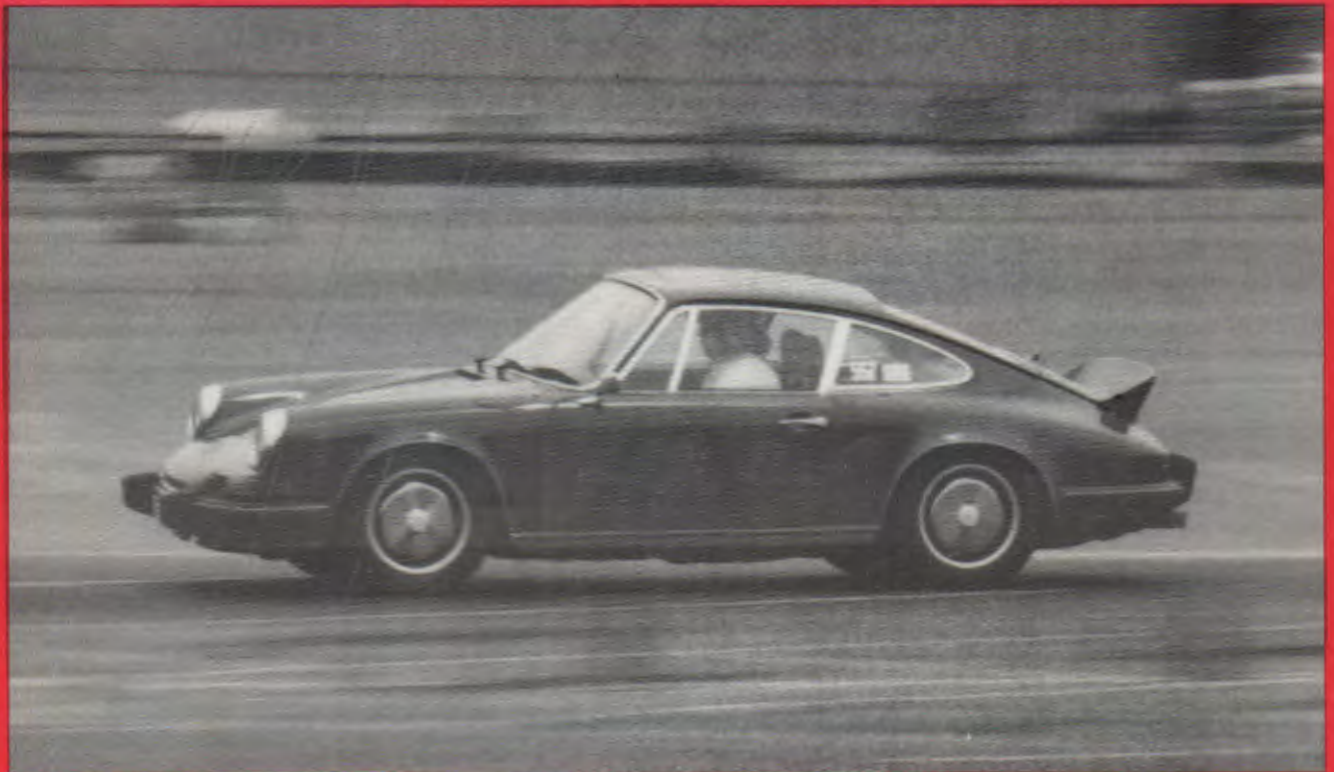


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JUNE 1989

CHICAGO

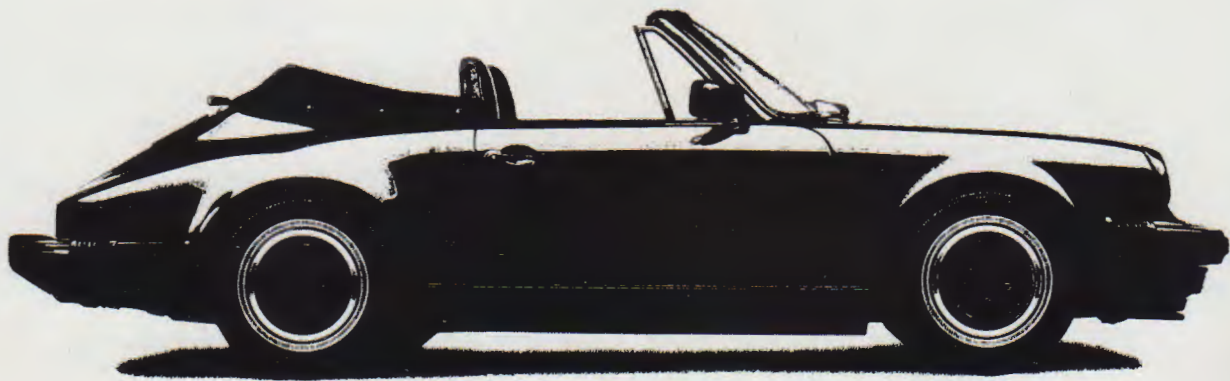


The official publication of the Porsche Club of America, Chicago Region

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1.	1988	911	Coupe	silver	\$49,016	\$42,800
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3.	1988	911	Coupe	granite green	\$51,050	\$44,400
4.	1988	911	Targa	red	\$52,441	\$45,750
5.	1988	911	Cabriolet	blue	\$57,120	\$49,950
6.	1988	911	Cabriolet	espresso brown	\$60,342	\$52,150
7.	1988	944	Coupe	stone grey	\$34,897	\$23,500
8.	1988	944	Coupe	red	\$35,014	\$24,500
9.	1988	944	Coupe	alpine white	\$35,077	\$25,500
10.	1988	944	Coupe	alpine white	\$34,329	\$25,500

We offer Chicagoland's largest selection of heartstopping, heartwarming Porsches... plus factory authorized service which speaks for itself.



The PORSCHE Exchange

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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".

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COVER:

1988 men's overall winner of the Tech Quiz in Colorado Springs and Chicago Region's official photographer, John Bolander, in his 1973 911T at the Parade in Reno in 1982.

CHICAGO REGION
1989 CALENDAR OF EVENTS

January 15	General Meeting
February 5	Ice Gymkhana
March 12	Tech Session
April 9	Rallye School
May 7	Drivers' School
May 17	Blackhawk I
May 27-28	Elkhart I
June 11	Concours
June 17	Boat Ride
June 25	Rallye
July 12	Blackhawk II
July 15	Utica Autocross
July 23-29	Parade
August 9	Blackhawk III
August 13	Potters' Picnic
September 2-3	Elkhart II
September 24	Autocross
October 14-15	Two-Day Rallye
October 29	Concours
November 19	Brunch
December 16	Dinner Dance

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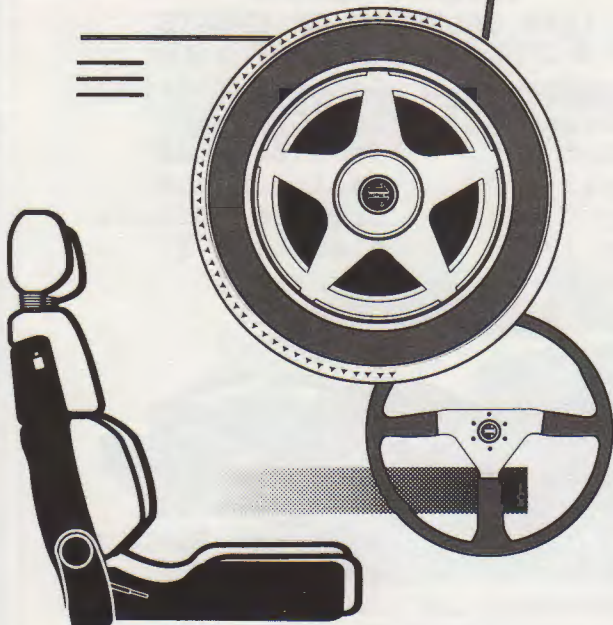
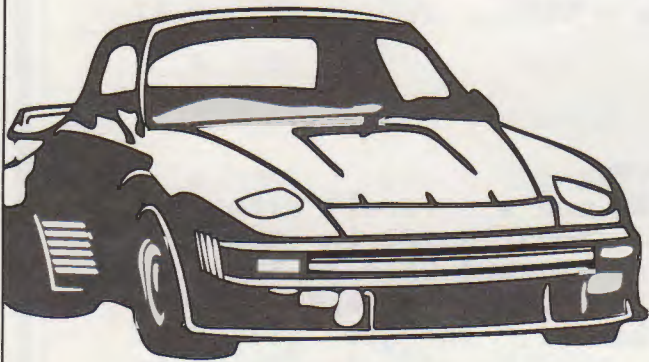
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UP AND COMING

" ACH DU LIEBER!....HERE WE GO AGAIN!" RALLYE

You are all invited and encouraged to participate in the June 25th, "Ach du lieber" Rallye.

We will be driving through scenic McHenry County, past neatly, (and not so neatly) kept farms. There are some great Porsche roads out there and we have found some for you!

The weather will be wonderful!!!...I guarantee it! The starting point of this rallye will be at Partsource International in Wauconda. Brian Allman has graciously offered to lend us his place for registration. (Refreshments will be supplied by Partsource). Registration will be at 11:00 A.M. with the first car off at 12:01 P.M.

The end point of the rallye will be at the Cloven Hoof Steak Restaurant. We will be served a family style dinner. The food is good and Gino is a gracious host.

The weather will be great! The scenery is great!! The roads are great!!! The restaurant is great!!!! And the rallye will be GREAT FUN!!!!

We have made this rallye a little bit more challenging than the "Rallye School" rallye, (since the object of the rallye school was to teach). Now we will see if you learned anything!?!

An extra trophy will be awarded to the best placing Novice car. To qualify as a novice, both driver and navigator must not have more than one rallye under their belts and of course, you must drive your PORSCHE!

Remember, if you make a wrong turn in this rallye, and get temporarily lost, just tell yourself, "Ach du lieber!...Here we go again!!"

I hope to see you all on June 25th!!

*Directions to Partsource International:

Partsource is located at 950 N. Rand Rd. (Rt. 12)
Wauconda, IL 60084

Partsource is located in an industrial park on the east side of Rt.12, approximately 3/4 of a mile north of Rt. 176 on Rt. 12

HEY NICK!....I WANNA WIN A TROPHY!!
Sign me up for your "ACH DU LIEBER!" Rallye:

Name: _____

Address: _____

City/State: _____

Phone: () _____

Member: _____ Applicant: _____ Guest: _____

Novice (1 rallye or less).

Driver: Yes or No

Navigator: Yes or No

Region: _____

Car Type: _____

Color: _____

Pre-registration Fee is \$12.00 per car.
Registration at the door is \$14.00 per car.

Dinner will be family style at the Cloven Hoof Steak Restaurant in Marengo.

Dinner consists of beef and turkey, peas, mashed-potatoes, appetizers, dessert,
and a cash bar.

Dinner cost per person is \$11.50 (Sorry, children must also pay full price).

Dinner for _____ person/persons at \$11.50 each \$ _____

Pre-registration for rallye \$ _____

TOTAL ENCLOSED: \$ _____

Make checks payable to:

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Mail to:

Nick Leicht
10807 Charles Rd.
Woodstock, IL 60098

One more reason to race to Chicago Heights!

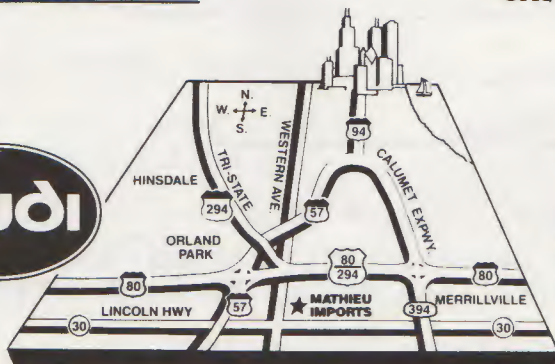
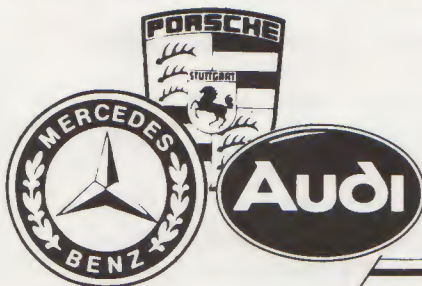


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BLACKHAWK XX

Date: July 12
August 9, 1989
Time: 8:30 AM - 5PM
Registration closes
at 11 AM
Place: Blackhawk Farm Race
Track, So. Beloit, IL

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

As this event is held on a Wednesday, the concession stand will not be open. We recommend that you bring a picnic lunch or plan to go into town to McDonald's. As always, alcoholic beverages are not permitted during the

event. Afterwards, plenty of cold drinks and a great dinner will be held at one of the club's favorite spots nearby.

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

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

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

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

REGISTRATION FORM
BLACKHAWK XX

Dear Dan:

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

Name _____

Member ___ Applicant ___ Guest ___

Car Make _____ Model _____

Driver: Experienced _____ Novice _____

\$65.00 Preregistered; \$75.00 late registration
No charge for family or affiliate member as second driver.

Make check payable to PCA/Chicago and mail to:
Dan Gallagher, 6710 N. Edgebrook Ter., Chicago, IL 60646
(312)775-5944

UTICA AUTOCROSS

Date: Sunday, July 16, 1989
Place: Utica Raceway
Utica, IL
Time: Registration and tech 9:30 AM
Timed runs 11:00 AM

Come out and join us for a fun-filled day at Utica Raceway on Sunday, July 16, 1989. Utica Raceway is a 0.6 mile go-kart track that will allow you to test the acceleration, braking and handling of your Porsche (a good warm-up for everyone going to Parade). This track will be run with NO PYLONS and promises to be exciting for everyone. Registration and tech will begin at 9:30, timed runs at 11:00. Depending on attendance, everyone can expect at least five timed runs.

To drive at this event, you must have a 1975 or later Snell approved helmet, full length pants, long sleeved cotton shirt, and socks, all of non-synthetic material, and full shoes. Driving suits are recommended. Drivers must be at least 18 years old (driver's license will be required at registration). No alcohol may be consumed at the track. Consult the 1989 Chicago Region calendar for gymkhana/short course classes. We will also need people to work timing and start/finish.

Dinner and trophy presentation will be at the Captain's Cove Restaurant following the event. Directions will be provided at registration.

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

UTICA AUTOCROSS REGISTRATION - July 16, 1989

\$15.00 Pre-registration, \$18.00 At the track, \$5.00 Second Driver

First Driver

Second Driver

Name _____

Address _____

City/State/Zip _____

Telephone Number _____

___ Member ___ Applicant ___ Guest

___ Member ___ Applicant ___ Guest

Gymkhana/short course class _____

Porsche Model (911, etc) _____ Type (SC, etc) _____

Year _____ Modifications _____

Enclosed is \$ _____ Mail registration and check (payable to PCA/Chicago Region) to: Susan Brenkus, 465 W. Dominion Drive, #507, Wood Dale, IL 60191

PERSONALIZED PORSCHE POSTERS

PCNA is offering personalized 944, 911 and 928 posters with personalized rear license plates. This is a result of the response to their recent ad campaign in which posters of Porsches with the recipient's last name on the rear license plate were mailed to prospective customers. PCNA advises that the posters will be printed in mid-June and mailed in mid-July. The cost for each poster is \$25.00 (plus applicable tax in Illinois) + \$1.25 shipping and handling for 944 and 928 posters and \$1.45 shipping and handling for 911 posters. They can be ordered by calling toll free 1-800-252-4444. Visa and Mastercard are accepted.

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Price Checkers Note: We will meet or beat any legitimate advertised price!

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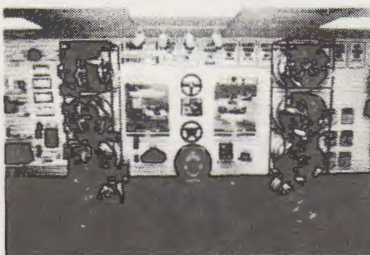
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TO OUR NEW MEMBERS By Chris Ellis

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Evanston, IL 60202
1986 911

Dan & James Deuble
820 Normandy Lane
Glenview, IL 60025
1985 911

James & Barb Navarro
111 Dijiñ Court
Bloomington, IL 60108
1987 911 Targa

Arnie & Mike Hetzel
1304 Garden
Park Ridge, IL 60068
1983 944

Joerg & Isabelle Gutzeit
1526 Heatherton Court
Naperville, IL 60540
1988 924S

Ron & Cynthia Romac
18626 Carpenter
Homewood, IL 60430
1987 911

Paul & Ellen Siracusa
1600 Tappan Street
Woodstock, IL 60098
1986 930

Tom & Marian Cadigan
1811 N. Cleveland
Chicago, IL 60614
1984 911 Targa

Alan & Lawrence Benjamin
600 N. McClurg #3301A
Chicago, IL 60614
1984 911 Targa

John Gray & Tony Anaina
1337 Royal St. George Dr.
Naperville, IL 60540
1971 911

Howard & Linda Tasner
889 Fairview Rd.
Highland Park, IL 60035
1984 911 Targa

Wesley Lenz
4 Forest Hill Dr. Apt. 101
Glen Ellyn, IL 60137
1986 944 Turbo

Mike Wildman
1541 S. Harlem Apt. 1W
Forest Park, IL 60130
1979 911SC

John & Angela Dzakovich
1785 Ponside Dr.
Northbrook, IL 60062
1986 911 Cabriolet

Robert Chu
1626 Howard
Des Plaines, IL 60018
1989 944



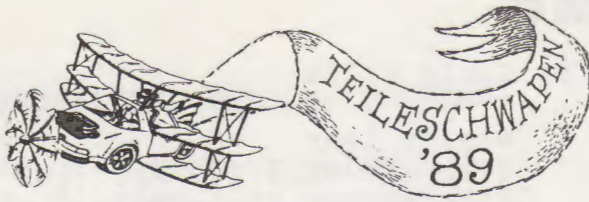
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Northern Ohio Region of the Porsche Club of America and Stoddard Imported Cars present "TEILESCHWAPEN '89" The Second Annual All-Porsche Swap Meet to be held Saturday, June 24th.

The event-filled day will feature: a variety of vendors, a large selection of Stoddard's extensive inventory of rare, unique, and interesting Porsche paraphernalia, rides in Porsche powered aircraft, food, door prizes, body shop demonstrations, technical presentations and more!

In addition to the swap meet the Northern Ohio Region will host a dinner Friday night. There are a variety of other interesting special events happening that weekend, not to mention what Northeastern Ohio has to offer any weekend during the summer. See listing to the right.

Commercial vendors are welcome. Vendor space is available for \$10.00 per 10'x20' space. Please fill out the attached registration form and return with your check to John Hulick, 5841 Mallard Ct., Mentor, Ohio 44060, by June 14th. We strongly recommend pre-registration.

WE HOPE TO SEE YOU THERE!

LODGING

For your convenience here is a listing of area hotels and motels. Most of them are basic service motels except for the Harley which is full service.

Arborsgate Motel (216) 946-0749
SR 306 at RT 2, Mentor

Days Inn (216) 946-0500
SR 306 at I-90, Willoughby

Harley Hotel (216) 944-4300
R 91 at I-90, Willoughby

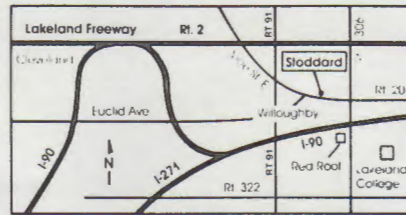
Knights Inn (216) 953-8835
SR 306 at I-90, Willoughby

Red Roof Inns (216) 946-9872
SR 306 at I-90, Willoughby

Skylight Inn (216) 942-2224
SR 91 at I-90, Willoughby

Super 8 Motel (216) 951-8558
SR 306 at SR 2, Mentor

For Information about regional B & B and country inns call **Private Lodgings Inc.** at (216) 321-3213.



DETAILS

Saturday June 24th 8:00 a.m. to 4:00 p.m.
Gates open at 7:00 a.m.

ALL SPACES ARE \$10.00 for a 10'x20' SPACE
COMMERCIAL VENDORS ARE WELCOME
Pre-registration is suggested

FOOD • DOOR PRIZES • EASY ACCESS
TECHNICAL AND BODY SHOP PRESENTATIONS

For more information please contact
Jody Pignolet at Stoddard Imported Cars (216) 951-1040
Stoddard Imported Cars is located at
38845 Mentor Avenue, Willoughby, Ohio

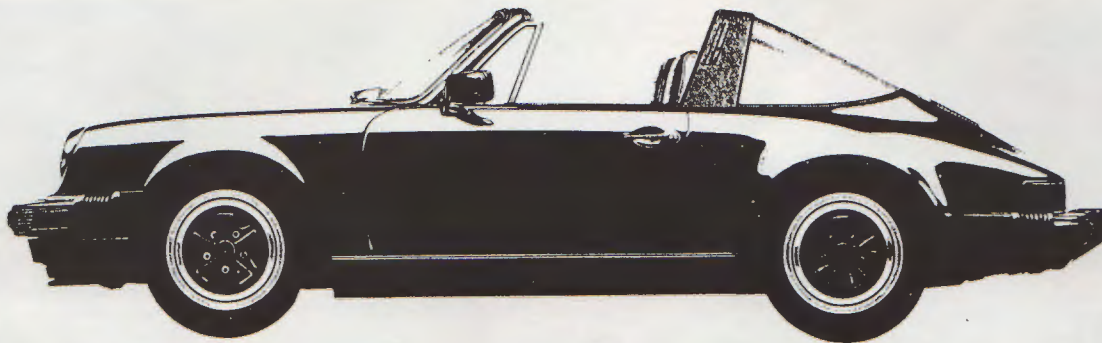
WEEKEND ACTIVITIES

Other area events happening the weekend of June 24-25
* Mid-Ohio Region of Porsche Club of America's concours
* Chase Bank Vintage Races -Mid-Ohio Race Track
* The Chesrown Concours -Mid-Ohio Race Track
* The Budweiser race against MS -Mid-Ohio Race Track

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Last year's Porsche raffle was a sellout! Tickets will be going even faster this year.

Valued at \$53,000 the 1989 Porsche Carrera Targa is an outstanding driver's car. You'll never have a better chance to park one in your driveway and help such a worthy cause at the same time.

\$50.⁰⁰ never got you such great odds. It gets you a raffle ticket in the Porsche sweepstakes. To improve your chances of winning, we're limiting the number of tickets to a maximum of 5,000. Enter as often as you like. This is the one raffle no one can pass up!

Drawing will be held on Friday, June 23, 1989 at 7:30 P.M. at Traynor Porsche & Audi, 2269 Post Road, Fairfield, Connecticut. There will be a champagne party and door prizes for ticket holders. You need not be present to win. All proceeds go to the American Cancer Society.

PORSCHE

AMERICAN CANCER SOCIETY
5 Brook Street, Box 2087
Norwalk, CT 06852

Yes, I want to win the incredible 1989 Porsche 911 Carrera Targa! Please send me _____ raffle tickets at \$50.⁰⁰ each. Enclosed please find my check for \$_____
I understand you will fill out my stub and enter it into the Porsche raffle and send me my raffle ticket(s) VISA MasterCard Card # _____ Exp. Date _____

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

(Tear off coupon and return with check in enclosed envelope. Make check payable to the American Cancer Society.)



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Thank You



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Cartalk

By Jim Mateja

Corvette vs. Porsche 944

The Chevrolet Corvette coupe and Porsche 944 turbo coupe cater to those who don't have to worry about where the next gourmet meal is coming from.

Both are high-powered, high-priced sports models—fun-to-drive, fun-to-be-seen-in machines that are a cut above average.

It's domestic versus import among the performance crowd.

We stepped out of the 1989 Corvette (Cartalk, April 23) and into the 1989 Porsche 944 turbo.

The 944 turbo is in a league of its own, but not simply because of the body style or off-the-line power or the fact it's an import. The 944 stands apart from the competition because the West German automaker did the unthinkable. After a dramatic decline in sales, Porsche lowered the price.

No \$200 rebate or 2.9 percent financing to lure buyers. This was a \$2,700 chunk taken off the sticker, a 5.7 percent price reduction to \$44,900 from \$47,600. How un-American—though from a West German automaker, you can excuse the approach.

Most retailers mark down the sticker when an item doesn't sell. The \$500 suit moves to \$400, the \$400 television set to \$300, the \$300 lawnmower to \$200 and so on.

It's different among carmakers, however. The \$20,000 car doesn't sell so the factory offers 2.9 percent financing. That means the factory priced the car so high that you can't afford it. But rather than reduce the price, the factory lowers the amount of the monthly financing on that high price. Though economics professors blush, the generosity brings a tear to many consumers.

What a refreshing change of pace by Porsche. The automaker realized \$47,600 was too stiff a price whether financed at 0 or 6.9 percent for 60 months, so it bit the bullet.

Before you reach in pocket or purse and sympathetically send a donation to Porsche, keep in mind that the \$47,600 starting price for the '89 944 turbo last fall was up \$7,845 from the '88 sticker. So, though the \$2,700 price cut is significant, it isn't the \$7,845 added when the '89s reached showrooms.

Porsche said the \$7,845 was added to cover the cost of making standard antilock brakes, cruise control, antitheft alarm, electric sunroof and a Blaupunkt AM/FM stereo with cassette, along with a limited slip differential, transmission oil cooler, forged alloy wheels with larger tires and a 30 percent boost in horsepower.

Total Porsche U.S. sales in the first three months of this year were down 59 percent, to 1,808 units from 4,426 a year earlier. Those numbers tell why Porsche cut prices.

Oddly enough, many observers blame Porsche's relatively inexpensive 924, when it was in vogue, for much of its trouble.

Though a success, the \$20,000 924 took some of the lustre off the Porsche name. Imagine tooling your 944 or 928 along Lake Shore Drive and having some geek in a 924 that cost about the same as a Chevy Caprice roll by with upraised thumb as a sign of Porsche brotherhood. You'd probably upchuck your quiche.

The 924 was intended to be a low-priced model to bring those wanting a sports car into the Porsche fold and move them up into a 944 or 928. But the move backfired.

Then the value of the dollar fell against the German mark, and the 924 price started rising rapidly. Those who wanted a "cheap" Porsche were priced out of the market. The 924 was dropped in 1988. And the increase in the mark that sent 924 prices skyrocketing also had its effect on the 944, 911 and 928. Thus the \$47,600 Porsche 944 turbo, slumping sales and need for a price reduction.

Base price of the Vette, by comparison, is \$31,545 or \$13,355 less than the 944 turbo.

Having moved from the Vette into the 944 turbo, a comparison was obvious.

The 944 is powered by a 2.5-liter, 4-cylinder engine that develops 247 horsepower with its turbo boost. It's teamed with a 5-speed manual. The Vette comes with the 5.7-liter, 245 horsepower nonturbo V-8, a few less horses from a larger displacement engine. It comes with a 6-speed manual.

The Porsche 5-speed and Vette 6-speed shifted smoothly. There's no first-to-fourth

gear feature in the Porsche to fool with, however.

The Vette seemed quicker off the line. The Porsche breaks into a gallop when the turbo kicks in, but there seemed to be a pause at each gear until reaching full power. Porsche seems to propel you in bursts, Vette in a one-slap-into-the-seat motion. The edge to the Vette.

The folks at Porsche figured enthusiasts wanted the 944 turbo to have a more rigid suspension, so springs and shock rates were stiffened and a larger stabilizer bar was added. The Vette came with an optional FX-3 suspension with three settings for soft, firm and performance.

The 944 turbo was stiff without being unduly harsh. Corners and turns at speed were very good, with only slight lean in sharp corners. But the FX-3 at Chevrolet was ideal regardless of speed. Left in the performance mode, the Vette seemed to have better road manners, less harshness and superior road holding and hugging ability. The Vette's Goodyear unidirectional 16-inch tires seemed to stick better to the pavement than the Goodyear Eagles on the Porsche turbo.

The power steering on the Porsche was very stiff at low speeds and really didn't limber up until the accelerator moved closer to the firewall. The edge to Vette again.

The price you pay for performance with the Vette was a 16 mile-per-gallon city, 25 m.p.g. highway mileage rating. The 944 turbo is rated at 19/27 m.p.g. So give the fuel economy edge to Porsche.

The 944 turbo is built on a 94.5-inch wheelbase and is 168.9 inches long. That compares with a 96.2-inch wheelbase and 176.5-inch length on the Vette. Both require a working knowledge of and skill in aerobics to get in and out. Both are two-seaters, though Porsche does have two seats in back that aren't quite large enough for humans. Roominess goes to the Vette.

Other standard equipment on the Porsche 944 turbo includes power brakes and steering, power windows and door locks and rear defroster.

In the safety department, the 944 turbo has driver- and passenger-side air bags as well as antilock brakes as standard. The Vette has antilock brakes as standard, but no air bag. The edge goes to Porsche.

Then there are the intangibles—styling and prestige.

The '89 Vette is vanilla, very plain compared with models before 1984. The 944 is more of a head-turner and finger-pointer. Porsche gets the nod for styling.

As for prestige or snob factor, it goes to Porsche hands down. You find Vettes parked at the softball field when the local pub is playing. Porsches take the first 10 places outside the racquetball club. Vette owners have unlisted phones at home; Porsche owners have unlisted phones in their cars.

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REAR VIEW MIRROR

PCA DRIVERS' SCHOOL, May 7, 1989

By Rich & Laurie Nixon

We've been asked to write some comments on the recent drivers' school sponsored by the Chicago Region. It's unclear whether that request came about due to our well-known skill as writers, our newness to the club (and therefore, unfamiliarity with accepted procedures for declining such honors), or simply pulling our names from a hat. At any rate, the editor asked, we agreed, and now you have the opportunity to bask in team-prose, the like of which has not been seen since Robert and Elizabeth Barrett Browning.

A little personal history first: I started autocrossing in college, 1968 or '69, driving my roommate's 1965 Rambler 220 Classic, the high performance version with the vinyl roof and column-mounted three-speed (This was Peoria--what do you expect?), but haven't competed since. Laurie's introduction to performance driving was touring Europe on the back of a BMW K100 motorcycle. ("Look honey, your hair's finally starting to come back down.") We both think it's very nice to participate in a speed event where you don't have to rebuild the transmission to get to work on Monday, and Laurie really appreciates not having to worry about falling off every time I hit a pothole.

The school was our first PCA event, so a lot of first impressions were formed. You experienced members may not find it unusual, for example, but we were surprised and delighted to see the event run on time, with superb, but not heavy-handed, organization, evident throughout. The event

itself consisted of about ninety minutes of classroom presentation, followed by driving exercises on a skidpad, slalom, braking lane and autocross. Although we were initially told there would be three passes at each exercise, it turned out that considerably more opportunities were available.

Tech inspection was brisk and efficient. In about two minutes I got a thorough and informative appraisal of my car's condition from a knowledgeable and friendly official (Thanks, Gene). It's also heartwarming to know the worst things he could find were a slightly loose front wheel bearing and brake fluid due for annual replacement.

I suppose the Registration people rarely get much in the way of congratulations, but these people knew their responsibilities, had clear, concise answers to our questions, and were thoroughly helpful.

The classroom instructors were most impressive. After twenty years of reading, driving, occasionally falling off the road and wondering why, this was the clearest discussion of vehicle dynamics I've heard. For example, I never really understood before why auto engineers consider understeer a safer trait. Well, watch this: It's because, when you run wide in a turn, your natural reaction is to get out of the gas, weight transfers to the front, those tires suddenly grip better, and your line tightens. How about that? (Actually, I prefer the theory that it's so you can see what you're going to hit.)

Driving instructors -- How

do these guys watch five or six drivers and keep track of each? ("Mistake? Me? What, you mean besides going through the slalom the wrong direction and mowing down fourteen pylons?")

Observations and other notes:

The skidpad was a revelation. If you haven't tried driving as fast as possible, five laps around a 100 foot circle, this is a definite must. Aside from having your brains slide out your ear (helmets are required -- they keep your brains off the side window), this offers an unparalleled chance to experience significant under and oversteer. Learning this stuff on the road because you've just been cut off by a drunk in a Cadillac is the wrong way to go at it. Learning it here gives ample opportunity to play, make mistakes and find the limits with no more cost than a little burned-up rubber. (Admit it -- you love it when your friends glance questioningly at the roughed-up shoulders on your favorite ride's running shoes.)

Braking Lane -- Upon command, accelerate at maximum rate for approximately 100 meters, until you reach the marker pylons. At that point, cease acceleration and initiate maximum braking, bringing the car to a controlled, straight-line stop in the minimum distance...piece of cake, huh? A few things make this more challenging than it may seem at first reading. For example, rearing back and firing your foot at the brake pedal, ala John Q. Public, and

holding it all the way down until the scenery stops moving is not the best way. That approach will probably break the rule about arriving front-end first. Also, the small size of the stop-box has a PROFOUND psychological effect. It's like zooming down my driveway at 50 MPH, and saving the brakes until actually entering the garage -- rakes and paint cans all over hell. Finally, the prospect of flat spotting a nice set of D40 M2's after only 9,000 miles is a great motivator. (Laurie found another interesting complication -- at 5'2", she has serious trouble pushing the brake pedal far enough. The instructor seriously recommended blocks on the pedals...she had fun accelerating though.)

Slalom -- How much fun can you have zig-zagging between a bunch of cones? Well, the first four trips aren't that big a deal, but when all the stuff Chris Ellis has been telling you finally comes together, it's a major kick!

Autocross -- I don't care what they say, doing the slalom section backwards opens up the hairpin considerably, and improves your overall speed a lot. The instructors get all worked up about it, but it's a much quicker route.

Sights and Sounds -- To the guy with the "Sneezy" vanity plate: Are Grumpy and Doc at home in the garage? And is Grumpy a vintage English sports car?

To the owner of the hot-damn yellow Carrera RS11: Based on appearance and sound, this must be the car God drives. Think about it for a moment: the flowing robes, the awesome presence, the

beard flapping out the window...

(Wife's note: Women usually don't have beards.)
(Husband's note on wife's note: Women with beards don't make it to Heaven...or get to drive Porsches) (Is that redundant?)

We've probably milked this event for all it's worth, and should wrap this up. Thank you for the opportunity to write this review of the drivers' school, and for a well-organized and very instructive event.

Here's Howard

Where's Howard???

Our fearless leader is taking a much deserved hiatus from his Scene contribution this month after his exhaustive and time-consuming analysis of our recent survey, and will return next month.

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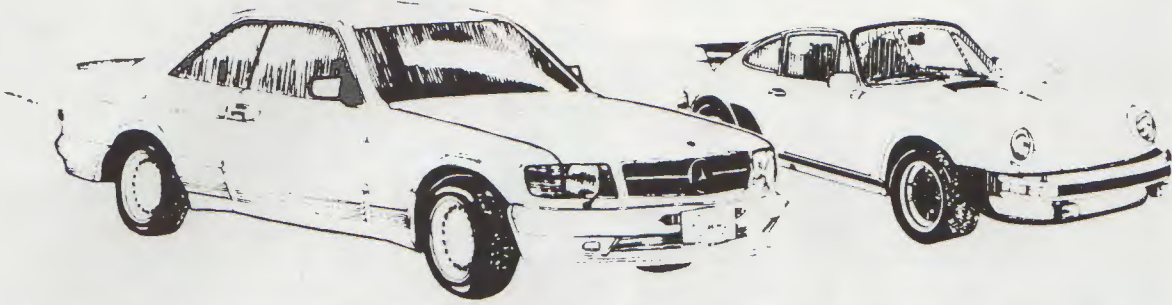
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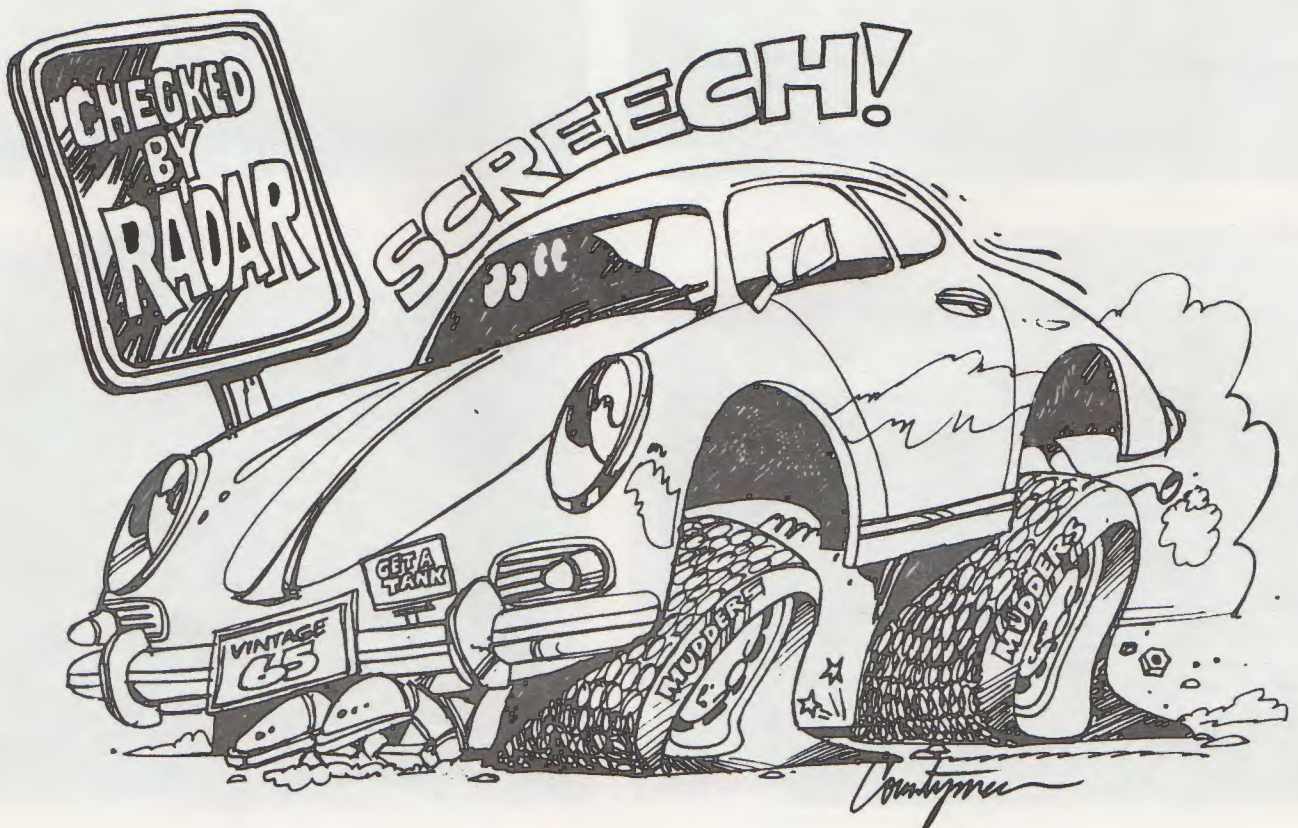


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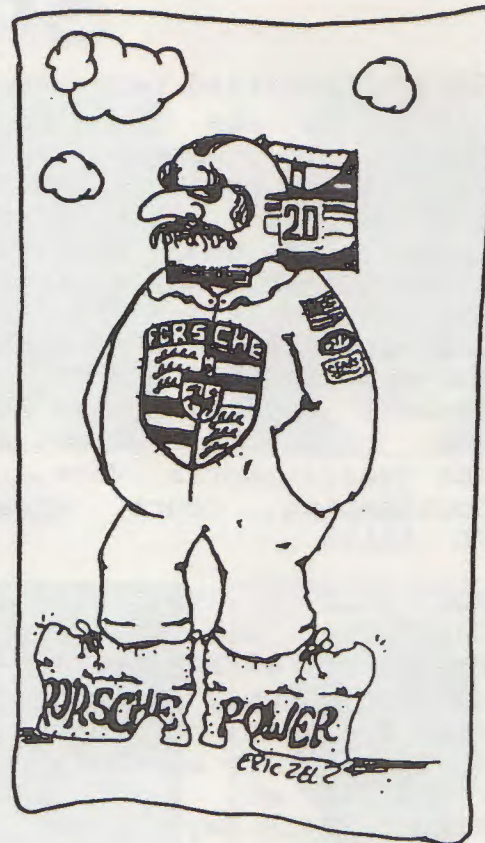
EDITORIAL

If this month's editorial appears to be written on the fly, it's because it is! I'm racing against the clock to finish this newsletter so I can spend next weekend racing against another clock at Elkhart Lake. This will be my first ever autocross, so I am somewhat nervous about it (terror is a good word), but I know I will be in the capable hands of some very experienced instructors within this Region.

I do have some great new software and hardware added attractions to my computer system, so next month when I have time to learn all this neat stuff, the newsletter should have some significant cosmetic differences.

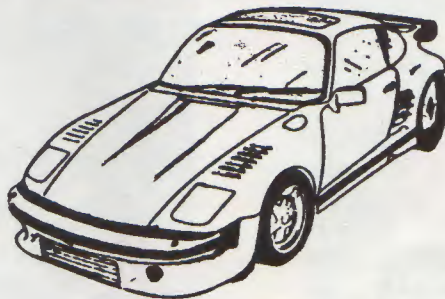
See you soon!

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THE MART

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

FOR SALE: 1986 944 Turbo Gds. Red, Blk leather, Gold BBS wheels with Pirelli P-7's, sunroof, Reno, touring pkg. with 2 alarms, no smoke, mint, 5 yr. factory warranty, never raced 26K mi. \$26,000, Larry Fik 725-9419 days.

FOR SALE: 1958 - 356A 1600 Red Coupe with black interior. Professional restoration to pristine, mint factory fresh, all original condition. Great runner, could easily be show car. Disc brake conversion but original brakes with car. \$19,500 firm. Chuck Rowell, 801 S. Plymouth Ct., #1113, Chicago, IL 60605 (312)939-5767.

FOR SALE: Used Targa top, very good condition, \$1,400. Carl Jansen 836-8350 days, 882-3960 eves.

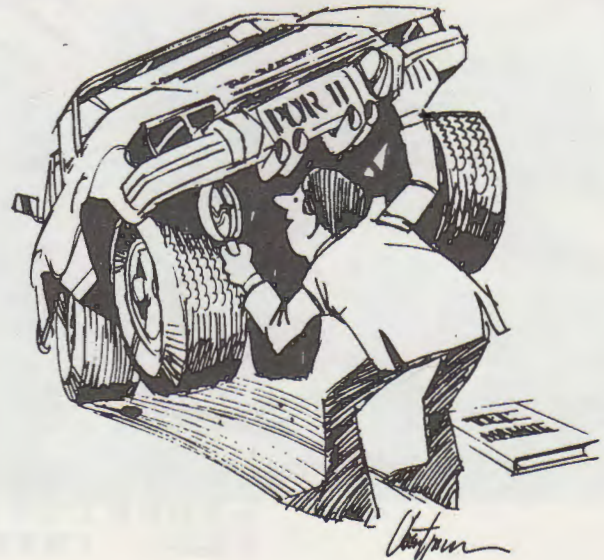
FOR SALE: Left and right Porsche mirror bras, pair for \$15. Midland portable 23 chan. CB, with leather case and battery pack, can be mounted also, \$25. Uniden 40 chan. CB in original box but used slightly, \$25. John Welda, 435 Shoreline Road, Lake Barrington, IL 381-1194.

FOR SALE: Tires, Comp. T/A 205/55 ZR 16 and 225/50 ZR16 from an '89 Carrera. Driven only 200 miles. \$390 or best offer. Rick Miller, 998-1490.

FOR SALE: (1) 7x15 and (2) 8x15 forged 911 alloys. New in box \$750. for all three. Set of rebuilt Solex carbs 40 P114 912 or Super 90 356, \$400 pair. Double grill 356 engine lid T6 Cabriolet or Roadster, \$250. 1975 911 front fenders used, \$250 pair. Chuck Schank 887-6037 days, 246-6395 eves.

FOR SALE: 930 Fuchs alloys 7&9x16 \$1500, 914-6 heat exchangers \$420 pair. 911 shift tower \$70, SC struts, complete. 914-4 2.0 core engines. Roger Vale 531-3051 days, 323-6805 eves.

WANTED: 8&10x16 BBS or similar, 245/45-16 A008R's. Rebuildable 914 transaxle w/LSD. 901 shift fork alignment plate, pref. aluminum. 220 lb. 914 springs, aluminum tops. 911 cool brake kit, 70-71 clutch arm. size 5.0 aux. Venturi boosters, tall air horns for 461DA. Roger Vale 531-3051 days, 323-6805 eves.



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