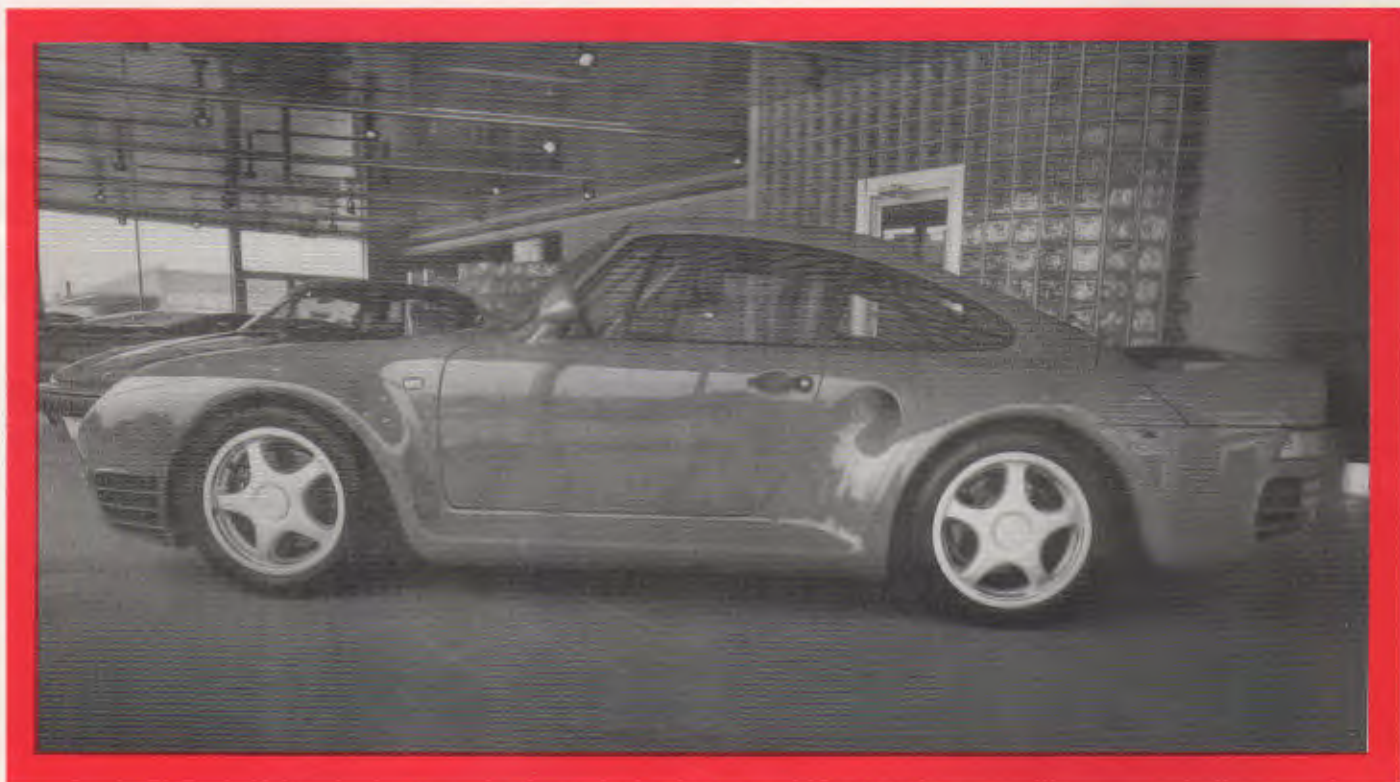


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**SEPTEMBER 1989**

**CHICAGO**

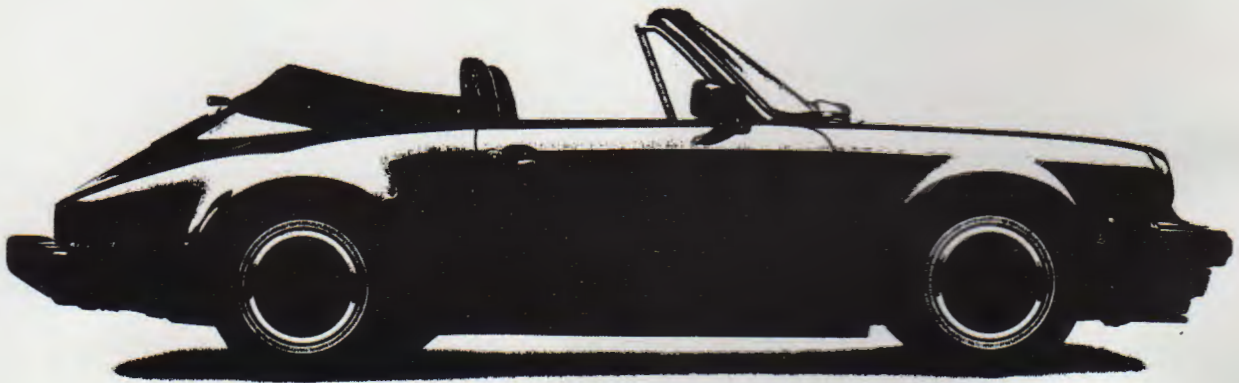


The official publication of the Porsche Club of America, Chicago Region

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4. NEW	1988	944S	Red	<del>\$42,255</del>	Best Offer
5. NEW	1988	944S	Red	<del>\$39,881</del>	Best Offer
6. NEW	1988	944TS	Red	<del>\$49,842</del>	Best Offer
7. NEW	1988	911 Targa	Red Met.	<del>\$52,441</del>	Best Offer
8. 3,600 mi.	1988	944S	Almond	<del>\$37,460</del>	\$26,500
9. 2,600 mi.	1988	944S	Silver	<del>\$40,468</del>	\$28,600
10. 2,900 mi.	1988	944T	Black	<del>\$45,354</del>	\$33,200

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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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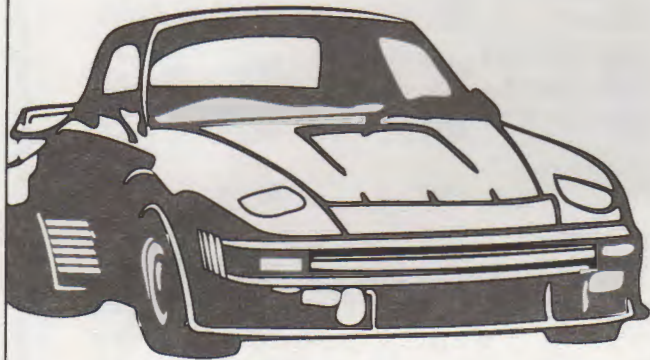
**COVER:**

Ernie Semersky's rare and beautiful 959, 1 of 29 racing 959's ever produced by Porsche, now on display at The Porsche Exchange. Cover photo by Karen May Communications.

**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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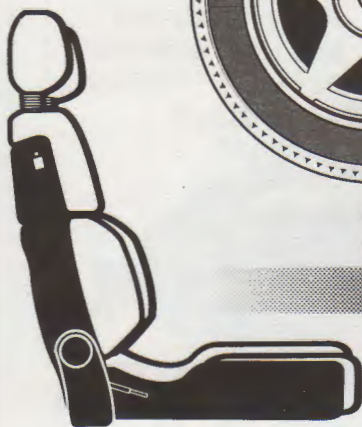
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# UP AND COMING

## CHARITY AUTOCROSS

Sunday, September 24, 1989

It's time for the 9th annual Charity Gymkhana! This year's event will be held at the College of Lake County, 19351 West Washington Street, Grayslake, IL. Directions to the College from I94/I294 Tollway are: Exit west on Route 120. At the Route 120 and Route 45 intersection (this is the first traffic light after Route 120 becomes a 2 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.

Charity all too often is impersonal, with donations going to help faceless, nameless strangers. We are lucky in that this event benefits the Sally Potter School, which has strong ties to the Chicago Region.

Sally, wife of our own Wayne Potter and mother of our own Linda Patterson, was a pioneer in helping handicapped children and devoted her life to them. We honor her memory with this event and in doing so, help the children, who sometimes attend. All monies collected, including entry fees, go to the school. Goodie store purchases that day are tax deductible until a pre-set limit is reached.

The Charity event consists of a gymkhana, raffle, and auction. So round up any treasures that you would like to donate to the auction or raffle. Through the generosity of our membership, Scene advertisers, and others, we will be auctioning and

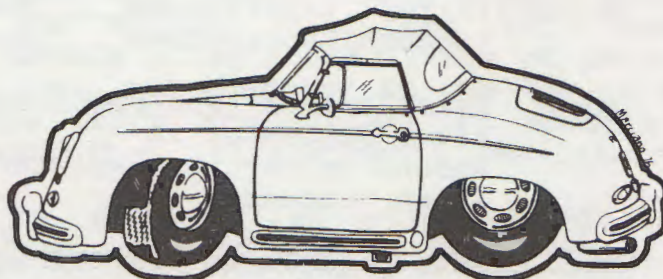
raffling lots of "goodies", all for the benefit of the School. Your raffle ticket purchase and/or successful auction bid is a tax deductible, charitable contribution. If you can contribute auction or raffle items, please contact Julie Badel at 935-6013, who will be chairing the charity portion of this event, as soon as possible.

Registration will begin at 10:00 AM on September 24. The runs will begin at noon. Pre-registration for this event is \$14.00 for the first driver and \$7.00 for the second driver. After September 18, registration is \$16.00 for the first driver and \$8.00 for the second driver.

The auction and raffle will be held at a near-by restaurant, as of this date, at an undetermined location. You will be advised, as soon as possible, when the location is confirmed.

For any questions regarding the autocross portion of this event, contact Chuck Bittman at 246-9505, or Keith Orum, Autocross Chairman, at 354-0260.

We hope you will join us for a great autocross and lots of fun at the auction and dinner.



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## REGISTRATION FORM CHARITY AUTOCROSS

Name (First Driver) \_\_\_\_\_

(Second Driver) \_\_\_\_\_

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

Car \_\_\_\_\_ Model \_\_\_\_\_

Driver: (First) Experienced \_\_\_\_\_ Novice \_\_\_\_\_  
(Second) Experienced \_\_\_\_\_ Novice \_\_\_\_\_

Fees: First Driver (Pre-registered) \$14.00  
After September 18 \$16.00  
Second Driver (Preregistered) \$ 7.00  
After September 18 \$ 8.00

Make checks payable to PCA/Chicago and mail to:  
Keith Orum, 1240 Morgan Avenue, LaGrange Park, IL 60526  
(312)354-0260

## KETTLE KLASSIC RALLYE

DATE: October 14-15, 1989  
PLACE: Porsche Exchange  
2050 First Street  
Highland Park, IL  
TIME: Registration Saturday  
Oct. 14, 12:00-1:00 PM

This is the one you've all been waiting for. Well, okay, maybe not all of you, but most of you. Okay, one or two of you, but you're all going to really enjoy it, or else!! Get ready to enjoy yourselves on those great Wisconsin rallye roads again. We've redone the Parade Rallye from our fantastic Parade in 1984 -the best ever if I may be so modest. Yes, the rallye that more than 200 cars enjoyed so much is now yours to behold. Mark your calendars, it's going to be a great weekend.

Saturday will start off at the Porsche Exchange in Highland Park with registration between 12:00 and 1:00 PM. There will be an easy tour up to Appleton with some fun questions along the way. You'll have enough time so that you may stop to sightsee a little way along the way. You zoo nuts will pass the Milwaukee County Zoo; you airplane nuts will pass the Experimental Aircraft Association Museum in Oshkosh; those of you who are just plain nuts might want to just get to Appleton and engage in some other type of activities. The evening is yours once you turn in your answer sheet. We'll see you at the pool after dinner. Sunday morning's rallye will start at the Woodfield Suites at 10:30 AM and end with a buffet dinner at Siebken's somewhere around 3:30 PM. We're hoping to award trophies about 4:30 PM so that you will have plenty of time to get home at a reasonable hour. If you can't spend the night, but want to run the rallye, just meet us in Appleton on Sunday morning, but let me know ahead of time, as I have to have a Sunday dinner count a few days ahead.

We've reserved a block of rooms at the Woodfield Suites on College Avenue in Appleton. There are 20 one room suites (13 smoking and 7 non-smoking) at \$54.95 for two people and 10 two room suites (8 smoking and 2 non-smoking) at \$64.95 for two people. It's a new place and looks quite nice. The rooms will be held until September 20th, so be sure to get your reservations in as soon as possible. The number is 414-734-9231. If the rooms are all booked, there are numerous other hotels in the immediate vicinity, including Budgetel (414)734-6070, Exel Inn of Appleton (414)733-5551, Holiday Inn of Appleton (414)735-9955, Midway Motor Lodge (414)731-4141, Roadstar Inn (414)731-5271, Super 8 Motel (414)731-0880, and the Paper Valley Hotel, which was the headquarters for the Parade is closer into town (414)733-8000. These hotels/motels offer a wide range of prices with Budgetel, Super 8, Exel Inn, and Roadstar as the lowest in price. If you wish to know which are closest to Woodfield Suites, or anything else about them, please don't hesitate to call us.

We're looking forward to another fantastic, fun-filled Porsche weekend. Yes, we'll have lots and lots of that c-word,

**KETTLE KLASSIC RALLYE (Continued)**

and all the other good stuff you've come to expect from a weekend with the Porsche Club. The fun never stops. This may be your last chance this year to drive your car on some of the best open roads available.

We hope to see all of you there. It will be fun and without fights. If you have any questions about rooms or rallyes, call George or Linda Gutmann at (312)631-6042.

---

**REGISTRATION FORM  
KETTLE KLASSIC RALLYE**

Dear Linda:

I can't believe we're going to get to run that great rallye we've been hearing so much about. Sign me up!

Driver \_\_\_\_\_ Navigator \_\_\_\_\_  
Member \_\_\_ Applicant \_\_\_ Guest \_\_\_ Member \_\_\_ Applicant \_\_\_ Guest \_\_\_

Class: \_\_\_ Equipped \_\_\_ Unequipped \_\_\_

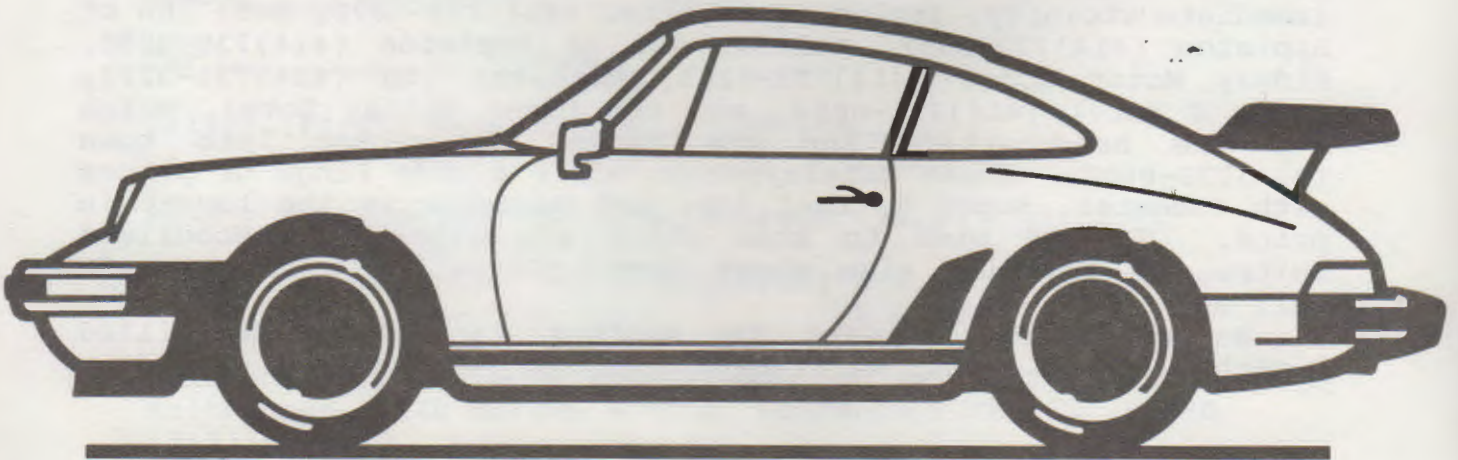
Car Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Reserve \_\_\_ Sunday Buffets @ \$10.50 each for \_\_\_\_\_

Rallye Fee \$10.00 per car

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

Make checks payable to PCA/Chicago and mail to:  
Linda Gutmann, 6116 N. Landers, Chicago, IL 60646  
Questions? - (312)631-6042

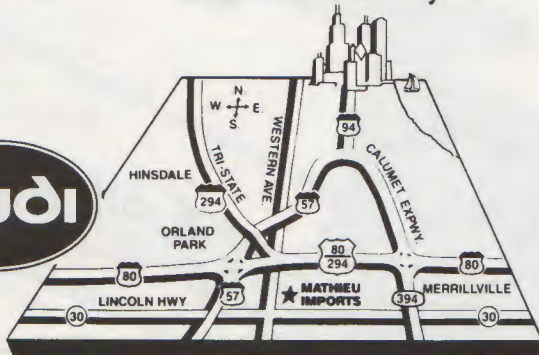




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## COMING IN OCTOBER

DATE: October 29, 1989  
PLACE: Bill Jacobs Motorsport  
Naperville, IL

The Second Annual Bill Jacobs Halloween Concours is coming up on October 29th, so mark it on your calendar. This is the last concours of the year and is held indoors at the facilities of Bill Jacobs in Naperville. For our new as well as old members, this is a fun Concours that combines a show for the serious, as well as street Porsches and, additionally, has events for the non-concours members and the kids. Technical sessions, videos, mini-seminars are planned to interest all members of the family.

Bill Jacobs allows us to use their entire showroom and garage facility for our Concours, so weather will not be a problem. For beginners, you have a chance to take home a trophy because in addition to our regular Chicago Region prizes, Bill Jacobs awards special trophies to cars based on overall appearance - not white glove inspection. If you have any questions, call Pat or Bonnie Yanahan at 887-7605. Watch next month's Scene for more details.

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# WELCOME

## TO OUR NEW MEMBERS

By Chris Ellis

Ralph Napolitano  
659 Peregrine Drive  
Palatine, IL 60067  
1969 911S Targa

Dennis Kipnis  
453 Parkview Terrace  
Buffalo Grove, IL 60089  
1984 911 Carrera

Ed & Brian Stout  
21W705 Buckingham  
Glen Ellyn, IL 60137  
1989 911 Cabriolet

Michael & Charmaine Straub  
467 81st Street  
Burr Ridge, IL 60521  
1981 928

Jerome & Paul Mikesell  
3750 N. Lake Shore #7C  
Chicago, IL 60613  
1976 914

Ares Liakouras  
2918 N. Moody  
Chicago, IL 60634  
1984 911 Coupe

Hal & Elaine Belkin  
345 Greenbay Road  
Highland Park, IL 60035  
1988 928

Mark & Janet Shlaes  
21 Longmeadow Road  
Winnetka, IL 60093  
1989 964

Dale & Ruth Kern  
120 Old Oak Drive  
Barrington, IL 60010  
1989 911 Cabriolet

Paul & Cheryl Massignani  
163rd & Wallace  
Harvey, IL 60426  
1989 944S2

Greg & Kimberly Anderson  
1072 Kristin Court  
Batavia, IL 60510  
1987 924S

Glenn & Carole Fujimeri  
332 Washington Avenue  
Wilmette, IL 60091  
1984 911

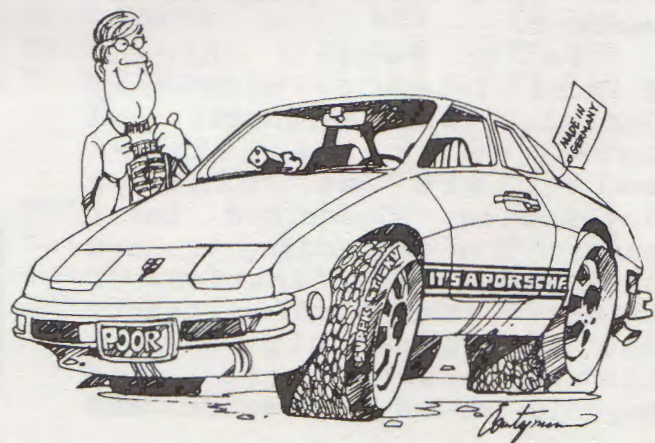
John & Dagmar Simon  
2112 N. Summit  
Wheaton, IL 60187  
1988 911 Turbo

Sam Hochberg  
2052 Mallard Lane  
Hanover Park, IL 60103  
1973 911 Targa

Larry & Carol Klotz  
4126 Lake Shore Drive  
New Buffalo, MI 49117  
1989 Carrera 4

Frank & Kyle Van Den Bosch  
445 S. Cleveland  
Arlington Heights, IL 60005  
1983 911

David Kotz  
2040 Spoon Creek Court S.E.  
Cedar Rapids, IA 52403  
1987 911 Turbo



# CHICAGO HISTORIC RACES

---

From its inception nine years ago to the International Challenge it is today, Joe Marchetti's Chicago Historic Races attracts over 600 exotic racing and sports cars, with drivers and teams from the U.S. and Canada, and is one of the major race events of its type in North America. It affords those aficionados of rare and vintage cars to see and drive fabulous cars from yesteryear.

It all began in 1981 as a gathering of personal friends invited by Joe to drive their vintage cars the way they were originally built to be driven, in a challenging yet safe situation. It has since evolved into an annual weekend extravaganza of races and concours of some of the finest and most famous cars ever built, attracting such celebrities as Mario Andretti, Stirling Moss, and Paul Newman, with more than 10,000 spectators attending.

The Chicago Historic Race is a great favorite of Porsche drivers (See Race Results on the following pages) and attracts a large group of PCA members.

In a recent Chicago Tribune interview with Mary Daniels, Joe Marchetti and some other well-known collectors of vintage automobiles described their passion for collecting vintage cars as a combination of things - their sheer beauty and craftsmanship, their history, the social and psychic powers they exude, and

last but certainly not least, the pure pleasure of driving them.

Thanks for starting such a great tradition, Joe! The Chicago Historic Races is truly a breath-taking experience.



Porsches in "Joe's Race"

Background material, photograph and Chicago Historic Race results provided by Chicago Historic Races Ltd./Marchetti Special Events.

**CHICAGO HISTORIC RACES**

July 28, 29, 30, 1989

Official Results\*

Group 1

<u>OA</u>	<u>NO</u>	<u>Driver</u>	<u>Car Desc.</u>	<u>Lap Time</u>	<u>Speed</u>
1	9	David Morse	'77 356	2:32.371	94.506
9	73	W. Armstrong	'86 944T	2:52.215	83.616
10	74	Stoneberet	Porsche RSR	2:51.750	83.843
11	44	Dan Bacin	'87 944T	2:41.846	88.973
15	27	S. Johnson	Porsche 914	3:21.930	74.638
23	28	Lou Bernat	Porsche 914	3:12.851	74.669
25	22	Miles Collier	'70 917K	2:49.547	84.932

Group 2

2	0	M. Eskuche	'60 Roadster	2:57.357	81.192
7	33	T. Trabue	'60 356B	3:02.305	78.989
8	54	R. Baker	'60 RS-60	2:59.165	80.373
11	60	R.Gurolnick	'60 356	3:08.225	76.504
12	88	B. Reines	'65 356	3:07.875	76.647
14	158	J. Winter	'65 356	3:08.820	76.263
21	25	J. Muller	'55 Speedster	3:07.784	76.684
22	40	M. Thornton	'63 Coupe	3:14.155	74.168
24	77	W. Siggelkow	'62 356B	3:17.054	73.076
37	149	L. Cloetta	'56 Speedster	3:21.899	71.323
40	110	D. Cooper	'60 356B	3:39.725	68.661
50	72	Reid Vann	'60 Roadster	3:03.585	78.438

Group 4

2	66	O. Johnson	'73 Carrera	2:36.902	91.777
5	911	D. Bacin	'74 911RS	2:37.768	91.273
6	79	B. Dandrew	'73 911RS	2:40.400	89.776
8	60	J. Bonnet	'72 911RS	2:46.426	86.525
11	06	J. Lundrum	'71 911	2:46.090	86.700
17	81	M. Bender	'73 911RS	2:54.194	82.666
27	74	M. Langren	'69 911	3:00.962	79.575
31	121	L. Pichler	'73 911T	3:03.620	78.423
39	48	J. Uffenbeck	'73 911S Targa	3:13.953	74.245
41	534	K. Wunrow	'73 911S	3:25.568	70.050
45	901	K. Orum	'72 911T Coupe	3:05.186	77.760

Group 5

10	07	T. Congelton	'68 907	2:33.809	93.623
16	79	B. Dandrew	'70 914-6	2:41.694	89.057
19	77	J. Langren	Porsche 914-6	2:48.486	85.467
21	74	G. Layer	'74 RSR	2:46.229	86.627

## Chicago Historic Race Results (Continued)

### Group 6

8	39	J. Keiner	'66 906	2:53.924	82.795
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### Group 8

3	81	B. Jennings	'68 911R	2:50.898	84.261
4	21	Ed Leed	'60 911S	2:53.768	82.869
5	916	D. Hatch	'70 914/6	2:51.574	83.929
6	57	A. Freidman	Porsche 911	2:57.223	81.254
9	37	M. Collier	'70 914/6 GT	2:56.015	81.811
16	5	E. Russ	'73 914S	3:10.996	75.394
29	165	C. Schank	Porsche 356	3:08.932	76.218

### Group 9

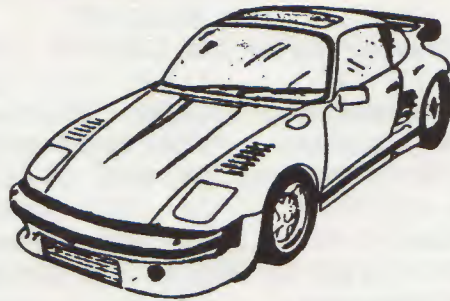
1	911	Bacin	'74 911	2:36.840	91.931
3	66	Johnson	'73 Porsche	2:38.726	91.880
5	21	Leed	'69 911	2:54.986	82.292
9	06	Landrum	'71 911	2:48.026	88.733
11	121	Pichler	'73 911	3:03.950	78.282
24	901	Orum	'72 911	3:06.578	77.180
30	25	Muller	'55 Speedster	3:02.667	78.832
31	28	Bernat/Delaney	'70 914/8	3:11.250	75.294
38	77	Siggelow	'62 356	3:18.723	72.463
41	48	Uffenback	'73 911	3:12.619	74.759

\*Results shown for Porsches only  
 Official timing by SCCA - Milwaukee Region



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WHATEVER HAPPENED  
to  
SMOKIN' JOE MORGAN?  
by Mike Zurick

At the Great Lakes Parade and the Chicago Historics, the same question came up over and over again: "Whatever happened to Smokin' Joe Morgan, the fastest 911 driver ever to set foot on Road America?".

Just like the moment Kennedy died, everyone remembers the first time they saw Smokin' Joe. For me, it was at a Grattan event years ago. Several of us Walter Mittys were puttering around our street cars, removing floor mats, checking tire pressures, when a professional race rig rumbled slowly and purposefully up the gravel road. We watched in awe as a flurry of mechanics unloaded a single-purpose, muscular, flared 911 coupe.

Unsure that such a serious racer would have time for an amateur such as myself, I approached with trepidation. Joe was delighted to talk about his car, and showed me every fold and crease of its perfect body. Its engine defied description. Painted plumes of smoke billowed from each wheel well and from Joe's helmet, making the 911 look as fast standing still as it was on the track. From the land of Harley Davidsons, Joe insisted that his equipment be made in Milwaukee, and selected ace mechanic Mark Eskuche as his car builder.

The only other time I saw Joe was at a rain-soaked PCA Road America chaired by Bob Law. Because of the steady downpour, Bob instituted rules to dissuade us amateurs from taking any risks. These rules included eviction from the event if you spun or if you had two wheels off. But the legendary Smokin' Joe knew only one speed-flat out. Strap Joe into a race car, tighten his helmet strap, and this friendly man turns into a cold, professional, fearless racer who knows only one thing-standing on the gas. As you well remember, Joe had the fastest time of day on the very same lap that he spun, and was ejected from the event.

The trophies for that event were given to the boisterous crowd at Seibken's bar. As Bob Law announced that FTD would not be given to Joe because he spun, the group broke into a chant "Smokin' Joe.....Smokin' Joe.....Smokin' Joe". With one too many drinks in my tired body, I saw the smiling Joe through a blurry haze. Joe triumphantly rose to accept the crowd's accolades, and the musical notes of "Smokin' Joe.....Smokin' Joe" filled the room.

Many of us have lost track of Joe since he turned down the lucrative factory offer, and the factory turned to Teo Fabi. There is certainly no truth to the rumour that Joe was involved in the Rob Lowe Atlanta escapade. More likely is the story that Joe, having done everything there is to do in racing, retired to his estate in the hinterlands of Wisconsin, and is enjoying the fruits of his labor. Wherever Joe is and whatever he is doing, rest assured that he is doing it...flat out!!!

# REAR VIEW MIRROR

## UTICA AUTOCROSS

By Susan Brenkus

When Nick first asked me if I wanted to help him chair the Utica event again, I said, "Sure, why not, Utica has air conditioning in their timing tower!" As it turned out, it was a gorgeous day, we had 21 cars and everyone had plenty of time to get six runs in along with some parade laps.

This year, we switched things around to allow for brakes and tires to warm up before hitting the straightaway so we wouldn't have any Porsches in the cornfield. As it turns out, Arnie Zann was disappointed because he had orders for a couple of bushels and had to go home without any corn this year. Gene D'Andrea put on quite a show and tried to go through start/finish sideways, and Bea Knoerzer set a new record for knocking over pylons with her Roadster, but by the end of the day she had it all dialed in and should do well at Parade.

George, Nick and I coaxed Linda into taking her second set of runs, and she ended up going home with FTD honors, along with Chris Ellis. The Pattersons brought a go-kart, and during the lunch break the kids showed us what they have learned from watching the adults.

Now to all the thank you's. Thanks to corner workers, starters, and Gene D'Andrea for tech; as always Linda Patterson for hauling the Goodie Store around, especially one week before Parade; Linda Gutmann and Lee

Brownstein for posting times all day; Chris Patterson for keeping timing supplied with chocolate chip cookies (thumbs up Chris); and Linda and George Gutmann for helping us set up timing (those darn photocells will get you everytime).

Nick and I have enjoyed putting this event on, and hope that in the future more of you will come out to Utica and see how much fun it can be.

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## UTICA AUTOCROSS RESULTS

### Class 1

T	Rip Patterson	70.61
	Neil Pennington	76.13
	Wally Schrepfer	78.48

### Class 2

T	Lee Brownstein	68.39
T	Nick Leicht	68.64
T	Gene D'Andrea	69.10
	Greg Anderson	75.30
	Arthur Sebek	75.60
T	Kathy Sebek	85.54
T	Julie Badel	86.93

### Class 3 & 4

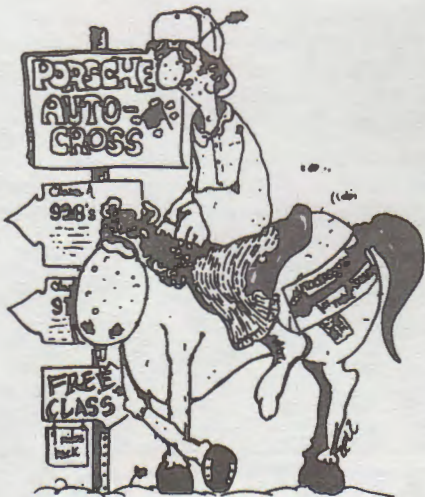
T	Jerry Quebe	67.63
T	George Gutmann	68.82
T	John Bohlander	68.99
	Greg Turek	69.17
	Harold Beach	70.48
LFTD	Linda Gutmann	71.08
T	Liz Quebe	72.49
	Marla Turek	73.76

### Class 5





FTD	Chris Ellis	66.80
	Arnold Zann	67.49
	George Mueller	68.57
	Jim Harrington	74.01

### Class 6 & 7

T	Dean Bangert	69.79
	John Flesburg	69.80
	Dale Flesburg	70.60
T	Bea Knoerzer	71.98



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# BLACKHAWK XX

If the "XX" is meant to refer to double excellent, then this Blackhawk event definitely lived up to our expectations. Both weather and track conditions were ideal with several of us turning fastest lap times ever. Mine was a 1:19.49 with my rev limiter set at 7K. Which I was unable to better in the SCCA national on the following weekend where I could only muster a 1:19.9 with a full 7,750 rev limit on now worn tires.

This event didn't start on the ninth for me, instead, it started the previous month when I received the Scene with the entry form. Questions abounded; Should I go? Can the business afford to have me off for a whole day? Will it rain? Who will be there? Will I know anyone? And on and on.....but I was able to come up with an excuse which was that I haven't driven Blackhawk all year and I needed to get some practice for the SCCA race. It is so easy when necessity comes into play(did I say play?)

The day started at 4:30am when I awoke and couldn't get back to sleep. I guess I was more excited than I realized but rather than fight for that last fifteen minutes of sleep, I was on the way by 5:30. I don't know about anyone else, but, anytime I drive a long distance for an event, my mind starts playing games with me like, did I put the right date on the calendar. I've never arrived at a party a week late, but the fear lingers so anytime long distances are involved, the fear makes its presence known. Needless to say, it happened on this wondrous morning, particularly when I stopped at the Standard station to fill up on racing fuel and the attendant says, "Oh, Is there a Porsche event at Blackhawk?--I haven't seen any Porsches yet". PANIC!. Arriving first without a Porsche in sight doesn't help matters. BUT LOOK! Is that Bob Law turning into the drive? YES! Relax.....

I had the pleasure (did I say pleasure) of meeting the race chairman, Mr. Gallagher for the first time( funny, his nose didn't seem that hard). He sure knows how to put on an event. Then friends started to appear-what fun!

Now it's time to get to work. Find a shady spot, set up the tools, unload the car, jack it up, bleed the brakes, check the oil level, check the tire pressures and torque the wheels. Find the driving suit....where's that suit... the helmet....the helmet..... the arm straps,,,and where's that neck brace? Did I bring my driving gloves? Where are my driving shoes?...my fire proof underwear and balaklava.....GOT

EVERYTHING....LET'S GO!.....What? it's not my group?.....Well, let's see, let's sit around and watch some cars go around. Oh, there's Mark Eskuche in that powder blue 356. Hey, a couple of really nice 914's, a lot of shiny 911's and even a Carrera 4. There's Rich with three of his five Porsches in that very serious tractor trailer... there's even a 928. Hmm....There 's a bunch of guys helping Mary.....nice body on that car.....Well, let's see..... I guess I'll wipe the Blackhawk dust off my car and.....well, Darn! Time sure slows down when your not having fun.....But now it's time!

Hop into the car - get over to the grid so Mr. G can give us the thumbs up and off we go!...Take it easy Hari.....easy...easy.... just take it easy. Damn, these guys are going by me fast.....I guess I can go a little faster now....but we gotta take it easy for another half lap.....O.K! Tires warm, brakes warm, brain warm and enough adrenaline to be Teo for a day .... So let's GO! VVVVVVRRRRRRUUUUUUUMMMM!.. VVRRRUMMMM! . . . . . S C R E E E C H ! .....VRRUUMMM! What's this? A Mercedes sedan? VRRRUUMM! A yellow flag!...All slow ahead ..... ah rats! A Targa on its roof! All stop....check it out. Drivers fine (which goes to show that Porsche knows how to build cars) but the car? Well.....not so fine. It's time to barrow someone's trailer for the trip home.

Other than this one unfortunate incident, the whole day was very clean. We did have to stop the event to sweep off some sand and dirt off at turn six, but nothing serious.

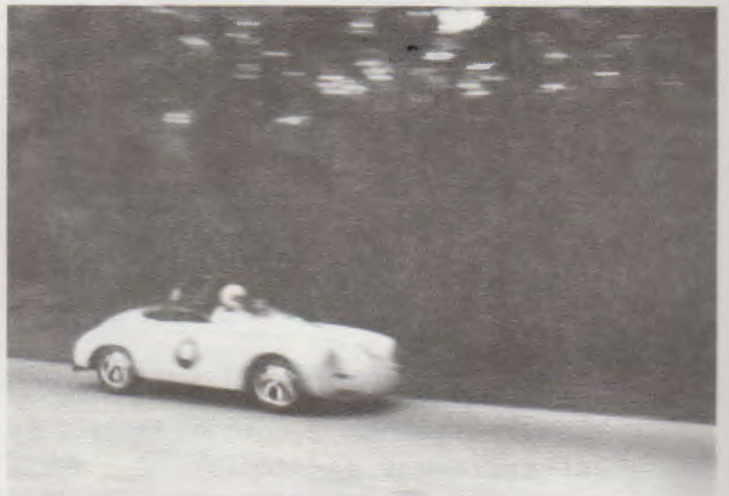
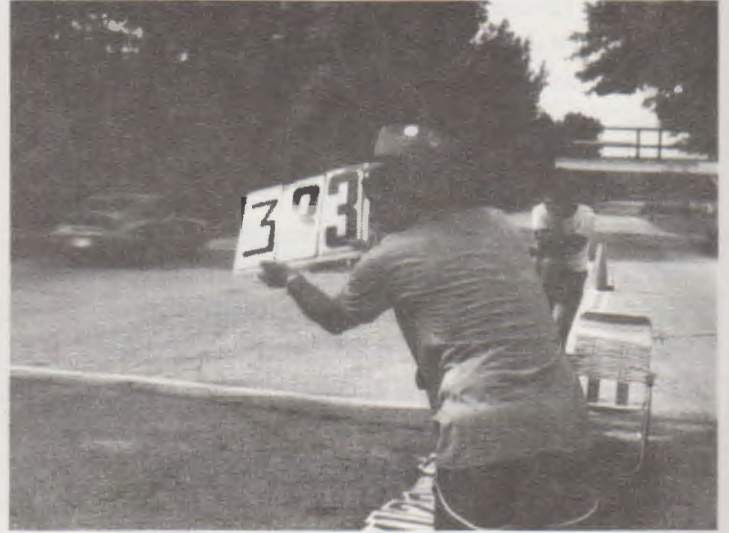
We all had to take a turn at working a corner and assisting other members where possible. I was able to assist another 14 and I am happy to say that I was able to keep the passenger seat dry while he shot out of the chute without warming up ...crossed over the white line before turn one and blasting through the turn...just like on the Outer Drive.

Now it's off to work turn 3. It's like watching a tennis match except that the objects being watched are multiple and I'm hoping that I won't have to do anything other than just watch....Come on, Doc, get those wheels back on the track! Here comes a 911 convertible, a 944, another 944, and here's doc again in his 914. There goes that green 911 and ....oh, there's that 928. The nice thing about working corners is that being bored is a welcome treat.

The day comes to an end at Buffa's with about fifteen of us relishing the fleeting minutes of a grand day.

By Hari Matsuda

An August Day at Blackhawk Farms



## 1989 POTTER'S PICNIC

By Doris Voce

Preceded in its longevity only by Parade, Chicago Region's Annual Potter's Picnic is a traditional not-to-be-missed favorite event of PCA. Wayne Potter, in fact, hosted the first Potter's Picnic before Chicago was even a chartered region, as part of Milwaukee/Chicago Region.

Our 31st Annual Picnic proved to be a great, fun way to spend a hot Sunday afternoon in August, with about 210 members and guests in attendance. We dined on delicious brats, hot dogs, and accompaniments, cooked up by our volunteer cooks, under the supervision of Lee Lichtensten (wearing a very unusual apron).

There was fun and games for children of all ages, including guess-how-many-gumdrops-in-the-jar and coloring contests for the children, as well as adult games, some of which we won't describe in a family publication like the Scene. Watch out for that water balloon contest - now we know why Linda Gutmann wears a swimsuit to the Picnic.

While we were feeding our faces and otherwise having fun, the Concours entrants were putting the final finishing touches on their cars, parked in a lovely, pastoral setting at the farm. Rain threatened us briefly

but the fates were with us and it didn't last long. How dare it rain on our picnic!

Rip Patterson did a masterful job as M.C. for the afternoon, presenting prizes to the children, prizes for the concours cop-outs, who with a little more effort, could have entered their cars (remember to take those children's toys off the back seats, folks), and the concours trophies. As the crowning touch for the afternoon, Rip surprised Linda with a birthday cake for her birthday this week. Happy Birthday. Linda!

We thank Wayne Potter for being such a gracious host, and Rip and Linda Patterson for all the time, effort and work which they put into this event. A grand time was had by all!

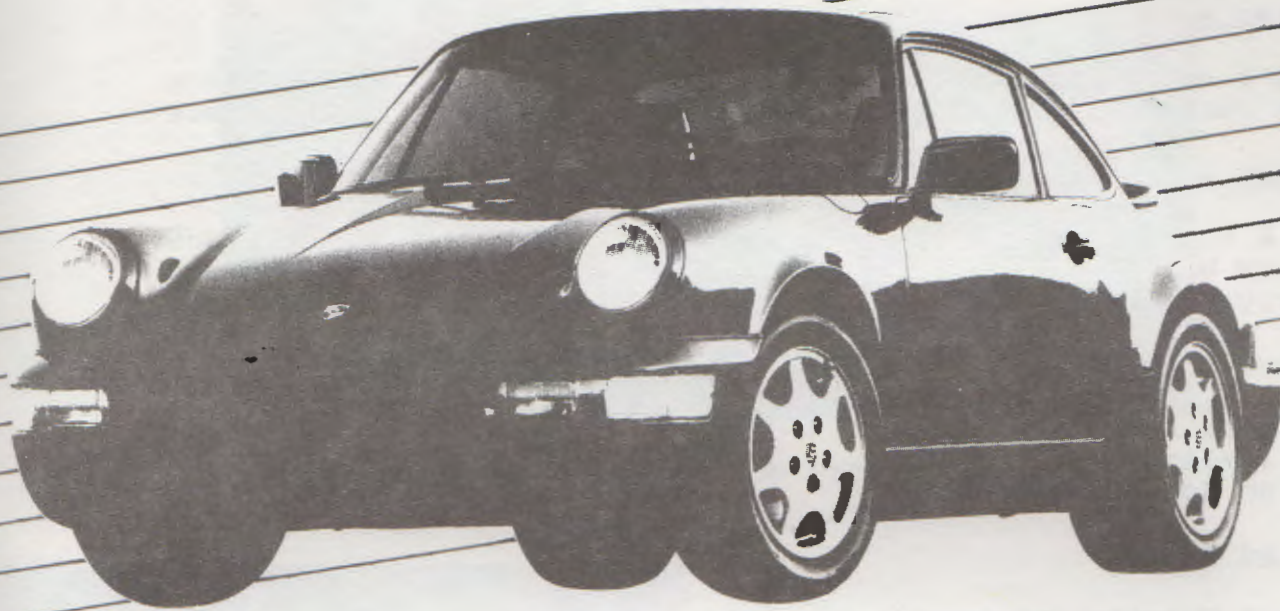
### **GET WELL WISHES**

We all wish a speedy recovery to Wayne Potter, who had back surgery last week. He is recuperating at home. Get well wishes may be sent to Wayne at his home at 23255 West Townline Road, Grayslake, IL 60030. Wayne's family has requested that we not telephone him.

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**RESULTS - CONCOUR II - POTTER'S PICNIC**

Class A

Rip & Linda Patterson	273.5	291.5	1st Place
Ron Peterson/Dale Moody	238.5	250.5	2nd Place

Class B

Cy & Kathy Ling	192	204	1st Place
Chuck Will	178	188	2nd Place
Harry Willwerth	164	182	3rd Place

Class C

Ralph & Lucille Riley	159	173	1st Place
Bill Vlazny	167	167	2nd Place
Waldo Schrepfer	151.5	163.5	3rd Place

Class D

Ron & Dorothy Peterson	108	127	1st Place
L.E. Meeker	117	118	2nd Place
Alex Marchetti	117	117	3rd Place

Peoples Choice Award - Wayne Potter



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<b>SAFETY</b>	<b>PARTS</b>	<b>ACCESSORIES</b>
<b>Driver Apparel</b> (Simpson, Bell, Vetter) <ul style="list-style-type: none"> <li>• Driving Suits - Standard &amp; Custom</li> <li>• Undergarments</li> <li>• Gloves</li> <li>• Shoes</li> <li>• Helmets</li> </ul> <b>Restraint Systems</b> <ul style="list-style-type: none"> <li>• Simpson, TRW Sabelt, EZ On</li> </ul> <b>Fire Suppression Systems</b> <ul style="list-style-type: none"> <li>• Onboard (Phoenix &amp; Lifeline)</li> <li>• Hand held (Pemall)</li> </ul> <b>Roll Bars &amp; Padding</b> <b>Fuel Cells (ATL, Fuelsafe)</b>	<b>Brakes</b> <ul style="list-style-type: none"> <li>• Pads (Ferodo, Jurid, Texstar)</li> <li>• Rotors (Brembo, Zimmerman, Willwood) Slotting available</li> <li>• Calipers (ATE, Willwood)</li> <li>• Brake Fluid, AP 550, Cartel, ATE-S</li> </ul> <b>Suspension</b> <ul style="list-style-type: none"> <li>• Shocks (Bilstein, Koni, Boge)</li> <li>• Anti-sway Bars</li> <li>• Springs</li> <li>• Bushings</li> <li>• Torsion Bars</li> </ul> <b>Clutch Packages</b> <b>Engine &amp; Transmission</b> <b>Exhaust Systems</b> <ul style="list-style-type: none"> <li>• SSI &amp; Triad</li> </ul>	<b>Caster Camber Gauges</b> <b>Corner Weight Checkers</b> <b>Durometers</b> <b>DZUS Fasteners</b> <b>EURO Headlights</b> <b>Helmet Bags</b> <b>Motorbooks &amp; Videos</b> <b>Plt Boards</b> <b>Porsche Design Sunglasses</b> <b>Pyrometers</b> <b>Safety Wire &amp; Pliers</b> <b>Spoilers</b> <b>Stop Watches</b> <b>Tear Away Visors</b> <b>Tire Pressure Gauges</b> <b>Wheels (New &amp; Take Offs)</b>

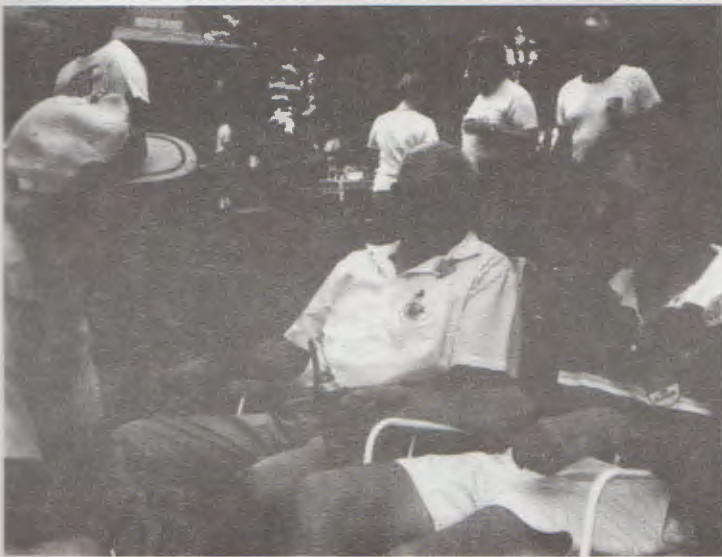
**MRD/BBC ALSO PROVIDES INSTALLATION OF  
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31st Annual Potter's Picnic



Concours at the Picnic



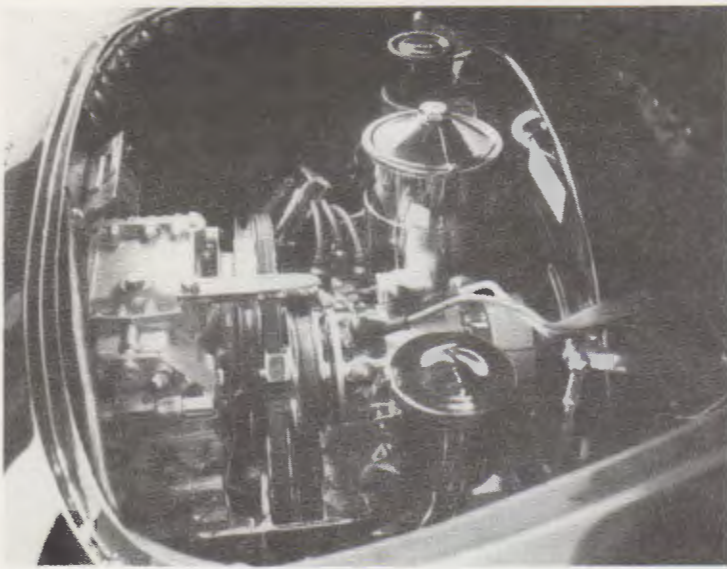
Wayne Potter (center) and friends



Fun and games...



...For children of all ages



Squeaky clean engine



Concours cop-out prize



Lee, Chief Cook and apron wearer



Happy Birthday to Linda!!



Concours Trophy Winners



## 1989 PARADE CONCOURS

By Bruce Janecek

Do you suppose songwriter Harold Arlen drove a Porsche before writing "I Love a Parade"? Of course, that was back in 1931. If PCA hasn't adopted that as a themesong for our annual summer "love-in", we ought to do so. "An Affair to Remember" would also apply to what can only be described as a week long sensory overload.

The 34th Annual Porsche Parade got under way with a dewy Monday morning Concours situated on a nearby picturesque grassy slope. Not so nearby to those contestants that pushed their Porsches. Real Porschepushers, they. For the first time, a Parade Concours consisted of two judging categories. The traditional "Full Concours" similar to our Regional "Class A", and the newly introduced "Street Class" that parallels our "Class B". This called for more judges and our Region responded with the following volunteers: Deb Leed, Ed Leed, Jim Kutill, Wilma White and yours truly. In spite of representing the Rust Belt of the Nation, our Regional entrants did amazingly well.

The Patterson family entered "Ms Tris", a 1964 356 Cabriolet and improved their placement from last years Parade to a rousing 2nd Place.

Ed and Deb Leed also earned a well deserved 2nd Place trophy with their clean (and fast) 1969 911S. No, they didn't judge their own car; since Ed knows where the dirt is, they may not have finished quite so high!

The "Street Class" Division attracted several first time Regional entrants who all agreed that: "We'll be darned if we are going to spend time waxing our mufflers and polishing our shocks when the time could be spent on more productive endeavors - like dring cherry juice" or something, with the following results:

Pat Yanahan and his Band of Merry Rovers took 2nd Place with a 1974 911.

Cy and Kathryn Ling (who are merry but not rovers) also took a 2nd Place with their 1973 914.

Mark and Siri Gadbois entered their 1986 911 in a very competitive class and finished in the top 9.

In addition to any trophies awarded, all entrants took home a greater appreciation of the effort involved in preparing a Concour Porsche and also the admiration of those who view and observe.

## 1989 PARADE AUTOCROSS

By Nick Leicht

The Parade Autocross was held on an abandoned runway at the Cherry Capitol Airport in Traverse City.

This event is so BIG, that it takes three days to run through all the classes.

Tuesday afternoon was given to us to walk the track. One problem with that was, there were probably close to one hundred other people walking the track at the same time! Needless to say, you sometimes couldn't get a good view of the layout of the course.

The course was layed out with pylons and white chalk lines. Hit a pylon, and it's a two second penalty. Get all four wheels off the track or over the white lines, and it's a DNF. The course was a little confusing, especially later on in the week; because it had rained and some of the white lines were barely visible (ask Howard Yefsky about that!).

You were allowed one practice-run and two timed-runs. If you were in a large class (944, 911SC, etc.), this was at least a five hour event with 4 hours and 57 minutes of it waiting in lines for your turn to run, or just waiting at impound.

My first run was a DNF. I must have crossed the white lines somewhere. I was CONFUSED!! My second run was clean, but it felt very slow. I know of several places where I lost time. Finally, my last run... I was sure that I could improve my time. This run would be ALL-OUT!!

I'm waiting at the starting line...come on, buddy, let me run... okay, he waves me to go... steady now, not too fast through the first gates... steady on the gas, don't use any brakes... look-out for that sharp left, turn hard... stay on the gas... good! I made it through... watch that pylon in the middle of the track!... to the right, okay, I'm through, now all the way down with the gas pedal!!... here's the straight... GO, GO GO!!...stay on the edge of the track...watch for the reference point for the turn-in...here it comes, don't lift...turn the wheel, HARD RIGHT...feels like Russ Iser is sitting next to me turning my steering wheel to where it should be. (If you have ever had the honor of Russ showing you the line around Road America, you know what I mean!) Now brake...too much speed for this 360 degree turn...keep the gas steady...OH! OH! The front end is pushing...still pushing...tires are screaming...back-off the throttle to settle the car...okay, the rear is coming around, the car is straight again...Boy, I lost some time here...GO, GO, full gas, don't lift for the gate...stay on the right of the pylons for the first slalom cone...slow down...don't brake for anything!!...right turn, left, hey this is going good...right turn...OH NO!! Where did this pylon come from?? It's in my way...BRAKE HARD NOW...I'm not going to make it, brake---BOOM...some tire noise, smoke, and a mangled pylon! I swear that

## 1989 Parade Autocross (Continued)

pylon must have run into the path of my car!...I guess I just went too fast. Two more gates and I'd have been home free. What a disappointment!

Well, not all Chicago Region members had this happen to them. As a matter of fact, Chicago did very well in the autocross and took home several trophies.

If you do well at our Regional track events, you will also do well at the Parade events.

See you at the next event...

## 1989 PARADE TECH QUIZ

By Jim Kutill

The Parade Tech Quiz this year was once again an exercise in seeing who really pays attention to the fine print in car magazines, Karl Ludvigsen's Excellence, and their owner's manuals.

This was my second tech quiz, and I now know my strengths and weaknesses. Last year, the emphasis seemed to be on racing history from the fifties and sixties, while this year, a complete memorization of the owner's manual would have been the biggest help. It just so happens that I had just finished reading Excellence before last year's Parade, so I had a head start. This year, no such luck.

The worst part about the quiz is the early hour it starts. After a long autocross awards banquet the night before, the last thing anyone wants to hear is the alarm go off at 6:30 to get ready for a test. The best part of the quiz is the series of instructions given for filling out the score sheet.

How many of you went to grammar school in the sixties and had to fill out marked sense cards for tests? You know the ones. "Now class, please be sure to fill in the whole box, and only use a number 2 pencil." It usually took about ten minutes to run through the instructions and start the test. We took almost twenty-five minutes to fill in name, car number, test version, etc. Randy wrote a good quiz, but Mr. Excitement he's not.

Results were mixed for the Region. John Bohlander once again battled it out for top honors, Linda Guttman successfully continued her string of trophies and several others trophied. Yours truly, however, did not successfully defend his 914 trophy position from last year. Several questions were protested and one was successfully challenged and the correct answer changed. Naturally, I had the other answer so that the one change cost me about four positions in the final results. Wait 'til next year.

Overall, the Tech Quiz is a good low-key way to wind up the competitive events of Parade Week. Give it a try at Monterey next year.

## 1989 PARADE RALLYE

By Jerry Meyer

Many of you have been on rallyes and some of you have been on Parade Rallyes, and some of you know of the disaster at the 1989 Parade Rallye, so this is written for those who were not there first hand.

The Parade Rallyemaster has an awesome responsibility. He must put on a flawless rallye, finishable for the novice, and yet challenging enough for the old pros. The rallyemaster spends a year devising and laying out the rallye and drives literally thousands of miles.

At registration rallyists choose an out time by drawing slips of paper from a box containing out times for a 30 minute period. The out times are 30 seconds apart. Serious rallyists (like the Chicago people) tend to pick early out times. Our out time was 07:01.50, Theroretically the third car out, although I believe no one drew the first two.

The night before the rallye George and Linda Guttman hold a rallye clinic in their room where all the Chicago rallye teams meet to discuss the general instructions and once again go over the normal tricks and traps. This is an important session and it is one of the reasons that Chicago Region teams do well at Parade Rallyes. We all thank George and Linda for hosting these annual sessions.

We got up at 5:30 (we said we were serious) to get to the start point to get our route instructions and set the watch. While Helga went for the routes, I tried to start the watch. Disaster number one struck! I could not remember how to set my \$9.99 Walgreens chronometer. Linda Guttman finally got it set on time for me. Thanks again, Linda.

As usual this was a self-starting rallye. We left to run the tire warm-up and ODO legs. The rallyemaster had written a timing trap into those legs so he was starting to play mind games early. We left the starting point on time looking for the first checkpoint.

The route instructions were working perfectly and we were checking them off as we sought the first checkpoint. We had about 17 miles on the ODO as we were working on an instruction that had a mileage indicated in the margin. Since the mileage in the margin (7.86 miles) was less than our elapsed leg mileage, we knew a checkpoint had to be found before we could execute the right turn and stop at 7.86 miles. At this point the instructions stopped making sense. What had we done wrong? Where had we messed up?

We backtracked to the last instruction that worked and looked for an error. We went off 12 miles in another direction looking for the checkpoint - no luck. As we made a U-turn to go back, we saw many, many rallye cars headed in the opposite direction. At

## 1989 Parade Rallye (Continued)

least we weren't alone. We saw Bob and Wilma White turn down Lakeview and Helga wanted to follow them to a checkpoint. I didn't want to take the 1000 point penalty for missing the first checkpoint so I kept searching.

We said, "What if the rallyemaster really meant to turn...", so off we went trying another option. That was when we met Mae and Walter and George and Linda. We agreed that we had to find the checkpoint before we could execute the next instruction. After about 60 miles of driving and 90 minutes of total frustration and bitter arguments, we gave up looking for checkpoint #1 and followed the obvious trap in the route instructions looking for checkpoint #2. This was a DIYC control (do it yourself control) which is like a MonteCarlo leg, we found it and the instructions started working again. Since we had not found checkpoint #1, we had no out time for checkpoint #3, so we maxed #2, and the same for leg 3 since we had no accurate times for leg 2. That was when we blundered into checkpoint #3.

At this point we figured we had picked up at least 2000 points, so we felt we were no longer in trophy contention, and we were thoroughly discouraged. We began the 4th leg half-heartedly discussing whether we should go back to the hotel and go swimming or complete the rallye. We found the 4th checkpoint and decided to go on and finish the rallye. I had a hunch that something was radically wrong with the instructions for the first leg. At the break there were people with critiques for leg #1 so it looked like we really blew it!

The rest of the legs were anticlimactic through rolling orchards of peach trees and, of course, thousands and thousands of cherry trees. Traverse County is the cherry capital of the world. The rallyemaster put in a trap that caught most teams and rewarded them with another max leg score. For educational purposes I'll describe it. It was just like this:

77. Pause 0.5 min at each sideroad until you can turn R at Richards
78. Turn left on William

So what's the trick? Those who turned right at Richards maxed the leg. The rallyemaster did not say to turn at Richards, only to pause at sideroads until you could turn. Pretty sneaky.

Back at the hotel the truth of the first checkpoint began to unfold. The checkpoint crew had been given the wrong instructions to the checkpoint so they couldn't find the spot to set it up!! They persevered as we had and finally found the location and set it up. Unfortunately, about 60 cars had gone by, some to continue for miles and miles and then give up. This, of course, explained why some people had found the checkpoint and others had not. Several protests were filed and eventually legs 1, 2 & 3 were thrown out.

Chicago Region rallyists did very well in the trophy positions and perseverance paid off for Helga and me with a

## 1989 Parade Rallye (Continued)

second place trophy. I totally understand, however, why so many teams went off to do other things and quit. The saddest sight of all was the rallyemaster. I somehow think this will end up being an improvement in Parade Rallyes in the years to come.

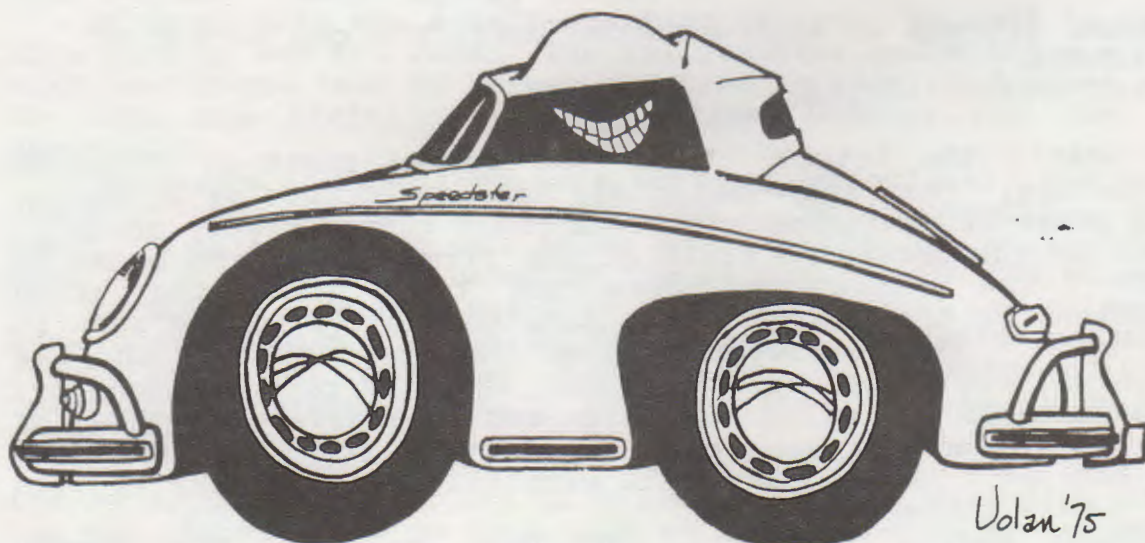
### 1989 PARADE REMOTE CONTROL CARS

By Gail Becker

This year's Parade proved to be great fun for the children. The Parade took into consideration the kids with all different activities. Brian immediately signed up for the RC cars. The afternoon was great fun, not only for kids but adults who joined senior toy and senior hobby. Chicago Region took several first place ribbons. Brian received a first in junior toy which ended up being the only thing the Becker family won at the Parade. Brian's little RC car went faster than his dad did at the autocross. Nick and Kris Tumilowicz won first place with their car. Sam Patterson did a great job and took another first for Chicago. Chris Patterson received an honorable mention in a hot heat with tough competitors, crashing and banging into each other for the lead. The heat ended with these little cars being towed away for some major repairs.

There was a concours for the first time this year. Brian forgot the q-tips to clean up his little car so he did not enter the concours, but maybe next year.

For the Becker family the RC cars were the premiere event of the Parade and Jim took Brian's blue ribbon and put it in the trophy cabinet.



## 1989 PARADE RESULTS - CHICAGO REGION

### AUTOCROSS

1st Place Trophy Men's	Gene Mezger
1st Place Trophy Ladies'	Linda Guttman
2nd Place Trophy Men's	George Guttman
	Rip Patterson
2nd Place trophy Ladies'	Bea Knoerzer
3rd Place Trophy Men's	Ed Leed
3rd Place Trophy Ladies'	Debby Leed
4th Place Trophy Men's	Dean Bangert
	Greg Turek
5th Place Trophy Men's	Vance Brown
	Rich Gonzales
6th Place Trophy Men's	Nick Leicht
7th Place Trophy Men's	Mark Gadbois

### CONCOURS

Judges from the Region: Bruce Janacek, Jim Kutill, Debby Leed, Ed Leed, Wilma White

Full Concours:	Ed & Debby Leed	2nd in Class
	Cy Ling	2nd in Class
	Rip & Linda Patterson	2nd in Class

Street Concours:	Mark Gadbois	9th in Class
	Pat & Bonnie Yanahan	2nd in Class

### RALLYE

<u>Equipped</u>	<u>Score</u>	<u>Place</u>
Jerry & Helga Meyer	2nd	157

#### Navigational

Ed & Debby Leed	6th	1367
Rip & Linda Patterson	7th	1434

#### Unequipped

John & Jeannie Ruther	2nd	581
Walter & Mae Minato	3rd	618
Nick Leicht & Gary Schock	5th	754
Tom & Phyllis Harwood	6th	794
John & Phil Bohlander	7th	823
Bob & Wilma White	10th	885
Lee Lichtenstein & Howard Yefsky	12th	937
Mark Gadbois & Tom Buckhoe	16th	1165

1989 Parade Results - Continued

**TECH QUIZ**

John Bohlander	2nd in Class
Mark Gadbois	3rd in Class
Linda Guttman	1st in Class
Phyllis Harwood	4th in Class
Nick Leicht	2nd in Class
Linda Patterson	7th in Class
Rip Patterson	7th in Class
John Ruther	6h in Class

**REMOTE CONTROLLED CARS**

Brian Becker	1st in Class
Sam Patterson	1st in Class
Nick Tumilowicz	1st in Class
Kris Tumilowicz	2nd in Class

**ART SHOW**

Cy Ling  
Jeannie Ruther

Please Note: The above trophy winners are as reported by participants and may not constitute the official Parade results.



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FOR IMMEDIATE RELEASE: July 27, 1989

FROM: The Porsche Exchange  
2050 Second St.  
Highland Park, IL 60035

CONTACT: Karen May  
(312) 564-9922

MEDIA ALERT: Automotive, business, features

What do Mick Jagger, King Juan Carlos of Spain and Ernie D. Semersky have in common? All are owners of the rare 959 Porsche.

Porsche manufactured only 29 of the new state-of-the art cars for a select few. Semersky's was the first whole car to arrive in the U.S. on Saturday, July 22. It was taken to The Porsche Exchange, 2050 First St., Highland Park where it is now on display.

The red car with grey interior has attracted much attention. About 20 people followed the flatbed truck bringing it to Highland Park from the airport. Many people have called about buying it. Museums have expressed interest in displaying it.

Porsche manufactured the high performance car to showcase its latest technology and offered the cars to a handful of people. Semersky, as founder and owner of a top Porsche dealership in the U.S., was given the opportunity to buy one for his private collection.

It reaches speeds of 220 mph, but it can't be driven on U.S. roads. "This unique automobile is not for sale," said Semersky, "but the innovative technology is available in the new 1989 Carrera 4 and Speedster now at The Porsche Exchange."

# # #

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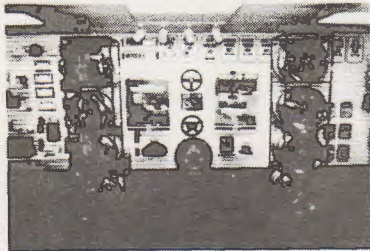
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# INDUSTRY NEWS

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## PORSCHE PRODUCT CHANGES FOR 1990 MODEL YEAR

### ALL MODELS

- Anti-Lock Braking System standard on all 1990 Porsches
- Driver and passenger side airbag restraint system standard on all 1990 Porsches

### 944 Series

- 3.0 Liter 208-hp 944 S2 Cabriolet added to 1990 944 Series
- 2.7 Liter 162-hp 944 Coupe no longer available
- 2.5 Liter 247-hp 944 Turbo no longer available

### 911 Series

- 3.2 liter 214-hp 911 Carrera Coupe, Targa and Cabriolet models replaced by 911 Carrera 2 with 3.6 liter 247-hp normally aspirated engine. 911 Carrera 2 available in Coupe, Targa, and Cabriolet body styles.
- 3.3 liter 282-hp 911 Turbo Coupe, Targa and Cabriolet models no longer available
- Targa and Cabriolet bodystyles for 911 Carrera 4
- 911 Carrera 2 features coil spring suspension similar to Carrera 4; with Mac Pherson struts at front and semi-trailing arms at rear. Toe-correcting rear suspension.
- 911 Carrera 2 drag coefficient improved by 20 percent over 1989 911 Carrera. Automatic retracting rear spoiler identical to 911 Carrera 4.
- On 911 Carrera 2, optional Porsche Double Function transmission (PDF) with Intelligent Shift Program, allowing automatic shift control or full manual (clutchless) shifting.
- Partial engine encapsulation on both 911 Carrera 2 and 4
- Force sensitive power steering on both 911 Carrera 2 and 4
- Air conditioning with automatic full climate control on both 911 Carrera 2 and 4
- Backlit instrumentation similar to 1989 model 928 S4
- Optional six-function driver information system (standard on Carrera 2 with Porsche Double Function transmission)
- Fully integrated front and rear "soft polymer" bumpers

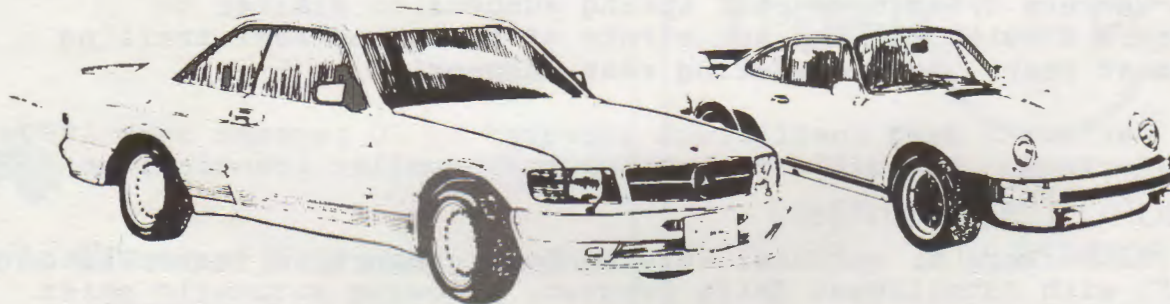
## 928 Series

- For 5-speed manual transmission model, new engine power rating of 326-hp
- Shortened shift lever on 5-speed manual transmission model
- Porsche Limited Slip Differential (PSD) which automatically transfers torque between rear wheels as needed according to wheel speed, wheel slip, and lateral acceleration.
- Tire pressure monitoring system
- Improved location for handbrake lever
- Revised shock absorber settings for improved handling
- On manual transmission model newly designed 7-1/2-inch wide front and 9-inch wide rear wheels with wider front and rear track

Editor's Note: The above information will serve as a guideline to the 1990 Porsche model lineup. Specifications are correct at the time of issue, yet in some cases must still be considered preliminary.

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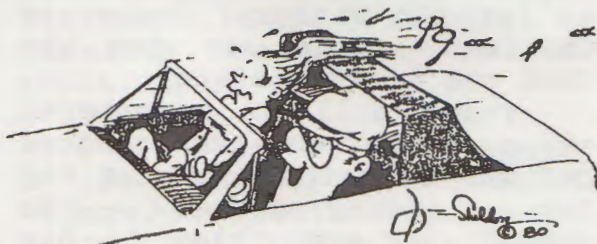
# HERE'S HOWARD

Well folks, the annual Parade is history. This year the Chicago Region did us proud, both in attendance and in performance. This year over fifty Chicago Region Porsches made the trip to Traverse City, participated in the events, and garnered approximately 35 trophies. Elsewhere in this issue are the Parade results for the Chicago Region. Congratulations to all of the attendees and the winners.

Now that Parade is over, Elkhart II is upon us. Usually at this time of the year, I get a twinge of melancholy. Elkhart II marks the end of the summer and the kids are going back to school. Can it be long before the other objects of our affection (the mechanical ones) return to hibernation under their covers? But hold the fort, gang, check your calendars—we still have a lot more to do before we give in to "old man winter". We have events scheduled for the next couple of months where you can enjoy your prized possessions. I look forward to them and to seeing all of you.

Cheers!

Howard



Don't you just love that free wind-in-the-face feeling?

## ANNOUNCEMENT

The nominating committee met on August 11, 1989 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.....Debby Leed  
Vice President..Keith Orum  
Secretary.....Cy Ling  
Treasurer.....Jerry Bauman  
Director.....Dominic Cece  
Director.....Edward Kessler  
Director.....Greg Turek

In accordance with the Bylaws of the Chicago Region, Officers will hold office for one year 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 date of mailing of the newsletter.

Respectfully Submitted:

The Nominating Committee  
Howard Yefsky - Chairman  
Linda Orum  
Lauren Pichler  
Arnold Zann  
Mike Zurich

It is somewhat sad to think that the lovely summer weather will soon be only a memory. We have had so many great events this year, Parade was fabulous, a non-stop week of beautiful cars and super people. Kudos to Michigan Region!! We do still have a few driving events left on our calendar this year, so everyone should come out and join in before the "babies" go back for their winter's nap.

A special thank you this month for all those who contributed articles, and compiled Chicago Region trophy information on our '89 Parade.

Beginning this month the Scene goes high tech. We will have our own FAX line which will be tied into my computer system. Our FAX number is (312)510-0849. For those of you unfamiliar with the technology of a FAX board, it operates in much the

## CHANGE OF ADDRESS

The Scene is not forwardable. Change of address notices should be sent to the following:

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Editor, Chicago Scene  
1628 Southampton Court  
Wheaton, IL 60187  
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(312)510-0849 FAX

Ruth Harte  
Executive Secretary, PCA  
P.O. Box 10402  
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same way as a FAX machine, except that it resides in my computer. The FAX board translates any printed material, whether composed on a typewriter or other word processing system, into the word processing on my computer. It recognizes any handwritten material within the graphics mode of the computer. It will enable me to send and receive FAXes to any of you who have the accessibility of a FAX machine. Pretty neat technology, isn't it. It will certainly save me hours of work. I urge you to use this number to FAX in articles, items for sale in The Mart, or any other material you want to communicate to me (no obscene calls please!). As Jack Webb used to say, "Just give me the FAX, maam."

See you soon.

Doris

## MORE SAD NOTES

We sadly report this month the passing of another of our faithful Porsche Pushers.

Frank Isaacson died in July in Evanston Hospital.

Frank had been a PCA Chicago member for over 25 years. He set up the first insurance program for our Region, and went on to set one up for PCA National Insurance Chairman. This was when the Club was in its infancy.

Frank will be remembered as a true gentleman and a delight to watch dance at the Annual Dinner Dance. We extend our sympathies to his wife, Lyne, and their children, Eve, Julie, and Eric.

# 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. Payment must accompany ad. Send ads to: Doris Voce, 1628 Southampton Court, Wheaton, IL 60187

## FOR SALE - PORSCHE

1984 944 Coupe. Mint. Black w/black Porsche "Signature" sport interior. 11,500 summer miles. Always garaged during inclement weather. Original owner. All records. Gold 7&8x15 BBS with P6's. Sport suspension package. Blaupunkt "Washington" SQR-83 stereo. Electric tilt top. Factory side moldings. Factory console. Much, much more!! \$18,500 or offer. Paul or Dennis Raucci 351-9133 eves.

1 9 8 3 9 3 0 T u r b o  
#WP0ZZZ93Z0S000179, Grand Prix White/Black leather. Gotti 3 piece Gold Centers with 225/50 15" and 345/35 15" P7s. Never driven in winter, always garaged, not one ding, very few stone chips. 25,000 miles. DOT/EPA papers. Carefully maintained and driven. Never raced. Carrera tensioners, short shifter. \$41,500. Dale Flesburg, 3 Fernilee Court, Aurora, IL 60506. (312)466-7805.

1978 928 S-4 300+ HP, 5-speed, no converters or smog, EPA/DOT wavers/documentation. New everything: Recaros; Momo;

phone; JVC CD; two amps; Ansa; ground effects; mats; two piece gold Etoiles; Z-speed rated tires. All records. Absolutely flawless. Meticulously maintained by perfectionistic zealot. Always garaged and covered. No winters/smoking. Never damaged. Dr. Chris Stout (312)913-8737.

1964 356C Coupe. New from ground up. "0" mile, 912 engine by Ecurie Eng. Irish Green with Tan interior, leather seats. Trades up & down considered. \$18,500. Pete Knoerzer (219)933-0510 days (219)844-7773 nite.

1960 356 Coupe. New bottom, fresh engine by Wolfgang Kluge. Needs paint & carpet. Trades up & down considered. \$8,500. Pete Knoerzer (219)933-0510 days (219)844-7773 nite.

## FOR SALE - PARTS

928 parts - two front seats \$200; sheep skin seat covers \$50.; front and rear bumpers (silver paint) including driving, tail, front and rear signal lights, wiring harnesses \$250. each; factory leather steering wheel \$50.; two 225-50x16 Goodyears \$150.; 280 KPH speedo \$50. Offers considered. Call for details/photos. Dr. Chris Stout, (312)913-8737.

356/356A Hood and door. Both need cleaning & painting. No gas station bends on hood; latch included. Pass. door has all original interior upholstery & hardware. Tena wants them out of the bedroom. Ed Russ, (312)446-2636.

**THE MART (Continued)**

Four "Gruppe B" type center caps. Polished with inlaid crest. Fits the Porsche alloy. Beautiful condition. \$200/set. 911 U.S. tail light lenses \$50. 914 U.S. tail light lenses \$50. Original 1972 914 spare wheel & Dunlop tire. Never used. \$50. 911SC type front loop cooler \$50. Dennis Raucci 452-8880 or 452-6222.

914 mufflers. (1) OEM muffler for 914 2.0, used only 1000 miles - like new, less than half of current replacement cost at \$140. (1) Bursch type extractor for 914 2.0 - also little used, in very good shape - \$90. Cy Ling (414)248-3446 (Near Lake Geneva)

Owens twin axle car trailer. Bridgestone radial tires, tire rack, removable fenders, electric brakes, one year old. Must sell. New \$1800. Best offer. Frank Wagner, (312)816-9372.

**FOR SALE - OTHER**

1989 Ford Taurus SHO, black/gray leather, full power a/c, JBL sound system, nearly all accessories, new brafast family transport. Cy Ling (414)248-3446 (Near Lake Geneva)

1968 Chevron B8, Silver/Blue, every piece new or non destructive tested and rebuilt, Korman built engine, full Heidegger H20 and oil system, 223 HP at 7300 RPM, zero hours, Hewland FT 200. New ring & pinion, new limited

slip, complete rebuild, 14 gear sets, too much else to list. \$150,000. Pete Knoerzer (800)431-9192 days (219)844-7773 nite.

944 Accessories. 1 Saratoga mirrored tempered glass sunroof for 944 with electric sunroof. Like new w/protective case \$425. 1 bra for 944 non-turbo \$50. 1 custom car cover for 944, great for winter storage \$40. 1 dash cover for '86 or newer 944. Protects dash from sun damage \$10. 1 service manual for 944 thru 1986 including turbo \$10. Todd Conforti 397-3587 eves. 952-0070 days.

One set (2) 14K gold Porsche crest pendants, seldom worn, \$425. Panorama 7/74 thru 7/89 \$325 plus UPS. GMUND #1 w/envelope \$20. Midland 23 chan CB, also portable with leather case/battery pack, \$25. John Welda, 435 Shoreline Road, Lake Barrington, IL 60010 (312)381-1194.

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Ready to retire. Please sell me 2 or 4 especially cheap or used 195/60-15 VR or HR tires w/50% tread or more, for '86 Maxima. Could substitute lower profile. Prefer round. Ed Russ, (312)446-2636.

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