember to thoroughly flush the system with denatured alcohol or silicone brake fluid before switching brake fluid.

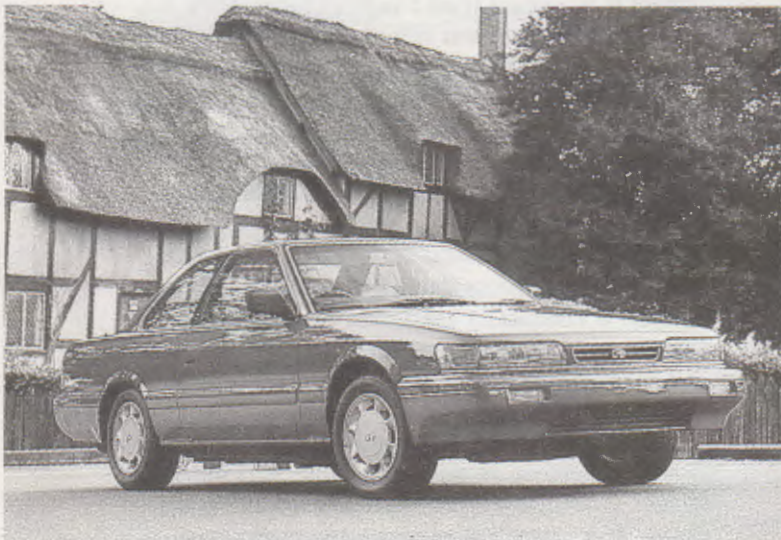
Also remember as brake systems go through the heating and cooling cycles, there will always be the probability of moisture condensing in the closed hydraulic system. Although DOT 5 fluid won't absorb water, it can still create corrosion and boiling/freezing problems.

Many manufacturers do not commend using silicone fluid in brake systems because of rubber incompatibility or because the system has the anti-lock brake option.

Requirement	Fluid Type		
	DOT 3	DOT 4	DOT 5
Dry Boiling Point	401 F	446 F	500 F
Wet Boiling Point	284 F	311 F	356 F

Reprinted from Total Brake Service Summer, 1990.

# M



*Infiniti M30 sports coupe*

Motor Werks of Barrington is honored to be among the first retailers in America chosen to market the new Infiniti line of luxury automobiles. Having personally driven these cars for some time now, I can honestly tell you that all the anticipation over the Infiniti debut was not misplaced. These automobiles are absolutely magnificent and I encourage you to experience your own road test as soon as possible. We now have a good supply of Infiniti cars on hand, in both the Q45 luxury sedan and M30 sports coupe models. Our new Infiniti showroom and service space addition are now under construction at the north end of our building. Motor Werks is making a substantial investment in Infiniti's future here — including a dimension in owner care and satisfaction sure to impress. Infiniti is the perfect complement to the Motor Werks Mall collection. One look... one drive, and I know you'll agree. Thank you for your continued confidence and support.

Paul Tamraz  
President/CEO



*Infiniti Q45 luxury sedan*



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# PORSCHE-BMW CONCOURS

The last concours of the year will be a two-club contest. Not only will we have our regular Chicago PCA four class concours, the BMW folks will have theirs and then we will have a showdown between the two clubs. We thought we would invite them to show how Porsche people take care of their cars.

## THE BILL JACOBS MOTORSPORT THIRD ANNUAL FALL CLASSIC CONCOURS

**Date:** October 28, 1990

**Location:** Bill Jacobs MotorSport, Ogden Avenue in Naperville, East of Route 59 and West of Route 53. The landmark is the big Nabisco Bakery directly across the street.

**Time:** Concours entrants may arrive at 10:00 AM and judging and other events will start at 1:00 PM sharp.

**Cost:** \$10.00 to concours entrants who must pre-register. Other activities, buffet and light refreshments are compliments of Bill Jacobs MotorSport but, also register so we can give our host a count for refreshments.

### **CONCOURS - SERIOUS AND STREET**

We will use the inside showroom and garage facilities for the standard Chicago Region PCA Classes A, B, C, and D. Trophies will be awarded to members in these categories, but, of course, non-members and applicants are welcome to participate in these classes.

The BMW Club will have their concours classes and then we will match the winners with trophies going to best of show. If you own one of each brand - bring them both. Overflow will go outside if necessary.

### **SPECIAL EVENTS**

In addition to the regular concours, Bill Jacobs has planned a rather interesting afternoon for everyone. Displays, tech seminars, some racing vehicles, and more! Details in the next issue of the Scene.

Porsche and BMW master mechanics from Bill Jacobs will be in the garage to answer any and all technical questions, and Vince Butera, who is their Director of Service, has consented to be a Concours Judge again this year.

We will have some planned activities for the kids and a radio controlled car racing event set up in the back parking lot away from the traffic.

To aid our host in planning for this event, we need concours registration ahead of time and a phone call from you to tell us how many adults and how many kids are coming, so that we can plan for food accordingly.

Be sure to invite other Porsche (and BMW) people to come to meet our members.

**REMEMBER - CONCOURS PREREGISTRATION IS REQUIRED**

REGISTRATION OCTOBER 28, 1990 FALL CLASSIC CONCOURS

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

\$10.00 for Car Entries Only

Checks payable to PCA/Chicago Region

Concours Class: A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_

Mail by October 19, 1990 to:

Pat & Bonnie Yanahan, 7754 S. County Line Road, Burr Ridge, IL 60521

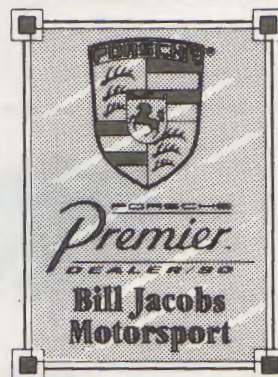
Call with any questions: (Home) (708)887-7605 (Office)(312)444-9570 (Fax)(312)444-9426

Number of Adults \_\_\_\_\_ Number of Kids \_\_\_\_\_

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# WELCOME

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## To Our New Members

By Lee Lichtenstein

Peter & Patricia Kaplan  
35 Burning Tree Lane  
Deerfield, IL 60015  
1988 911

Michael L. O'Bryan  
4220 W. Belmont Ave.  
Chicago, IL 60641  
1980 911SC

Daniel & Robert Owings  
432 Church Street  
West Chicago, IL 60185  
1969 911T

Michael H. Pearce  
39275 Lewis  
Zion, IL 60099  
1982 928

Scott Plantz & Charles Boehrer  
11104 84th Ave. Apt. 1-A  
Palos Hills, IL 60465  
1976 914

Laddie & Patricia Sanda  
4741 Central  
Western Springs, IL 60558  
1990 Carrera 4

Robert G. Sperhac  
418 N. Grant Street  
Hinsdale, IL 60521  
1987 911

## Transferred in from other Regions:

From Musik Stadt Region:  
Richard D. Dean  
313 Burlington Avenue  
Western Springs, IL 60558  
1959 356A

From Swampland Region:  
Russell & Kathy Herman  
4030 Broadmoor Circle  
Naperville, IL 60565  
1986 944T

From Lincoln Trails Region:  
Richard & Janet Schaefer  
1N101 Coventry Drive  
Wheaton, IL 60188  
1987 924S

From Connecticut Valley Region:  
Richard Strahota & Trish Carroll  
3014 Colfax Street  
Evanston, IL 60201  
1985 944

From Germany:  
Charles Young  
P.O. Box 292  
Moline, IL 61265  
1971 911T

From Metro New York:  
Richard & Geri Badler  
30 Victoria Lane  
Lincolnshire, IL 60069  
1978 911

From Big Cypress:  
Kathy McKanna  
1236 Churchill Road  
Bartlett, IL 60103  
1987 924S



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# REAR VIEW MIRROR

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## September Road America

By Bob Fleming, Nord Stern Region

To find the treasure the instructions are simple: "Drive I-94 East to Mauston, Wisconsin, pick up Route 82 East. That changes to 23, at Plymouth turn North." You will find the gold in the hills behind the sign "Road America". Drive vigorously for two days. Yes - you have found it. Yes - you will smile a long time.

After you return, talk about the experience in hushed tones to small groups of kindred souls. Do not - repeat - do not tell too many. You all have heard what happened in California in the 1800's when some fool raised his voice about the GOLD in those hills.

To follow the instructions from Martha and Guy Reeder (two of the Nord Stern adventurers who have experienced this natural wonder for a few years), a group of four, that's three 911's and a 944, decided to visit this track for the September 1st and 2nd event. Tom Prideaux, Jim Saubert, Jim Bryant and myself. It was not even a decision for three of us, we were lucky enough to find and stake our claim to the first open track event in 1989. The big question was - where do we register? It was early August, our efforts were focused on preparing the cars feverishly for the Nord Stern event at Brainerd International Raceway August 24, 25, and 26 and we hadn't heard a word about Elkhart Lake. It was getting real close to Labor Day weekend and we hadn't staked a claim. In panic mode I called a pair of all-out zany Porsche folk, John and Dodie Mueller, former Nord Sterners (tear) who have just pitched their tent next to a three car garage someplace close to Chicago. Dodie knew the right numbers and returned my queries. "Talk to Debby Leed". Debby said, "Talk to Greg and Marla Turek". The check was in the mail. The phone lines were hot, "Tom, call Marla". "Jim, call Marla", Jim B., call Marla". Within days the confirmation was received.

"TK", my old 911, was running well, the only prep would be to pull the engine Thursday night to replace the rear seal that let loose at BIR. Not a panic condition, just enough activity to hold your eyes open to the wee hours of the night.

The trip over would be catch-as-catch-can. Jim S. and I would drive over together. No - he would not trailer the two-tone 911T. We are going to both suffer the noise, ride and heat. The prior weekend he had trailered with the new Suburban (cush ride, air conditioning, cruise at 80 and hear the radio) to BIR. This weekend it would be drive it, run it and drive home with the song of 911 flat 6 noises singing in the ears.

The reservations were made at Siebkens, we would arrive at 6:00 PM. Our leave time was planned for 12:00 noon. I was running late. My wife, Judy, chides me with the line, "If you're late, you make up the time. I think you're late on purpose." We leave Jim's at 1:00; we arrive at 6:00.

Within minutes of parking next to Siebkens, we meet up with the Reeders and Tom. Jim B. has already checked in. The tall drink of a guy who's teching directs us to registration. Things must be going smoothly. Greg and Marla still have a sense of humor. We get our designer bracelets of blue plastic, (these folks have this down pat), sign the waivers and were ready to go through tech. We spend a long time looking and talking to the owners of some nice cars. It must be that the cars are new to us because we look, examine, and admire until the sun goes down.



Nord Stern Members

(left to right) Tom Prideaux, Jim Bryant, Bob Fleming, Jim Saubert

With not a lot of sleep the night before, I retire early. Jim Bryant sits in on the track orientation. The other guys said they hit all the bars in Elkhart Lake. For some reason, I don't think that was cause for a lot of transit time or a number of doorways to pass through.

**Saturday:** It couldn't come soon enough. The weather is mostly clear and warm. Arriving at the track, we proceed to unload an enormous amount of "stuff" onto a concrete pad. We're next to Gordan and Fran's first class rig, housing their 944. These folks know how to do it right, forty some feet of acomodating housing and mobile garage. Fran is amazed at how much a small car can hold. Our cars are prep'd, we're hyped. The drivers' meeting is quiet and quick. Within minutes I'm buckling up and doing a warm-up lap. The track comes back quickly. Each corner is unique. The half-hour sessions blow by. The time between runs is filled with quasi-necessary car inspections and numerous conversations with familiar faces from Road America, other Porsche events and past Parades. There are tons of bruum-bruum and eerrk-eerrk sounds in our conversations as each of our group tests the limits of our cars and our driving ability.

The sessions run very well. Some drivers are just rockets, others are doing well but not so well that they can run away from my tired old 911. There was even some passing. It's a rare sight to see one of the first 911s made knocking on a newer 911's back door. I'm really enjoying this mix of cars.

By the end of the day Tom has changed brake pads and with a quick pump prior to each corner, has vastly better brakes. The amount of brake dust on all four wheels attest to his working the stop pedal.

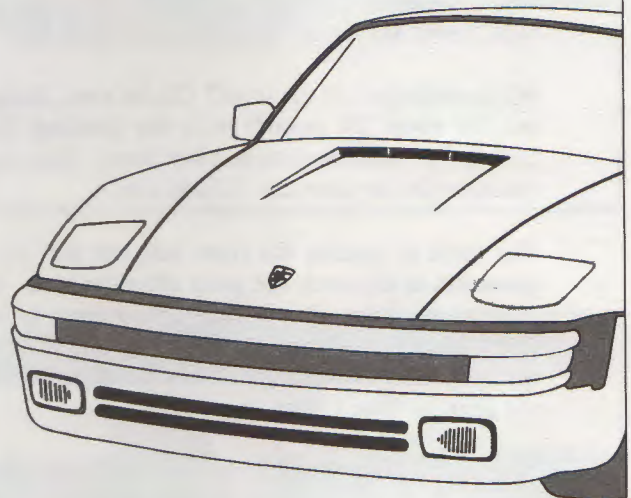
Jim's car has a hot start problem that he is working on. Plenty of battery but it's not getting to the starter. Jim B.'s car is holding up well, a minor problem with the hood release is not a concern.

"TK" is leaking oil on the right side of the engine. My first thought is, "not two weeks in a row". After the rear seal leaking at BIR, I have visions of driving home in the plume of blue smoke again. The indication of an oil leak is the oil return line is wet and dripping, not a lot but enough to leave a 3" puddle. The ensuing conversations start by looking for a replacement line, maybe fittings, maybe a patch kit. A small length of hose is cut to fit around the suspect line and clamped on. But wait...the drip is coming from up higher. A look in the engine compartment confirms the catch tank (installed a few years back to collect an exorbitant amount of blow-by) is filled with oil and dripping out its air filter. Empty the

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tank. Look ma...no leaks.

A change of brake pads, a quick bleed of the brakes and we're headed back to the hotel just minutes before the track is locked for the night. Back at the hotel Tom and Jim have been comparing G-Analyst readings.

The night life is minimal. We spend a little time with some pizza and a lot of time looking at cars, tires, wheels, custom colored matched bras (don't worry, Judy, you know they were on cars). The car talk lasted into the evening.

Sunday found Guy and Martha with a crack in a front rotor. These two drivers had maxed out for the weekend. It's really hard to pack up early knowing a full day of Road A-wonderful is still to be driven.

We spend the day looking for the perfect lap. Some laps were in traffic, some not. I have to apologize to a few folks for holding you up. And HA! I knew if I worked at it long enough, I could get that 4-3-2 double clutch downshift at Canada Corner. It feels so good when it's right.

One of the "finds" on this course are the 30 seconds of main straight; that's a long time even when BIR is the hone road course. Jim S. likes turn one. Why? you may ask, because most of the cars that passed on the straight would over-brake for turn one and he would maintain his speed and would be closing by turn three. He almost smiles when he says that.

My favorite part of the track? Oh, let's see...hanging out for about 20 seconds with the steering wheel turned right and the tires on a low howl. That would characterize the carousel. I liked that.

The thrill of placing the front left tire just on the pavement at the track-out point after the kink. Yup - that's a good one. I've already talked about turn 12 and that's a blast. The blind corners at 13 and 6, very reminiscent of Mid-Ohio's up-downs and guess where the apex is. Yes, I liked that.

Well, narrowing it down, my next to the best would be turn 8, a downhill left hander. One of the few places I can actually trail brake. That is to say, not just using turn braking but real live trail braking, moving from almost lock-up directly into full load cornering. A real boost for the heart rate.

That must make turn 5 the best corner on Road America. Let me think about that for awhile...mmm, yup, that's the one. After a long straightaway, the hill turns down - the pavement curves slightly to the

left, then at the bottom of the hill is a left hand corner and a steep hill - no make that a mountain. The senses can be fixed on one of the longest brake zones of the course. The downshift is a murderous 4-3-2 double clutch affair. The turn in can never be late enough for me, the apex has a curb that can lift the inside of the car and the track out point has a gravel hazard waiting to take a bite out of your tires. And if that isn't enough, your redline is immediate - the upshift drops the revs just as the mountain flattens out all hopes of regaining any speed. Boy, I love that.

Our return trip was fast and uneventful, thanks in part to the blue Ford van with the fast headlights. Thank you maam. One of Wisconsin's finest even smiled at the parade of little cars tip-toe'n by his "catch-um-spot".

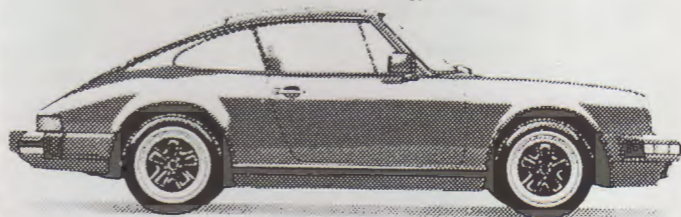
Our thanks to the Chicago Region for hosting such a great track event. A special thanks to Bert for showing me a good line around such a challenging piece of roadway; it was good to see you again in that beautiful 356. Chris and Wolfie, it sure is reassuring that you come to these events, we owe you one. And, thanks to all of the people that worked to make this weekend such a delight.

Just remember, keep your voices low and the vroom vrooms to a minimum. That way there just might be a spot for a few friends from Minnesota to come panning for pay dirt next year.

**Paul's**

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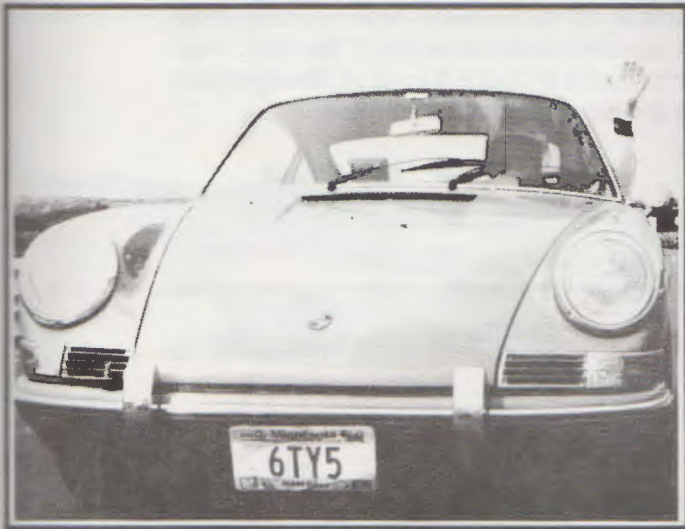
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Elkhart II



Photos by John Bohlander



The Tureks let their hair down after registration



Mrs. President and her consort

## UTICA AUTOCROSS 1990

Men's FTD Jim Becker 62.91  
Women's FTD Michelle Davis 67.50

### Class #2

(Class 1 bumped to Class 2)

1st Scott Layer (A) 65.32 T  
2nd Lee Brownstein 68.24 T  
3rd Rip Patterson 69.79 T  
4th Robert Duncan (A) 72.87 T  
5th Jeff Ginard 73.09  
6th Art Sebek 73.61  
7th Neiland Pennington 74.92

### Class #4

(Class 3 bumped to Class 4)

1st Nick Leicht 65.96 T  
2nd Greg Turek 67.05 T  
3rd Harold Beach 68.46 T  
4th George Gutmann 68.70 T  
5th Stu Acker 69.08  
6th Frank Rojas 77.60

### Class #5

1st George Mueller 65.51 T  
2nd Mark Gadbois 67.16 T  
3rd John Bohlander 69.98 T  
4th Mike Baumet (A) 72.13 T

### Class #6

1st Dan Davis 65.99 T  
2nd John Flesburg 68.05 T  
3rd Dale Flesburg 69.82 T

### Class #7

1st Bob White 65.44 T  
2nd Glenn Sapa 65.53 T  
3rd Chris Ellis 65.69 T  
4th Arnold Zann 66.14 T  
5th Ed Leed 66.80  
6th Roger Vale 67.94  
7th Chuck Will 68.51

## Women's Classes

### Class #1

1st Jeanette Russo 71.89 T  
2nd Linda Patterson 89.41 T

### Class #2

1st Lisa Davis 71.49 T  
2nd Kathy Sebek 85.37 T

### Class #4

1st Linda Gutmann 69.69 T  
2nd Marla Turek 69.90 T

### Class #6

1st Debbie Leed 70.15 T  
2nd Wilma White 77.08 T

Thanks to all who came to Utica. You made it the best attended timed autocross of the year. Also, special thanks to Jackie Raucci of Photographics who did the great artwork for the trophies.

Arnold Zann



Fun in the sun at Utica



Photos by John Bohlander



Everybody gets into the act...including our favorite Porsche canines



**Blackhawk III**



**Don't try this at home**



**I just love to watch people work, don't you?**



**Clowning at dinner after the event**

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## TECHNICAL TIPS

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### 911 Oil Temperature

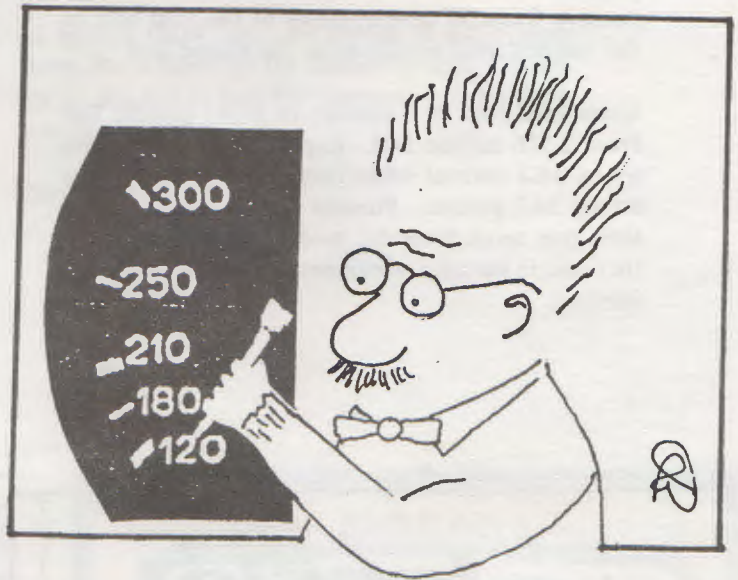
Back in the good old days (i.e. pre-911SC), the oil temperature gauges on (practically) all 911s were calibrated in degrees, as shown in the figure. The increasingly stringent emission laws of the 1970s however, started to cause higher and higher oil temperatures, to the point that 240-270 degrees (and sometimes higher) were not uncommon by 1976-1977. One consequence of these temperatures was drastically reduced engine life - the 2.7 liter cars were measurably less durable than the older 2.2 and 2.4 liter cars. When the 911 SC came out, unfortunately Porsche partially dropped the ball. I believe that to reduce owner complaints of high oil temperature, Porsche dropped the numeral markings on the gauges and used a white/red warning scale. Meanwhile, they did not equip the US cars with an auxiliary oil cooler (the one that goes under the right front fender), although it was apparently standard on the European cars.

For the best engine life, oil temperatures should be kept in the 190-220 degree range. Temperatures higher than this reduce engine life exponentially. If you have a gauge with no numbers, rough indication of temperature on early SCs can be obtained by looking at the position of the needle and comparing it to the gauge shown in the figure. The instrument scaling is apparently the same for both with and without the numerals, so you can get a rough idea of the oil temperature. This apparently won't work on the later SCs and Carreras (and the date of what is "late" I don't know), as the upper scale was changed from the 300 degrees shown to a higher limit of 330 degrees (I believe). One other possibility is to squint and look at the outer diameter of the gauge and look at the portion underneath the bezel. There is supposed to be a calibration mark on the face rim that is a 210 degree mark, and can be seen by sighting along the gauge face and looking at the portion under the bezel.

If you own a later 911 that you drive hard, I would recommend the following changes.

A.) Substitute the numerically scaled gauge for the non-numbered one presently in your car. This requires a change in the temperature sensor, also. Look in Panorama - there are several companies that sell these kits reasonably, or your local friendly dealer ought to be able to make the change.

B.) If you do not have one of the fender mounted auxiliary coolers, I would strongly recommend purchasing one. Get a quality radiator style like either the latest factory unit or one from an outside reputable supplier.



For your information, I recently replaced my "trombone" front cooler on my 2.7 liter 911S with one of the floor pan mounted style Terbatrol coolers advertised in Panorama. The effect has been dramatic - oil temperatures consistently run at 180 degrees versus my previous 210 degrees MINIMUM in normal and hard summer street driving even with the air conditioning on. Track conditions show even a bigger improvement with a peak temperature of 210 degrees where previously it would climb over 250 degrees before I shut the engine down to avoid scattering engine parts all over the track. Disadvantages are SEVERELY reduced ground clearance, to the point where I am bottoming the skid plates protecting the cooler on bumpy roads if not careful. While the design appears excellent for a pure track car, I feel it reduces ground clearance too much on a street driven car - especially for the roads around here! A better choice is the fender mount style which should still give at least as good performance as the factory cooler.

Ray Calvo

Rundschau

# INDUSTRY NEWS

## PORSCHE REPORTS ON BUSINESS YEAR

September 7, 1990, RENO, NEVADA – West German sports car manufacturer Porsche AG today released an interim report on its recently completed business year. The report, covering the period from August 1, 1989, to July 31, 1990, showed that the positive financial developments of the first half of the business year continued in the second half.

Gross sales rose 20.5 percent to 3.045 million DM from 2.526 million DM. Export sales in DM were up by 18.2 percent while home market sales rose a strong 26.2 percent. Porsche cited a higher vehicle sales rate, more favorable model mix and continued increases in the sales of engineering and development services.

The interim report also cited increased profits over the last business year although actual profit figures were not released. Porsche stated that the increase in profitability stemmed from steps taken to reduce costs as well as from the sales increase.

The firm cited strong prospects for the future due to high demand world-wide for its 911 series sports cars and particularly for the new 911 Turbo, which will be introduced as a 1991 model early next year. (PCNA News Release)



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# BEHIND THE SCENES

As I write this column on the first weekend of Fall, it is hard to believe that another summer has flown by. Time flies when you're having fun with your Porsche Club friends.

We have had some really super events this year but we do still have a few goodies left before winter sets in (horrible thought). By the time this newsletter reaches you, the Bloomington Apple Rallye will be a fond memory, which I look forward to hearing about as I will be in Ohio that weekend for my parent's 60th Wedding Anniversary. I do plan to be at Blackhawk though, I wouldn't miss our first Octoberfest. We know the weather will be good, Dan Gallagher *guarantees* it.

I have spent an eventful and expensive month with my 944, a Pirelli tire bit the dust (literally), and my battery died last weekend (the 944's, not mine). I do enjoy seeing Jim Becker but this is getting too expensive for me, Jim, we have to stop meeting like this.

A great time was had by all at our Charity Autocross and Auction. Although I went with good intentions of not spending any money, (does this ring a bell, ladies?) I found myself bidding on a great set of wheels which should look fabulous on my 944. We will be announcing in next month's *Scene* how much money was raised for the Sally Potter School, as well as the autocross results.

A special thank you this month to our friends from Nord Stern for the Elkhart article. Thanks, guys! It's fun to hear the perspective from someone out of region.

See you soon.

Doris

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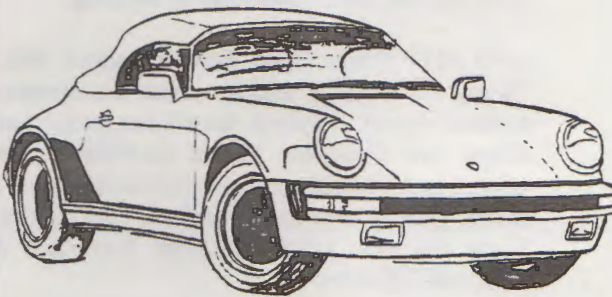
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# THE MART

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

## • FOR SALE - PORSCHE

1980 924 w/sunroof, Indiana Red, tan interior. Beautiful California car, garaged, stored winters, no dings, custom cover, bra, new tires, 59K mi., non-smoker. \$8900. Hester Hursch (414)377-7434 eves, (414)678-4226 days.

1980 928 - Silver, 5 speed, 63K mi. Very clean in/out, top/bottom. Good candidate for Parade "Street Class" concours. Black leather interior. Recent mechanical upgrades, many spares, including but not limited to, new bra, cover, tires. Firm price of \$24,500 includes the biggest spare of all: A spare car! Yes, the above price includes a 1982 VW Jetta Diesel 4 door sedan, silver, sunroof, 5 speed. Just the ticket for those occasional safaris into the "urban jungle" while the 928 remains safe & sound in your vault. Bruce Janecek (708)354-1903 weekdays, (708)361-8421 other times.

944 #WP0AA0949EN450067, Guards Red, Black signature interior, sport package, Weltmeister sway bars front & rear, Tucson stereo, less than 1,000 on Yokohama A008's. NO SMOKE, WINTERS EVER! 27,923 mi. Must sell. \$14,000 OBO. David Meacham (815)469-1698 day or evening.

1972 911T Coupe, never rusted/wrecked, 60K mi., 5K mi. on CIS 911S engine, casesavers, Carrera tensioners, 5 speed, swaybars, vented disc brakes, factory alloys, new Goodyear Eagles, flawless Aubergine paint, black interior, power windows/sunroof, A.C., stereo, factory tool kit, cover, bra. \$12,500 OBO. Doug Peterson (708)656-6600 Ext. 209 days, (708)940-7408 eves.

1971 911T, sunroof, CA car with NO RUST, alloys, sway bars, Webers, short shift, lowered, mild cam, lap belts, looks and runs fantastic. Rebuilt engine. \$9,800. Roger Briggs, 1319 E. Mayfair, Arlington Heights, IL 60004 (708)670-9304 home, (312)670-4440 work.

## • FOR SALE - PARTS

AutoThory DME/KLR Chips Version 2.5 for 1986 944 Turbo, realize 270HP. Includes restrictor Banjo Bolt \$395.00, un-drilled cycling valve for same, \$50.00. Call Jeff Gerbing weekdays at (708)882-9049.

Unused 914-4, 911, 914-6, 944, 928 and 924 parts. Excellent quality, brand names, Sachs clutches, Ferodo or Repco brake pads, original brake rotors, O.E. Gasket sets, engine parts, suspension upgrades, filters, etc. Call Uncle Frank at (708)22FAST-6 weekends or evenings. 419 Wicks, Grayslake, IL 60030.

## • FOR SALE - OTHER

Bell helmets: 1 Bell "Shorty" 7 3/8 white Snell 1962 \$10.00. 1 Bell "Magnum II" 7 1/2 silver Snell 1975 \$40.00. These "hard hats" are used but not abused. Perfect for use during bike-riding (motorized & otherwise), heavy-metal rock concerts, off-shore power boat racing and those occasional outbursts of domestic violence that we always assume happen to someone else. Package deal: Both for \$50.00. Bruce Janecek (708)354-1903 weekdays, (708)361-8421 other times.

## EARLY 911S REGISTRY

We intend to locate '67-73 911S owners to provide a means for you to reach other owners. Purpose is to help us all to preserve these cars, for driving, or showing, or competition or buying or selling; to share parts information to document production figures; and generally share in our appreciation of the BEST - THE EARLY 911S. SASE for brief questionnaire. Betsi Marsh and Vern Lyle, 1409 Keeler Court, Lansdale, PA 19446.

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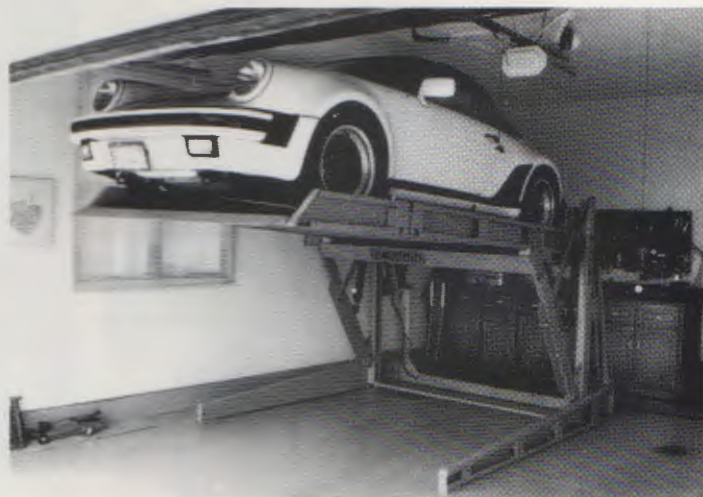
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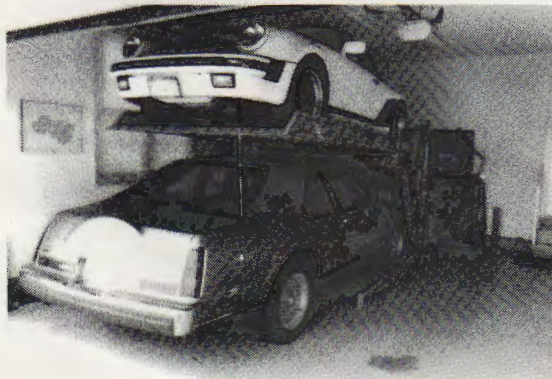
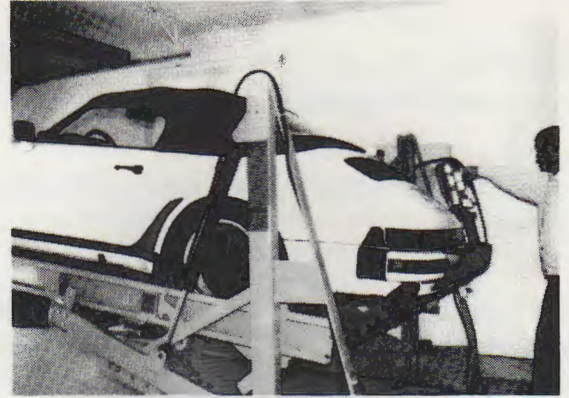
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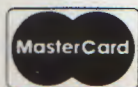
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