

SEPTEMBER 1991

CHICAGO SCENE



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



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Rick Mancuso

**LAKE FOREST SPORTSCARS
BY RICK MANCUSO**

FAX 708/295-8849

PHONE 708/295-6560



"CHICAGO SCENE"

is the monthly publication of the Porsche Club of America, Chicago Region, published at 1628 Southampton Court, Wheaton, IL 60187. Permission to mail at Second Class rates paid at Wheaton, IL. ISSN 10564195. Subscription is limited to members of The Porsche Club of America, Chicago Region. Porsche Club of America dues are \$36.00 annually, of which \$12.00 is for the 2 subscription to Chicago Scene. Subscription rate for non-members: \$15.00 per year. Permission to reprint any material published herein is granted provided full credit is given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. **POSTMASTER:** Send address changes to: Chicago Scene, 1628 Southampton Court, Wheaton, IL 60187.

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



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COVER: Mike Zurich dives into Road America's Turn 6 during the Chicago Historic Races last July. His 1969 911S was built to 1972 FIA Group 4 specifications by Bunky Bowles and Bob Beasley, and was campaigned in IMSA Camel GT and FIA races - including the 12 Hours of Sebring and 24 Hours of Daytona - between 1972 and 1976. Photo by Neiland Pennington.

CHICAGO REGION 1991 CALENDAR OF EVENTS

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

WHO'S WHO



PRESIDENT
Debby Leed
(708)382-6911



VICE PRESIDENT
Dan Gallagher
(312)845-7823



SECRETARY
Check Bittman
(708)246-9505



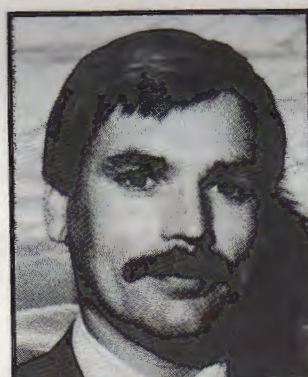
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Cy Ling
(309)829-7427



DIRECTOR
Rip Patterson
(708)566-2371

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Lee Lichtenstein (708)577-1550

24 Hr. Member Info (312)769-8193

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Glenn Sapa (708)690-0667

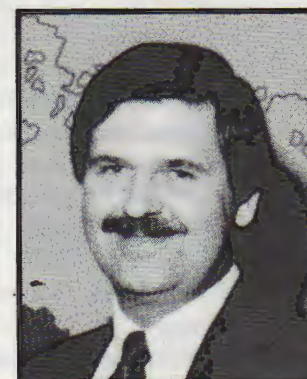
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John Bohlander (708)963-8076



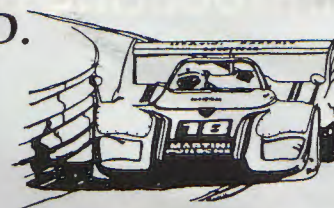
DIRECTOR
Greg Turek
(708)961-2439

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Loeber Motors Lincolnwood is opening its doors on Tuesday, October 1 for the premier Chicago area showing of the new S-Class series from Mercedes Benz. Bill Warren

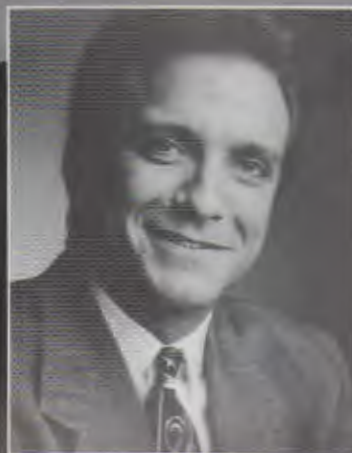
You are cordially invited to preview the new S-Class Mercedes-Benz at our private reception. For more information, please fill out and return this coupon to Bill Warren.

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Address _____

City, State, Zip _____

Telephone () _____



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features. The design objectives of setting new levels for driving dynamics, build quality, and interior comfort have also been met. Here is an automobile that you really must experience!

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THE LEED LANE

By the time you get this, Elkhart II will be a wonderful memory. But it isn't the end of the season yet! We still have our 11th annual charity gymkhana on September 15th. Yes, it is the 15th. Just wanted to find out how many of you actually read my column. Anyway, it is always fun and includes silent and verbal auctions, raffles, a bake sale, and Jim Becker as our intrepid auctioneer. Come with a full wallet and/or hefty checkbook. All proceeds from the day will go to benefit the children of the Sally Potter School. Please be generous. If you can't make it the day of the event but would like to make a donation, you may send a check payable to the Sally Potter School to our event chairman, Chuck Bittman. If you want to see where your money has gone in the past, check page 30 of the August, 1991 Scene.

September 22nd will bring us Gallagher's Loop & Courthouse Rally. This is going to be a real treat. After hearing Peggy and Dan talk about this for months, I can't wait. I can even have breakfast and dinner at one of my very favorite restaurants, the Como Inn. And can you imagine 60 Porsches running around the Loop in different directions? This is going to be FUN - don't miss it!

Susan Brenkus has some details about our 35th Anniversary Party in this month's newsletter. Although some of the groundwork has been laid, there is a lot to hosting a party of this magnitude and she welcomes your ideas and any amount of time and energy you would like to volunteer.

In August and again this month we published the nominated slate for 1992. Nomination by petition from the membership will be accepted by the Board of Directors until SEPTEMBER 6, 1991. Please note the date. This is the second part of my test to see if you're paying attention. The official ballot will be included in the October newsletter. I know that date is right!

See you in September!

Debby

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UP & COMING

PCA CHICAGO REGION'S 11TH ANNUAL CHARITY AUTOCROSS

DATE: September 15, 1991

TIME: Registration and Tech will be at 10 AM, course walk 10:30 AM

Auction immediately following the autocross. If you can't attend the autocross, come for the auction.

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

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

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

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

Following the autocross, we will have our charity auction at the Brae Loch Country Club, directly across the street from the autocross.

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

All proceeds from the Charity Event go to the Sally Potter School for the Physically Handicapped. The parents and students of the school have grown to look forward to attending our annual event.

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

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

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

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



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CHARITY AUTOCROSS REGISTRATION

Count me in!!

Name _____ Phone _____
 Member Applicant Guest

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

_____ Yes, I will be attending the auction at the Brae Loch Country Club following the autocross.
 _____ Sorry I cannot attend, but my donation to Sally Potter School is enclosed.

Mail registration form and/or donation to:
 Chuck Bittman 500 Hillgrove, Suite 2W, Western Springs, IL 60558
 Questions?? (708)246-9505

ANNOUNCEMENT

The nominating committee met in July 1991 and submit herewith the following slate of candidates to fill the vacancies for officers and directors for the Chicago Region of the Porsche Club of America.

President	Dan Gallagher
Vice President	Rip Patterson
Secretary	Chuck Bittman
Treasurer	John O'Keefe
Director	Greg Turek
	Doris Voce
	George Mueller
	Bruce Janecek
	Lee Lichtenstein

Directors beginning the second year of a two-year term: Nick Leicht, Cy Ling.

In accordance with the Bylaws of the Chicago Region, Officers will hold office for one year or until their successors are elected. Directors will hold office for two years or until their successors are elected. No officer or director shall serve continuously for more than two consecutive terms in the same office.

Election shall be by ballots enclosed with the October newsletter. All ballots must be signed by the voting member and returned to the Secretary within 21 days of the mailing date of the newsletter.

Per Chicago Region Bylaws, Article VI, Section I: Nominees will also be accepted from the membership at large by petition, signed by at least 10 members in good standing, to the Board of Directors prior to September 6, 1991, for inclusion in the October newsletter.

Respectfully submitted:

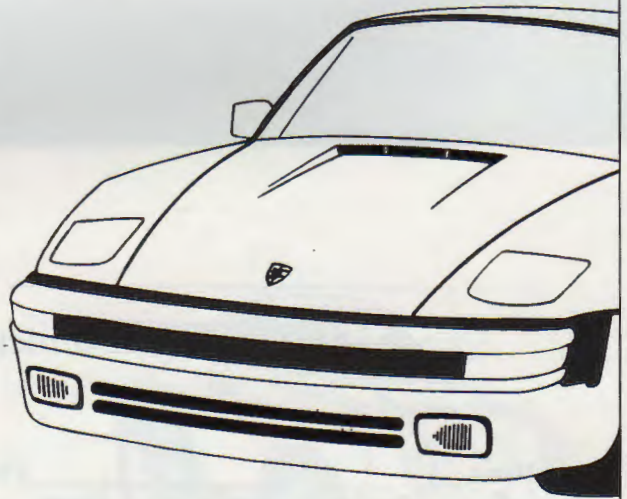
The Nominating Committee

Chris Ellis - Chairman
Cy Ling
Glenn Sapa
Jeanette Russo
Harold Beach

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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 FOURTH ANNUAL FALL CLASSIC CONCOURS

Date: October 27, 1991

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.

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 27, 1991 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 _____

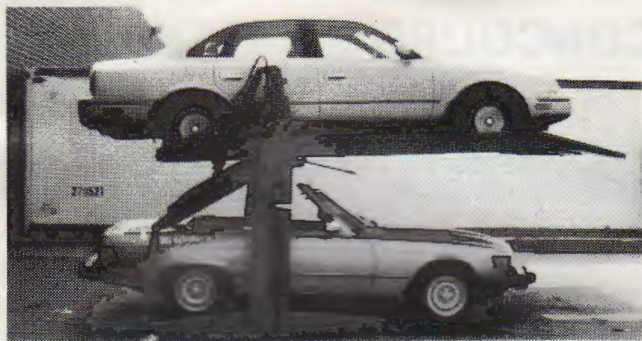
Mail to: Pat & Bonnie Yanahan, 7754 S. County Line Road, Burr Ridge, IL 60521

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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BLACKHAWK OCTOBERFEST

DATE: October 12, 1991 **SATURDAY**

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

PLACE: Blackhawk Farms Raceway, South Beloit, WI

Repeated by popular demand - our **Second Annual Blackhawk Octoberfest!** Now is your 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. 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.

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 \$17.50 each for adults, and \$8.50 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.

Dear Dan:

We want a last chance at Blackhawk!

Name _____

Member _____ Applicant _____ Guest _____

Car: Make _____ Model _____

Driver: Experienced _____ Novice _____

Cost: \$80.00 Preregistered; \$85.00 late registration

No charge for family or affiliate member as second driver.

Blackhawk Pre-registration _____

_____ adult dinners @ \$17.50 ea. _____

_____ childrens dinners @ \$8.50 ea. _____

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

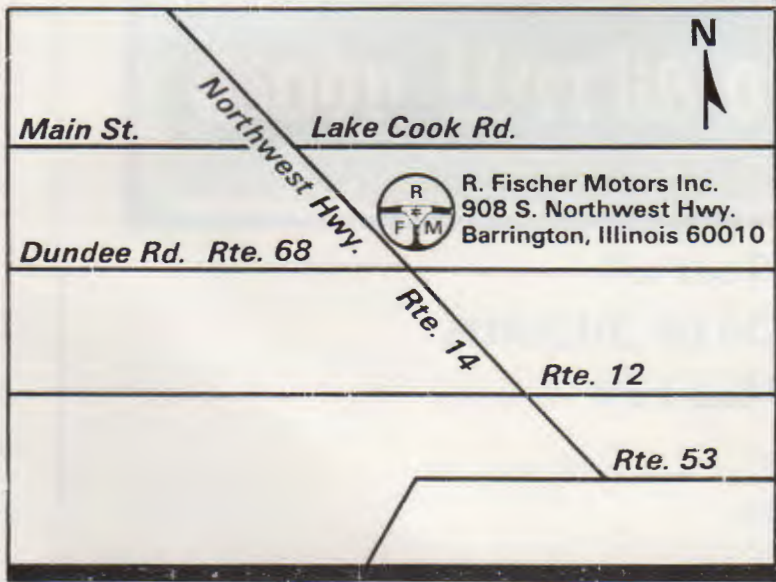
Dan Gallagher, 360 East Randolph Street, Chicago IL 60601

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GALLAGHER'S LOOP AND COURTHOUSE RALLY

DATE: Sunday, September 22, 1991

TIME: Registration and Continental Breakfast 11:00 AM. First car off: 12:01 PM.
Cocktails 4:30 PM, Dinner 5:00 PM.

PLACE: Como Inn, 546 Milwaukee Avenue (corner of Ohio & Milwaukee), Chicago, Illinois

As you may be aware, attendance at club rallies has not been up to expectations. In an attempt to rectify this situation, we are presenting a 100% finishable rally with the major emphasis on fun that, hopefully, will appeal to those of you who have never rallied before, as well as to those who are serious, experienced veterans.

The rally will be run entirely in the Loop and the surrounding area with an average speed not to exceed 30 MPH. As of this writing there will be few, if any, speed changes. Entrants in vehicles other than a Porsche will still be eligible for trophies. All are still encouraged to drive a Porsche but if you plan to bring the kids, guests, or the weather is inclement, you can still take home the silver. There will be no equipped class in this rally. The fact that more than two people are in a vehicle will not make the participants ineligible for trophies.

Even though this is an extremely low key rally with no tricks, it will still be a TSD (time, speed, distance). You will receive a pick-up point at least once in every four instructions, so it will be impossible to get lost.

The start point and the finish point will be at the Como Inn located just north of the Loop. Continental breakfast will be served at 11:00 AM during which the general instructions for the rally will be passed out and explained. Dinner will be served in a private room at 5:00 PM. You may order anything on the menu, as well as several specials at a reduced price for the club.

If you haven't seen the "Magnificent Mile" or Maxwell Street, and you would like to take your family or friends to a fun day in the city, mark your calendar and come out and have a fun day!

REGISTRATION FORM - GALLAGHER'S LOOP & COURTHOUSE RALLY

Dear Dan:

I cannot wait to rally in the Loop! I understand that registration will be limited to the first two hundred entrants, so reserve me a spot!

Name _____
(Driver) (Navigator)

Address: _____ Phone: _____

Car Make: _____ Model _____ Color _____

Member ___ Applicant ___ Guest ___

Pre-registered: \$20.00 (includes Continental breakfast for two)
\$25.00 at registration if space available (includes Continental breakfast for two)
Additional breakfast available for \$5.00 each

Amount enclosed _____

Mail to:

Dan Gallagher, 360 E. Randolph, Apt. 2106, Chicago, IL 60601

Questions?? (312)616-1416

ODO CHECK FOR GALLAGHER'S "LOOP & COURTHOUSE RALLYE"

As this rallye is starting in the Loop, we thought it would be easier if you could do the ODO check on the way in. If you cannot, there will be an ODO check at the restaurant.

FROM THE SOUTH SIDE

Take Dan Ryan North towards city. Exit 61B and cross 87th Street. Zero ODO even with 4 phone booths at alley.

0.00	1.	North on Dan Ryan (mileage taken in left lane)
	2.	Merge with express lanes at 61st Street (mileage taken in middle lane)
	3.	Exit Dan Ryan at East Lake Street (Exit 51A)
10.86	4.	Right at stop (East on Lake)
10.92	5.	Left at traffic control device (Des Plaines)
11.2	6.	Bear left on Milwaukee Avenue
11.4	7.	Cross Grand & Halsted
11.55	8.	Left on West Ohio (at Como Inn)
	9.	Right into 2nd parking lot
11.6		End ODO check at sign reading "Como Inn Parking". <u>11.6 miles</u>

FROM SOUTHWEST SIDE

Start ODO check at Arby's Fast Food Restaurant located at 5345 S. Harlem Avenue (Harlem Avenue just South of Stevenson - I55)

Start ODO check where yellow exit arrow meets sidewalk in parking lot on North side of building directly across street from Shell Service station.

		Mileage taken middle lane
0.00	1.	Make right (North) on Harlem Ave.
.3	2.	North on I55 (Stevenson) to Chicago
9.2	3.	North on Dan Ryan (90/94W)
	4.	Follow directions to "Wisconsin"
	5.	Exit Lake Street East (51A)
12.0	6.	Right at stop (East on Lake)
12.1	7.	Left traffic control device (North on Des Plaines)
12.3	8.	Left on Milwaukee Avenue
12.5	9.	Straight on Milwaukee across Grand & Halsted intersection
	10.	Left on West Ohio at Como Inn
12.7	11.	Right into 2nd parking lot. End ODO check even with sign "Como Inn Parking" <u>12.7 miles</u>

FROM WEST SIDE

Start point is the 4th District Courthouse, exit Eisenhower Expressway (exit 20), North on First Avenue 1/3 mile, make right to 4th District Courthouse (1/2 mile)

0.00	1.	Begin ODO check at No Parking sign located in front of flag poles (3) at courthouse
.48	2.	Left on First Avenue
.85	3.	Left on Eisenhower Expressway (East 290), mileages taken in far right lane
	4.	Follow signs to Wisconsin
10.5	5.	West Kennedy Expressway (West 90/94) actually you are going North
11.4	6.	Exit Lake Street (exit 51A)
11.5	7.	Right at stop (East on Lake)
11.6	8.	Left at traffic control device (North on Des Plaines)
11.85	9.	Bear left on Milwaukee Avenue
12.05	10.	Straight on Milwaukee, cross intersection of Grand & Halsted
12.2	11.	Left on West Ohio (just past Como Inn)
12.25	12.	Right into 2nd parking lot, end ODO check even with sign reading "Como Inn Parking" <u>12.25 miles</u>

FROM NORTHWEST SIDE

Start point is stop sign in front of Taft High School

Take Kennedy Expressway exit North on Nagle Avenue (exit 82A); left (North) on N. Nagle Avenue, left at W. Bryn Mawr Avenue. Begin ODO check at stop sign located at N. Natoma Avenue.

0.00	1.	Left (South) on Natoma Avenue
	2.	Left on W. Gregory Street
.35	3.	Pick up Kennedy Expressway towards city (all mileage taken in right lane)
	4.	Follow signs - "Chicago Loop 90/94 East" - <u>do not</u> go on express lanes
9.55	5.	Exit Ogden Avenue (exit 50A)
9.9	6.	Left on Ogden Avenue
10.1	7.	Right on N. Milwaukee Avenue
10.45	8.	Right on W. Ohio (at Como Inn)
10.55	9.	Right 2nd parking lot - self-park - end ODO check at sign <u>10.55 miles</u>

ODO Check (Cont'd)

FROM NORTH SIDE

ODO check begins at 2nd District Courthouse located on Old Orchard Road, 1/2 mile West of Edens Expressway. Exit Old Orchard Road West, turn into Courthouse, make "U" turn at "U Turn Permitted". Start ODO check at stop sign facing South on East side of Courthouse.

- 0.00 1. Left (East) on Old Orchard
- .30 2. Left at stop sign, take 90/94 (Edens South), mileage taken in middle lane.
- 3. Pick up Kennedy Expressway towards Chicago - do not go into express lanes
- 14.85 4. Exit Ogden Avenue (exit 50A)
- 15.2 5. Left on Ogden Avenue
- 15.4 6. Right on N. Milwaukee
- 15.75 7. Right on W. Ohio (at Como Inn)
- 15.85 8. Right into 2nd parking lot (self), end ODO check at sign 15.85 miles

FROM LOOP

Begin ODO check from Como Inn, located at Grand & Milwaukee, just East of Ogden Avenue. Begin ODO check at exit of self-parking lot even with sign reading in part "Como Inn Self-Parking Lot"

- 0.00 1. Right
- 0.03 2. Right on Grand
- 0.05 3. Left onto Ogden Avenue
- 1.1 4. Stay to left, do not go onto Washington Street
- 2.45 5. Cross Taylor, observe Juvenile Court complex
- 3.4 6. Left on California Avenue (observe Mt. Sinai Hospital)
- 4.1 7. Cross Cermak Road
- 4.55 8. Make left on 26th Street (observe Criminal Court complex at 26th & California)
- 4.6 9. Left first opportunity on California
- 5.1 10. Cross Cermak Road (again)
- 5.8 11. Right on Ogden (main street)
- 6.35 12. Cross Eisenhower Expressway
- 8.65 13. Right on W. Grand Avenue
- 9.17 14. Left on N. Peoria Street (just across Kennedy Expressway)
- 9.2 15. Left into self-parking Como Inn parking lot.
End ODO check 9.2 miles.



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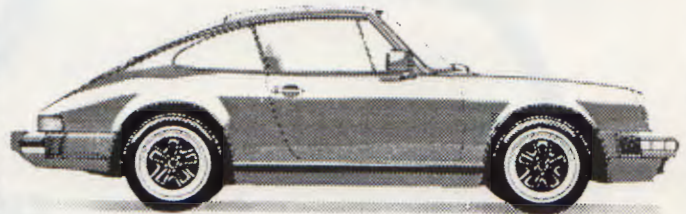
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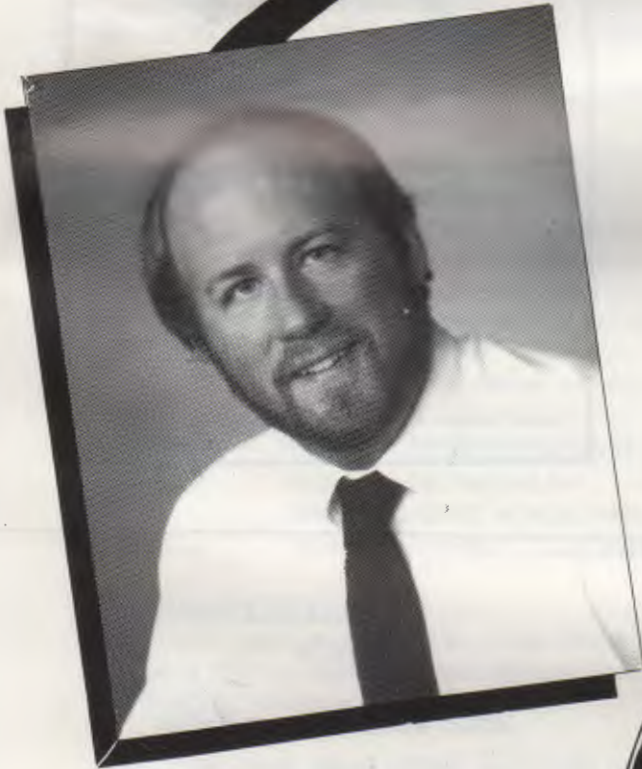
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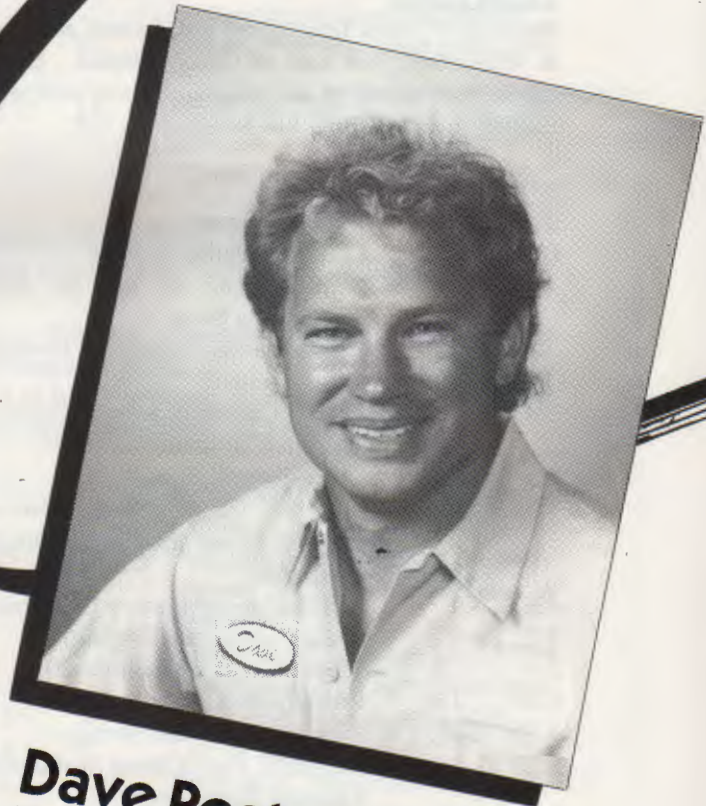
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35TH ANNIVERSARY

By Susan Brenkus

In 1992, the Chicago Region will be celebrating its 35th anniversary, and I have been asked to coordinate a celebration recognizing this occasion. I've already been contacted by some Porsche Club faithfuls who are enthusiastic about helping with this event, so I'm sure it will be a great one.

Since an anniversary is a time of celebration and reflection, I would like to call on club members to write articles for future *Scenes* recalling their experiences with the club. Whether you're a long-time member or a novice, we all have fond memories of fun times spent with good people. You can write about your first Porsche Club event, your first trophy, 35 years of fun jam-packed into a few paragraphs, or whatever else strikes your fancy.

At this point, our celebration is planned for April, 1992 (further details in upcoming *Scenes*). If you haven't been to a club event lately, use this opportunity to get reacquainted with the club. If you would like to volunteer to help with the event, write an article, or just give me your ideas, I'd be happy to hear from you.



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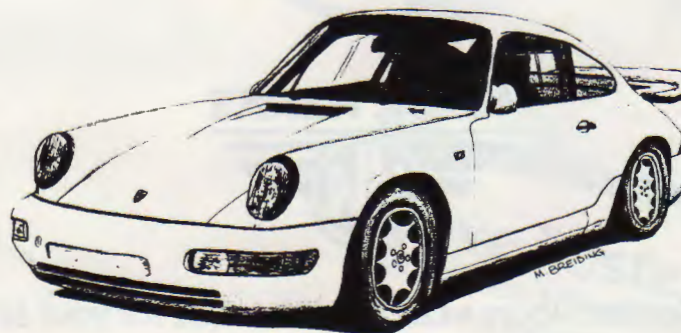
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#6 Cleaner Wax
#40 Vinyl/Rubber Treatment
P21S Wheel Cleaner
Super Soft Wheel Brush
3 1/2 Gallon Bucket With Lid

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P21S Wheel Cleaner
Super Soft Wheel Brush
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Absorber Artificial Chamois
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WELCOME

TO OUR NEW MEMBERS

By Lee Lichtenstein

Brian & Kathleen Boyle
9912 S. Hamilton
Chicago, IL 60643
1982 924

Brian Buda & Helen LaJeunesse
21 Kyle Court
Willowbrook, IL 60614
1972 911E

Steven & James Cochlan
1030 N. State Street
Chicago, IL 60610
1989 Carrera

Karl & Joan Kettering
RR#1 Box 224
Thomson, IL 61286
1965 356

Jeffrey & Barbara Lerch
4219 Ridgeland Lane
Northbrook, IL 60062
1991 Carrera 2

Rick Mancuso
c/o Lake Forest Sportscars
Lake Forest, IL
(Associate Member)

Dale Moody
19532 Governors Highway
Homewood, IL 60430
1959 356A

Richard Olson
1862 N. Naperville Road
Plainfield, IL 60544
1965 356C

Kathleen Phillips
7530 West 84th Place
Crown Point, IN 45307
1988 924S

William & Renee Schleicher
2026 Hawthorne Lane
Evanston, IL 60201
1990 911SC

TRANSFERRED IN FROM OTHER REGIONS:

From Milwaukee Region:

Paul & Todd Heid
202 Parkside Court
Kimberly, WI 54136
1960 356B

From Ohio Valley Region:

Robert Warden
402 Hunt Club Drive
St. Charles, IL 60174
1976 911

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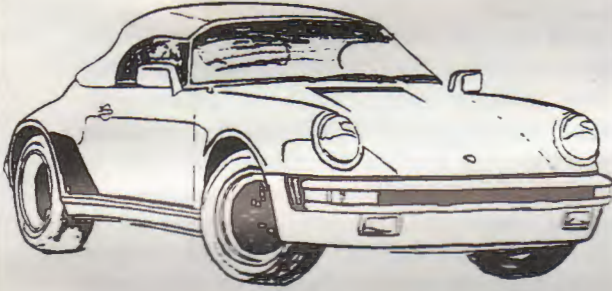
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REAR VIEW MIRROR

FUN IN LITTLE SWITZERLAND

By Myron and Martan Walters

Nick and Gary's Excellent Rally to Little Switzerland and Back was indeed excellent. The rally was well organized, and full of fun little tricks and traps that challenged the veterans, as well as the rookies. We spent two days driving through the peaceful Wisconsin countryside. The roads were hilly and full of curves, perfect "Porsche roads". In short, it was great fun.

We gathered in South Beloit early Saturday morning, and with ten minutes to look over the general instructions, we were off! The rookies in the group quickly realized that the rally was an exercise in paying attention and following instructions exactly. Of course, that was what made it so much fun.

The tricks and traps were well thought out, and led those who goofed down the merry path and then **RIGHT BACK TO THE RALLY ROUTE**. Teams gained or lost time, but did not get hopelessly lost. There were no DNF's among those who intended to stay for the whole rally.

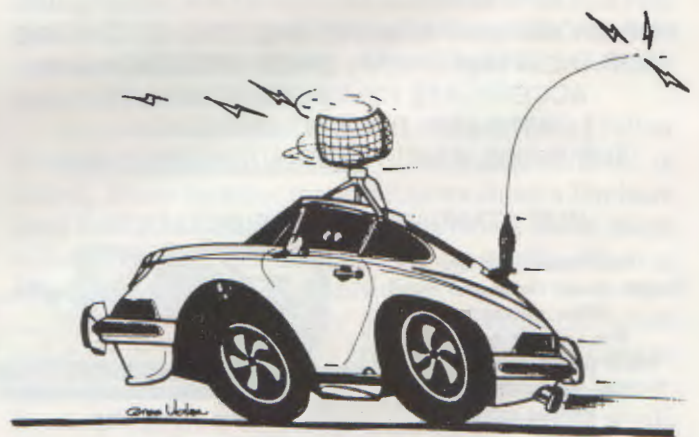
We arrived in New Glarus early enough to do some shopping and sight-seeing. At dinner, we discussed the adventures (and misadventures) of the day. Drivers talked about the fun they had driving on the back roads. Navigators talked about how much fun they had "bossing" the drivers. We compared notes to see who stopped at Falk for one minute and who stopped for thirty seconds (or not at all). We found out who really watched for beavers for 1.7 miles. We laughed at ourselves and each other. We also had the opportunity to make some new friends. We learned more about our cars, and had fun being with other people who enjoy their cars.

Sunday was just as much fun as Saturday had been. However, instead of watching for beavers, we waited for a herd of real cows to cross the road. We watched for correct spellings, gravel roads, and most of us turned right on Clark! In spite of that, we all ended up at Deeter's Restaurant for dinner. We discussed the second day's events and the awards were presented to very deserving teams. All of those who participated want Nick Leicht and Gary Schock to know how much we appreciate all of their efforts. We would also like to add a special thanks to the checkpoint workers who sacrificed the fun of being in the rally to make it such a success.

As relatively new members, this was the first event that we have been able to attend together. It was great fun and we are looking forward to future club events. We discovered that the three most important things that we can do to enjoy the club are to **PARTICIPATE, PARTICIPATE, AND PARTICIPATE.**



Myron & Martan Walters



**OFFICIAL RESULTS
NICK & GARY'S EXCELLENT RALLY**

1.	Helga & Heidi Meyer	2327 T
2.	Gene & Ray Urban	2346 T
3.	Cy Ling & Lee Lichtenstein	2416 T
4.	Jean & Laverne Carlson	2773 T
5.	Ed & Debby Leed	3049 T
6.	Chris & Vanessa Inglot	3181 T
7.	Dan Gallagher & Peggy	3212
8.	Myron & Martan Walters	3433
9.	David O'Brien & Geoff Arnold	3616
10.	Art & Kathy Sebek	3718
11.	Steven Rashbaum & Susan Shire	3822
12.	Michael Wildman & Judi Lang	5312
13.	Frank Bader & Lorette Leers	5315
14.	Rita & John Melaniphy	7404



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HOW RADAR WORKS

Your best defense against police radar is to understand how it works. Radar in this country operates on three frequencies: X, K, and Ka, or 10.5, 24.15, and 34.3 GHz, respectively. Until recently, any radar you met on the road would be either X or K band. Now more photo radar with Ka band are popping up, thanks in part to massive federal handouts for its purchase. But even as photo radar spreads, new conventional radar using Ka band are appearing, making that frequency a growing menace.

All traffic radar operates on the Doppler principle. The police radar guns transmit a microwave beam at a known frequency toward a target vehicle, a portion of the beam bounces off and returns. If the vehicle is moving toward the radar, the beam returns at a slightly higher frequency; lower is the vehicle is going away. The radar's signal processor senses the return frequency and calculates the speed of the vehicle.

The driving public benefits from the fact that much of the radar's beam disperses into the atmosphere, requiring the target vehicle to be comparatively close before its speed can be read. A good detector can "hear" the radar as much as six miles away under ideal circumstances - flat, empty terrain - and provide plenty of warning. However, since microwaves travel in line of sight, a trooper will try to limit the detector's range by using terrain to their advantage. The officer will hunker down over the crest of a hill and pick off cars as they pop over the top.

STATIONARY AND MOVING

Two principle types of radar are in common use; stationary and moving. Stationary radar, so named because it must be used from rest, is usually a handheld "gun" which the officer points toward the target stream, either while standing outside the patrol car or through the vehicle's glass from inside. It will read targets traveling in either direction.

Moving radar operates either from rest or while the patrol car is in motion. On the move, most moving radar will clock you as you drive toward the approaching cruiser; a few models have a second antenna placed inside the rear window and pointing backwards to allow the officer to clock you after you've already passed.

Typical radar range is about 300 to 400 yards. The radar will shoot farther down the road, but target identification gets a little shaky much beyond that point. Officers are trained to wait until they're sure of the identification and there are no cars between the radar and the target when making the reading.

INSTANT-ON RADAR

All current radar is CW, or continuous-wave radar, which transmits continuously, as opposed to military-style "pulsed" range-finding radar that measure the time it takes the waves to bounce off the target and return. To defeat radar detectors, radar-gun manufacturers offer a "kill switch" option that silences the transmitter but keeps the radar on a sort of hot standby mode, warmed up and ready to fire. Popularly known as

"instant-on", stationary or moving radar used in this manner offers no advance warning of its presence.

With the unit on hot standby, the officer lets you approach to within 200 or 300 yards, then flips on the radar. Two hundred milliseconds later, it will read and lock in your speed. Even though your detector will light up like a pinball machine when the radar is turned on, there is no hope of avoiding it.

Instant-on radar, often mistakenly referred to as "pulsed" radar, is by far your biggest threat on the open highway. An experienced officer using it, particularly at night or from an unmarked car, has a nearly unbeatable edge over even the best detector. The only defense against instant-on is to buy a detector sensitive enough to hear Smokey firing at someone up ahead.

PHOTO RADAR

Photo radar, by contrast, is fairly limited in operation. The radar, linked to a microcomputer and a motor-drive Nikon camera, is mounted in the back of a Chevrolet S-10 Blazer or similar vehicle parked at roadside. The operator simply raises the deck lid, aims the radar across the road at a 220-degree angle toward traffic, and waits for victims. Drivers blundering into the narrow, 90-foot beam will have a photo snapped of the front of their vehicle, imprinted with the speed, time, date, and location. A powerful strobe flash is used during the day time to eliminate shadows; a red cover and special Agfa red-sensitive film is used at night to prevent potentially blinding glare. In states which don't require front license plates, a second camera will photograph the back of the vehicle.

BAD NEWS MAIL

The photo-radar vendors who provide the turn-key package of hardware, vehicle, film developing, and training also track down the vehicle's registered owner through state motor-vehicle files. Your first notice of a possible transgression will be when the summons drops into your mailbox. The only good things about photo radar; it works only from stationary ambush and its radar beam transmits a continuous signal.

But the weak signal is aimed across the road rather than at the target, making it extremely difficult to detect. Many detector manufacturers claim a few hundred feet of detection range is sufficient since photo radar so far has been used in slow city traffic, allowing drivers more time to slow down.

But Denver is already planning to install photo radar on its notorious I-25 segment near downtown to bag high rollers whistling along at 65 mph and higher. In a case like this, a few hundred feet of warning would allow you perhaps two seconds to slow down, which is far too little time. The only defense against photo radar is a hypersensitive detector.

RECIPE FOR A LAST-MINUTE AUTOCROSS

by Marla Turek

Although Murphy's Law, and that quaint saying about what happens when one assumes, found their way into the plans for the July 28 Autocross at Waubensee Community College, a good time was had by all.

When our Autocross Chairmen, George Mueller and Arnold Zann learned they had lost their chairperson for this event, it was time for some quick action (and begging). Greg and I received a phone call asking if we'd help with course design, trophies, registration, and how about the article, too? Having planned autocrosses years ago at Waubensee when we were members of Tri-State, we cheerfully (right, George?) agreed and followed this "recipe" for planning a last-minute autocross.

- Retreat to the file cabinets to look through all that stuff you were saving "just in case."
- After discovering you must have cleaned the files, jog your memory for course designs. (Thanks Greg, I hated that turnaround before, and still do. But after lifting OFF the gas and letting the car do the work, miracles happened. Is "slower" really faster?)
- Go trophy hunting--now's the chance to find something you like and hope everyone else does.
- Confirm that all is in place and decide on a time to meet for course setup on the day of the event.
- Pack "all" essentials, and head for Waubensee.
- Arrive at site--"Did you pack the trophies?" "No, didn't you?"

Concurrently, George confirmed the site, checked up on insurance, retrieved the trailer with "all" the essentials, handled pre-registration questions and answers, and trusted us with getting his new "baby" to the autocross while he transported the trailer.

Now some of you may suspect that it's time for Murphy to infiltrate again. Not only were the trophies still at home, but a listing of the classes to use during registration, and the batteries for running the timer were in places other than where we desired.

During registration, everyone was very patient while we attempted to class their cars. We had several members making this their first autocross, so I was hoping for some experts to stroll by to help with the classing--thanks Jeannette and Nick.

Before and during registration, everyone who arrived early volunteered to help in course setup. Thanks to you all!

As for timing, real racers never go anywhere without their stop watches, so several people volunteered their watches and their time to clock the old-fashioned way.

The weather cooperated and everyone got 6 runs. We used the North parking lot, one that I had not seen our club use before. It actually is a double lot, allowing for creative and challenging course design. The course started with a series of zig-zagging gates leading to a slalom. Then through some sweeping gates, into and out of a garage, and back to the same slalom, this time exiting through different gates into the connecting lot. After a few high-speed gates, a 360-degree turnaround island was "experienced," followed by tighter gates throughout the rest of the lot to the finish line.

Throughout the event, everyone did their share in starting, timing, working corners, and finally cleanup. There were no complaints. Everyone pitched in and helped pull this event together!

Oh yes, between runs the trophies were retrieved. Make a "note" of it--all participants received a trophy!

**FINAL TIMES WAUBONSEE
JULY 28, 1991**

Men

Class 1

1st	M. Gerke	57.50 T
2nd	D. Tynor	109.66 T

Class 2

1st	C. Ingot	58.42 T
2nd	J. Girard	100.09 T

Class 3

1st	H. Beach	101.22 T
2nd	E. Duffy	102.17 T

Class 4

1st	B. Samp	101.10 T
2nd	G. Kovener	104.32 T
3rd	R. Miller	105.35 T

Class 5

FTD	N. Brenkus	53.74 T
1st	G. Turek	55.25 T
2nd	G. Mueller	56.42 T
3rd	J. Meis	58.33 T
4th	R. Cook	58.84 T
5th	M. Zitzmann	59.51 T
6th	L. Sanda	102.44 T
7th	B. Cook	104.28 T
8th	D. Jenkins	105.71 T

Class 6

1st	J. Morrison	113.17 T
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Class 7

1st	A. Zann	54.93 T
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Ladies

Class 1

1st	J. Russo	59.75 T
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Class 5

LFTD	M. Turek	58.54 T
1st	S. Brenkus	101.74 T

EVERYONE TROPHIES!

Nothing Like the Wind

darin drake

At more than a hundred miles per hour

I feel like a bird who has
opened up his wings to soar
turning to the left
and turning to the right
with my two hands upon the steering wheel
I've left my competition far out of sight

Within a hundred meters or a mile
at the most

I feel like a child who has
been given the chance to vote
leaning to the left
and leaning to the right
with my two feet upon those pedals
I've forced my darkest fears into
the light

Once down the hill and through
the turn
the difference of several seconds is
what it's worth
to wear the crown and cross that
finish line
gives some reason to my ordinary
life
to hear the glasses clink and watch
them as they speak my name
gives me reason enough to play this
game

Two ears encased inside the helmet
one hears a whisper
and one hears a scream
the battle that soon becomes a roar
it's a blessing bathed in sound
and those two ears couldn't wish
for more

At speed no one would dare to
register
I feel like an angelic demon
freed to sin in pleasure
swirling to the left
and swirling to the right
with my two eyes upon those white
lines
I've crushed the world beneath my
tires

Reprinted from *der Vorgander* June 1991



Award winners showing off their handsome trophies



Jeff & Jill: Porsche Gothic



Nick & Sue, Ain't love grand!



Was that left of the yellow cone or right of the orange cone?

Ed Leed



Our timers, Nick, Arnie & Jill demonstrate the latest in electronic timing gear



Happy workers

BOSTON PARADE 1991



Dale & Connie McElroy of Lincoln Trail Region put the finishing touches on their 911 coupe.



An excellent historic display included John Paterek's America Roadster



Chicago Region's Pat Yanahan hard at work judging concours entrants



A 962C on display all week at Parade and shown in the historic display

Cy Ling

Of the 30 Chicago Region members attending this year's Parade, trophies were awarded to the following:

AUTOCROSS: Linda Gutmann, 1st Place

Jim Becker, 4th Place

RALLY:

Bob & Wilma White

Tom Harwood & George Rudawsky

John & Jeannie Ruther

Phil Bohlander & Richard Metcalf (Upper Canada Region)

TECH QUIZ: John Ruther

REMOTE CONTROLLED CARS:

Brian Becker, 1st Place

Jim Becker, 2nd Place

Although Chicago Region did not have any cars entered in this year's Parade concours, Pat Yanahan was a Concours Judge. Way to go, Pat!

Congratulations to all those who won National awards, and our compliments to Northeast Region for such a great Parade!

CHICAGO HISTORIC RACE RESULTS

July 19, 20, 21, 1991

<u>Car #</u>	<u>Driver</u>	<u>Car Desc.</u>	<u>Best Lap</u>	<u>Speed</u>
GROUP 1				
111	Chris McAllister	'84 956	2:19.071	103.544
79	Chris Wally	'79 935	2:20.997	102.130
2	Frank Zaffere	'76 911	2:43.628	88.004
7	Daniel Davis	'86 044 Turbo	3:03.987	78.266
GROUP 2				
0	Mark Eskuche	'61 Roadster	2:52.205	83.621
57	John Kauffman	'60 Roadster	2:52.155	83.646
54	Robert Baker	'59 RS-60	2:53.606	82.946
65	Charles Shank	'60 Roadster	2:55.228	82.650
34	George Balbach	'61 356	2:55.128	82.226
75	Bob Johnson	'62 Coupe	2:54.517	82.513
91	Reid Vann	'60 Roadster	2:57.641	81.062
60	Richard Gurolnick	'60 356	2:58.382	80.024
56	John Mayer	'62 Coupe	3:04.830	77.909
7	Robert Blain	'63 356	3:04.582	78.014
77	William Sigelkow	'62 356B	3:08.253	76.493
32	James Knupp	'60 356B	3:09.375	76.040
58	John Winter	'65 356	3:13.667	74.354
52	Dan Baker	'55 550	3:17.737	72.824
79	Tim Schoeneman	'57 356	3:21.544	71.448
1	Bill Larson	'58 Speedster	3:27.197	69.499
GROUP 4				
9	Chris Wally	'74 RSR	2:34.983	92.813
79	Bruce Dandrew	'70 914-6	2:35.053	92.613
66	Owen Johnson	'66 RSR	2:38.335	90.988
3	Jeffrey Kolk	'71 911	2:42.192	88.784
60	John Bonnett	'72 911RS	2:46.663	86.402
52	David Bouzaglou	'73 RS	2:49.072	85.171
111	Nick Leicht	'73 911	2:50.625	84.396
59	Jeanette Russo	'70 911S	2:59.805	80.087
731	John Uffenbeck	'73 911S Targa	3:03.225	78.592
901	Keith Orum	'72 911T	3:11.718	75.110
73	James Ladwig	'73 RSR	2:45.969	86.763
171	Mike Zurick	'69 911S	2:39.595	90.228
GROUP 5				
79	Bruce Dandrew	'73 RSR	2:30.786*	95.500
16	Owen Johnson	'65 RSR	2:31.058*	95.328
17	Hari Matsuda	'70 914-6	2:42.746*	88.489

CHICAGO HISTORIC RACE RESULTS (Cont'd)

GROUP 6

<u>Car#</u>	<u>Driver</u>	<u>Car Desc.</u>	<u>Best Lap</u>	<u>Speed</u>
171	Mike Zurick	'69 911	2:43.463	88.093

GROUP 8

916	David Hatch	'70 914-6 GT	2:50.775	84.321
2	Edward Leed	'69 911S	2:55.618	81.996
74	Mark Langren	'69 911	3:02.045	79.101
5	Edmund Russ	'73 914S	3:12.712	74.723

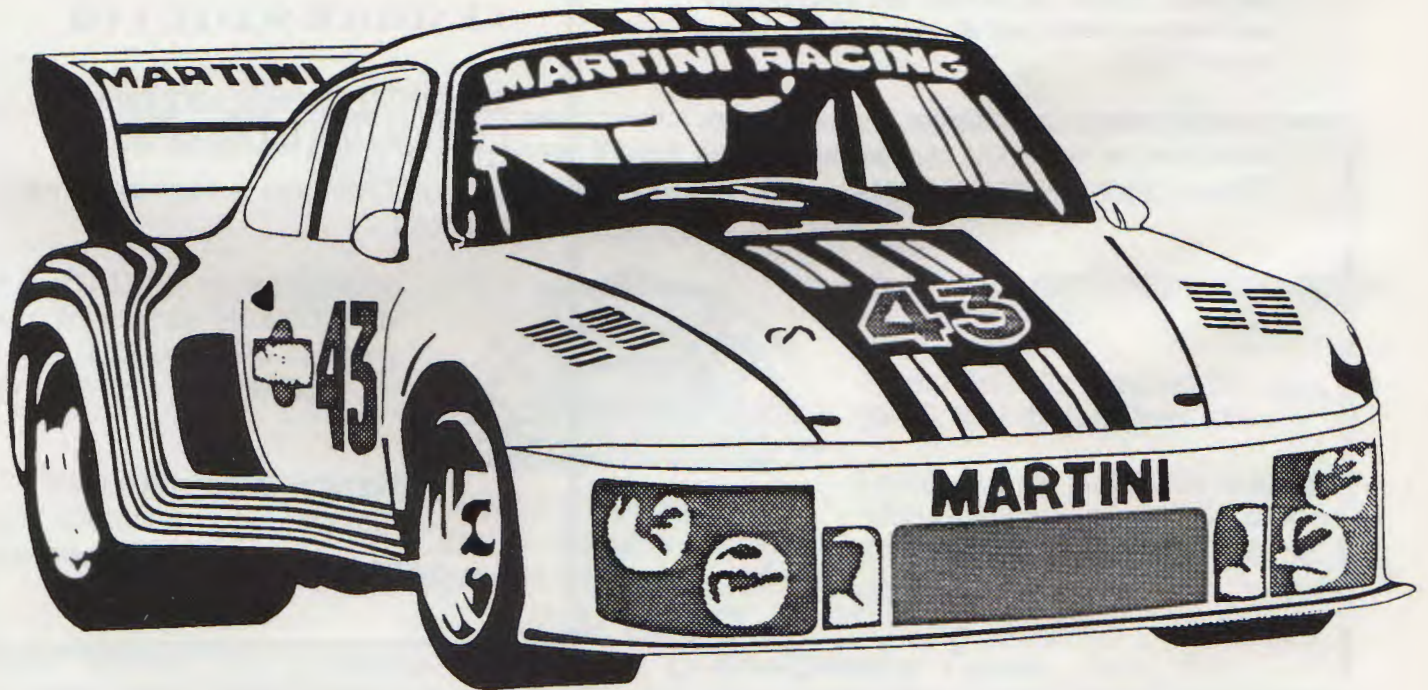
ENDURO

5	Peter Kitchak	'84 954	2:41.437	89.199
3	Jeff Kolk	'71 911	2:41.847	88.973
52	B. Bouzoglou	'73 911RS	2:48.086	85.670
8	Frank Zaffere	'76 911	2:43.117	88.280
111	Nick Leicht	'73 911	2:49.143	85.135
2	Ed Leed	'69 911S	2:52.963	83.255
75	J. Kauffman	'60 356	2:55.910	81.860
731	John Uffenbeck	'73 911S Targa	3:02.310	78.986
117	Hari Matsuda	'70 914-6	2:44.450	87.565
77	Bill Siggelkow	'62 356	3:37.467	66.217

* = New lap record

Results shown for Porsches only.

Race results provided by Chicago Historic Races Ltd./Marchetti Special Events



BEHIND THE SCENES

As we coast to the end of another great driving season, we are already looking ahead to '92. Yes, I know it seems a bit early but the *Scene* waits for no man (or woman), and there are several subjects I wanted to bring to your attention.

Changes of Address: As we prepare our 1992 Chicago Region membership directory (popularly referred to as "The Calendar"), please take a moment to check the address label of your *Scene*, check the 1991 Calendar for accurate phone numbers, and update any changes. To facilitate speedy delivery of your newsletter, we would also like to have your 9 digit zip codes. Changes of address, etc. should be sent to Debby Leed, who maintains the membership database, at 37 Lakeview Drive, Barrington, IL 60010-1949, (708)382-6911. Please remember that changing your address with the Region does not change National's records. You still need to notify Ruth Harte whose address is on the last page of *Panorama*.

Mart Ads: Please make these as legible as possible and indicate whether your phone numbers are for day or evening.

Your car can be a star! My file of photos for the *Scene* cover is running dry. I'm sure you must have a picture of your dearly beloved (I have a 16 x 20 myself) that you would like to loan for the newsletter cover. Photos can be black and white or color, size does not matter, and all photos will be returned to you intact.

Enough administrative stuff! We still have time for some more fun before Old Man Winter returns to Chicago. See you soon!

Doris

NEW ARRIVAL

Congratulations to John and Lynette Laidlaw on the arrival of their third little Porsche pusher, first son, born on August 10, 1991 (five days before his father's birthday). Daniel Leslie weighed in at a hefty 8 lbs. 7 oz., and was 21" long. Danny, Mom, Pop and family are doing fine!

WERE YOU GOING SO FAST YOU LOST YOUR BRA?

Black leather, velcro and elastic (kinky!), left mirror bra found at driving school in May at Arena Auto Auction. For a detailed description of this interesting find, contact (708)382-6911.

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THE MART

● FOR SALE - PORSCHE

1989 911 Turbo coupe, Guards red, extensive custom Austrian imported light & dark gray leather interior with charcoal Berber carpet, all to exact original detail. Exclusive matching light gray instrument gauge faces, Bridgestone RE 71 tires, CD with AM/FM stereo, Motorola (hands-free) 6200 phone, elec. sunroof, extended warranty. Always garaged, no winters, non-smoker. 37K (babied) miles. Spectacular condition! Serious inquiries only. Howard Leeds, P.O. Box 272, Sugar Grove, IL 60554 (708)466-7511 anytime.

1987 911 Carrera coupe, Guards red/black, 15K mi., perfect mech., almost concours, garaged, all records, F/R spoilers, 16" alloys, Clifford alarm, K-40 F/R radar, Reno, tinted glass, more. \$35,000. Ron Romac (708)799-6677, (708)799-5682.

● FOR SALE - PARTS

Clearing out garage: 944 spare tire, never used, best offer; 944 mirror for passenger side; 944 round throttle from Auto Werks; 944 springs and sway bars front & rear - all best offer. David Meacham (815)469-1772.

Porsche 911L Black on black, good body, rebuilt transmission, engine needs overhaul, \$3,000/offer. Steve Meek (312)477-8055.

4 Pirelli P6 radial tires 215/60x15 with 4 rims 7x15 for Porsche 944, excellent condition. Asking \$800 OBO. Craig Stastny (708)366-8556 after 6 PM.

Wheels: Set of 4 7x16 alloys, black & silver with painted centers, brand new, never used. \$500 OBO. Doris Voce (708)462-0451 eves.

● FOR SALE - OTHER

Exercycle: Just the thing to keep in shape during that inclement weather sure to come. Like new condition, used once by veteran couch potato. Best offer. Doris Voce (708)462-0451 eves.

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