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THE PORSCHE CLUB OF AMERICA,
CHICAGO REGION



Chicago Scene

AUGUST 1997



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Chicago Scene

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Cover Photo: Todd Conforti at Blackhawk II
Photo by Chris Ingolt

Chicago Region 1997 Calendar

- January 5 Tobogganing/Hackney's
- January 19 Annual Meeting
- February 1 "Rock 'N' Bowl Bop"
- February 16 Go-Kart Racing
- March 2 Tech Session/Concours School
Chili & Edible Art Tasting
- March 16 Rallye School
- March 23 Cafe 36 Restaurant Tour
- April 12 40th Anniversary Dance
- April 20 Rallye 1, Gallagher's I & M Canal
- May 4 Drivers' School
- May 14 Blackhawk 1
- May 18 Autocross 1 - Lake Geneva
- May 24, 25 Road America 1
- June 1 Concours 1
- June 8 Rallye 2 - Apple Blossom
- June 15 - 21 Texas Porsche Parade
- June 18 Blackhawk 2
- June 21 Kane County Cougars
- June 29 Autocross 2 - Tres Chic, Rockford
- July 5 Golf & Dinner
- July 13 Autocross 3 - Rockford Rumble
- July 16 Blackhawk 3
- July 27 Potter's Picnic - Concours 2
- August 3 Autocross 4 - Hawthorne
- August 9, 10 Gingerman Raceway
- Aug. 30 - Sept. 1 Road America II/Club Race
Concours 3/Big Easy Party
- September 14 Rallye 3 - September '97
- September 17 Blackhawk 4
- September 21 Autocross 5 - Utica
- September 28 Concours 4 - Concours de Musique
- October 5 Rallye 4 **Cancelled**
- October 11, 12 Blackhawk Octoberfest
- October 19 Rallye 5
- October 26 Bill Jacob's Concours 5
- November 16 Tech Session
- December 6 Dinner Dance
- December 31 New Year's Eve Party

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August, 1997

Volume 41, Number 7

The Chicago Scene is the monthly publication of the Porsche Club of America, Chicago Region, published at CopyCo, 959 Lee Street, Des Plaines, IL 60016. Second class postage paid at Aurora, IL. USPS 006-381 ISSN 10564195. Subscription is limited to members of the Porsche Club of America, Chicago Region. Porsche Club of America. Dues are \$36.00 annually, of which \$12.00 is for the subscription to Chicago Scene. Subscription rate for non-members is \$18.00 per year. Permission to reprint any material published herein is granted provided full credit given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein.

POSTMASTER: Send address changes to: Deborah Leed, 37 Lakeview Drive, Barrington, IL 60010-1949

DEADLINE: Material must be received no later than the 5th of each month for publication 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. Statements appearing in the Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

MART: Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA, Chicago Region members, no charge; non-PCA, Chicago Region members, \$5.00 per ad.

ADVERTISING RATES: Business card: \$10 per month; Quarter page: \$35 per month/monthly, \$25 per month/annually; Third page: \$45 per month/monthly, \$35 per month/annually; Half page: \$55 per month/monthly, \$45 per month/annually; Three-quarters page: \$75 per month/monthly, \$65 per month/annually; Full page: \$100 per month/monthly, \$85 per month/annually; Back cover, inside front cover, inside back cover: \$110 per month/monthly, \$95 per month/annually. All requests for ad space must be made through the editor.

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PCA - CHICAGO REGION HOME PAGE

<http://www.mcs.net/~bman/pca.html>
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Board Member and Coordinator addresses are available in the 1997 Membership Directory or directly from the Board Member. or Coordinator

In Gallagher's Gear

I didn't get beamed by a baseball at the Kane County Cougars but I did come in backwards to the last checkpoint on the Apple Blossom Rallye. And yes I did take a great deal of razzing from Shire and Rashbaum. In spite of falling for the spelling trap that the dastardly Rallyemasters had prepared for us, Peggy, Gear Head Garcia and I still received a trophy for the Beanie Baby/Heineken Rallying 928.

The rallye covered some beautiful areas of Lake County with some really nice roads. Actually the best part of the route was the ODO leg. Steve and Susan took us past many estates (in the Barrington Hills 'horse country') with large garages. I do not really care about the horses but six car garages are really neat! The rallye itself was a lot of fun even though it was harder than I thought it would be. As I have said before, rallying is like sex; the more you do it, the better you become. Much thanks to Steve and Susan; John Mack, "Turbo" Bob Turner, and Mel and Ilene Wostoupal who worked checkpoints; and Jack Stephensen and Dan Del Fava who pre-ran the route. Thanks also to Peter Fischer and John and Jeanne Ruther for the use of their facilities and their fantastic hospitality.

As I promised you last month the great weather for the June Blackhawk almost made up for the lousy weather of May. More than seventy Porsches showed up to have fun in the sun. This may have been the best Blackhawk ever as there were no incidents, no one to pull out of the weeds, absolutely no loss of track time, and perfect weather. What more can you ask for? Thanks to Rich Noose for doing 'control', to the ladies

Wesa and Knoblauch for helping with registration, and mostly to the good lady Peggy who makes this event possible.

While on the subject of the 'good lady', the Kane County Cougars was all it promised to be and a lot more. The only problem was the attendance or more correctly, the lack of it. I have heard the criticism of the club that the events are too structured and we should have more family oriented events. Here was just that type of event. Where were you? Only twenty four members showed up for this neat event. We had a nice tent for our picnic, where we had brats and burgers plus beer and pop. Then we went to the bleachers and watched baseball the way it was meant to be played. Fun. We cheered, booed, drank beer and had a great time. I think that the best time was had by Brandon Clark, age 4. He had an absolute blast! Thank you Peggy for doing your best. Too bad your efforts were enjoyed by so few. Maybe next year.

I had a nice chat with Lee Lichtenstein about the Texas Parade. According to Lee this was one of the better Parades. I am not going to



Rule #1 is . . .

Photo by Chris Inglot

write much about this as it will be covered elsewhere in the newsletter. My congratulations to all our members who did the Chicago Region proud.

Speaking of proud, our Tres Chic ladies have every reason to be so. Marla Turek, Jill Girard, and Susan Brenkus did one terrific job. This was our first autocross run entirely by women. (Who said we were a sexist club?) The weather was perfect - meaning no rain - and the course was fast. It is really fun to drive those banked ovals. The ladies set up a fun but yet a very demanding course. Thanks so much to our beautiful lady Chairs and to all who helped: in timing and scoring Amy Murrin, Susan Shire, Greg Turek, Chris Patterson, Chris Inglot and Peggy; the starters; the coaches at the exit gate; and those who shagged pylons, especially Lee Lichtenstein who stood out in the hot sun all day. The event was also a first for me and Peggy as we unveiled the new Beanie Baby/Heineken Racing Team 993. That's right folks. I am back in a Porsche like the good doctor intended; air cooled, rear engine. But, that's a subject for a different article.

I am writing this article on Saturday, July 5th, the day of our first ever golf outing. As I write these words of wit and wisdom it is probably the nicest day of the year. An absolutely perfect 75 and a sky so blue. I am not a golfer but I know I will have a blast. Besides this is probably the only thing that the event chair, Ed "No Lift even in golf" Barnicle can beat me at! You can look elsewhere in this issue to see who's a hacker and who isn't. Next month I'll have the exciting tales to tell.

Summer is passing so fast. It is almost time for the July Blackhawk, our second Rockford Speedway autocross, and Potter's Picnic. I just cannot believe that the

Gallagher

year is more than halfway done.

August will bring us our only true gymkhana which will be held on the spacious parking lot of Hawthorne Race Track (as in horse racing). The concession stand will not be open so bring along a cooler and some snacks.

Peggy and I will not be attending the annual Gingerman/South Haven event as my son Daniel will be marrying Suzanna in her home town of Philadelphia that weekend. I hate to miss this event as Peggy and I had such a great time last year. The track is great fun to drive but even better is the town of South Haven. This is a lovely little resort town with quaint shops and fine dining. I know that Jeff and Jill Girard will do a fine job at the track and you will all enjoy the location. Have a Heineken or two for me.

The end of August brings the biggest and best event of the year; the Labor Day Club Race and Drivers' Education at Road America. This is simply the biggest event, other than Parade, in the entire Porsche Club. This year, Arnie,

Margo, and Chris are throwing 'The Big Easy Party' at Siebkens on Saturday evening. How they found a Cajun band in northern Wisconsin I will never know. Wisconsin is the land of brats, beer and Polka bands! Maybe they do not know that in New Hampshire.

The Saturday evening festivities will begin with our four class Concours plus special class for race cars in front of Siebkens saloon (my most favorite place). Gary Knoblauch, Chair for the Concours, has asked me to remind you of the following: the regular class Concours judging will begin at 4:00 pm, with trophy presentation immediately following; the race cars will be escorted in parade from the track to Siebkens by the Elkhart Lake police at approximately 6:00 pm; judging for the special race car class will begin as soon as the cars are in place; and race car owners are reminded that their cars will be on display until approximately 9:00 pm when the police will again escort them in parade back to the track. This is the thirtieth year that we have had a fall event at Road

America. Even if you do not drive at the track, the Concours, dinner, and party are worth the trip up to Elkhart Lake. The actual Club Race, The Road America Challenge, will be held on Monday, Labor Day. The sight of sixty or so Porsche race cars, with all the wild paint jobs, as they come up the hill and get the green flag is something you will never forget. This is really a great event. I hope to see you all there.

Last, but not least, is the September '97 Rallye. Gene Urban has promised me a easy one and that he will not try to have us come in backwards to a checkpoint. This will be a great way to spend a Sunday; just kick back and drive a great car through some of the more scenic areas of Illinois. This will be our first rallye in our 993 and I am looking forward to it; especially to beating Shire and Rashbaum to avenge what they did to me on the last one!

Well, if they let me out of the City of Brotherly Love you will hear from me again next month.

Gallagher



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August 03 - October 04, 1997

Chicago Region events in shaded boxes

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Aug 3 AUTOCROSS IV - HAWTHORNE Road America - Cycle Fest CR/Portland	Aug 4	Aug 5 Scene Deadline	Aug 6	Aug 7 MSR DE/Waterf...	Aug 8	Aug 9 GINGERMAN DE
Aug 10 GINGERMAN DE	Aug 11	Aug 12	Aug 13	Aug 14	Aug 15 Road America - CART Race NOR DE/Mid-Ohio CR/Pocono Monterey Historic Races & Concours	Aug 16 Road America - CART Race NOR DE/Mid-Ohio CR/Pocono
Aug 17 Road America - CART Race CR/Pocono Monterey Historic Races &...	Aug 18	Aug 19	Aug 20	Aug 21 RSR DE/Waterf...	Aug 22 NOR DE/Mid-Ohio	Aug 23
Aug 24	Aug 25	Aug 26	Aug 27	Aug 28	Aug 29	Aug 30 ROAD AMERICA DE 'BIG EASY PARTY' CONCOURS III
Aug 31 ROAD AMERICA DE	Sep 1 ROAD AME- RICA DE/CR Labor Day	Sep 2	Sep 3	Sep 4	Sep 5 Board Meeting Scene Deadline	Sep 6 CR/Las Vegas
Sep 7 CR/Las Vegas	Sep 8	Sep 9	Sep 10	Sep 11 SMR DE/Waterf...	Sep 12	Sep 13 MVR DE/Mid-Ohio MOR DE/Putnam Park Road C... CR/Willow Springs
Sep 14 RALLYE III - SEPT. '97 MVR DE/Mid-Ohio MOR DE/Putnam Park Road... CR/Willow Springs	Sep 15	Sep 16	Sep 17 BLACKHA- WK DE	Sep 18 RSR DE/Waterf...	Sep 19	Sep 20 CR/Bridgehampton Race
Sep 21 AUTOCROSS V - UTICA CR/Bridgehampton Race	Sep 22	Sep 23	Sep 24	Sep 25	Sep 26 CIR DE/Putnam Park Road Co... CR/Indianapolis Raceway Park WMR DE/Grattan	Sep 27
Sep 28 CONCOURS DE MUSIQUE - IV CIR DE/Putnam Park Road ... WMR DE/Grattan CR/Indianapolis Raceway P...	Sep 29	Sep 30	Oct 1	Oct 2	Oct 3 Board Meeting	Oct 4 CR/Heartland Park NOR Oktoberfest

DE = Drivers' Education CR = Club Race/Track For info regarding non-Chicago Region events, contact the Region directly.
 (See Pano for Region phone numbers.)

PCA Monterey Bay Region to host Monterey Historic Automobile Races

On Aug. 15 - 17, 1997 the MBR will host Porsches from three continents and at least eight countries to what has become a week long celebration of vintage iron. The headline events are the Pebble Beach Concours, the 24th Annual Monterey Historic Automobile Races at Laguna Seca, the Concours Italiano, a new rallye and tour, and the MBR Welcome Party. For more information regarding this event, please contact Dave Kuhlmann at 408.626.3306 or Ginger Mutoza at 408.726.3500.

Friends of the Rookery to Raffle Classic Fully Restored 1971 Porsche E Coupe

A classic and expertly restored 1971 Porsche E coupe will be raffled by the Friends of the Rookery as part of

their campaign to raise money to build a nature Park in Plainfield. "Really Big Sport Car Rally Raffle" tickets are \$25 each, and only 3000 will be sold. The Drawing will take place on Sept. 2, 1997. Raffle tickets can be purchased by mail. Please send request and check to: Friends of the Rookery, Box 1, Plainfield, IL 60544. For more information contact Blondie Hewlett at 815.436.4600.

PCA Maumee Valley Region presents Mid-Ohio Drivers' School

For more information regarding this Drivers' Ed event at the Mid-Ohio Sports Car Course on Sept. 13 - 14, 1997 please contact Bill Bauman at 419.475.1336.

PCA Mid-Ohio Region plans Drivers' School at Putnam Park Road Course

Please call the information line at 1.800.419.9886 for more details on this event scheduled for Sept. 13th - 14th. (The dates listed in Pano are wrong.) A real person, Nancy Jackson, can be reached at 937.644.5616 (eves) to answer questions about the event on the 1.8 mile, ten turn, freshly re-paved Putnam Park Race Course..

PCA Northern Ohio Region plans gala Oktoberfest

A gala Oktoberfest is being planned by NOR for October 3rd - 5th. The festivities will include a Welcoming Party, Concours, Rallye and an autocross (IRAC V) and will be held at the Punderson Manor in Punderson State Park, Newbury Township, Ohio. Other available activities include hiking, boating, golf, fishing and camping. For more information please call Maryann Coon at 216.285.4558 (eves).



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Aungahh!

Well, is the 'glass of Chicago Region's season '97' half empty or half full? Is it all down hill from here on in - now that we've reached the half way mark? Or, is it that we're only half way up the hill of events, days and fun?

Being optimists, we chose to believe that the glass is half full - ready and willing for more and that we're only half way up this wonderful mountain of fun things to do. There are two more autocrosses; Ginger-man; Labor Day Road America Drivers' Ed and Club Race; two more rallyes; two more Blackhawks, one of them a two-day event; three more concours, a tech session, the Dinner Dance and New Year's Eve at Siebkens still to be experienced.

This, however, does not seem to be the outlook for everyone in the Club. Too often it seems that some members are just ticking off the events (and the days) of season '97. Many of them actually come to the events, but once there, don't seem to enjoy themselves. Too often we've heard that it takes so long to drive to an autocross or track event, takes too long to get your six runs in, and it's so boring to wait while the other drivers are getting their runs. We've experienced similar criticism at concours and even rallyes. An even weirder comment is that the same people always have their pictures, names, and articles in this newsletter month after month after month.

Well, being the wonderful editors and event participants that we are, we have solutions and answers to these criticisms. Get involved. Volunteer to help. Do something that will help you to pass the time while you're waiting and/or watching.

We've never been to an event where there wasn't something that needed doing by someone other than the event chairs, tech inspectors, registrars, and time keepers. New members, old members, significant others, friends, family, spouses, partners, whatever you are, your help is needed and appreciated.

Having said that, and we know that you've heard it before, here are some concrete suggestions of how to get involved. If it's an autocross or track event you're at and bored, work a corner or shag pylons. Even better, when the request goes out for workers, grab someone else who's looking bored and take them with you. As Lee Duquette points out in his article about the Tres Chic Autocross (elsewhere in this issue), shagging pylons was not only fun, it also gave him the opportunity to work on his tan. If you're a driver, it puts up 'up close and personal' with the other drivers on the course; lets you watch the 'good ones' and see where they shift, tap the brakes, or hit the gas. If you're not a driver, watch anyway, maybe it will pique your interest. And, as an added bonus, you'll have something to talk about, ask questions concerning, or critique at the 'party' afterwards. (In this club, there's always a 'party' afterwards!)

If it's a concours you're at and you're bored, while you may not be qualified to judge, you can certainly watch what others are doing to prepare their cars and you can ask why they do what they do. (And then maybe run back to your car and do it to it.) Our members are friendly, helpful and supportive. Just ask Greg Haglund. He went to the Concours One at Elmhurst just to look. Well, several members encouraged him to enter his car 'as was'. (He'd washed it the day before.) Not only did he do it, but the judges encouraged him to 'listen over their shoulders' as they did

their thing and he learned a lot about of how to take care of his car. We always 'learn' something new at each concours and are ready to discuss it with others at the post-concours gathering.

If it's a rallye you're at and you're bored, there are several things you can do. If you really don't like driving rallyes, then work a checkpoint. You're still involved. You still get to 'party' afterwards. Some of our rallyemasters even give 'party favors' to their workers. If you want to learn more about how to rallye, ask to 'tag along' when the rallyemasters are pre-driving the course or drive in the touring class. (We've heard our newly established touring class referred to by several people as a 'marriage saver'.) And if you're just shy, don't be. We've gently 'bullied' more than one rallye team to 'just try it'. Bruce and Jean Janecek have begun rallying again now that we have a touring class. Shawn Young and Kristy Kosinski tried the Apple Blossom Rallye, found their way to the last checkpoint and post-rallye dinner and told us at the next event that we saw them at that they really had fun and would do it again.

If it's Road America that you're at and you're bored, whether you're driving or not, there's lots to do to help. If you're driving and your free time is limited, you can help for an hour or two at registration, selling T-shirts, or selling raffle tickets. If you're not driving, there is so much that you can do that is beneficial to the club and makes the time pass quickly. An hour or two a day at registration relieves the already overworked registrar and gives him time to drive. An hour or two a day selling T-shirts allows many of the drivers, their crews, family and friends the opportunity to take home one of our nifty T-shirts. (Ask either Myra Knoblauch or Maria Gaggini how much fun it was to help over Memorial Day weekend at Road America.) An hour or two a day sell-

Aungahh

ing raffle tickets allows those same people the opportunity to get in on our Charity event and helps to guarantee that the '97 event will be a sell-out. (Time spent working registration almost automatically qualifies you for sainthood.) If any of these Road America 'fun ways to spend your time' sound good, please call Chris Ingot at 847.559.1126 and he'll help you fill your time.

If it's getting your picture, article, or name into this newsletter is what interests you, then you definitely have to get involved. If you're not at the event or you're not doing something at the event, there's no picture to be taken, article to be written, or name to be mentioned. If it's always the same people in this newsletter, then it's because those are the folks at the events; doing 'stuff', sometimes winning, and almost always having fun. We promise that if you're at an event and look like you're having fun, we will ask you

to write an article. You'll probably even get into a picture or two and, if you participate or help, you'll probably get 'into print'.

The additional benefit of all this 'involvement' is that you get to know your fellow club members. Old or new members, we don't all know each other. Dan Gallagher, our esteemed leader and schmoozer extraordinaire, says that of the 1100 or so members of the Chicago Region, he probably only knows 300 or so members by name and not nearly as many well. We're a 'fun' club. We play hard and we party hard. There are all kinds of events for all kinds of folks and their cars.

Come out to the events. Drive, help, watch, and just enjoy yourselves, your car, and the other members. If an upcoming event looks like you might enjoy helping, call the event chair and let them know you're available. They'll be grateful and you'll be involved. If

you have an idea for an event, call the appropriate coordinator or call us. Do it. Do it. Just do it. There's so much more room in the 'glass of season '97' 'cuz it's only half full.

We'll see you at the Hawthorne Autocross on the 4th and at Road America over Labor Day Weekend. As we're not going to go to Gingerman, we'd appreciate any pictures or articles that members are willing to share. We'll return the pictures and give photo credit. (Here's yet another way to get involved and help your fellow club members.)

Hope to see you soon.

Steve and Susan

Aungahh (a-úun-gaaa), n. [Skip Barber Racing School]. *The sound of the motor of a car as the clutch is depressed, the brakes applied and the throttle "blipped" to effect a heel and toe downshift.*

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Points CONCOURS ONE

Concours One June 1 @ Elmhurst Wilder Park Conservatory and Gardens.

Class A:

1	Debbie & John Brandt	313
2	Patty & Jim Jacisin	282
3	Bonnie & Patrick Yanahan	281.5

Class B:

1	Shirley & Bob Cook	240
2	Ron Bean	237.5
3	Sam Collura	235
4	Pete Hackenson	232
5	Bruce Janacek	225

Class C:

1	Jerry Matta	182.5
2	Clint Eagar	181
3	Janet & Alan Boe	177.5
4	Tray Andersen	177.5*
5	Mike Biangardi	172
6	A.J. Tiller	171
7	Shawn Young	168

Class D:

1	Andy Discher	148.5
2	April Brown & Mike Milhouse	144.5
3	Harold Beach	144
4	Van Larson	138
5	Bill Murrin	137.5
6	Frank Rubino	137.5*
7	Steve Rashbaum	137
8	Fermin Adames	128.5

Novice:

1	Mark Birch	217
2	Charlie Hutchinson	212.5
3	George Binder	198
4	Ed Noriega	185.5
5	Greg Haglund	182

Judges Choice: Shirley & Bob Cook

Peoples Choice: Janet & Alan Boe

Exhibition Class: Dan Gallagher, Lee Lichtenstein,
John Takehara, Howard Yefsky

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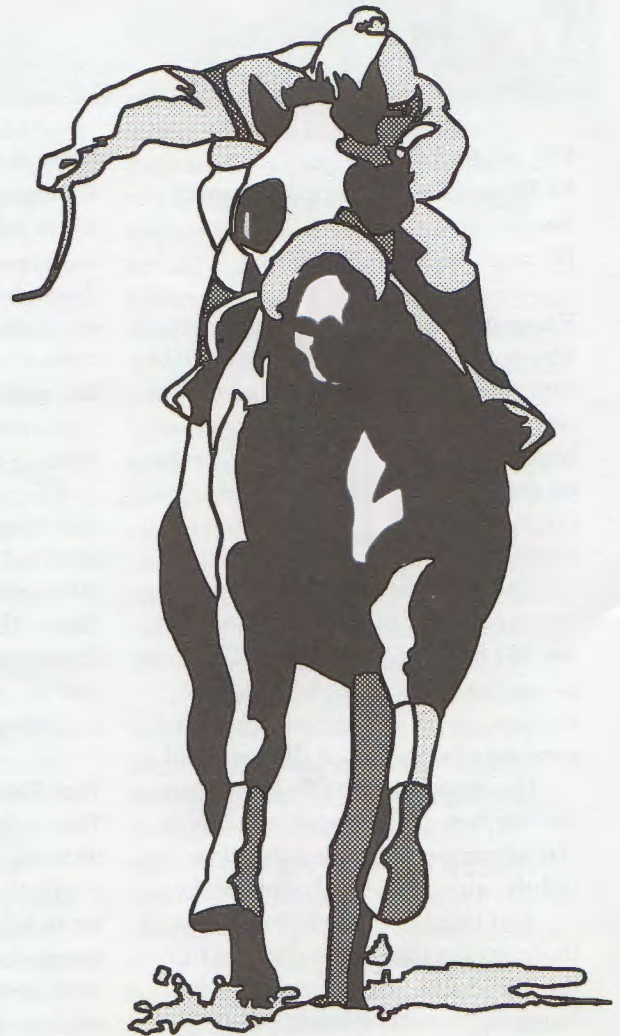


And the winners are . . .

Photos by Steve Rashbaum

Hawthorne Autocross

Sunday, August 3, 1997



Registration/Tech: 9:00 a.m.
 Drivers' Meeting: 10:00 a.m.
 First Car Off: 10:30 a.m.

The weather will be hot, and the competition promises to be, too! So, bring that beautiful Porsche (or other lesser vehicle) out to Hawthorne Race Course (35th & Cicero) for a day of fun in the sun while you make the others in your class eat your dust. You'll even get to watch Gallagher and us other older guys (the Masters Class) try to pass the Old Grey Mare (pace vehicle).

All you need is a Snell 85 (or later) helmet, long sleeve shirt, long pants (to cover those knobby knees), closed toe shoes, and a valid driver's license. Recommended, but not required, optional equipment would include a clothes pin (in case the wind is from the stables.)

Restrooms will be available. As it will be hot and the concession stands will be closed, it is a good idea to pack snacks and beverages (as well as sunscreen and a hat). A catered lunch will be available for purchase at the track. Dinner plans will be announced at the trophy presentation.

Questions ? Ed Barnicle at 708.579.0313

Autocross Classes and Bumping Schedule

Class P1: 356, 914 (except 914/6), 912, 924 (except S & T)
 Class P2: 924S, 924T, 944 (except S2 & T)
 Class I1: Improved 4 Cylinders
 Class P3: 2.0, 2.2, 2.4, 911, 914/6, 928
 Class P4: 944 S2, 944T, 968, 930
 Class P5: 2.7 & 3.0 911

Class P6: 3.2 & 3.6 911
 Class P7: Boxster
 Class I2: Improved 6 & 8 Cylinders
 Class M1: Modified 4, 6 & 8 Cylinders

P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

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Amount enclosed \$ _____

Autocross Class (see above) _____

Permanent Car Number (previously assigned) _____

Tech Tips

911 Intake Leaks

by Bruce Whittier, North Country Region
(from NORTHLANDER)

Vacuum leaks in the intake system of your 911 air will change the air to fuel ratio and lead to poor acceleration and rough idle. Whereas a carbureted model has few places in the intake system to leak, a fuel injected engine has many possible areas of trouble.

There are three areas that account for most of the intake leaks in the 911 fuel injected engine. The first is injector seals, these little rubber o-rings can let a large amount of air pass into the system if they are bad.

The second is the CIS-type injection air box. If the upper and lower chambers are not sealed together tightly, air can seep into the intake.

And third are the rubber boots that connect the intake runners to the intake box, the clamps may be loose or the rubber boots can be cracked.

A Tiring Dilemma, Part 1:

Real Answers For R-Compound Tire Users

by John Hajny, Central NY Region
(from REDLINE REPORT)

Like a lot of track-enthused PCAers, I have begun the pursuit of higher performance, fun (hopefully), and challenge in my track driving. I have also experienced chagrin at "burning up" a set of R-compound tires in less time than I deemed reasonable. From what I have seen since, I am not alone. And from what I have subsequently learned, it is not all that surprising!

There is no doubt; the quickest way to faster cornering is to buy a set of R's, or race compound DOT (Department of Transportation) ap-

proved radial tires. They simply stick much better than regular street rubber - period! However, as with most things in life, they have their idiosyncrasies and their own set of special parameters for efficient operation. At the same time, one must be careful to apply the right ministrations to the right patient.

I have done a lot of research on this subject since then. Unfortunately, I've found that most of the information floating around out there - the 'word of mouth' stuff discussed in the pits that most of us end up relying on - is incorrect, misinterpreted or misapplied.

Tire Temperatures

This is the hot topic in racing and is filtering down to drivers' ed. Many people have invested in a pyrometer to take their tire temperatures. It seems that the standard goal of most people has been to try to achieve the best relative equality in temperatures across the face of the tire as a means of discerning the correct pressure to be used. This is done by measuring the outside, middle, and inside of the tread surface and noting the difference. If the differential were too great, they adjusted the pressure in hopes of equalizing it.

Unfortunately, this information - like much of it out there - was derived from bias ply tire experience and has little if any correlation to DOT radials. Bias ply tires are designed to run with their tread flat on the road. In practice, the sidewall deflects and deforms considerably to absorb cornering loads and keep the tread surface relatively perpendicular with the wheel. Therefore, tire temperature differentials are a good measure of correct tire pressures. If you had a close temperature spread across the

tread surface, it meant that you had a pressure that was conducive to the proper amount of sidewall flex, thereby keeping the tread surface more completely in contact with the road. This was achieved somewhat apart from suspension set-up.

DOT radials, however, do not rely on sidewall flex to maintain the contact patch. Designed with a stiff sidewall and steel tread belts that flex very little, these tires are predominantly dependent on camber settings to maintain optimal surface engagement. Pressure has virtually no effect in changing temperature differentials.

Proper radial tire set-up involves varying degrees of negative camber, and generally, the inside of the tread surface will run hotter than the rest (15-30 degrees) simply because it is in greater contact with the road when driving in a straight line. Within limits, the higher temperature is of no real concern as it is derived from simple road contact, not from potentially damaging cornering overload.

On a properly set-up car with radials, the body/suspension of the car will lean and effectively tip the wheel up into a more perpendicular attitude when cornering, thereby utilizing the entire tread surface. Tire pressure has little effect on the contact patch.

Put This Under Your Tongue

The tire thermometer, better known as a pyrometer, is becoming a common sight, even at \$100-\$300 per. However, their proper usage seems to be as big a mine field as their purpose. If you're shopping pyrometers, you'd best know what type to purchase and how to use it correctly. The ONLY type of pyrometer to buy for testing your tire's health is the probe type! Then, only a probe length of 3/8-inch or longer will do the trick. Here's why: the surface of the tire is not where the heat damage occurs. The danger zone where the tire will start disintegrating is

under the tread at the cap ply (the layer of chord you see when you wear through the tread). Because this area is under the tread surface, you need a probe type pyrometer of sufficient length, and inserted to the hilt, to access it. Otherwise, you are not getting your measurement from the area where the damage is occurring. (Incidentally, for this very reason, the hand-held infra-red pyrometers are worthless for gauging your tire's needs. They may seem ultra-trick and real easy, but they only read the surface temp of the tire - which cools almost immediately - not under the tread where the tire will start separating. Buy the infra-red style pyrometer to check your pot roast. Buy the probe-type for tire testing.)

Under Pressure

We now know that radial tire surface temperature differentials are not truly indicative of the need for pressure adjustments. But they will tell if a suspension adjustment is called for. If, for example, you measure a surface temperature drop of over 50 degrees from inside to outside, chances are you're running too much negative camber. This means that the tire never leans over - or de-cambers - enough in a turn to employ the full tread surface; it is only riding on the inside half. This over-cambered situation will be more easily and accurately evidenced by excessive inner tire wear, as tire surface temperatures usually drop so fast that it is virtually impossible to get measurements that you can rely on to prove the point.

Where air pressure does effect radial tires is in handling feel. Radial tires have produced incredible advances in cornering power, but are much less forgiving at the limit than bias ply tires. A

properly inflated radial tire can seem "twitchy" at the limit, where a bias ply tire has a controlled and gradual breakaway. This could lead you to the conclusion that bias ply tires may be a wiser choice until you notice you are going much faster to reach the breakaway point with a radial. Everyone wants to go faster, after all. What other justification do you need?

This twitchy feeling in radials can be tweaked by raising or lowering the pressure of the tire. If the change does not exceed a reasonable margin (4-5 lbs either way from the recommendation), this will not adversely effect the tire's health.

However, keep in mind that the fastest drivers usually run at the high-end of the tire's pressure range, as this gives maximum cornering power. They also, ironically, seem to get better tire mileage, which suggests that the tires are actually much healthier at the high-end of the pressure scale. This is probably due to the inner structure of the tire being optimized by the higher pressures and working more effectively at handling the cornering forces.

So

What all this tells us is that, given a proper inflation range, a radial R-type tire will be effected much

more by suspension set-up than pressure. This is not to say that over or under-inflation is not of concern. Either of these is a no-no, particularly under-inflation, as the tire will not be operating in a mechanically efficient manner and will suffer internally, with premature wear or failure the result. It is much better to start at a higher pressure and work down, as this will not harm the tire's inner structure. It also tells us not to look to tire surface temperature differentials as the ultimate sign of suspension or pressure optimization for radial tire use. Because of camber settings, the inside temperature will naturally be higher. As long as this variance doesn't become excessive, things are looking good.

The ultimate guide to assessing the efficacy of your suspension settings is good old tire wear! Again, assuming specified inflation levels, if you see excessive wear on the inside, you've got too much negative camber. Conversely, if you see chunking or blistering on the outside of the tread surface, you likely don't have enough negative camber.

Having said all that, if your camber settings are close but you notice that you are not quite using the full tread surface, you can make minor last minute adjustments in pressure to compensate. A little more air to stay off that outer sidewall, a little less to roll over more. Just don't be

looking to this as a way of altering the tire's surface temperature.

So, run your tires at or near the factory recommendation for pressure, crank in the right amount of negative camber, and watch the wear patterns for the real signs of your success. Save that money you were going to spend on a pyrometer to buy more tires. You'll be going so much faster, you'll probably need them soon!

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Gingerman Raceway '97 ~ August 9th & 10th ~

The time is growing near again for our second trek to the summer getaway in South Haven, MI.

The event will be run in a similar fashion to other Chicago Region Drivers' Education events with 1/2 hour run groups of open track lapping. Instructors will be assigned to novices for the weekend and available to anyone else wishing to learn the hot line around this now "semi" famous track.

The usual mandatory clothing requirements will be in place; a 1985 or newer Snell approved helmet, long-

sleeved shirt, long pants, socks, and closed-toe shoes; all of non-synthetic material.

There will a MANDATORY drivers' meeting at the track, beginning promptly at 8:00 a.m. on Saturday and Sunday. Don't forget that Michigan is one (1) hour ahead of Chicago time.

Due to the lack of in-town parking, the track premises will be open on Friday, August 8th so trailers, cars, and/or support vehicles can be left there securely.

GINGERMAN '97

Saturday & Sunday, August 9 & 10, 1997

Event Chairman: Jeff Girard

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Day Phone: _____

Eve Phone: _____

Member: Yes ___ No ___ Region _____

Second Driver (must be family member)

Name: _____

Address: _____

City, State, Zip: _____

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Member: Yes ___ No ___ Region _____

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What To Look For When Buying A Used Porsche

by Ken Mort, Loma Prieta Region
(from PRIETA POST)

When buying a used Porsche, it is very important to get the newest, low mileage, cleanest car that you can afford. The car should be carefully inspected to identify possible repairs required. A low priced car may not be a bargain if a lot of work is required to get it into safe and reliable operation. Repairs can be very expensive.

The bodies should be carefully inspected for damage and rust. The condition of the seals around the windows are a good clue to possible rusting underneath. For example, at our latest tech session at CT Automotive, we saw a 911 with the windshield and rear window removed. The seal for the rear window had a small split in the center of the lower section which allowed water to seep underneath and cause local rusting which will have to be repaired. The lower corners of the front windshield are also of concern, because they are especially subject to water collection and subsequent rusting.

Another area which should be carefully inspected is the lower front corners of the hood opening. Water from the top of the car and hood flows down the sides of the hood and then is supposed to drain out the bottom. Drainage can be poor and water can collect in the corners causing rust. Another area that I have had trouble with is inside the head light buckets; however, on older cars it is quite easy to remove lights and check the buckets for rust.

The underside of the car should be carefully inspected for damage and rusting as well as for leaks. Damage can occur from hitting objects in the road or from rusting. Suspension attachment points are

especially critical and should be carefully inspected. Ball joints should be inspected for excessive looseness. If the car pulls or wanders it, could be because of damaged or bent suspension members. Check the sway bar ends; this is another common failure point. While under the car, look for leaks. Remove all four wheels on 356s and inspect the wheel cylinders. If they are in bad shape, they may not be rebuildable. New ones are expensive. All brake hoses should be checked for leaks. If any leaks are found, all should be replaced.

On 911s, the oil lines underneath and along the side should be inspected for damage. They are often damaged at service stations or tire shops by workers improperly placing floor jacks under the car. The oil coolers should be inspected for leaks. The CV joints should be inspected for excessively play, and it is important that their boots be in good condition. Clutch cables tend to fail near the ends. Pull back the rubber seal and look for fraying of the cable. Check the condition of the motor mounts.

When buying a used car, make sure it has passed the smog test. It is the seller's responsibility to see that it passes. An important part of the test is a visual inspection. The new smog test systems have displays that show the required smog components, and all components must be in place. If there are any missing parts they must be replaced, regardless of cost. The '69 to '73 911s have trouble passing smog tests at 2500 rpm even if they pass at idle. If they pass at idle, however, they are usually not judged as a gross polluter. If they are close to passing at 2500 rpm, the referee stations will often pass them.

Test driving is, of course, also

very important. If the clutch chatters when starting off, the clutch or motor mounts may be bad. If the car klunks when starting off, the clutch or flywheel may be bad if it has the two-part flywheel with the rubber in between. If clutch operation is stiff on 911s, the clutch fork may be broken. Check all controls and instruments. These can be expensive to replace. It is also important that all internal and external lights work.

You may want to have the car inspected by a shop. This can be comprehensive and take from 1 1/2 to 3 hours to perform depending on the model. Always have them do a compression test. If the car doesn't pass, the shop can perform a leak-down test to better define the problem. After you have the candidate car inspected, you are in a better position to negotiate with the seller.

It is much better to buy a car in good condition than one at a low price that requires a lot of work. Be careful of bargains!

Concours Corner --Seats

by Kathy Golik, Allegheny Region
(from RUNDSCHAU)

Most people spend more time cleaning the exterior of their car. And that's great, but let's face it: a car isn't really clean until the interior is also thoroughly cleaned. And, as you know, once you have done a thorough cleaning (inside and out), maintaining the cleanliness is much easier. Toward this end, let's look this month at vinyl and leather seat cleaning.

First, let's look at vinyl seats. You can use a plastic bristled brush and an all-purpose cleaner such as Simple Green or a vinyl cleaning product such as Meguiar's. Spray the liquid cleaner on the seat, starting with the backrest and working down. Use a circular pattern with the brush to loosen imbedded dirt from the grain. Periodically, reverse the direc-

tion for better coverage. Pay particular attention to seams and pleats. Add more cleaner when necessary to keep a foamy base. It's a good idea when cleaning to place towels where you want to prevent spattering or overspray.

Once the cleaning is completed, you can dry with a towel. If available, use a wet-and-dry vacuum to remove suds, moisture, and debris caught in seams. Then, follow with a dry towel. Dry any residue found along seams and pleats with folds in your towel. After drying the seat, don't forget to wipe off the seat brackets.

A good systematic approach to seat cleaning is to clean and dry one seat at a time, starting with the back seats. This prevents soap from drying on the vinyl. When you are done with the back, move to the front seats to their farthest backward position and do the passenger side, and then end up with the driver's side. This consistent pattern will assure good coverage every time.

If stubborn stains are left behind, they will have to be removed with a vinyl spot remover. Most products sold for this purpose do the job extremely well. For the toughest of stains, use repeated applications. Guard against the use of solvents or thinners. These harsh chemicals may get rid of the stain, but they will also damage the vinyl.

Now, let's look at helping those of you with leather seats. Dusty leather seats do not need to be cleaned with cleaner or soap. A simple wipe-down with a clean, damp towel is sufficient. This mild cleaning method removes dust and helps to preserve the remaining conditioner that's in the leather. Overzealous cleaning removes conditioner, requiring that new treatments will have to be applied more often. Never use heavy cleaning products or cleansers on leather.

If your seats require a real cleaning, use Lexol-pH Leather Cleaner. Just apply a small amount to a wet

cloth and scrub using an easy motion. For extra dirty areas, reapply as necessary. For spots, dip a toothbrush into the cleaner and scrub the spot gently. Use several applications; for overall, it is much easier on the leather to gently go over a spot a number of times than to vigorously scrub it one or two times. Also, use the toothbrush and the cleaner in seams and along beads to remove dirt.

Here again, work on one seat at a time. Use your hand to spread the leather to assure thorough coverage. Be sure to clean along seams and beads. When you have completed one seat, use a clean, damp towel to remove any residue. Once you've cleaned, it is crucial to protect the leather by using a cloth and applying conditioner. Use Lexol Leather Conditioner and Preservative to complete your job.

Hey Now, What's That Sound? by Duane LeBlanc, Connecticut Valley Region (from CHALLENGE)

Although my 944 had become a Sunday driver, I recently have put it into full-time service. Now eleven years old, I suppose creeks and thuds could be somewhat expected. Unfortunately the "big" thud put me over the tolerance level of what's acceptable, especially now that I was required to listen to it daily.

Having talked to a fair share of Porsche "fanatics," I learned 944's do develop mystery reverberations that prove near impossible to locate. The feared thud that I was dealing with appeared to be originating from the rear hatch area. I went through the normal inspections of the hatch and rear shocks, but everything checked out.

The next step involved removing the inside cargo area mats, spare, jack, etc., and then getting a friend to drive me around while I

laid in the back anxiously waiting for the thud to rear its ugly head. For some reason, probably my added weight, the thud was silent.

Phase Two got me under the car to tug and pull on everything I could get my hands on. Still nothing obvious was found and the prospect of living with this sound was slowly working its way into my subconscious. I even rationalized that with the stereo cranked up loud enough the sound was eliminated.

As luck would have it, I was bouncing the rear passenger side to check my shocks and a faint sound resembling the now hated thud appeared. In fact, twisting the shock from underneath also produced the sound. Now with the first glimpse of hope, I ordered rear replacement Boges.

Even though both rubber bushings looked fine, the inside metal sleeve had worn and elongated. It left enough play to rub and rattle on the top retaining bolt. With both fingers crossed, stereo turned down low, I eased out of the driveway for the test drive. Eureka! The dreaded thud had been exorcised, life was good again.

For those of you out there driving around with the stereo blasting to conceal some road noises, I highly recommend checking the shock bushing for wear. Now, if I can only figure out how to stop my sun-roof from creaking.

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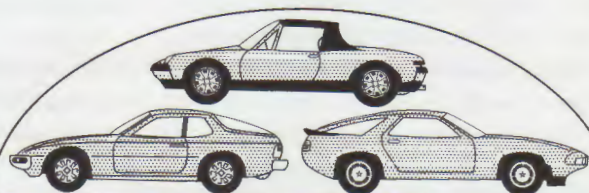
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Photos by Chris Inglot

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PCA Chicago Region Presents Labor Day Weekend, Aug. 30 - Sept. 1, '97 at Road America



This year on Labor Day weekend, we are hosting TRAC 97, the Fifth Annual PCA Club Race at Road America. Once again, this will be a three-day event with the Club Races being held on Monday.

Fourteen turns, three long straights, and four miles of track make Road America one of the most exciting and challenging race tracks for all levels of competitive drivers. The Chicago Region PCA events held at Road America draw drivers from not only all over the country, but from overseas, as well. Last year, over 300 cars entered, and if this year's predictions come true, we will have a great variety of very interesting Porsches on the track.

Remember, your PCA Club Racing license must be current.

Registration opens at Road America Friday afternoon at 3:00 p.m. Tech will be at Road America starting on Friday, approximately 12:00 noon to 7:00 p.m., and Saturday morning starting at 7:30 a.m. Spaces are limited, so sign up early if you want to drive. You will be notified of your acceptance by mail. All cars running at Road America must meet their noise restriction of 108 dB. It is the responsibility of each driver to insure that his/her car does not exceed this noise restriction. **Please note that this year, all drivers must sign off on Road America's rules. Each driver will be responsible for the adherence to these rules for him/herself as well as for his/her crew, family, and friends.** We all have to work to-

gether to make sure both the Road America and PCA rules are followed, or some drivers may not be able to participate in the event.

We are always working to improve the event each year. This year on Saturday night at Siebkens, we will host a Concours, 'The Big Easy Party', and dinner, complete with a real, live, Cajun band. The dinner, an outdoor buffet - weather, of course, permitting - and will be free to all drivers and volunteers. Additional tickets are \$18 for adults and \$9 for children 12 and under. We always need volunteers for this event, so perhaps a family member or one of your pit crew would like to help us out in exchange for a dinner ticket.

The street by Siebkens will be

Road America II Drivers' Education

Again, this is a three-day weekend with Road America II and TRAC 97 (a PCA Club Racing event) sharing top billing. The usual procedures will be in place with run groups alternating every half hour and passing allowed only in designated areas. **Only experienced drivers may participate; there will be no novice drivers or novice run groups. All cars running in drivers' ed for this event must have a five-point harness for the driver. If an instructor will be in the car at any time, there must also be a five-point harness in the passenger seat.**

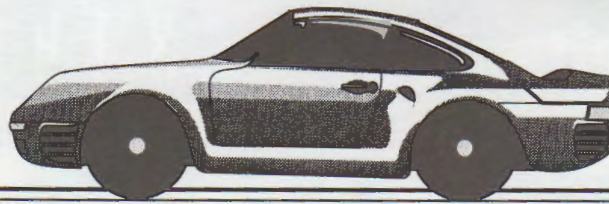
All cars must display numbers on each side and on the front. Shoe polish is not acceptable. Numbers must be 6-8" tall for the corner workers to see clearly, or you will be black flagged. Using your Chicago Region Tech Sheet, it is your responsibility to thoroughly check out your car or have it checked by a competent service organization immediately prior to the event. Be sure to pay close attention to the specifics on the tech sheet concerning brake fluids and brake pads. Mandatory clothing requirements include: a 1985 Snell-approved helmet; long-sleeved shirt, long pants, and socks, all made of non-synthetic materials; and closed-toe shoes. Very strongly recommended, but not mandatory: a fire extinguisher, and drivers suits and gloves made of non-flammable materials.

closed off for the Concours, and the Chicago Region invites all Drivers to enter this event. There will be a special exhibition class for all Club Racers.

Siebkens will again be the headquarters for the non-track meetings. Contact them directly for lodging reservations at 414-876-2600. Continental breakfast will be available at 6:00 a.m. and full breakfast at 9:00 a.m. Siebkens may provide full breakfast service earlier for the drivers, but we won't have the final word until registration.

Looking forward to seeing you out there!

Event Chairs
Arnie Zann and Margo Pinkerton
708.366.9064



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Bill Jacob's Motorsports
TRAC 97
The Road America Challenge



Hosted by PCA CHICAGO REGION

August 30 - September 1, 1997

Event Chairs: Arnold Zann & Margo Pinkerton
 708.366.9064

Event Coordinator: Chris Ingot
 847.559.1126

Driver's Name: _____

Address: _____ City, State, Zip: _____

Telephone: Days: _____ Eves: _____ PCA Region: _____

PCA LICENSE STATUS (CIRCLE ONE)

- Novice:** Have applied or will have applied for a license and completed all requirements prior to the event. Must attend Friday evening school, August 29, 1997. License requires a medical certificate signed by a doctor before being issued. Request application package from PCA National Office, P.O. Box 10402, Alexandria, VA 22310.
- Rookie:** Have been issued a PCA Rookie License (Completion of Novice School and one race).
- Provisional:** Have been issued a PCA Provisional License (Previous Competition Experience).
- Full:** Have been issued a Full PCA Racing License (Completion of Two Races).

Number of Cars Participating: _____ Porsche(s), Year(s), Type(s), Model(s): _____

Requested Car Number (each car) Choices: First: _____ Second: _____ Third: _____ # of Crew members participating: _____

PCA Club Racing Class (each car): _____ Participating in Concours Special Exhibition Class: Yes / No

Upper Paddock Only Parking Space Size Needed: Semi: _____ Trailer: _____ Other (specify): _____

For this event, PARKING SPACES IN THE UPPER PADDOCK AREA ONLY ARE BY ASSIGNMENT ONLY. Participants using non-assigned spaces will be required to move. Assignments will be based on number of cars participating and parking space size required. No reservations will be honored.

Fees:	One Driver	\$350.00*
	Second Driver (PCA family member in the same car)	\$200.00*
	AMOUNT ENCLOSED	=====Make checks payable to:
		\$ _____ "PCA-Chicago Region"

Full refunds for written cancellations received by August 16, 1997. Second Driver must complete a separate registration form.

*Includes 1 Club Racing T-shirt, 1 Concours Fee and 1 Dinner ticket for the 'Big Easy Party' per fee-paying driver. Additional T-shirts/size XL (\$15.00), dinner tickets (\$18.00/adults, \$9.00/children 12 and under) for family members, crew, and friends will be available for purchase at Registration, at the track and at Siebkens on a first come, first served basis.

Mail completed form and checks to: **Chuck Bittman** 708.482.4401 (24 hour voice-mail)
 450 S. Park Road e-mail: bman@mcs.net
 LaGrange, IL 60525-6111 FAX: 708.354.9505

I hereby certify that I will have successfully completed all PCA Club License Requirements prior to coming to this event, and I have no known physical or mental problems which might jeopardize myself or others if I participate in this event. Also, I have read the "Rules of Road America" and acknowledge that I am responsible for strict adherence for myself, my crew, my family, and all of my guests.

Drivers Signature: _____ Date: _____

Emergency Contact:

In an Emergency contact: _____ Phone: _____

Relationship: _____ At the track? Yes / No (circle one)

Don't forget to bring your helmet . . .



Want more track time and a life and a job, too? Johnson Autosport will prepare, maintain and store your car, transport it to the race and provide trackside service during the event. All you have to do is register for the race and show up. We'll take care of everything else. And, it's far less expensive than you think. Call us for details. (We'll even bring your helmet, if you want . . .)

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**PCA - Chicago Region
Road America Drivers' Education
August 30 to September 1, 1997**

Event Chairs: Arnie Zann & Margo Pinkerton

Event Coordinator: Chris Inglot

First Driver Name: _____			Second Driver Name _____		
Address: _____			Address: _____		
City: _____	State: _____	Zip: _____	City: _____	State: _____	Zip: _____
Eve. Phone: _____		Day Phone: _____	Eve. Phone: _____		Day Phone: _____
() _____		() _____	() _____		() _____
Member: Yes	No	Region: _____	Member: Yes	No	Region: _____
<Fastest	Requested Run Group	Slowest>	<Fastest	Requested Run Group	Slowest>
A	B1	B2	A	B1	B2

Porsche Model _____ Year _____ # of Cylinders _____ Displacement _____ # of crew members _____
Please list other performance enhancing modifications to help us classify your car: _____

Chicago Region Permanent (previously assigned) Car Number: _____ Requested Car Number: _____

Upper Paddock Only Parking Space Size Needed: Semi: _____ Trailer: _____ Other (specify): _____
For this event, PARKING SPACES IN THE UPPER PADDOCK AREA ARE BY ASSIGNMENT ONLY. Participants using non-assigned spaces will be required to move. Assignments will be based on number of cars participating and parking space size required. No reservations will be honored.

Drivers must have attended the Skip Barber classroom instruction at a previous PCA-Chicago Region event, or have very strong driving credentials and receive approval from the Chief Driving Instructor, John Ruther.

First Driver	Second Driver	Have you participated in a PCA-Chicago Region Drivers' Education or Club
Yes [] No []	Yes [] No []	Race at Road America before?

To help us better classify car/driver combinations, please specify your driving experience, including number of track days per year, professional driving schools attended, and tracks driven with typical lap times:

Fees: First Driver	\$250.00†	Make checks payable to "PCA-Chicago Region." No refunds or cancellations after August 15, 1997 * If second driver is the family/affiliated member listed with PCA & you are driving the same car, then the second driver fee is \$75.00†
Second Driver*	\$250.00†	
Total enclosed:	\$ _____	

†Includes 1 Club Racing T-shirt, 1 Concours Fee and 1 Dinner ticket for the 'Big Easy Party' per fee-paying driver. Additional T-shirts/size XL (\$15.00), dinner tickets (\$18.00/adults, \$9.00/children 12 and under) for family members, crew, and friends will be available for purchase at Registration, at the track, and at Siebkens on a first come, first served basis.

Mail pre-registration form and check to: **Chuck Bittman** **Phone: 708.482.4401 (24 hour voice-mail)**
450 S. Park Road **FAX: 708.354.9505**
LaGrange, IL 60525-6111 **e-mail: bman@mcs.net**

I have read and understand the "Rules of Road America" and acknowledge that I am responsible for myself, all of my guests, my crew and my family and indicate so by signing below:

Driver _____ Date _____

Emergency Contact:
In an emergency contact: _____ **Phone:** _____

Relationship: _____ **At the track? Yes / No (circle one)**

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The Big Easy Party @ Road America II

AND LABOR DAY CONCOURS **THREE**

Grab your Mardi-Gras beads, your hats, and prepare to kick off your shoes and dance the night away in the Big Easy! This year's **Labor Day Road America Saturday Night** events begin at 4pm. at **Siebken's**, and will have a Big Easy theme and include the Labor Day Concours Three, a Cajun Dinner Buffet, and a live Cajun Band. The **August 30th** evening events will be **FREE for all volunteers, drivers and racers who have paid for track time**. Additional Dinner Buffet tickets, available at Siebken's and at the track, are \$18 for adults and \$9 for children 12 and under. The **Concours Fee is \$20 per car**. (Volunteers, Racers and Drivers do not have to pay the concours entry fee.)

Class A: Exterior, Interior, Trunk, Engine & Undercarriage

Class B: Exterior, Interior, Trunk & Engine

Class C: Exterior, Interior & Trunk

Class D: Exterior & Interior

Exhibition Class for Race Cars: No entry fee required for this class.

People's Choice & Judge's Choice Trophies will be awarded.

Questions? Call Gary Knoblauch @ 630-325-1086

Please make checks for **Concours only** payable to: **PCA Chicago Region**
c/o Gary Knoblauch 10 S 060 Thurlow Street, Hinsdale, IL 60521

Name _____

Region _____

City _____ **State** _____ **Zip** _____

Phone () _____

PORSCHE Model _____ **Body Style** _____ **Year** _____

Class **A** ___ **B** ___ **C** ___ **D** ___ **Exhibition Class for Race Cars** ___



Jaclsin97

RULES OF ROAD AMERICA

- 1.0 ALL PERSONS ENTERING THE ROAD AMERICA RACE TRACK WILL HAVE ONE OF THE FOLLOWING:
 - 1.1 A current- VALID spectator ticket.
 - 1.1.1 A ticket with stub(s) upon entering.
 - 1.1.2 A ticket AND A VALID "Pass-Out" upon re-entering.
 - 1.2 A VALID credential:
 - 1.2.1 Road America CREDENTIAL.
 - 1.2.2 Event sponsoring CLUB CREDENTIAL, PROPERLY VALIDATED.
 - 1.2.3 Appropriate weekend WRIST BAND.
- 2.0 UNLICENSED VEHICLES ARE NOT ALLOWED TO BE OPERATED ON ROAD AMERICA PROPERTY, WITH THE FOLLOWING EXCEPTIONS:
 - 2.1 RACE VEHICLES being used in the race event.
 - 2.2 AUTHORIZED ROAD AMERICA VEHICLES with a current year sticker.
 - 2.3 Participants may use light vehicles and equipment carts in the PADDOCK areas, but must have current event stickers for use outside of these areas.
 - 2.3.1 Furnish proof of vehicle insurance if requested.
 - 2.3.2 WISCONSIN STATE LAW REQUIRES that all ATV's must be licensed by the State of Wisconsin or by another State, in order to be operated within the State.
 - 2.4 ROLLERBLADES, SKATE BOARDS, AND ROLLER SKATES are not permitted on Road America Property.
 - 2.5 Riding BICYCLES in the COMPETITION PADDOCK AREA is PROHIBITED with the exception of race crews and race officials.
- 3.0 ALL OPERATORS OF ANY MOTOR VEHICLE (including golf carts) on the Road America Property must possess a Valid State issued drivers license.
- 4.0 THERE IS TO BE NO CONSUMPTION OF ALCOHOLIC BEVERAGES WITHIN THE COMPETITION PADDOCK UNTIL AFTER ALL RACE EVENTS ARE CONCLUDED FOR THE DAY.
 - 4.1 Spectators may only consume alcoholic beverages in the North Paddock, and other spectator areas.
- 5.0 RACE ENGINES MAY NOT BE RUN WITHOUT ROAD AMERICA PERMISSION.
 - 5.1 Before 8:00 AM.
 - 5.2 After 5:00 PM weekdays.
 - 5.3 After 6:00 PM weekends.
 - 5.4 Car Clubs - 7:00 PM curfew (OFF PROPERTY).
- 6.0 ALL OCCUPIED VEHICLES REMAINING OVERNIGHT ON ROAD AMERICA PROPERTY MUST BE SELF CONTAINED AND HAVE:
 - 6.1 A valid Road America overnight camping permit or
 - 6.2 WRITTEN permission from Road America to remain on the property.
- 7.0 NO PETS ARE ALLOWED ON THE ROAD AMERICA PROPERTY WITHOUT ROAD AMERICA PERMISSION. PETS ALLOWED ON THE PROPERTY MUST EITHER BE:
 - 7.1 Kept within the vehicle with adequate ventilation and fresh drinking water.
 - 7.2 Kept under control of a leash.
- 8.0 FIRES, WHEN CONDITIONS PERMIT, MUST:
 - 8.1 Be used for cooking only.
 - 8.2 Be contained within a device designed for containing a fire.
 - 8.3 Be completely extinguished before the coals, ashes, and remains are discarded.
 - 8.4 Not be built within 10 feet of spectator containment fence.
 - 8.5 Not be built by a spectator within 100 feet of an occupied Road America concession stand.
- 9.0 BACK ½ OF FACILITY CLOSED TO PARTICIPANTS (Beyond South Paddock/VIP/West Paddock).
 - 9.1 No people permitted beyond the VIP Tower, entrance to South Paddock, West Paddock, Chain Link Fence below Marlboro Hill.
 - 9.2 Violators will be removed from the premises.
- 10.0 AT NO TIME SHALL A VEHICLE BE PERMITTED TO TRAVEL COUNTER CLOCKWISE ON TRACK!
- 11.0 NO PARKING WILL BE ALLOWED AT ANY TIME:
 - 10.1 In any area specifically marked NO PARKING.
 - 10.2 In any fire lane.
 - 10.3 Violators will be removed from the premises.
- 12.0 GARBAGE MUST BE DEPOSITED IN GARBAGE CANS ONLY.
 - 12.1 No garbage is to be deposited in the white barrels.
 - 12.2 Participants are requested to dispose of their garbage and leave their site clean at the end of each day.

PLACES TO STAY WHILE VISITING ROAD AMERICA

Hotels/Motels/B & B's

AmericInn Motel - Belgium Belgium, WI 414.285.3566	Comfort Suites - Comfort Dome Appleton, WI 414.730.3800	The Osthoff Elkhart Lake, WI 414.876.3399	Starlite Motel New Holstein, WI 414.898.4265
AmericInn Motel - Plymouth Plymouth, WI 414.892.2669	Crest Hotel Plymouth, WI 414.893.6111	Pinehurst Inn Sheboygan Falls 414.467.4314	West Bend Inn West Bend, WI 800.727-9727
AmericInn Motel - West Bend West Bend, WI 414.334.0307	Eastlake Bed & Breakfast / Rentals Elkhart Lake, WI 414.876.2272	Plymouth Inn Plymouth, WI 414.893.5623	Wisconsin Aire Motel Random Lake, WI 414.994.4501
Barefoot Bay Elkhart Lake, WI 414.345.7784	Elkhart Lake Chamber of Commerce (Referrals) Elkhart Lake, WI 414.876.2922	Ramada Plaza Hotel Fond du Lac 414.923.3000	Yankee Hill Inn Bed & Breakfast Plymouth, WI 414.892.2222
Best Western Harborside Motor Inn Port Washington, WI 414.284.9461	Holiday Inn Express Sheboygan 414.451.8700	Red Forest Bed & Breakfast Two Rivers, WI 414.793.1794	Campgrounds Hoef's Resort Campground Cascade, WI 414.626.2221
Boarding House Bed & Breakfast Elkhart Lake, WI 414.876.3616	Holiday Inn - Holidome Fond du Lac 414.923.1440	Select Inn Fountain Park Sheboygan, WI 414.458.4641	Plymouth Rock Camping Resort Plymouth, WI 414.892.4252
Brownstone Bed & Breakfast Sheboygan 414.451.0644	Holiday Inn Manitowoc, WI 414.682.6000	Sheboygan Super 8 Motel Sheboygan, WI 800.800.8000	Marsh Lodge Campground Elkhart Lake, WI 414.876.2535
Budgetel Inn Sheboygan, WI 414.457.2321	B.L. Nutt Bed & Breakfast Plymouth, WI 414.892.8566	Siebkens Elkhart Lake, WI 414.876.2600	Westward Ho Camp Resort Glenbeulah, WI 414.526.3407



**WANTED:
CHICAGO REGION PCA
CLUB RACE VOLUNTEERS**

We need your help to make the Chicago Region's PCA Club Race the best they can be. Your help in the past has done just that. Please help out again this year. All volunteers are the guests of the Chicago Region at the 'Big Easy Party' and Dinner on Saturday night at Siebkens. If you are interested, please send your work assignment preference, name, address(es), and phone number to:

Chris Ingot
591 Greenwood Rd.
Northbrook, IL 60062-2624 or Fax: 773.286.4811

Name: _____ Phone: _____

Address: _____ Fax: _____

_____ e-mail: _____

Chris, I'd be glad to help out! Sign me up for the area circled below. I understand that PCA Club Race Volunteers are the guests of the Chicago Region at the 'Big Easy Party' and Dinner on Saturday night at Siebkens.

Timing / Grid / Start / Tech / Registration / Anywhere you need me

42nd Annual PCNA Porsche Parade

The Chicago Region at the 42nd Annual PCNA Porsche Parade by Phyllis Harwood

The following members attended the 42nd annual Porsche Parade, June 14 - 21, 1997 in San Antonio, Texas: Jim and Gail Becker, George and Linda Gutmann, Tom and Phyllis Harwood, Dan and Nancy Jacob, Tony Koufos, Lee Lichtenstein, Cy and Marcia Ling, Edith Schumacher and Larry Petry, John and Renee Takehara and Bob and Wilma White.

We enjoyed the Parade Headquarters at the beautiful Hyatt Regency Hill Country Resort, 20 minutes from downtown San Antonio. (With this exception: if you were on the handicapped bus, which gave you the "ride from hell", then it took over an hour. Ask Linda and/or Gail to tell you about it. If you get the story from them, it will be a better story than I could ever communicate in this report.)

Resort amenities included an 18 hole golf course, tennis, biking, a nature trail, long wooden porches with inviting rocking chairs, a four acre water park featuring the Rambling River where we could float in an inner tube, have great fun and let the

**Congratulations
to all of the Parade
Winners!**

**Thanks to all of our
members who so ably
represented the
Chicago Region!**

worries of the world drift away.

No one from Chicago Region entered the PCNA/Porsche AG Concours d'Elegance, but most of the members were either working or competing in the Yokohama TSD Rallye. We enjoyed a well-planned and 'no way you could get lost' rallye. You absolutely had to keep accurate time governed by CAST changes, photo picture markers and complicated mathematics problems incorporated for pauses or makeup time. All Chicago Region members competing in the Rallye were in Seat of the Pants and placed as follows: 4th place and Trophy winner, Lee Lichtenstein; 18th place Tom and Phyllis Harwood; 19th place Cy and Marcia Ling; 21st place Bob and Wilma White; and 45th place Dan and Nancy Jacob. 88 cars participated in this class.

However, the thrill of the Rallye was working Check Point 2 with Jim and Gail Becker, Edith Schumacher and Larry Petry. Jim, transporting his workers in his van from the hotel to the check point site, tried to run on alternative fuel!! Doesn't he know about refueling stations which sell gasoline?? With a little help they did make the check point in time.

Our only member who entered something in the Art Show was Dan Jacob. He won a 1st place Trophy for his entry titled "Through the Night" in the Amateur, Black and White photography category. It was a photo of a moving 356 which he had "panned" with his camera and thus created a blurred image of the car in motion.

Chicago Region members participating in the B. F. Goodrich Parade Autocross were Lee Lichtenstein, 4th place Trophy in P9, 7 in class; Tony Koufos, 3rd place Trophy in M4, 8 in class; Jim Becker, 5th place in M4; Bob White, 6th in M4;

Wilma White, 4th place in M4 women's.

The last day of the event the following members competed in the Robert Bosch Technical Quiz: Linda Gutmann, 4th place and Trophy winner early 911 women's; George Gutmann, Jim Becker, Larry Petry, Phyllis and Tom Harwood, and Dan Jacob.

Next year will be the 50th Anniversary of the Porsche sports automobile. The Parade will be in Steamboat Springs, Colorado July 19 - 25, 1998. In 1999, the Parade will be near Montreal, Canada. Both of these Parades are sure to provide fun-filled events for you and your Porsche. Why not make plans to attend?

We were a small segment representing our Chicago Region, but we had a lot of fun and we will be back next year.

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Sunday, September 14, 1997

The September '97 Rallye



Country Junction Restaurant
Harmony, IL

Registration opens: 11:30 a.m.
Drivers' Meeting: 12:15 p.m.
First Car Off: 1:01 p.m.

Directions to Country Junction Restaurant: I-90 West to Marengo-Hampshire exit and Rt. 20, Left/North on Rt. 20 to the restaurant (on the left just after Harmony Rd.)

Rallye Fee: \$20.00 per car

Post-Rallye Dinner: \$17.00 per person.

Cash Bar

Soup Choices: Cream of Chicken with Rice
French Onion Soup

Tossed salad with choice of dressing
Vegetable

Entree Choices: London Broil
Orange Roughy Almondine
Full slab of Ribs
Roast Turkey

Apple Slice dessert
Coffee or Tea

Questions ???

Gene Urban @
630.654.3824

Everyone is invited to join us at 5:30 p.m. at the Country Junction Restaurant for drinks, tall tales of adventure, awards, the post-rallye critique, and dinner.

Mail registration to:

Gene Urban, 55 Glendale Rd., Oak Brook, IL 60521-2861

Driver: _____ Phone # _____

Member__ Applicant__ Guest of _____

Navigator: _____ Phone # _____

Member__ Applicant__ Guest of _____

Car Model _____ Color _____ SOP _____ Equipped _____ Touring _____

Rally Car Fee: \$ 20.00

____ # of Dinners @ \$17.00 \$ _____

Amount enclosed \$ _____

Please make checks payable to: PCA Chicago Region

Tres Chic Racing Presented The Rockford Speedway Autocross

Tanning and Timing
by Lee DuQuette

Right off the bat, congratulations to Tres Chic Racing (Susan Brenkus, Jill Girard, and Marla Turek) for staging the first Chicago Region all women organized autocross. Not only can those ladies organize a hot autocross, but you should see them drive!

Forty plus drivers and cars showed up for what promised to be a hot day at the track with the temperatures tipping 90° by mid afternoon. This day gave all in attendance ample opportunity to work on im-

proving your tan as well as your times with six runs per driver.

As this was only my second autocross, I am happy to report that my tan improved nicely and, thanks to watching folks like Jeff Girard, Chris Ingot, Nick Brenkus, Shawn Young, and Bill Murrin, to name only a few, I as able to knock a few clicks off my time too! (I spend most of my first autocross, at Lake Geneva, using the rear window wiper to see where I was going.)

You new members (and even you old ones) have read it in these pages before, but it is well worth

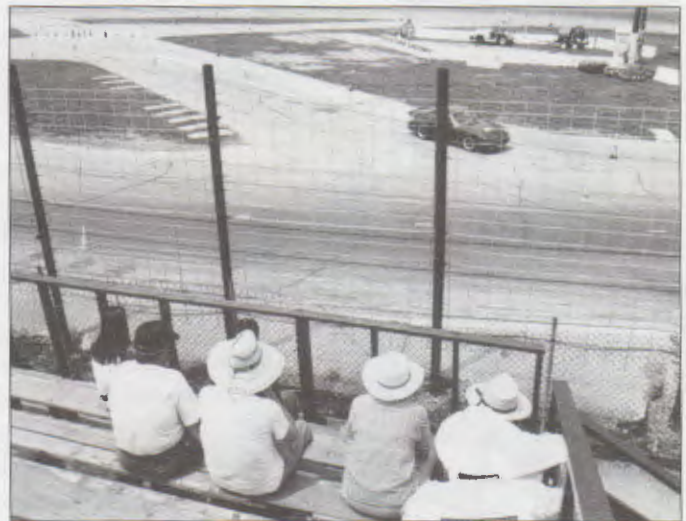
repeating: come on out to an autocross, enjoy a great day with a bunch of great people while you enjoy driving your car the way it was built to be driven.

A special congrats to Dan Gallagher on his First Place Masters Class win in his new tiptronic Beanie Baby/Heineken Racing 993. Speaking of the tiptronic, Dan is it true that our 'after-race' restaurant served you an appetizer of "crow" for your previous publicly expressed feelings about an 'automatic' Porsche?

Thanks again ladies for the great day. We are all looking forward to the 2nd annual Tres Chic Racing event!



Tres Chic: Jill Girard, Susan Brenkus, and Marla Turek (in hiding) . . .



Spectating ala Key West . . .



while Chris Ingot wins his class . . .



and Ed Barnicle, Tony Koufos, and Bill Murrin stay 'cool' . . .



Rip Patterson sways . . .



and the winners celebrate!

Photos by Steve Rashbaum

Tres Chic Autocross Results Chairs: Susan Brenkus, Marla Turek, & Jill Girard

OA	CP #	CLASS	REGION	DRIVER	BEST TIME	OA	CP #	CLASS	REGION	DRIVER	BEST TIME
10	1 24	P1	CHO	Chuck Bittman	48.452	2	1 5	P6	CHO	Greg Turek	46.132
17	2 64	P1	CHO	Rip Patterson	50.128	6	2 403	P6	CHO	Paul Schiller	47.171
7	1 713	P2	CHO	Jeff Girard	47.359	32	3 321	P6	CHO	Jack Gaggini	52.022
14	2 71	P2	CHO	Peter Petrikas	49.717	35	4 209	P6	GST	John Metzler	54.104
36	3 186	P2	CHO	Leland Duquette	54.376	20	1 15	P6L	CHO	Marla Turek	50.250
40	1 400	P2L	CHO	Angela Gomez	56.630	34	2 11	P6L	CHO	Peggy Gallagher	53.601
4	1 28	P4	CHO	Chris Ingot	46.586	16	1 05	I1	CHO	Ed Russ	49.920
27	2 328	P4	CHO	Steve Rashbaum	51.116	19	2 738	I1	CHO	Trent Oler	50.233
30	3 134	P4	CHO	John Mueller	51.474	22	3 91	I1	CHO	Bill Murrin	50.407
33	4 195	P4	CHO	Robert Grabowski	53.116	18	1 407	I2	CHO	J. Baksha	50.158
41	1 329	P4L	CHO	Susan Shire	58.160	26	2 406	I2	CHO	J. Baksha	51.094
Men's FTD						3	1 98	M1	CHO	Tony Koufos	46.582
1	1 7	P5	CHO	Nick Brenkus	45.684	12	2 45	M1	CHO	Mike Gray	49.575
8	2 207	P5	CHO	Keith Olcha	47.573	21	1 711	X	CHO	Mike Gallagher	50.275
9	3 8	P5	CHO	Jim Starai	47.729	31	2 401	X	CHO	Chris Nuemann	51.648
13	4 35	P5	CHO	Rob Cook	49.673	23	1 1	MST	CHO	Dan Gallagher	50.515
15	5 29	P5	CHO	Mike Mullins	49.783	25	2 0	MST	CHO	Bruce Janecek	50.970
28	6 299	P5	CHO	Charlie Cook	51.372	29	3 360	MST	CHO	Ed Barnicle	51.444
38	7 404	P5	CHO	Michael Haas	55.277	37	4 51	MST	CHO	Bob Cook	54.392
39	8 405	P5	CHO	Kristopher Haas	55.468	42	5 10	MST	CHO	Harold Beach	59.336
Ladies' FTD						5	1 302	P7	CHO	Shawn Young	46.997
11	1 17	P5L	CHO	Susan Brenkus	48.521						
24	2 18	P5L	CHO	Kimberly Starai	50.734						

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems
Submitted by Susan Brenkus, Autocross Timing & Scoring Chair

The PCA Chicago Region Welcomed These New Members in May and June 1997

Larry Finder
Deerfield, IL
1995-993

Howard Freedman
Chicago, IL
1997-993 C4S

Wes Nowakowski
Arlington Heights, IL
1987-944 Turbo

Linda Secola
Wheaton, IL
1991-964 C4

John Holton
Chicago, IL
1992-968

Steve Cubby
Mt. Prospect, IL
1987-911

Greg Frazier
Aurora, IL
1997 Boxster

Judd Blunk
Batavia, IL
1997-993

We look forward to meet-
ing you at the events and
seeing your car.

Bill Murrin,
Membership Chair

Douglas Wakely
Bartlett, IL
1995-993

Mark Jornd
Clarendon Hills, IL
1981-911 SC

Kendall Smith
Lake Forest, IL
1997-911 Cab

Dan Burns
Arlington Heights, IL
1983-911

Arnold Klein
Kenilworth, IL
1996-993 C4S

Norbert Ertel
Des Plaines, IL
1986-944 T

Jason Brown
Elgin, IL
1996-993 Twin Turbo

Lawrence Ross
Lincolnwood, IL
1996 993

Martin Myers
Aurora, IL
1987-911

Tyler Ferguson
Wheaton, IL
1987-911 Targa

Peter Chehayl
Glencoe, IL
1997 Boxster

Mike Bonomo
Palos Heights, IL
1974-911 Targa

Darryl English
Chicago, IL
1987-944S

Juan Rodriguez
Hanover Park, IL
1997-993 Twin Turbo

Leo Cios
Glenview, IL
1983-944

Ted Arneson
Crystal Lake, IL
1991-964 Cab

Judy Avedon
Barrington, IL
1991-911 C2

Melinda Keck
Wheaton, IL
1991-964

Jim Pranger
Hinsdale, IL
1995-993

Danilo Dacanay
Bloomington, IL
1986-911 Cab

Kevin Rogers
Davenport, IA
1981-911 SC Targa

Steve Shirey
Hinsdale, IL
1987-911 Cab

Rick Schaefer
Harwood Heights, IL
1987-944

George Pradel
Naperville, IL
1975-911S

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(See lists below)

PREMIUM REDUCTION

NO LONGER RATED AS HIGH PERFORMANCE

Acura Legend Coupe	Lincoln Mark VII
Audi Quattro	Mazda 323 GT
BMW (all models)	Mazda 626 Turbo
Cadillac Allante	Mazda MX-6
Chevy Beretta GTZ	Mercedes - all models
Chevy Lumina Z34	Merkur XR4Ti
Chrysler LeBaron GTC	Mitsubishi Eclipse
Chrysler TC Turbo	Mitsubishi Mirage Turbo
Dodge Lancer Shelby Z	Olds Cutlasses (Quad-4 HO)
Dodge Shadow Turbo	Plymouth RS Sundance
Dodge Spirit R/T	Pontiac Grand AM Quad 4
Eagle Talon	Pontiac Grand Prix Turbo
Ford T-Bird SC	Pontiac Grand Prix Turbo STE
Ford Taurus SHO	Pontiac Sunbird GT
Infiniti Q45	Saab 900
Isuzu Impulse	Toyota Celica Turbo - all types
Jaguar XJS	Volkswagen Corrado



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STILL RATED HIGH PERFORMANCE

Acura NSX	Mazda RX-7 Turbo
Buick Grand National GNX	Mazda RX-7 GTUS
Chevy Camaro IROC-Z	Mazda RX-7 GTU
Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati-all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette L88 Coupe	Nissan 300ZX
Dodge Stealth RT Turbo	Plymouth Laser RS Turbo
Ferrari-all models	Pontiac Firebird Formula
Ford Mustang 5.0	Pontiac Trans Am GTA
Ford Mustang GT	Porsche-all models
Ford Probe GT	Toyota MR2 Turbo
GMC Cyclone	Toyota MR2 Supercharged
Lotus-all models	Toyota Supra

September 17, 1997 Blackhawk XXVIII Drivers' Education

Mail to: Peggy Gallagher, Registrar
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions: 708.784.0784
Fax: 708.784.0785

Drive #1 Name: _____ Phone #: _____
Member: ___ Applicant: ___ Guest: ___ of _____
Experienced: _____ Novice: _____ List Experience: _____
Permanent Car #: _____

Driver #2 Name: _____ Phone #: _____
Member: ___ Applicant: ___ Guest: ___ of _____
Experienced: _____ Novice: _____ List Experience: _____
Permanent Car #: _____

Car Make: _____ Model: _____ Fee: \$125.00 Pre-registered Second driver free if family member
\$140.00 At the gate

Make checks payable to PCA - CHICAGO REGION

Octoberfest Blackhawk Drivers' Education October 11 & 12, 1997

Mail to: Peggy Gallagher, Registrar
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions: 708.784.0784
Fax: 708.784.0785

Driver #1 Name: _____ Phone #: _____
Member: ___ Applicant: ___ Guest: ___ of _____
Experienced: _____ Novice: _____ List Experience: _____
Permanent Car #: _____

Driver #2 Name: _____ Phone #: _____
Member: ___ Applicant: ___ Guest: ___ of _____
Experienced: _____ Novice: _____ List Experience: _____
Permanent Car #: _____ Car Make: _____ Model: _____

_____ Saturday _____ Sunday _____ Both Days

Fees:	Pre-Registered:	One Day	Both Days	At the gate:	One Day	Both Days
	One Driver	\$125.00	\$240.00		\$140.00	\$270.00
	Second driver free if family member				Make checks payable to PCA - CHICAGO REGION	

8:30 am Registration and Tech open.
10:00 am Mandatory Drivers meeting for all entrants
who have not run this event previously.
11:00 am Registration closes.
5:00 pm Track closes

***** Dinner will be immediately following at a site to be announced at the track. *****

Directions: Northwest Tollway (I-190) North to IL 75 (just south of Wisconsin border). West on IL 75 to T (Blackhawk Road). Right to Shirland. Left on Shirland to Fischer. Left on Fischer to T (Prairie). Left at T and then about 1/4 mile to track entrance on right.

Board Meeting Minutes

Porsche Club of America Chicago Region Board Meeting Minutes June 6, 1997

Voting members present: Bittman, S. Brenkus, Clark, D. Gallagher, Inglot, Janecek.

Voting members absent: Murrin, O'Bryan, Ruther, Zann.

Vote by Proxy: None

Coordinators present: Bittman, N. Brenkus, S. Brenkus, P. Gallagher, Girard, Inglot, Rashbaum, Shire, Yanahan, Jacisin.

Meeting called to order by D. Gallagher at 8:05 p.m. at the D's Little Italy, LaGrange Park, IL.

Secretary - Chuck Bittman.

Bittman presented the minutes from the May meeting. Clark moved, Gallagher seconded to approve the minutes as presented. Approved unanimously.

Treasurer - Susan Brenkus.

S. Brenkus presented a financial report including the following: a balance sheet as of 6/5/97 showing deposits of \$96,916.88 and total assets of \$143,136.77; a cash flow for Blackhawk I showing a net surplus of \$3,971.00; a cash flow for the 40th Anniversary dinner dance showing a net deficit of \$8,156.17.

S. Brenkus was asked to provide a cash flow for the region at each meeting for the previous month to show all receipts and expenditures for each preceding month.

Vice President - Bruce Janecek.

Janecek reported that the errors and omissions insurance that the board voted on last month did not include coverage for bodily injury, the biggest concern. So no policy was purchased.

President - Dan Gallagher.

Gallagher reported that we have some complications with the charity raffle with the City of Chicago. The problem is that we are a not-for-

profit corp and not a charitable corp. We will be working out the problems prior to the raffle.

Region members John Legit died in a racing accident this last month. Dan will mention this in his article for the **Scene**.

Gallagher reported that Bob Soski of CopyCo Printing will print the club race program for free in exchange for a sponsorship acknowledgment.

Autocross - Jeff Girard.

Inglot reported that the autocross school was a success with 84 drivers and 21 instructors. The event showed a surplus of \$459.68.

N. Brenkus reported that the Lake Geneva autocross had over 50 cars. Extra wine glasses from the 40th anniversary were given as trophies.

S. Brenkus reported that all plans are finalized for the "Tres Chic" autocross at Rockford Speedway. Wine glasses will also be given as trophies.

Concours - Pat Yanahan & Jim Jacisin.

Jacisin reported that the Elmhurst Concours had 31 cars entered, 3 in exhibition class. The event had a net surplus of \$17 after a donation of \$250.00 was made to Tot-town in exchange for the site rental.

Yanahan reported that Myron Walters will be chair for Potter's Picnic Concours. This will be the 40th anniversary of Potter's Picnic. Rallye- Susan Shire & Steve Rashbaum.

Shire reported that the Apple Blossom Rallye has 25 - 30 cars entered, checkpoint workers, and is ready to go.

Social - Peggy Gallagher.

D. Gallagher reported that only 9 of 50 tickets are sold for the Kane County Cougars baseball outing.

D. Gallagher reported that Ed Barnicle has only a few registra-

tions for the golf outing but anticipates more soon.

Membership - Bill Murrin.

Absent. No report.

Road America - Arnie Zann & Chris Inglot.

Inglot presented a wrap-up of the Memorial Day weekend Road America and a report on the Labor Day weekend club race. It was suggested that we purchase extra T-shirts to be sold at the Labor Day event to help reduce expenses. S. Brenkus moved, Janecek seconded, to purchase 600 T-shirts for Road America. Approved 6 for, 1 abstention.

Road America Registration - Chuck Bittman.

Bittman reported that pre-registration forms are coming in for both drivers' education and the club race. Discussion about club racing registration determined that it can't open before 3:00 PM.

Bittman presented the names of the drivers from the Memorial Day weekend drivers' education event who canceled after the cancellation date who requested a refund. Most of the cancellations were due to drivers whose cars could not be ready due to mechanical problems occurring at the club race the weekend before our event. After much discussion it was determined that no refunds were justified.

Road America Sponsorship - Hari Matsuda.

Approximately \$12,000 in sponsorship money for the club race has been raised.

Chief Driving Instructor - John Ruther.

Gallagher reported that Ruther requested to use the same flag procedure for Blackhawk that is used at Road America.

Safety - Jeff Girard.

Absent. No report.

Technical - George Weathered & Mike Gray.

Absent. No report.

Goodie Store - Linda Patterson.

Absent. No report.

Charity - T.J. Burke.

Absent. No report.
Chicago Scene - Susan Shire & Steve Rashbaum.

No report.

Advertising - Nick Brenkus.

N. Brenkus report that he has made a new rate card for new advertisers.

Also, N. Brenkus reported that we have 3 new advertisers: Parts-Bahn (1/3 page), Barrington Coach Haus (1/2 page); Steve Kuchuris, detailing (1/2 page).

Chief Photographer - Steve Rashbaum.

No report.

Property - Ed Leed.

Absent. No report.

Autocross Timing & Scoring - S. Brenkus.

No report.

Webpage - Chuck Bittman.

Bittman reported that the region had over 5,000 hits to the webpage since May '96.

Old Business.

None.

New Business.

D. Gallagher reported that he gave his President's proxy to Lee Lichtenstein for the Parade.

Adjournment.

Clark moved, S. Brenkus seconded to adjourn. Approved unanimously.

Respectfully submitted,
Charles Bittman, Secretary.



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944	944 573 01105	A/C Condenser	\$621.72	\$383.00	38%
911/ 928/ 944	928 110 25300	Fuel Filter	\$27.68	\$15.00	46%
944/ 924	944 105 15704	Timing Belt	\$18.00	\$13.00	28%

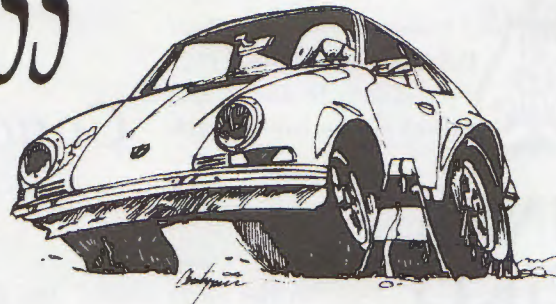
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Sunday, September 21, 1997

Registration/Tech at 9:00 a.m.

**Utica Speedway
Utica, IL**

Timed Runs start at 10:30 a.m.

Directions to track: Take I-55 South to I-80 West (approximately 45 miles) to 178 (Utica, Starved Rock exit), Turn left (south) on 178. Go 3/8 mile to track (on left).

Come out and join us for a fun filled race day at Utica. Utica is a 0.6 mile asphalt go-kart track that will allow you to test the acceleration, braking and handling of your Porsche. The track is run without pylons. (Oh, maybe one or two!)

AUTOCROSS REQUIREMENTS

- Helmets with 1985 or newer Snell sticker
- Long sleeved shirt, long pants, socks, all of non-synthetic materials
- Closed toed shoes
- Valid driver's license

Utica Raceway has a concession stand serving drinks and sandwiches as well as restrooms. Fuel and air is available across the street. We will gather for dinner at a local establishment at the conclusions of the day's activities.

Questions ? Call Bill Murrin @ 708.352.5719

Bring the family for a day in the country.

Autocross Classes and Bumping Schedule

- Class P1: 356, 914 (except 914/6), 912, 924 (except S & T)
- Class P2: 924S, 924T, 944 (except S2 & T)
- Class I1: Improved 4 Cylinders
- Class P3: 2.0, 2.2, 2.4, 911, 914/6, 928
- Class P4: 944 S2, 944T, 968, 930
- Class P5: 2.7 & 3.0 911

- Class P6: 3.2 & 3.6 911
- Class P7: Boxster
- Class I2: Improved 6 & 8 Cylinders
- Class M1: Modified 4, 6 & 8 Cylinders

P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Mail to: **Bill Murrin, 812 N. Stone Ave. LaGrange Park, IL 60526**

First Driver:
Name _____

Second Driver:
Name _____

Phone _____

Member__Applicant__Guest__

Member__Applicant__Guest__

Fees: \$25.00 First Driver \$5.00 Second Driver \$30.00 Non - PCA member

Please make checks payable to PCA-Chicago Region Amount enclosed \$ _____

Autocross Class (see above) _____ Permanent Car Number (previously assigned) _____

Any questions, please call Bill Murrin @ 708.352.5719 (evenings before 9:00 please)



**STEINWAY
SOCIETY
OF CHICAGO**

The Steinway Society of Chicago
in association with
Porsche Club of America, Chicago Region
cordially presents

Concours de Musique

September 28, 1997

In the early 1900's the French began a tradition - Concours D'Elegance. The coveted affair celebrated the design, style and elegance of the automobile. The schedule of events included champagne, savory cuisine, musical entertainment, and a display of beautiful cars. On Sunday, September 28, 1997 this time honored tradition continues at The Beautiful Sound - Steinway Piano's exclusive Chicagoland representative.

Schedule of Events

Cars arrive, entrant performs final preparations	9:00 AM - 11:30 AM
Lunch at Venise restaurant	11:30 AM - 1:00 PM
Champagne reception @ D'Edmunds Interiors	12:00 AM - 2:00 PM
Judging of Porsches on display	1:00 PM - 2:00 PM
*Musical concert arranged by the Steinway Society	2:00 PM - 3:00 PM
Award Presentations	3:00 PM - 3:30 PM

* Seating is limited -@ Artists Recital Hall, The Beautiful Sound, Inc.- please RSVP no later than September 15, 1997.

Concert will feature winners of the "Most Promising Student Pianist" competition and Drs. Thomas & Nancy Liley will perform a varied program from Mozart to *Porgy and Bess*.

The standard four classes (A, B, C, & D) of judging will occur. In the tradition of the classic French style of judging at the Concours D'Elegance, we respectfully introduce the "F" class (French class). The exterior and interior will be judged by visual inspection only. No doors will be opened. No exterior will be touched. The entrant may show each car with windows up or down, convertible top up or down, however the entrant believes is the most presentable! The "F" class is to encourage a wider participation in the Concours. A judges choice award will be selected. In addition, members of the Steinway society will select the "Best of Show".

Fees: \$10.00 Concours (per car)
\$20.00 Lunch, champagne reception, & concert
\$10.00 Children (15 and under)

Location: The Beautiful Sound, Inc.
120 Burr Ridge Parkway
Burr Ridge, IL 60521
630.325.9999

Directions: I-55 to County Line Rd. South (exit just west of 294), to Burr Ridge Parkway, make a left.

Suggested Attire: Gentleman - Sport Coat & Tie,
Ladies - casual chic

Event Steward: Tray Anderson
Questions call 630.325.1327
6:00 PM to 9:00 PM, please

Judging Classes:

- A - Interior, Exterior, Trunk, Engine, and undercarriage (Cleanliness & Condition)
- B - Interior, Exterior, Trunk, Engine (Cleanliness & Condition)
- C - Interior, Exterior, Trunk (Cleanliness & Condition)
- D - Interior, Exterior (Cleanliness & Condition)
- F - Interior, Exterior (Visual inspection only)

Concours de Musique

Mail this completed form and check **prior to 9/15/97** to:

WaterSoft Development Company
2211 York Road, Suite 205
Oak Brook, IL, 60521
Attn.: Concours de Musique

Concours Entrant: _____ Member ___ Applicant ___ Guest of _____

Phone Number: _____ Region: _____

Address: _____ City/State/Zipcode: _____

___ Check here to request by fax complete event details including the Do's and Don'ts of a Concours

Fax Number: _____

Porsche Entry #1: _____ Year: _____ Class: _____ @ \$ 10.00 = \$ _____

Porsche Entry #2: _____ Year: _____ Class: _____ @ \$ 10.00 = \$ _____

Porsche Entry #3: _____ Year: _____ Class: _____ @ \$ 10.00 = \$ _____

Member Phone Number: _____ # of Luncheon Guests @ \$20.00 = \$ _____

_____ # of Children Guests @ \$10.00 = \$ _____

Total # of Luncheon Guests _____ Total amount enclosed \$ _____

Please make checks payable to: PCA Chicago Region

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From Our Members

Factory Tour

by Hari Matsuda

In 1993, the premium charity award was to drive Weisach and a tour of the Porsche R&D center. This, I had to have and after a blistering bidding war, it was mine. Then I was informed that it was to be a "ride" at Weisach and a tour of the "factory". Hmmm. Well, I wasn't all that excited anymore so I didn't rush out to buy my airline ticket. I finally made it to Germany a few weeks ago on business and thought I would also arrange to pick up on this award. Fortunately, Ilse Nédelle, Porsche's PR guru, remembered me and invited me to join the Norwegian Porsche club members who were there for the day

As we gathered at the plant/museum, what goes by? Two shiny black 996s! She immediately tells us to turn our heads because we weren't supposed to see them. Yeah, right! Instead everyone took out their cameras and started shooting. There would be a picture with this article but a darn truck was in the way by the time I had my camera out! When I first saw the 996 in print, my reaction was "how can they completely retool the car and not make any changes. Well, the changes are incredibly subtle and the car is gorgeous!

The great thing about the factory tour is that they were making all models which gave us a chance to see our favorite car. And this was the first time I got a look at the Boxster engine. It is a lot bigger than I imagined. We walked through the spic and span suspension parts assembly area, the engine component and assembly line, and then on to the major body and chassis line. The chassis is married to the body in only a few minutes. Considering how much the car costs, I guess I

expected it to take longer. It looks so easy because they do it so well. Since land is at a premium, the factory is vertical and you can see the car bodies coming from the paint shop across an enclosed conveyor bridge and over a wide drive at the third floor level. It's a good landmark if you're fumbling with the map to find the factory.

From there we went by bus to Weisach and the rides. Our choices were a 911 Turbo, a C2 and a Boxster. I picked the Boxster to see what it could do in the hands of a pro; he had the car in four wheel drifts almost all the way around the track. So, I thought, hell, if he can do it, so can I and I couldn't wait to get my car to Blackhawk. I didn't quite get it like he did but it was close enough for me. The tire squeal sounded the same

The event of the day was the sudden appearance of a new street version GT1 to be tested. Naturally, everybody gathered around it so the driver was forced to stop. What a machine! It is worth giving up your home: at 900 grand, I think we'd have to give up a lot more than our homes; like sell our kids, stop buying slicks.

I made a number of Norwegian friends at dinner put on by Porsche. In fact, one member

will be visiting our Labor Day Road America race.

The following day, I met the group at Tech-Art to check out what they were doing with the Boxster. They had one totally taken apart along with the engine - trying to figure out how to up the horsepower, but without vendors making performance parts like pistons and rods. It looks like the Boxster boys will have to wait awhile.

Then, I hopped in my rented Renault Turbo diesel sedan and tried to stay with the BMW and Mercedes sedans on the Autobahn as we sped off to see the castle that Disney-copied for Fantasy Land - sort of goes along with the whole fantasy of Porsche.



Hari Matsuda and Ilse Nédelle . . .



911 GT1 . . .

Photos by Hari Matsuda

Creeping Concourism

by John R. Mueller

It's hard to say just when it started, this greater concern for the appearance of my car. There were lots of little things; noticing how the towels I used to dry the car left lint on the surface, noticing how after I've cleaned the car in my normal fashion there was some little corner that was still dirty. My habits began to change slowly. I'd wash the outside of the car and, not stopping as usual, I'd do a little something to clean the interior of the car. The next thing I knew I started thinking about cleaning under the hood. Under the hood! Am I going mad or what?

My analyst, Dr. Fritz von Kamshaffen, says it's "creeping concourism. It is not a serious problem. In fact," he says, "if it's handled correctly it can be very therapeutic. Yes, therapeutic." I had always thought that to spend so much time cleaning

something meant you were compulsive and obsessive. But no. The good doctor says the behavior can be the expression of positive personality traits. For instance, he says a shiny clean car can express a positive self image.

Hmmm, I thought. But what about all that time spent cleaning the car? "It's all in how you react to it" he said. "If you think it's drudgery, then it's drudgery." But, in my case, my gaze would become lost in the shiny pool of the car's Guards Red finish. My breathing would become deep and even as I rubbed circles of suds over the frozen surface of that pool. Then, a quiet song would ride rhythmically on the waves of my breathing. The cool air drawn in through my nostrils is expelled over my lips softly forming the words. I'm half-conscious of the blue sky as I periodically raise my head to move from that still red pool to the bucket of

white foam and back again. At ease, relaxed, I lose track of time. "There, you see", interjects Doctor von Kamshaffen, "you said it yourself. You lost track of time. No time was spend. How can that be drudgery?"

Something else worries me, Dr. von Kamshaffen. I take my car out on track events and the car sustains little paint chips and such. I've even been known to get some grass in the undercarriage. Isn't the point of concours to keep a car in showroom condition? "For some people, yes. Perhaps the point is to mimic a fountain of youth. But, the point may be not to preserve youth, but to age well; keeping a car in the best shape it can be in whatever the mileage on the odometer and regardless of how those miles were traveled." Dr. von Kamshaffen made me feel much better. Now I don't worry about creeping concourism and I let the cleaning take me where it will.

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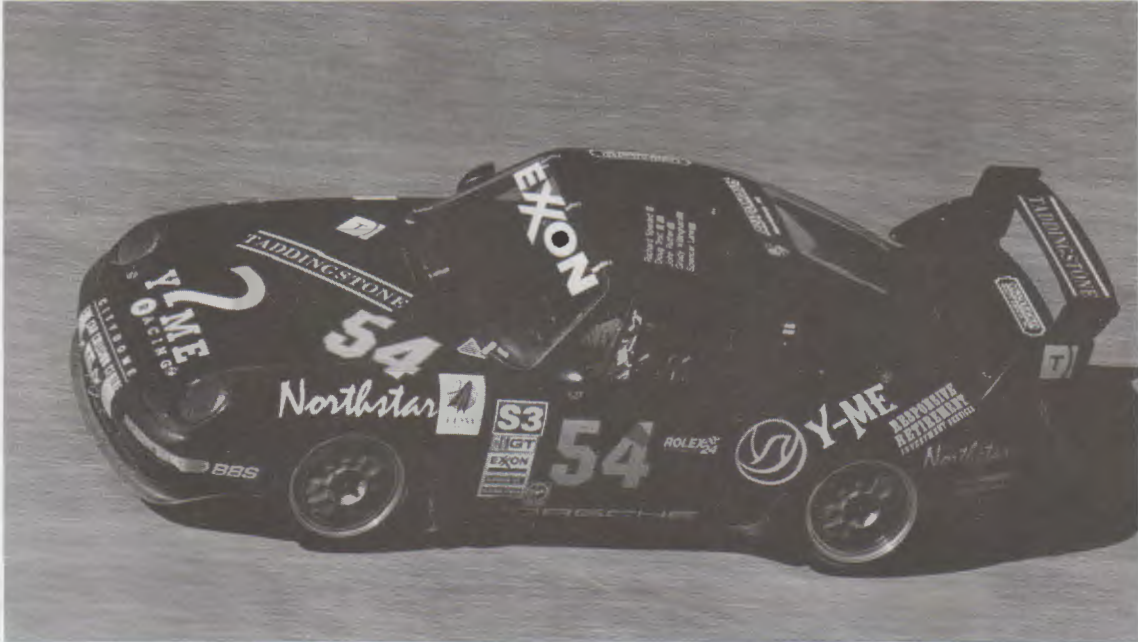
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PCA - Chicago Region Tech Inspection Sheet

NAME: _____ **COLOR:** _____ **CLASS:** _____
MODEL/YEAR: _____ **ENG. DISP.:** _____ **PERM. CAR #:** _____

Pass Fail TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- | | | |
|-------|-------|---|
| _____ | _____ | 1. WINDSHIELD - No cracks, Functional wipers with good blades. |
| _____ | _____ | 2. MIRRORS - At least one securely mounted rear view mirror. |
| _____ | _____ | 3. BRAKE LIGHTS - Functional. |
| _____ | _____ | 4. PEDALS - Free return & in good operating condition. Firm brake pedal. |
| _____ | _____ | 5. SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; <u>five point harnesses required for Classes A & B at Road America</u> and highly recommended for all other events. |
| _____ | _____ | 6. ROLL BAR - All open cars except 914's, Targas, and cars in the Production class. |
| _____ | _____ | 7. HELMET 1985 SNELL or later required (sticker <u>must</u> be attached inside). |
| _____ | _____ | 8. BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| _____ | _____ | 9. BATTERY(IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| _____ | _____ | 10. DRIVE BELTS - Tight & in good condition. |
| _____ | _____ | 11. THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars. |
| _____ | _____ | 12. LEAKS - No leaks of any fluid - oil, gas, brake, or coolant. |
| _____ | _____ | 13. RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes. |
| _____ | _____ | 14. FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition. |
| _____ | _____ | 15. REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber. |
| _____ | _____ | 16. WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings. |
| _____ | _____ | 17. ENGINE - Check for odd sounds and satisfactory exhaust. |
| _____ | _____ | 18. BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| _____ | _____ | 19. WHEELS - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hub-caps removed. |
| _____ | _____ | 20. TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured. |
| _____ | _____ | 21. FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| _____ | _____ | 22. GAS CAP - Gasket intact & cap tightened. |
| _____ | _____ | 23. LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc. |
| _____ | _____ | 24. APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended. |

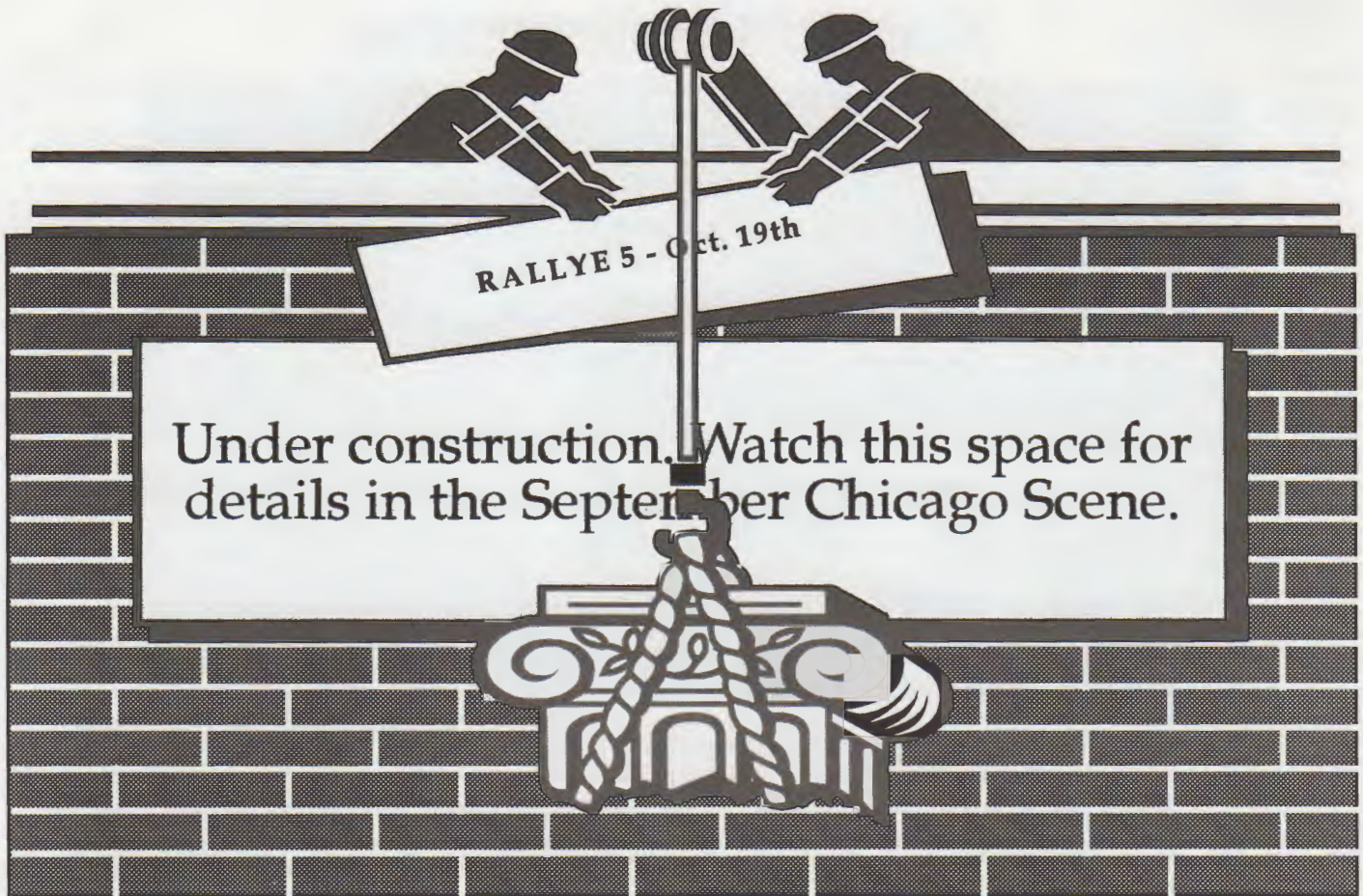
In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car or its occupants as a result of any such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car. I hereby certify that I have no physical or mental problems which could jeopardize myself or others if I participate in this event.

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

DRIVER'S SIGNATURE: _____

WITNESS TO DRIVER'S SIGNATURE: _____

DATE: _____



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The Bill Jacobs Motorsport 10th Annual Porsche Classic

CONCOURS **FIVE**

Date: Sunday October 26

Location: Bill Jacobs Motorsports. 1564 W. Ogden Avenue in Naperville.

Directions: Bill Jacobs Motorsports is located East of Rt.59 & West of Rt.53.

The big landmark is the Nabisco Bakery directly across the street.

Time: Concours entrants may begin to arrive @ 10:00 am. We'll bring the donuts.

Judging is @ 12:00 noon.

Cost: \$20.00

Registration: Preregistration of cars for the Concours is required because inside space is a limitation. Overflow will go outside if necessary.

Buffet and light refreshments are compliments of Bill Jacobs Motorsport, *but everyone please preregister so we can give our host a count for refreshments **even if you are not showing.***

Concours: Serious, Street & Novice

We will use the inside showroom and garage facilities for the standard Chicago Region PCA Classes A,B,C & D. Trophies will be awarded to members in these categories, but of course nonmembers and applicants are welcome to participate in these classes. In addition, there will be a novice special award for first-time entrants who have not tried this before.

Class A: Exterior, Interior, Trunk, Engine & Undercarriage

Class B: Exterior, Interior, Trunk & Engine

Class C: Exterior, Interior & Trunk

Class D: Exterior & Interior

Novice: First time participants are Judged to Class B standards.

Questions? Call Patrick Yanahan @ home 630-920-1929 or fax 630-920-1935

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Name _____
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Address _____
City _____ State _____ Zip _____
Phone () _____
Club Guest _____ Number Attending _____
PORSCHÉ Model _____ Body Style _____ Year _____ Mileage _____
Class A _____ B _____ C _____ D _____ Novice _____

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Golf & Dinner

The First Annual Porsche Open

by Ed Barnicle,
Golf Event Chair

As some unknown golfer once said, "I shoot in the 70's. If it gets any warmer, I don't play." This aspiring bard of the links would have had no problems playing in the first annual Porsche Open. President Dan 'Four Putt' Gallagher had promised perfect weather and this time he finally delivered. The warm, sunny weather was a welcome relief from the cold rain on the 4th as six teams teed off in pursuit of the team championship as well as six individual awards.

Since Rule 5 read: "Have fun,

and cheat only if you are sure that you won't get caught," doubt is cast upon all of the results. However, all participants agreed that it was a great event; and no one protested when the awards were presented.

John and Renee Takehara must have an agreement that she plays golf while he cleans the car because Renee swept the women's individual awards: longest drive, longest putt, and closest to the pin! On the men's side, Ed 'No Lift' Barnicle, Frank Egan, and Jim Harrington took the longest drive, longest putt, and closest to the pin awards.

The team championship went to

Jim and Hilary Harrington and Enid Chester as they combined to shoot one-under-par at the Flagg Creek Golf Course under a scramble format. The runner-ups were Steve Shirey, Chuck Bittman, Janet and Frank Egan at three-over-par.

As Flagg Creek had unwisely sent the driver of the beer cart home early, upon finishing the players quickly changed their shoes and headed across the street for a cold beer and a sandwich at the Wolfs Head Inn. After dinner, Janice Jacobs was surprised with a birthday cake and a rousing rendition of "Happy Birthday".

In closing, a final word of thanks to all who participated and to all who didn't play, but joined us for the festivities afterwards.



'Birthday Girl' Janice Jacobs and Peter Fischer . . .



Bob and Shirley Cook joined the golfers for dinner . . .



as did Mike and Linda O'Meara . . .



to congratulate the winners!

Photos by Susan Shire

The Mart

Members of the Chicago Region PCA are welcome to place ads of a non-commercial nature at no charge in "The Mart." Non-members fee for this service is \$5.00, payable to PCA Chicago Region. Ad material must be received by the 5th of the month for inclusion in the next month's issue, is subject to editing, and will run for one month. Please limit ads to 75 words or less.

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PORSCHEs

1967 912 5 sp., 1750cc mod. eng., Weber carbs., lightened fly wheel, heads by Vic Skirmants, M.S.D. elec. ignition. Powdered coated sheet metal. Turbo tie rod kit, strut tower triangulated brace. 944 seats. Roll bar. 15" Fuchs polished wheels, Goodrich TA 20550-R1's. S-alum frt. calipers, vented/slotted rotors. Stainless st. brake lines. A.J. USA Brake Kool Kit. Fitapaldi steering wheel. With additional parts \$14,950/OBO or \$11,000/OBO without parts. George LaCross, 5924 W. 98th St., Oaklawn, IL 60453 708.422.5212

1967 912 White/red, 5 sp., Arizona car. New paint, brakes, battery. Rebuild motor, trans., carbs. \$8,995. Ross Peterson 847.913.9800 or 847.735.0531.

1969 912 Targa Red. 5 spd. Soft-window. VIN 129010779. Top-end rebuild by Tom Bruch, Iowa City. Powder-coated tin, big bore kit, engine area correctly restored, matching nos. Body has 101K mi. Tennessee car. Purchased from org. family. Now Guards red/was special order

metallic cranberry. Rust in passenger footwell. One of last 25 912 Targas produced. Can be seen in Chicago. \$6000.00. Ed Kunath 319.234.6525 or Ekuna@aol.com.

1971 911 Turbo Yellow/blk leather. Hardtop w/spoiler and blk racing stripe. 5 spd. Good body, interior, and engine. VIN 9110123974. 55K mi. Purchased by student last year who needs to sell to continue school. \$8,900. Dave 708.482.4586 or (vm) 630.575.9429.

1973 911 Turbo Red/blk. 85K mi. No rust. Chain tensioners, new brakes and cables. New Fuchs wheels. Perfect interior with new German carpet. Mechanically perfect. Stored winters/bad weather. \$12,500. Carl Cucco 847.304.5525.
1973 911 Turbo Tangerine/blk leather, 40K mi. MFI. New in '96; Comp TA/ZR's, koni adjustables, 21mm frt. & 26mm rr. torsion bars, turbo tie rods, sport muffler, Robt. Wood 7x15" Fuchs, master cylinder. New in 97; H-4's & batteries. Carrera upgrade tensioners. "S" instruments, recent tune up, frt./rr. align., lowered & corner bal. at Midwest Eurosport. Beautiful org. cond. Must be seen to truly appreciate this classic. No winters/accidents/ dings or A/C. \$20,000. Mike Southward 847.294.3689.

1979 911 SC Targa Silver/black. New paint, new Targa seats, new Targa top, new tires, refinished Fuchs wheels. Clean. Leather seats. A/C. Husband found 911 Turbo. MUST SELL Targa! \$15,500. Katie or Raul 630.455.9494.

1979 928 Coupe Red/tan leather. New rr. brake pads & disc. 5-spd. Newer B.F.G. Comp T/A tires, clutch package, steering rack, catalytic converter. Good condition, 80K mi., #9289200351. No-track. Garaged/summer car/nonsmoker. \$10,000/OBO. Matt Nielsen 847.604.9828.

1980 930 Turbo White/white. Recent 3.5L, K-27, Monster intercooler, S4 frt. brakes, racing oil cooler. 18' wheels, stainless exhaust. Rare RSR road lites. Much more.

#93A0070748. \$28,500. Ken Malo (w) 847.381.4405, (h) 847.381.3675.

1984 Carrera Cabriolet Silver/blue, blue leather sport seats. Frt. and rr. spoilers. #WPOEBO911ES171010. New alternator. Pictures available on request. \$25,000. Mike Allen 815.786.6101.

1986 911 Turbo Black/gray full leather interior. 12K mi. No rain or winters. #WPOJBO93XG5050589. Garaged. Ruf 8" & 10" wheels, Gruppe B cams, large K27, Ruf intercooler, fuel enrichment, warm up reg., fuel lines, adj. boost, headers, 4 pipe S.S. Borla exhaust. (400+ H.P.) Fast. Ruf frt. spoiler w/ Ruf frt. Oil cooler, Ruf instruments, Ruf small suede steering wheel. \$42,000. Peter Kaludis, P.O. Box 3820, Barrington, IL 60011 847.304.9631.

1986 944 White/choolate. 64K mi. Exc. cond., carefully maintained. KYB shocks, Ansa exhaust. Recent clutch, slave & master cylinders, timing belt. New Performance Friction Carbon Metallic brake pads. Service history. \$7800. Ray Snipes 630.469.2073.

1986 944 Turbo 41K mi. Nice. \$14,000. Cy Ling, 2815 Polo Rd., Bloomington, IL 61704. 304.663.7472.

1986 944 Turbo Garnet/garnet. 5 sp. 62K mi. Limited slip, A/C, sunroof, Tampa stereo, p.w. New BFG's. All updates. Stored winters. \$11,500. Trent Oler (eves) 815.623.3173.

1988 924 S White. Sun roof, automatic. Very good condition. 80K mi. \$6,200. Dennis Birky 217.748.6015.

1988 928 S-4 Coupe Black/blk leather. 57K mi. All records. #WPOJBO928JS861824. Garaged/nonsmoker/nonracer. 5.0 liter, water cooled, automatic. Sunroof, ABS brakes, 6 way power seats w/ memory. Frt. and rr. A/C. Car immaculate & in exc. mechanical cond. \$21,000. Call Mell Westoupal 847.564.7799.

1988 930 Turbo Guards red/blk. Dealer maintained, records. Exc. cond., A/C, sunroof, p.w. 39K mi. Blaupunkt, fact. alarm. Had 35K service. New Potenza Z's. \$35,000. Jim Laughlin 414.683.9577 (11 - 7 PM)

1989 944 S2 Black/burgundy leather sport seats, 62K mi. new clutch, Quaife competition suspension (bars, shocks, springs, the whole ball of wax), lowered/chassis balance, chip, 2 sets (Turbo S and S2) of wheels and tires w/R1's. Car is well sorted out. Parade winner 1994, 2nd place 1996. \$17,200. Nick Brenkus (w) 847.540.2258 (h) 630.766.4734.

1991 911 C4 Coupe Silver/blk leather. Sunroof, power seats. 28K 'babied' mi. AM/FM. New tires, mag. Bra. Exc. cond. \$37,000. Dick Cieply (days) 847.240.2005 ext. 203, (eves) 847.540.0615.

1991 944 S2 Cabriolet Guards red/blk top/blk leather int. Pristine cond. 32K mi. Absolute cherry. All records/maint./org. parts w/labels intact.. Boot. Power top/windows/seat/mirrors/ A/C. AM/FM Blaupunkt stereo cassette. Never raced. #WPOCB2945MN440202. Dealer maintained. Garaged/Zymol/Summer car. 4 new Pirelli P-700 tires. \$27,000. Tom Killoren (days) 815.987.4040. Rockford, IL.

1993 911 RS America Blk/blk. 39K mi. #WPOAB2961PS419331. A/C, radio, lowered & balanced (by Perfect Power), 3.8 RSR adj. rr. bar, conical air filter, frt. spoiler lip (not installed), Colgan bra, Brey-Krause harness bar, exc. cond. \$41,500. Bob Osthoff 847.475.9680.

OTHERS/PARTS

1995 Chevy Blazer Red/charcoal, cruise, tilt wheel, pwr. locks/win/mirrors/drv. seat, stereo cassette, A/C, folding rr, seat, overhead console, remote entry, 4 w.d., ABS, tinted glass, cargo cvr, luggage rack, rr. wiper, tow pkg & hitch, alloy wheels, recent service, 37K+ mi., \$18,000 **1993 Audi S4**, 42K mi., exc.

cond., \$27,500. **1960 MGA Roadster**, restored, drive train built for sturdiness, reliability, and performance, \$15,900. Cyril Ling, 309.663.7472

Audi Wheels (4) factory Speedline alloys. 6-spoke, 3-piece look. 7x15. \$1,100. Org. on '90 Coupe Quattro. Only 2K mi. Superb cond. Bob Osthoff 847.475.9680.

1995 Jeep Cherokee Silver/gray. Limited V8. 27K mi. 1 owner. \$22,000. Peter Kaludis 847.304.9631

1984 Carrera Front Seats Dark blue, all leather. Exc. cond. \$500/OBO. Mike 815.786.6101

911 Parts 24mm rear torsion bars, \$30 pair; Factory front sway bars from Carrera, \$25; Cool-brake arm brake scoops and new air hose, pair \$80; Carrera 911 spare and plastic mold piece, \$80; George Mueller (eve) 708.489.0466.

911 Wheels/tires Org. Fuchs alloy wheels (2) 7x16 & (2) 6x16 used only for 1K mi. 4 Goodyear comp T/a R1's mounted on and used only 1 day at Blackhawk in '96. \$1850.00 plus delivery for set. James Mansfield, 901 Center St., Elgin, IL 60120 847.695.6000.

914 Parts 2.0L engine, trans., door pockets/armrests, sun visors, glass doors, cloth seats, brakes, electric lids, doors, more. "Turbo" Bob Turner 847.458.0650.

914-4 Parts Hood, trunk lid; doors; sideshifter trans & linkage; '75-'76 bumpers, front with driving lights; electrical; brake; suspension; steering; door handles; glass; many other parts. UPS or can deliver to Chicago area, or pick up at house. SASE for list. Lance Trusty, 8236 Hawthorne, Munster, IN 46321. 219.838.7275 or TrustyL@aol.com

944 Turbo Parts S-4 gas slotted rotors, brand new, \$250 per pair; Turbo cup springs, fits '87 & later 944s w/ ride height adjustable struts, \$300; BFG R1's 245-45-17 & 275-400-17 new & used; Club Sport forged wheels, 8"x16" - fit 245s on frt. \$475 ea.; Manual steering rack, \$175; Complete interior w/ electric

seats out of Turbo S, partial leather (non-sport), blk, mint; ABS pump; air bags. Buyer pays shipping. Andy Mandell 847.433.8622 or 312.901.3649 (pg.).

944 Turbo Wheels Org. Set of phone dial wheels in good cond. \$550.00. Jim Martin 708.403.2419. **944 Turbo S Wheels** Just in time for driving season, wheels & tires off 1989 944 Turbo S. 7½ and 9x16 forged club sport rims with BFG R1's. 225/50x16 and 245/45x16 used only 2 days at '96 Blackhawk Octoberfest. \$1500 for the set. Chris Inglot (w) 773.286.5881, (h) 847.559.1126 or cinglot@aol.com.

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1987-89 944 Turbo or **1990-91 944 Cab**, any color, good finish, low miles, all records, 1-2 owners preferred. Motivated buyer, willing to wait for right car, not a broker. 1st time Porsche owner. Jim Lindberg 847.330.4448 days/eve/pager. **2 Copies of April, Vol 41, No 3 Chicago Scene** Call Susan Shire 847.674.2285.

Oversteer

Racer's Prayer
by John Harris
PeachState Region Editor

Lord I pray before I race
for you to guide my car with grace
Through the esses and into the dip
please don't let the tires slip.
And if you find my front swapping
places with my behind
guide me safely into the grass
avoiding all barriers
and saving my ass

DDD: The Racer's Secret
by Bob Rouleau
Rennsport Region
(from DER AUSPUFF)

Well, spring finally came. I know 'cuz Louise has flowers (in June, finally) and it rains almost every weekend. Since there hasn't been much car related activity and the weather has been too cold for anything else, we decided to raise ducks.

It all began one fine morning as we looked at our green swimming

pool. Normally it would be sparkling blue but the pool guys weren't working due to cold weather. So, by May 24th, when the ice melted, we had a viable replica of a swamp. Complete with a pair of Mallard ducks. They had taken up residence, perhaps enjoying the rich algae and other natural (but yukky looking) nutrients in the pool. Since it was pretty obvious that they weren't going to leave, we said, "let's raise ducks."

Mama duck built a nest under a cedar bush and daddy duck patrolled the lake just a few hundred feet from the nest. For the first few weeks we'd see Mrs. Duck waddling across the lawn. Then, she disappeared. We found her all right, sitting on her nest which was full of eggs. She sat there for three days without ever leaving it. Food left for her was sometimes untouched. If she could reach it without leaving the nest she'd take it, otherwise she stuck to her post.

On the morning of June 4th, we found eggshells. In the pool, on the lawn, and everywhere in between. We also found that the bottom of the pool was full of duck doo-doo (you know what I mean, but this is a family magazine).

You're probably asking yourself, "why is he telling us this, where's the Porsche content?" Be patient. It's why we decided to raise ducks in the first place.

Did you know that DDD (Duck Doo-Doo) after a little processing is a closely kept racing secret? As the story goes, you collect the duck doo-doo, dry it and pass it through a fine mesh screen. The result is a grayish white powder. Having a pool vacuum is a good idea.

This powder is then poured into the racing tire (best done off the rim) quite sparingly --not more than half an ounce. When the tire gets hot, the duck, uh, doo-doo somehow acts as a catalyst which causes the long carbon molecules to reform around minuscule grains of the doo-doo. The result of all this heat and chemical magic is a rubber compound which is sort of self lubricating. This causes the rubber to heat up less. Less heat means better traction and less wear.

So that's why we're raising ducks.

(Ed. note: As a tech tip, this is probably a stretch and that's why we decided to run it in the 'humor column'. But, if someone does try it and is willing to admit to it, please let us know the results. Inquiring Porsche minds would want to know.)

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**SECOND CLASS
POSTAGE PAID
AT AURORA, IL**

DATED MATERIAL