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CHICAGO REGION



Chicago Scene

APRIL 1999



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Chicago Scene

April 1999 Volume 43 Number 4

Chicago Region 1999 Calendar of Events

- January 9 - 15 Caribbean Cruise
- January 10 Tobogganing & Hackney's
- January 24 General Membership Annual Meeting
- February 6 Bowling & Dinner
- February 28 Café 36 Restaurant Tour
- March 13 St. Patrick's Day Party
- March 21 Concours School • Rallye School
• Chili Tasting • Edible Art Contest
- March 28 Safety Tech Session
- April 11 Rallye I
- April 18 Roundhouse Complex Restaurant Tour
- April 25 Autocross Drivers' School
- May 1 - 2 Blackhawk Novice Drivers' Ed
- May 16 Concours I
- May 23 Autocross I
- May 29 - 30 Road America Drivers' Ed
- June 6 Rallye II
- June 12 - 13 GingerMan Drivers' Ed
- June 20 Concours II
- June 27 Autocross II
- July 11 Concours III
- July 14 Blackhawk Drivers' Ed
- July 25 Autocross III
- August 1 Potter's Picnic • Concours IV
- August 7 Golf & Dinner
- August 13 Rockford "Under the Lights" Autocross
- August 14 Gimmick Rallye/Social Event
- August 18 Blackhawk Drivers' Ed
- August 29 Autocross IV
- September 4-6 TRAC 99 Weekend at Road America
• Concours V • Drivers' Ed • Club Race
- September 15 Blackhawk Drivers' Ed
- September 19 Rallye III
- September 26 Autocross V
- October 3 Rallye IV
- October 9 - 10 Blackhawk Octoberfest Drivers' Ed
- October 24 Rallye V
- October 30 Halloween Party
- November 7 Tech Session
- November 14 Social Event
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- December 31 New Year's Eve Party

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Cover Photo: Daytona Tire Inventory
1999 Rolex 24 At Daytona

Photo by Steve Rashbaum

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The Chicago Scene is the monthly publication of the Porsche Club of America, Chicago Region, published at PressTech, 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 the Chicago Scene. Subscription rate for non-Chicago Region members is \$24.00 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 Dr., Barrington, IL 60010-1949

DEADLINE: Commercial ad, The Mart, and other copy material must be received by the 10th of the month for publication in the next month's issue and will be published on a space available basis. The editors reserve the right to edit all materials submitted

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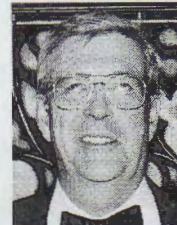
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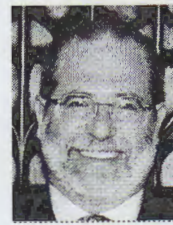
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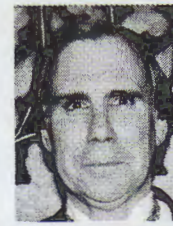
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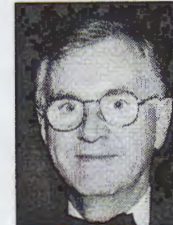
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Aungahh!

The calendar says that Spring is here and certainly we have seen a few robins (bet they're sorry they came back early in order to get a good nest) and what we remember to be daffodils and tulips are poking their heads through the mulch in the garden. A crocus or two, located in a sheltered sunny corner, have even bloomed in the afternoon sun. But the surest sign of Spring is that Steve is almost nuts to get back on the track again. Susan and the kids have exiled him to the garage more than once lately after he's worked himself to a fever pitch watching racing on TV. But more about Steve later.

With Spring comes Spring Cleaning and for us that takes the form of clearing up the bits and pieces of information and 'stuff' that we've not taken care of in some other way and now need to deal with this month. So, bear with us ...

- Peggy and Dan Gallagher and the five other Chicago Region couples, who at great personal sacrifice, left home, hearth, and family (and a winter blizzard) in early January to 'test drive' a Caribbean Cruise, report that it was a wonderful time. So wonderful, in fact, that none are willing to share pictures or stories. They just smile and exchange 'knowing glances' among themselves. The account back to the Board of Directors was that, like the New Year's Eve Party at Siebkens that the Gallaghers also 'test drove' for the Region several years ago, this event is 'a keeper'. Peggy, in order to plan next winter's trip south, would like input as to

destination choices from any members who have interest in joining in on the fun. Would you rather cruise or sit on a beach or lounge at a resort? Do you want to go to the islands or to Mexico? Please call Peggy at 708.784.0784 to vote for the trip of your choice.

- Speaking of trips ... the Raffle Prize for the Charity Raffle this year is a trip ... and a wonderful trip it is. Elsewhere in this issue you will find the details of the 1999 Charity - the Rehabilitation Institute of Chicago (RIC) and its Free Care Fund - and the Raffle and its Prize. The Raffle Ticket Sales will officially 'kick-off' at the Blackhawk Novice Weekend. You, however, will be in possession of this issue and the order form before that date. If you happen to have a lucky number that you are sure will win you the trip and benefit the charity, you may send the order form, with the lucky number noted, to Susan before May 1st. She will do her best to fill 'lucky number requests' but will not hold 'lucky number' tickets without money. We expect this raffle to sell out. With only 1,000 tickets offered, at \$25.00 each, you'd better buy your chances early. The ticket sales will be limited to Chicago Region Members only until August 15th. If we are not sold out on that date, we will offer the tickets to the general public who will be clamoring for the chance to win the wonderful trip and benefit RIC.
- Steve has taken his "Club Race Sponsor Coordinator" hat out of the closet and has begun to look for sponsors. If you or your company or your wealthy aunt have any interest in being a sponsor of our TRAC 99 Club Race, please call Steve.
- If a picture of you and/or your car has appeared in a 1999 Scene issue and you would like it, let us know. But, let us know sooner rather than later as by the end of the year we have amassed a large collection of pictures and wish to get rid of them. We do that by taking them to the winter events. After several events toting the box around, Steve gets crabby and begins to suggest that we find a 'different' way to dispose of the pictures. The ideal way to claim your pictures would be to send us a SASE with a reference as to issue and page.
- Susan has signed up for the "Ladies Only" group at the Blackhawk Novice Weekend and Dan has assured her that she will not be there alone as there are several other ladies also signed up. To those of you who are hesitating, just do it. You can't be any more apprehensive about this than Susan. But, she knows that there will be plenty of support, instruction, and care taken to make sure that she feels comfortable on and off the track. She knows that this is the best opportunity to try something that she's wanted to do. Join her as one of the "Ladies of Blackhawk!" It's gonna be such a blast!
- We have sent our two Newsletter Contest entry issues off to the judges. FYI we decided on the August and September issues: they seemed the most balanced and, hopefully, had the fewest errors. Susan has made peace with the idea of probably never winning a National award in lieu of bringing the Region the kind of newsletter that you want. We thank you for your continued support and kind words. To those of who you have sent us unsolicited articles, paragraphs, and pictures, thank you and keep them coming. Unless you've done this editing 'thing' you have no idea how much fun it is to get an article or picture you hadn't expected. To those that we harassed and harangued into contributing event articles and pictures, thank you, thank you, thank you. To those we have yet

Aungahh! ...

to ask, thank you. All of your contributions aid us in making this, hands down, the best newsletter in PCA and help us to save what little sanity we have left.

Speaking of sanity ... and Steve ... and in response to those who have inquired what we will write about this year, after our trails and tribulations of last year ... here's goes.

Steve first heard about the "Law of Unintended Consequences" during a graduate course in Health Care Policy. He found it extraordinarily amusing that the Government would institute policies without delving deeply into all of the ramifications of instituting said policy. He did not believe that this "Law" would have implications in his personal or Porsche life.

It began to dawn on him last year, after the 951 suspension changes were made and the Porsche was driven to Aurora for a Concour, that while the 951 was sublime on the track - for which all of the changes were made - it was less than optimal on the fabulously smooth and well maintained roads of Illinois. It was not so bad as to obviate the need for chiropractic adjustments or to require a rush order for a mouth-guard to prevent extensive dental work. It was just plain not a good street car. This notion was confirmed during the first rallye of the year when Susan noted that she was beginning, for the first time, to

feel slightly ill-at-ease as a navigator and requested motion sickness bags as standard issue for future rallye's. Steve was not sure if she were taking a gentle(?) shot at his newly prepped track car or if he should think seriously about plastic seat covers.

We survived the entire year and even began to feel more at home on the street in the stiffly sprung, lowered car. It was, after all, all we had and we were committed to participation in as many events as our schedule would permit. Steve did begin to think that perhaps another Porsche ... for events beyond the track ... would be just the solution to this dilemma.

What is he thinking? A ridiculous solution maybe, but most definitely an unintended consequence of the 951 conversion.

We'll see you at Blackhawk as well as at events before then. Steve is excited to sign off by saying that, this year, we'll both see you on the track!

Steve and Susan

Aungahh (a-úun-gaaa), n. [Skip Barber Racing School]. 1 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. 2 Editors' column.

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April 1999

Sunday

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

				1	2 Board Meeting	3
4	5	6	7	8	9	10 Scene Deadline CR/Road Atlanta
11 Schnitzelbank Rallye CR/Road Atlanta	12	13	14	15	16	17
18 Payton's Roundhouse Complex Restaurant Tour	19	20	21	22	23	24
25 Autocross Drivers' School	26	27	28	29	30 OVR Drivers' Ed/Putnam Park	

May 1999

Sunday

Monday



Tuesday

Wednesday

Thursday

Friday

Saturday

						1 Blackhawk Novice Drivers' Education CR/Putnam Park CR/Las Vegas
2 Blackhawk Novice Drivers' Education CR/Putnam Park CR/Las Vegas	3	4	5	6	7 Board Meeting	8
9  Mother's Day	10 Scene Deadline	11	12	13 MOR Drivers' Ed/Mid-Ohio	14 MOR Drivers' Ed/Mid-Ohio	15 CR/Mid-Ohio
16 Air Classics Concours I CR/Mid-Ohio	17	18	19	20	21	22 CR/Lime Rock
23 Autocross I	24	25	26	27	28	29 Road America I Drivers' Education CR/Hallet
30 Road America I Drivers' Education CR/Hallet	31  Memorial Day					

Briefly Brenkus

Forty-nine Porsche Pushers showed up on a cold and gloomy February afternoon to enjoy superb food, wine and conversation at Café 36 in LaGrange. There were lots of new and old faces there, and it was a great time to catch up with friends and start getting geared up for the 1999 season. Thanks go out to Reinhard and his son for another great afternoon.

Café 36 came the day after the Zone 4 President's Meeting in Fort Wayne which gave me the opportunity to meet our new Zone 4 Rep. Denis Moore. Denis and his wife, Roberta, are very active members of the Northern Ohio Region. Denis was Region President a number of years and Roberta is their newsletter editor. Denis will be attending our Club Race at Road America so you'll have the chance to meet him if you join us that weekend.

We just returned from the St. Patrick's Day Party. Our Social Coordinator Myra Knoblauch did her usual outstanding job organizing a great event with good food and some competitive activities, albeit not in our Porsches. The traditional St. Patrick's Day fare was as good as last year, and afterwards, we had the entire billiard room to ourselves so no one had a problem getting in on a game of pool. Thank you Myra! Here's a lady who is always looking for new ways to entertain the Chicago Region. If you've not attended one of her social events yet, you don't know what you're missing!! Why not give the next one a try?

The month of April gives us the chance to get our Porsches out of storage. (Thank goodness—Nick's videotape of his Club Race practice session at Road America is just about worn out.) The first rallye of the year and our auto-cross drivers' school, with a social event in between, will shake out the cobwebs. Jeff Girard and Keith Clark our Autocross Co-chairs have been working diligently to find autocross

sites this year. This year's school will take us to a new location, Route 66 Raceway in Joliet. I've not been there yet, but I understand there's lots of blacktop giving us a chance to get reacquainted with the handling capabilities of our cars. So, if you're joining us for the first time, or just looking to get behind the wheel again, you can look forward to our school. Again this year, Ed Leed will put on a class session to explain all those foreign terms like apex, heel-and-toe, and understeer. Then you will have the opportunity to put your car through its paces in a safe, controlled environment to apply what you've learned. Event Chairs Greg and Marla Turek have asked that I tell you that the Route 66 Raceway entrance that we should use is on the east side of the Route 66 facility. The registration form for this event and directions to Route 66 are elsewhere in this issue of the Scene.

Please note, that as we will be outside all day, you should watch the weather forecast and dress accordingly ... better too much, than too little.

I hope, if you plan on attending the Blackhawk Drivers' Education event May 1-2, you've already signed up. As I've mentioned before, one of the novice groups will be "Ladies Only", and I hope all the women who've expressed an interest in getting the Porsche out on the track will sign up. I expect this to be one of the best events of 1999, and a fitting start to Dan Gallagher's 30th year of chairing our Chicago Region Blackhawk events.

A couple of things to note in the Chicago Region:

- Ken Pesavento has agreed to become our Charity Coordinator. Ken, as many of your know, headed up a very successful



Nick and Susan Brenkus at the St. Patrick's Day Party.

Photo by Steve Rashbaum

charity raffle for the Cystic Fibrosis Foundation a few years ago. I've asked him to advise and counsel others who express an interest in heading up our annual charity drives. If you have a charity you would be interested in having the club support, feel free to contact Ken.

- Elsewhere in this Chicago Scene you will find a newly revised version of information contained in the General Notes, Autocross and Gymkhana Classes and Notes, Concours Classes and Notes, and Rallye Classes and Notes sections of the 1999 Membership Directory. Last year, Bill Murrin was asked to work on revising our Year End and Overall Points Awards. Thanks to Bill and all his hard work sorting through various opinions on how we should do this, the Board accepted the version you will find in this Scene. Basically, the rules no longer penalize someone if they sell their car, or if it's unfortunately disabled for some reason, part way through the season. In addition, we're giving participation points which count toward Over All Awards to anyone who drives at Chicago Region Drivers' Education events or our Club Race. (As no changes were made to the Rallye Definitions, they are not included in this issue of the Scene.)

- Also, I have named the Nominating Committee for the year 2000 officers. It may seem early in the year, but we have seven positions that are going to be open for election. I will be chairing the committee, and have asked Bruce Janecek, Susan Shire, Pat Yanahan and Scott Lynn to work with me. If you have any interest in getting more involved in your club, whether as a board member or coordinator, please contact one of us. We will be presenting our final slate at the September Board Meeting.

Finally, Road America Registrars Scott and Sharon Lynn tell me that

our Road America Memorial Day Weekend event is filling up fast. If you haven't registered yet, let me suggest that you do so ASAP. You should also make your reservations for lodging at Elkhart Lake as it is a holiday weekend and the Elkhart Lake area is a popular weekend/ vacation destination.

Hope to see you at an event soon.

Susan

P.S. Happy 10th Anniversary to my First Dude, Nick. Thanks for all your love and support, and I'm looking forward to celebrating many more with you.

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Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati-all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette L98 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 Syclone	Toyota MR2 Supercharged
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THE GOOD NEWS *and* BAD NEWS!

Changes in
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for 1998

First--The Bad News: Through no fault of our own, coverage for Drivers' Education events has been suspended. We are working hard to find another insurance company to provide it. We are optimistic. We will get the word out as soon as we know.

Now--The Good News: Nothing else has changed! Except the cost. (It's lower!)

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? "Whadya mean I can't drive my Porsche to work once in a while?!" *The Good News:* No drivers under age 21. No coverage for racing or participation in Drivers' Education events (stay tuned.) No other restrictions.

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

The Good News: Simple, one page application.

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Psst! Did You Hear About ...

Attention All Female Drivers!!! by Darlene Gray

DAYTON, January 18 -- I would like to see if there is any interest in an "all-female" Skip Barber Racing School. We need a minimum of 14 girls, max of 28. The event will not take place until early next year (January 2000). Considering that time of year, our track choices would be Sebring, Florida or Laguna Seca, California.

The cost: the price is \$2495 per person. A 4th lapping day is \$795 more. They'll make sure to have their best instructors for us as we'll probably have many seasoned drivers as well as some pure novices.

You can check out Skip Barber at their website at www.skipbarber.com. My contact person at Skip Barber is Jason Bannerman who can be reached at 800.221.1131, ext. 256.

While the date for the school is a year away, we need to 'nail down'

a reservation. Please contact me via email at porschegirl@earthlink.net if the school is of interest to you or contact Chicago Scene editor Susan Shire who will forward your name and number on to me.

Mid-Ohio Region Drivers' Education, May 13 & 14, 1999

Mid-Ohio Region invites you to Drivers' Education at the Mid-Ohio Sports Car Course on May 13 & 14, 1999. The event includes driving sessions Thursday all day and Friday morning. All drivers will be paired with one of our experienced and patient instructors until comfortable with the course and driving in a safe and confident manner. This is an opportunity to learn more about your car and enhance your driving skills. Early registration will ensure you an opportunity to drive this beautiful 2.5 mile, 15 turn road

course. Applications will be accepted beginning February 20, 1999. **This is not a racing school.**

Based on student feedback from last year's event, a bonus session will be offered this year on Friday afternoon for interested non-club racing students.

In addition to drivers, we need volunteers for registration, tech inspection, pit and control crew, and general event coordination. Please let us know if you can help.

A "mixer" is planned Friday night to allow student and club racers an opportunity to share experiences.

The entry fee for this event is \$200. Track time includes sessions Thursday and Friday morning. The extra Friday session will be \$35.

Please contact Ed or Norma Zurich at 614.844.6982 or 614.840.0409 or e-mail: terrier-corp@compuserve.com for further information or registration forms.



Street and Race Prep

PERFECT POWER
844 Liberty Dr.
Libertyville, IL 60048
(847) 367-8837

1999 Charity And Raffle

The 1999 Charity

The Rehabilitation Institute Of Chicago And The Free Care Fund

The Rehabilitation Institute of Chicago (RIC) defines the highest standards of excellence in services to persons with disabilities. For eight consecutive years (1991 - 1998), *U.S. News & World Report* has named the Institute the best rehabilitation hospital in the nation. RIC is the country's undisputed leader in helping people with disabilities achieve the most fulfilling quality of life possible.

Established in 1954 in a warehouse on Ohio Street as a modest outpatient clinic, RIC has evolved into a 26-site system of care centers throughout Chicago, its suburbs, Illinois and the Midwest. For people with disabilities, RIC stands as a worldwide "beacon of hope" built upon a five-fold mission: patient care, education and training, research, community service, and advocacy.

The Institute's flagship facility, located at 345 East Superior Street in Chicago, is a twenty-story state-of-the-art inpatient and outpatient center providing treatment for those with a wide variety and severity of disabling conditions, including stroke, arthritis, cancer rehabilitation, spinal cord injury, amputation, chronic pain, transplant rehabilitation, and brain injury. Through RIC's steadily expanding network, it offers rehabilitation services at facilities convenient to patients' homes and workplaces: from intensive inpatient care to follow-up outpatient assistance. In the area of education and training, RIC established and offers, with Northwestern University Medical School, one of the largest residency programs in physical medicine and rehabilitation in the United States.

The Institute achieves its premier status by providing the highest quality and cost effective programs in patient care, education, and

research. It is now the country's leader in the motivation and training of medical students and residents for careers in physical medicine and rehabilitation. Rehabilitation professionals from across the nation depend on the Institute's Education and Training Center, which represents the largest continuing education effort of its kind.

Institute advocacy is another area contributing to the strength of RIC. Over the years, institute advocacy has affected attitudes about seat-belt use, street curb cuts, drinking and driving, and innumerable other issues related to the rights and acceptances of disabled people and the prevention of disability.

Finally, the Institute has made great strides in research and has produced major discoveries in the management and treatment of cerebral palsy, stroke, and spasticity. RIC is federally designated as a major research, training, or care center in the key areas of stroke, head injury, and spinal cord injury.

Emphasizing a team treatment approach that cares for the mind, body, and spirit, the Institute helps over 14,000 patients per year and returns 86 percent of its patients to their homes, communities and their workplaces. Ultimately the patient is the focus everything the Institute does.

The Free Care Fund

A critical element of RIC's mission is to provide free care for patients in need. While all contributions to RIC ultimately help the disabled, contributions to the Institute's Free Care Fund make perhaps the greatest immediate impact.

Because RIC is uniquely qualified to treat complex disabilities in ways that other rehabilitation centers can not, it believes that it has a special responsibility to serve all patients who are in need of treatment regardless of financial circumstances. While other hospitals turn away uninsured or underinsured

patients and ration quality care, the Institute remains committed to providing the highest level of services and rehabilitation to all patients, with or without the means to pay. Patients who demonstrate financial need have access to the complete range of the Institute's services including inpatient treatment, prosthetic limbs, physical and occupational therapy, and so much more. The goal of rehabilitation is to help disabled individuals attain their maximum levels of physical, emotional and learning function and independence.

RIC's needs for Free Care funds are determined by applying available patient resources (including insurance, private assets, and public aid) to the actual costs of providing rehabilitative care. The remaining amount makes up RIC's Free Care funding needs. In fiscal year 1998 these costs surmounted to more than \$1,700,000 for direct free care.

The 1999 Raffle And The Prize

1,000 tickets at \$25.00 each will be offered to Chicago Region members only from May 1, through August 15, 1999. After August 15th, if the Raffle tickets are not sold out, they will then be offered to anyone who wishes them. The drawing for the for Raffle Prize, a one week **Porsche Fest Trip for two to Germany**, will take place at the Chicago Region Dinner Dance on December 4, 1999. The one week trip, to be taken in 2000, will include a tour of the Porsche Factory in Stuttgart, a personal Porsche for your use on the Porsche Fest Romantic Road Photo Rallye, a test ride with professional Porsche race car drivers at the Weissach Porsche Research Center, and a variety of dining opportunities at castles, restaurants, and festivals.

The Raffle Tickets order form is in this issue of the **Chicago Scene**. Order your tickets now as we expect this to be a sell-out!

The PCA Chicago Region proudly announces its 1999 Charity Raffle to benefit the Free Care Fund of the Rehabilitation Institute of Chicago.

1,000 tickets at \$25.00 each will be offered to Chicago Region members only from May 1, through August 15, 1999.

The RAFFLE PRIZE is a one week **Porsche Fest Trip*** for two to **Germany** in 2000 supplied by Fast Lane Travel, Inc. The one week trip will include** a tour of the Porsche Factory in Stuttgart, a personal Porsche for your use on the Porsche Fest Romantic Road Photo Rallye, a test ride with professional Porsche race car drivers at the Weissach Porsche Research Center, and a variety of dining opportunities at castles, restaurants, and festivals.

All travel arrangements will be handled by Fast Lane Travel, Inc. and will include Business Class airline reservations, 1st Class hotel accommodations, most transfers and meals, as well as travel between destinations by Porsche Fest Motor Coach.

For more info on past Porsche Fest Itineraries please see the January 1999 Chicago Scene article "Festing In The Fast Lane" or the Fast Lane Travel, Inc. web site at: <http://fastlanetravel.com>.

*\$12,000 value ■ No cash redemption ■ Trip must be taken in 2000 and booked with Fast Lane Travel, Inc. ■ Passports are the responsibility of the winner ■ All applicable sales taxes (not covered by Fast Lane Travel, Inc.) and IRS assessments are the responsibility of the winner.

**Final itinerary pending



The Porsche Fest Trip Winner will be selected by random drawing on December 4, 1999 at the PCA Chicago Region Annual Dinner Dance. The Winner need not be present ... but it would be terrific if you were.

Please make checks payable to PCA Chicago Region Charity

Name: _____

Address: _____

City/State/Zip: _____

Phone (w/area code): _____

Number of tickets _____ x \$25.00 = _____ Total Amount

For more information, contact Susan Shire at 847.674.2285 (before 9:00 pm please) or by e-mail: ChiScene@aol.com. The PCA Chicago Region reserves the right to cancel the raffle at any time by notification and full refund.

Send check and completed form to:

1999 Chicago Region Charity Raffle
c/o Susan Shire
9507 N. Central Park Avenue
Evanston, IL 60203-1103

ARE YOU A WALTER PAYTON FAN?



Come have lunch and a tour of Walter Payton's **ROUNDHOUSE COMPLEX**. It's really something to see ... you won't be disappointed!

April 18th - Sunday

12:00 pm - Lunch

WALTER PAYTON'S ROUNDHOUSE COMPLEX

**205 N. Broadway
Aurora, IL
630.892.0034**

The **Aurora Roundhouse** is the oldest existing limestone roundhouse in the nation. Once used to house and repair locomotives, this historic circular building today is home to America's Brewpub, America Brewing Co., America's Banquets, The Cognac Cigar Bar, and Walter Payton's Museum.

America's Brewpub serves American Regional cuisine paired with handcrafted brews, all in the unique atmosphere of huge timbers, cast iron, and limestone. Loft dining overlooks a massive fireplace that sits between the bar and dining room. Our 7,000 barrel open-air brewery gives visitors a first hand opportunity to watch the brewing process of one of our many styles of handcrafted beer and soda.

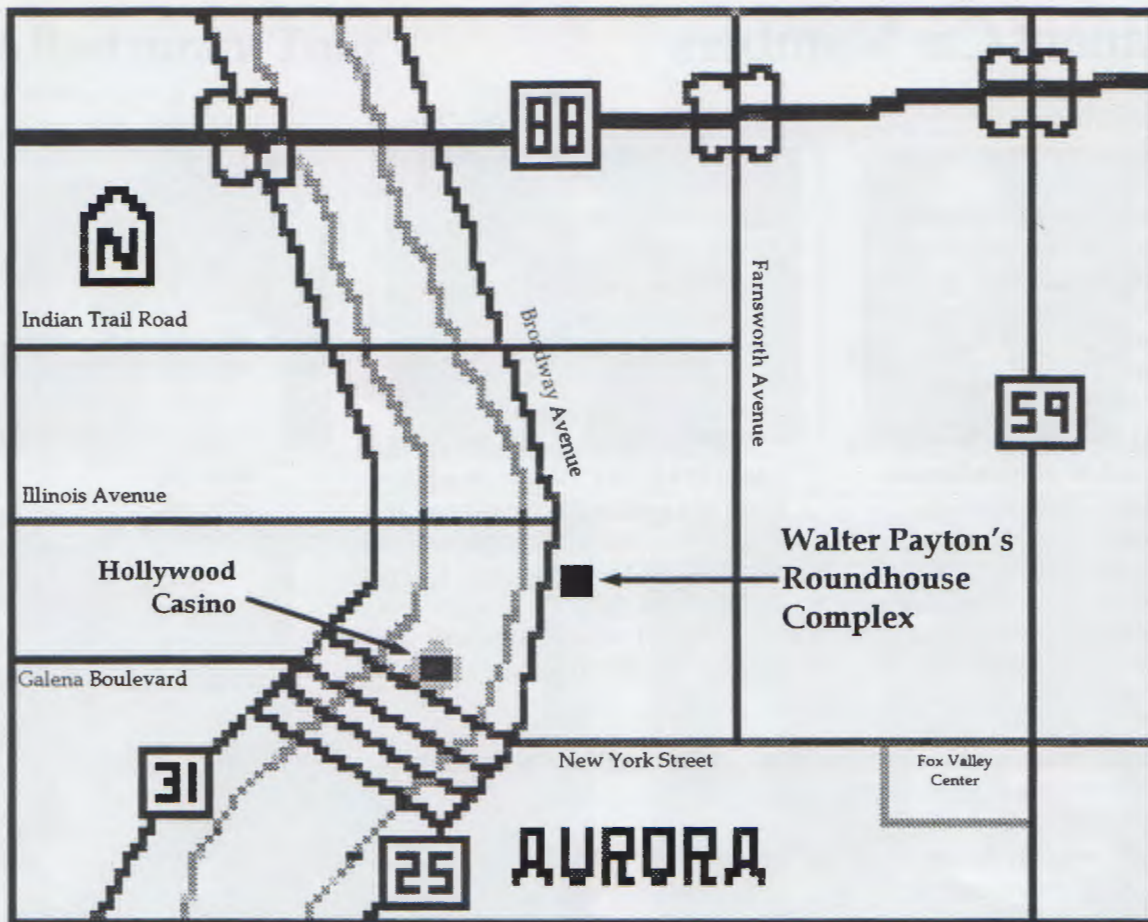
For the cigar lovers ... **The Cognac Cigar Bar** features the alluring tastes of more than 21 distinctive Scotch whiskeys - including 14 single malts - the finest Cognacs available, and more than 40 of the finest handrolled cigars handpicked from around the world. Velvet couches, leather wing-back chairs, eclectic pictures, and the attention and care of a cigar aficionado - The Cognac Cigar Bar experience is an exquisite pleasure.

Walter Payton's Museum displays memorabilia from the astonishing Hall of Fame career of "Sweetness" - the 1985 Super Bowl ring, the NFL Hall of Fame bust, and fabulous career trophies. All these and more make Walter Payton's Museum a truly interesting trip down memory lane and an inspiration to any future Hall of Famer.

After lunch, for those of you who like to gamble, the **Hollywood Casino** is just down the street and around the corner. You can see the two boats, City of Lights I and City of Lights II, on the river from Walter Payton's Roundhouse Complex. The boats leave every hour and for information please call 630.801.1234 or 800.888.7777.

RESERVATIONS ARE REQUIRED FOR THIS EVENT. The reservation deadline is April 16th.

Please call Myra Knoblauch at 630.325.1086 or fax 630.325.2286. No calls after 8:30 pm, please.



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Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM

Permanent Car Numbers

What's Available

by Ed Leed

As you prepare for the upcoming autocross and drivers education season you may decide to get a permanent number for your Porsche. Since we have banned shoe polish numbers because they are virtually unreadable by corner workers and timing and scoring you have the choice of vinyl adhesive numbers, static cling numbers, magnetic numbers, or painted numbers. Painted numbers seem to have a rather serious commitment attached to them that many Porsche owners are fearful of making, so that leaves the others. Porsche owners who are afraid to attract attention (what?) may want to remove their numbers after an event and either magnetic, vinyl adhesive, or static cling ones may be the answer. Static cling numbers have a habit of blowing off at speeds which are really fun, so now we are left with magnetic or vinyl adhesive numbers. Either of these choices have their positive and negative features. Magnetics are the ultimate in flexibility but can cause microscopic scratches and occasionally may blow off. Vinyl numbers won't blow off and can be removed after an event. They nevertheless are expensive mistakes if you tear them when you take them off. Contact Paper numbers are cheap solutions, by the way. So now you know which media are available. The list below will tell you which numbers are available.

RULES: Let me know your First, Second and Third choices. If you have an emotional attachment to a number that is available let me know. (For example, your grandmother's dirt track number was 379.) If the number is not on the list, forget it. It's taken. As to two digit numbers, forget it ... they're taken ... have been for years. To earn a two digit number you must have performed superhuman feats of

dedicated servitude to the Chicago Region which will make your wife begin to wonder if you still love her. Call me if you think you qualify. Check with your wife first, though. Yes, I know that there are women who own Porsches whose husbands are into other stuff. You can call me, too. My wife will understand. She's a woman of the Nineties.

Fax your three choices to me (Ed Leed) at 847.382.3562 or email me them at Leedlast@hotmail.com. If you are electronically impaired, call me at 847.382.6911 between 7:00 pm and 9:00 pm only.

I will then call, fax, or email you your permanent number.

AVAILABLE NUMBERS

Available 100 - 199 Available 300 - 399

106	302
124	305-307
130	309
131	310
172	312
188	313
193	318-320
199	322-324

Available 200 - 299

203	334-336
207-209	338
213	339
216	341-344
218	346-348
219	350-354
220	356
226-230	359
233	362-368
235-240	370-380
242-245	382-388
247-249	390-399
252-254	
256-263	
265	
267-275	
277-280	
283-298	

Available 400 - 499 Available 800 - 899

423	801-807
425	809
426	810
428-430	813-816
433-442	818
445-449	819
451-456	821-827
459	829-838
460	840
463-470	842-849
472-499	851-870
	873-881
	883-887
	889
	892
	894-899

Available 500 - 599

503-509
511
512
516-549
551-554
556-566
568-580
582-599

Available 900-999

902-907
910
912
913
916
920-927
929
931-940
942
943
945-950
952-954
956-961
963
965-967
970-989

Available 600 - 699

651-660
662-681
683-690
692-695
697
698

Available 700 - 799

700-710
715
716
718-725
727-745
748-756
758-769
772
775
776
778
780-787
789-799

Café 36 Restaurant Tour

Photos by Jim Jacisin



On a gloomy February 28th afternoon, forty-nine, old and new, 'Porsche Pushers' showed up at Café 36 in LaGrange to enjoy superb food, wine and conversation.

Our thanks to Reinhard Barthel for his gracious hospitality and a great meal!



Are You Getting "Everything" Out of Your Porsche?

You have the car. Why aren't you enjoying it to its fullest?

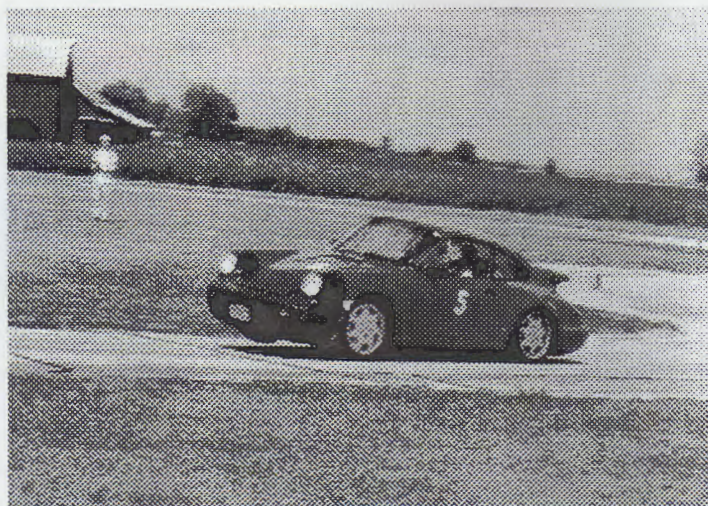
This is your opportunity to learn what it takes to get the most from your Porsche.

The **1999 Chicago Region Autocross Drivers' School** is for the novice who wants to learn how it's done as well as the experienced driver who wants to clean out the cobwebs of a long winter. The event is designed to make it easy to learn the skills that you'll use at autocrosses and track events during the rest of the year.

To start, Ed Leed will present the theory of performance driving during the "class" session. Then you'll have the opportunity to try each skill individually: skid pad, slalom, and braking; and then to put it all together on the autocross course, all with the help of the Chicago Region's best drivers.

This is what you'll need:

- Your car in good mechanical condition.
- A helmet with a 1985 or newer Snell rating. Sorry, no loaners will be available.
- Closed toe shoes. Gym/Tennis shoes work well.
- A valid drivers license.
- A valid PCA membership card or verification of membership (in 1998 Membership Directory).
- Appropriate 'weather gear' as we will be outside all day



Interested? Great! This is what you do:

1. Complete the registration form and mail it to the registrar with your check.
2. Before leaving for the school, remove anything from the car that you won't need that day.
3. Bring your helmet and at least one large garbage bag. Dress appropriately for the weather as you will be outside all day.
4. Since you sent in your registration by mail, just check-in with the registrar when you arrive.
5. Find an empty space in the pits. Empty your car (including the trunk, glove compartment, map pockets, cup holders, floor mats, sun visors) of any remaining loose items and put them in the garbage bag. It will keep them together and dry in case of rain.
6. Get your car teched. Return your car to your 'pit'.
7. Go to the designated class area and have a great time!

*Route 66 Raceway's Restrooms and Concessions will be

General Notes:

No consumption of alcoholic beverages is allowed before or during the event. (This includes guests and non-participants.)

EVERYONE present at the event must sign the insurance waiver. Parents must sign for a child who cannot write.

Vehicle occupants at the drivers' school must be at least **18 years old**.

Passengers are only allowed during formal driving instruction.

NO 4-DOOR SEDANS are permitted at any autocross, gymkhana, or track event.

All drivers (members, applicants, and guests) must show a valid driver's license at registration.

For any gymkhana, autocross, or drivers' school event a **1985 or newer SA or M approved helmets**

is required. Closed toe shoes are required. Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.

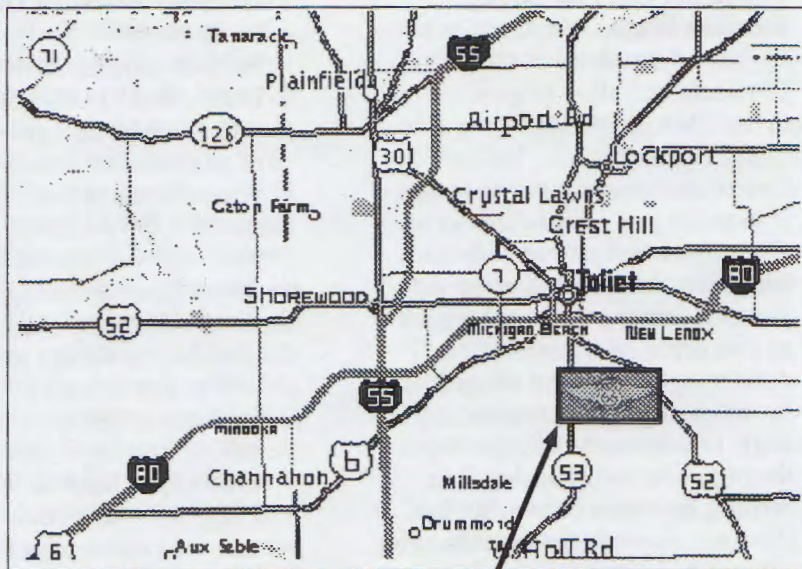
Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

1999 Chicago Region Autocross Drivers' School

Sunday, April 25, 1999

Route 66 Raceway Joliet, IL

8:30 am Registration Opens
9:15 am Classroom
11:30 am Lunch*
12:00 pm Driving Instruction
3:00 pm Autocross Instruction



Directions to Route 66 Raceway

4 miles south of I-80 on Rt. 53 (Historic Route 66)
Exit on I-80 stay on Rt. 53 to

Route 66 Raceway
3200 South Chicago Street,
Joliet, IL. 60436

Enter on the east side of the Raceway.

QUESTIONS? Marla or Greg Turek
630.904.0800
(before 9:00 pm please)

YOU ARE WANTED!

You know who you are. You are a regular at every Autocross. You've been autocrossing for years. You can drive Utica from memory. You probably trophied at least once last year. We need your help! We need every experienced driver to come to the autocross school to pitch in and share your experience to "Show'em how it's done." Bring your hot rod to Route 66 Raceway, have some fun, and give a new member THE BUG.

Mail to: Marla & Greg Turek, 4231 Colton Circle, Naperville, IL 60564

Chicago Region PCA 1999 Autocross Driver's School Registration

Driver #1: _____ Home Phone: _____
☐ Member ☐ Applicant ☐ Guest of _____

Driver #2 (same car): _____
☐ Member ☐ Applicant ☐ Guest of _____

1st Driver \$25.00 Members / \$30.00 for non-member guest (Member must be present.)
2nd Driver (same car) \$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest
(Member must be present.)

Total Amount Enclosed: \$_____ Make checks payable to PCA Chicago Region

Lunch will be available at the concession stand at the Route 66 Raceway.

Track Scene

Practicing On The Street For The Track

by Jim Adelman,
Connecticut Valley Region
(from CHALLENGE)

One of our objectives at the track is to make you a better driver on the street, but the reverse is also true. How can you better prepare yourself for your day at the track as you drive on the street? No, I don't suggest that you should be investigating the maximum slip angle of your car when driving through your neighborhood or turning into your driveway. But, there are several exercises that you can practice in your everyday driving to make your learning experience on the track more enjoyable. You don't have to be in your Porsche to be practicing these exercises, the family sedan or truck will do as well.

Begin with looking ahead, and through a corner. You've heard this expression at the track, but it applies to everyday driving as well. When entering a corner, look as far ahead as possible and see how smoothly you can drive through the apex and to the track-out point of the road. Be sure you stay in your lane, otherwise the guy coming in the opposite direction will have an out of body experience! If you get in the habit of doing this on the street, it will become second nature to you when you're on the track. Even when driving on the highway, don't get fixated on the road or car right in front of you, but try to keep your eyes up to look ahead in traffic, and keep the cars near you in your peripheral vision. This practice can warn you of a possible dangerous situation ahead and allow you to take the appropriate action - just like on the track.

Get into the habit of checking your mirrors and gauges periodically as you drive on any road. This is a good practice at the track, especially when you are entering a straight, when you can safely

divert your eyes from the track for a few seconds.

Smooth transitions from throttle to brake, brake to throttle, squeezing the throttle, and gradual pressure on the brake are all applicable to what you do at the track. Imagine there are 1,000 positions of the throttle and you should be mentally aware of passing through all of them as you accelerate and decelerate. No abrupt movements should be felt when you're changing the attitude of the car with the pedals or steering wheel. Pretend you have little birds in your hands and eggs on your pedals. Here's where you can impress your friends and family how comfortable it is to ride with you.

Get in the habit of using your brakes to slow down the car, not your transmission. It may sound great to down shift through the transmission gears to allow the engine's back-pressure to slow the car, but transmissions are designed for accelerating not braking. Besides, brake pads are a lot cheaper to replace than a transmission.

For those who have heard it referenced at the track, heeling/toeing is the best way to match engine rpm's when downshifting to a lower gear to accelerate out of a corner. You will know there is a mismatch in rpm if the car lurches, chirps the tires, or accelerates when you let out the clutch after downshifting. The proper sequence: with the car in a straight line, squeeze the brake with the left side of your right foot. As the car slows with continual brake pressure, roll, twist pivot, distort, etc., the right side of your foot onto the throttle as you disengage the clutch with your left foot. Blip (give it a shot of gas) the throttle sufficiently with the right side of your foot so that as you engage a lower gear there is a smooth transition. Gently release pressure on the brake, and you're ready to continue on in the lower gear.

Heeling/toeing is tough at first, but with some experimentation,

you'll get the hang of it. It should become second nature to you, and then you too can have flowing brilliance when you downshift. This exercise should be practiced and mastered on the street before you try it on the track. On the track, you have lots of other things to think about when entering a corner, and you don't need your feet all tangled up when you should be concentrating on a smooth turn-in. Note that double clutching is a little more complicated but unnecessary with modern synchromesh transmissions, and this practice is taught at professional driving schools.

So, give these exercises a try and practice, practice, practice. You'll have more FUN, will LEARN something new, and will do it SAFELY when you're at the track.

Tech Inspection

by Pete Hackenson & Todd Conforti

Tech inspection is an important safety aspect of our track events. It helps the novice as well as the experienced driver double check the integrity of the safety equipment on us; helmet, shoes, gloves, clothes, etc. and on our car; brakes, brake lights, brake fluid and other mechanical items installed in our automobiles.

Unfortunately this inspection takes time and often cuts into our mutually precious track time. To speed up this process, please come prepared to Tech Inspection. We are now running double Tech lines. You will be directed into one of these two lines. Once there, you should have the Tech form filled out and signed, your helmet out for easy inspection, and your hood and/or trunk open. Torque your wheels as soon as a wrench is available. Unless you are required at a drivers' meeting or classroom, stay with your car. If you do leave your car, place the Tech form on the windshield and leave your keys so the car can be moved when 'teched'.

Track ...

When you have your car 'pre-teched' at one of the local Porsche garages, you not only save all of us time, you also get a complete Tech prior to arriving to the event. This helps insure that a faulty something be remedied under much more congenial circumstances, rather than possibly missing a full track day. If you cannot have your car 'pre-teched' by a Porsche garage, do a general inspection yourself following the Tech Sheet prior to the morning of the event. It is important considering all that is at stake!

Come prepared for Tech as all of our safety will benefit. The line will move much quicker and we will all benefit with extra track time.

Track Health

by Paul Racine, Rennsport Region
(from DER AUSPUFF)

The summer morning breaks bright and clear over the track. The early shadows soften as the day develops. The heat of the new day percolates up with smells of warm asphalt and newly mown hay like an intoxicating elixir. Mist is slowly transforming itself into the day's humidity, while early morning stillness is replaced by a chorus of throaty Porsches as they file through the gate, rpm at a sedate burble, and swing into the touchline. It's going to be a hot one.

For the next few hours, the touchline becomes the focal point of the track. Stories are swapped, truths bent about the previous day's track events and last night's escapades at the local go-cart track become embellished with hints of bravado and driving courage. There is a slowness about the process. A re-awakening. It's as though the track and its participants are renewing themselves from events of the previous day while bracing for the onslaught of the next eight hours of track fun.

This all sounds very idyllic ... doesn't it?

Be careful however. There is

something out there to bite you on the track. Something silent. Something few of us pay close attention to over a track weekend and yet its effects show up in degraded driving skills, attention and reaction times. It's the bogeyman of the track that can be cured only by "rest and rehydration."

Now the last thing on our minds is resting during a track weekend. Can't sleep the night before ... up for an early breakfast ... have to get to the track for the touchline ... things to do ... places to go ... people to talk to. A never-ending carousel of activities are available with one event blurring into the next. What's this big thing about resting and keeping body fluid levels up?

The basic assumption here must be that you start the weekend tired from the activities leading up to it with things going downhill from there as a result of the myriad of events available to participate in. The mental and physical demands of track driving during the summer can be very taxing and if you are like the majority of 'trackies', you are happy to volunteer for any activity to help make the weekend go smoothly. Without knowing it however, you can be sacrificing driving efficiency and judgment by ignoring the body's demands for periods of track rest and downtime. Also, during peak summer periods, high track temperatures will result in significant loss of body fluids. The accumulation of weekend fatigue and dehydration will result in impaired judgment and motor skills.

The following are a few common sense rules each of us (even experienced drivers) should follow during

summer track events in order to maintain peak performance on and off track:

- get as much rest as possible prior to each track weekend.
- only participate in as many events as you feel you can safely handle based on time constraints.
- if at anytime you feel uncomfortable while on the track, pull into the pit for a "time out."
- during the heat of summer events, force yourself to drink as much liquid as possible.
- "top-up" with fluids each time a run group ends.
- the best fluids are water and/or sports drinks. Cola and coffee contain caffeine - a diuretic.
- maintain your energy level during the day with snacks of fresh or dried fruits.
- make certain you eat a lunch
- if you are feeling bagged, don't be afraid to sit out a driving session.
- limit your alcohol intake during the weekend. You're at the track to drive.

By following a few simple rules for the "off track" time, your weekend experience can become enjoyable and safe for you. A little planning before the track event can result in a memorable weekend with an optimal environment for learning without the distraction of thirst and fatigue.

Wisconsin Home FOR SALE

Fun loving log home, situated on 5.46 wooded acres. TWO detached garages for lots of Porsches. Within walking distance of Gates 3 and 4 at ROAD AMERICA!

\$244,900.00 Call Ed Konz at 920.459.9333

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Fax 847.432.9105



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Brakes At Blackhawk

Brakes, Brakes And More Brakes
by Dan Gallagher

In the thirty years I have been the event chairman of Blackhawk Farms Drivers' Education events, I have learned a few things. I admit I am very stubborn and I never made Phi Beta Kappa, but I have learned the most important thing you can have at Blackhawk is brakes, brakes and more brakes.

Blackhawk is a short track (1.8 miles) and your brakes do not have the chance to cool down as much as they would at tracks such as Road America. The fastest Porsche out there accelerates from zero to sixty in about five seconds where the slowest one can decelerate from sixty to zero in around three seconds. What does this tell you? The brake pedal is much more important than the loud pedal. As I don't want to pull your car from the weeds at Corner One because your brakes went away as your pads wore out or you boiled your brake fluid, please pay attention to the following recommendations.

Brakes stop a car by slowing its forward motion by friction of the brake pads against the rotor. This produces heat. The faster the stop, the greater the heat. This heat must go somewhere. It goes in the air, the rotor, the pads and the brake fluid.

I am not an engineer, but I have been informed that brakes work best at a temperature of around 900 degrees. This heat wears down pads

at a fast rate. It is for this reason that semi-metallic (race pads) and the new carbon fiber pads were developed. These pads are terrific for the track, but not very good for the street as they really don't like to work until they reach 500 degrees. Therefore, my first recommendation is for a new set of factory pads.

Not only are they better for the street but they also do not wear out your rotors as fast. Please be aware that it takes some time to "bed" in your new pads on your old rotors or for that matter on new rotors. Pads and rotors must get use to each other. I recommend several hundred street miles or at least five moderate laps around the track before any hot laps.

The average driver at Blackhawk puts close to 120 miles on the track. This is equivalent to 70% of the life of a set of street pads. See why I recommend that you have a good set of pads before you show up?

Next, and maybe even more important, is your brake fluid. The function of brake fluid is to cause the pads to squeeze the rotor, slowing the car. As I mentioned earlier, this causes heat, a great deal of which is transferred to the brake fluid. The important thing to know about brake fluid is that it boils, and when that happens you don't stop. Most brake fluid boils at about 400 degrees. Fortunately the fluid in your Porsche is better than that.

Brake fluid gets old, dirty and

absorbs water, however. We all know at what temperature water boils. I recommend you change your fluid and put in a high performance glycol-fluid (not silicone) that will meet or exceed DOT 5 standards. This will increase the boiling point to 500 degrees or better. I do not recommend silicone brake fluid. I know it has a very high boiling point (700 degrees) and does not absorb water, but I don't like it because it eats up rubber seals and may give a spongy feel to the brake pedal. Unless you want to change all your seals and go serious racing, don't use it. Besides it is harder than hell to bleed.

Please follow these few inexpensive brake recommendations and change your oil prior to coming out. I recommend 20W50 or a straight weight 40 quality motor oil.

(Ed. Note: Although written around demands of the Blackhawk track, Dan's advice is nonetheless good for any track use of your Porsche. As Dan says, "DOT 5" does not necessarily mean "silicone." Conventional glycol-based fluids that meet DOT 5 standards include Porsche Factory Brake Fluid, 000.043.202.04, and Valvoline SynPower High Performance Synthetic Brake Fluid, both with a dry-boiling point above 500 degrees F. Because of consumer association of DOT 5 and silicone, however, neither of these products use a "DOT 5" on the container.)

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BLACKHAWK NOVICE DRIVERS' EDUCATION



Saturday, May 1st – Novices and Instructors* only
Sunday, May 2nd – Groups A, B, C1, & C2
(No 1st time drivers)

Blackhawk Farms Raceway, South Beloit, IL

Blackhawk Farms Raceway is an eight turn 1.8 mile enclosed high speed track located in South Beloit, just outside Rockton, IL. close to the Northwest Tollway.

Mandatory clothing for all drivers at this event include: a **SNELL approved SA 1990 helmet**, long sleeve cotton shirt, long pants, socks, all made of non-synthetic material, and closed toe shoes. Recommended, but not mandatory, are driver's suits, driving gloves, driving shoes, and a protective neck brace all made of Nomex or similar fire-resistant materials as well as a mounted fire extinguisher. Please check the date on your helmet **NOW**: it will be checked at tech inspection. If you do not pass tech inspection, you may not drive. You will be required to show a valid driver's license at registration.

To save time at the track, you may bring a completed Chicago Region Tech sheet signed by a recognized Porsche dealer or mechanic. Be sure to pay close attention to the specifics concerning brake fluid and brake pads.

Last year every Blackhawk event was a sell-out and waiting lists were established. Please pre-register (with payment) to ensure a spot in this event. Any open spots will be filled from the waiting list only. Drivers not pre-registered or on the waiting list will not be allowed to drive even if they are at the track on the event day.

SATURDAY is for **NOVICES** and **INSTRUCTORS* ONLY**. Novices will be divided into groups for classroom sessions, observation sessions at various turns around the track, and on-track sessions with instructors*. There will be a women's only group. Groups will alternate between the classroom, observation and critique of other driving groups, and in-car instruction. This day is planned as a low-key drivers' education experience opportunity for 1st time drivers. Two instructors* will be assigned to each Novice and will be available for assistance and consultation all weekend.

Saturday evening there will be a dinner immediately following track closure at a site to be announced at the track. All drivers are encouraged to attend.

SUNDAY will be for **GROUPS A, B, C1, and C2**. Novices who completed Saturday's sessions will be assigned to Group C2. There will be **NO 1st TIME DRIVERS** on Sunday.

The concession stand will be open both days for lunch. There will be "Gallagher weather".

QUESTIONS ???: Dan Gallagher 708.784.0784

*All Instructors must be approved by John Ruther. Please call 847.304.5515 for Instructor information only.



Registration form for **Blackhawk Novice Drivers' Education** only

Car Make/Year: _____ Car Model: _____

First Driver Name _____

Phone number (with area code) _____

☐ Member ☐ Applicant ☐ Guest of _____

☐ Women's only group ☐ Novice ☐ Experienced Permanent Car #: _____

List Experience: _____

Second Driver Name (same car) _____

Phone number (with area code) _____

☐ Member ☐ Applicant ☐ Guest of _____

☐ Women's only group ☐ Novice ☐ Experienced Permanent Car #: _____

List Experience: _____

		<u>Fees per driver:</u>	<u>Pre-registered</u>	<u>At the gate</u>
[] Saturday, May 1 Novices & Instructors* only	Novices	Saturday only	\$ 130.00	\$ 145.00
		Both days	\$ 250.00	\$ 280.00
	Instructors*	Both days	\$ 125.00	N/A
[] Sunday, May 2 Groups A, B, C1, & C2. (No 1st time drivers)	Others	Sunday only	\$ 130.00	\$ 145.00

Please make checks payable to PCA Chicago Region Total \$ _____

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

Directions to Blackhawk Farms Raceway: From Chicago: North on Northwest Tollway (I-90) to Rockton Road exit. West on Rockton Road (all the way through Rockton) to Prairie Avenue (after the Rock River and S. Bluff Road). Right onto Prairie Avenue. Continue north about 8/10 mile to the sign on the left reading 'Blackhawk Farms Raceway'.

There are gas stations in Rockton, IL near the intersection of Rockton Road and Blackhawk Road: Phillips 66 and Mobil. At the intersection, to the right 5 blocks is Phillips 66 and to the left 2 blocks is Mobil.

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Trailer To The Parade

by Pat Yanahan

Again this year we are putting together a trailer load of Porsches from Chicago to the Mont Tremblant Parade in Canada in August. We will be using a professional classic-car carrier, fully enclosed, insured, and licensed in the U.S. and Canada. If you are interested, please contact me at 630.920.1929.

Porsche to Open Southern California Styling Studio

ATLANTA, February 26 -- Porsche announced today it will open a styling studio in Southern California on Monday, March 1, to compliment Porsche Engineering Services Inc. capabilities. The new facility, named Porsche Engineering Services, Inc. Styling Studio, has been created to provide services for Porsche's customer related programs.

The state-of-the-art facility will offer a wide range of services supporting automotive OEMs, heavy truck manufacturers, Tier 1 and 2 suppliers, and product design. For these customers it can furnish exterior and interior conceptual studies; production styling and execution; feasibility, packaging and ergonomic studies; scale and 1:1 model development; concept/show car construction; component, accessory and interior seating design and models; and program management.

A department of Porsche Engineering Services (PES) in Troy, Michigan, the 18,000 sq. ft. center is equipped with the latest computer aided styling (Pro Designer/CDRS) and surfacing software; complete wood and sheet metal fabricating facilities with surface plates and CMM; a full-size vehicle paint booth and assembly workshop; and fully secured offices and studios.

To enhance customer product development, the PES Styling Studio will interface with PES in

Troy as well as with the Porsche AG R & D Center in Weissach, Germany. Its site was selected for its central and cultural location within the styling and design community on the West Coast.

"This Styling Studio gives PES the additional capacity and capability to meet the many needs of its customers and expands its full service capability in North America," commented Mr. Horst Marchart, Porsche AG Board Member for Research and Development. "However, we will continue to design our own products at the R & D Center in Weissach."

PES will provide additional and more detailed information on the Studio at its booth during the 1999 SAE International Congress and Exposition from March 1-4 in Detroit.

(courtesy Porsche Cars North America, Inc.)

Davy Jones Returns To Racing

SEBRING, FL., February 24 -- Davy Jones, who has been sidelined from racing for more than two years, will return to the track here in next month's 12 Hours at Sebring endurance race, it was announced today. Jones, who suffered serious injuries in a crash while practicing for an IRL race back in January of 1997, will join the CJ Motorsports

Porsche 911 team comprised of veterans John Graham and John Morton for the once-around-the-clock classic, scheduled for Saturday, March 20.

"I'm really excited," said Jones, who was part of the 1996 24 Hours of Le Mans-winning Porsche team. "I'm thankful to John Graham (also the team owner) for giving me this opportunity. I need seat time and what a better way to get it than at an endurance race like Sebring and in a Porsche."

"I had the opportunity to race against Davy back in the IMSA days and I know he is a very talented driver," added Graham. "I told him at Le Mans last year that as soon as he was ready to come back, we'd be eager to have him. I'm happy we're able to help him get back on the horse again. I'm confident he'll be a real asset to us."

The 34-year-old Jones is looking to use the Sebring race as a stepping stone to this year's Indianapolis 500. "That's the goal," said Jones, who finished second at Indy in 1996. "I'm intent on getting to Indy this year. But, I do understand that it's a one step at a time situation for me right now. Of immediate concern is to do well at Sebring and help CJ Motorsports as much as I can."

(courtesy Porsche Cars North America, Inc.)



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Concours Scene

Concours Corner: Winter

by Kathy Golik

Allegheny Region

(from RUNDSCHAU)

Winter, the time of year when we give our lead feet a break (not like we want to). But since it is winter, here are some things that will allow your car to take full advantage of its "winter rest."

Washing a car in freezing weather is definitely impractical. Doing so can promote such problems as doors and trunk decks freezing shut. Forcing open frozen doors often leads to door molding separations and even door molding tears.

Remember, if your car is just dusty and not dirty, don't wash it. It is not a good idea to simply wash a car and then park it for an extended period of time. Water will sit in the

most inconspicuous spots and give rust a great chance to start. Anytime a car is washed, not just during the winter season, immediately drive the car, even if it is just a short trip around the block. This short little drive will give your car the opportunity to blow and shake water out of inconspicuous areas such as the fender wells, wheels, trim, bumpers and brakes.

Extended car storage can be more damaging than regular driving. As mentioned, moisture is a catalyst for rust. Moisture is also a catalyst for mold and mildew problems. I suggest that you do not apply any dressings to your interior before storage. Moisture in these protectants can attract even more moisture and possibly cause more moisture-related problems. If musty interior odors are a concern, place an open

box of baking soda inside the car. It is also advisable to disconnect the battery during storage periods. I recommend that you completely remove and store the battery outside the car to reduce potential acid leak damage. To prevent permanent damage to your battery, do not store it directly on concrete floors but on a block of wood. Lastly, convertible tops should be stored in the closed position to keep a stretch in the fabric and prevent damage to the fragile rear window.

Using a car cover can help protect your car from moisture and dust. There are many different types of car covers available on the market. Be sure to use a cover that breathes so as not to trap moisture between the cover and your car. Never use plastic to cover your car. Cotton covers work best.

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Air Classics

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Sunday, May 16th

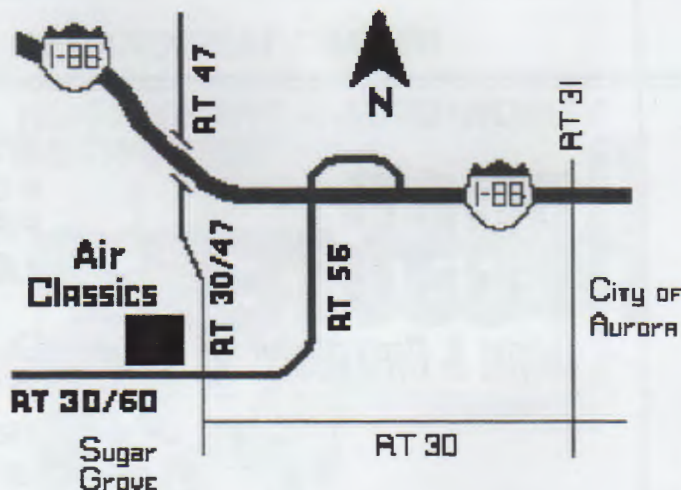
Air Classics Air Museum,
Aurora Municipal Airport
Sugar Grove, IL

The first concours is finally here and we will return to the Air Classics Museum. If you weren't there last year, picture your Porsche parked under the wing of a classic WWII Navy T-28 or perhaps a B-25. Prefer a water cooled model? Try a P-51. How about a F-15, a F-4 Phantom, a Russian MiG or an A-7 Corsair? The ultimate in aero add-ons! Come on out and see how our *Ground Classics* look alongside Air Classics. All participants will receive a trophy.

\$20.00 Concours Fee

- 9:30 am Concours cars may arrive at the airport
- 10:00 am Continental breakfast
- 12:00 pm Judging begins
- 1:30 pm Trophy presentation

- Class A: Exterior, interior, trunk, engine & undercarriage
- Class B: Exterior, interior, trunk, & engine
- Class C: Exterior, interior, & trunk
- Class D: Exterior & interior
- Class E: Exhibition exterior & interior - visual inspection
- Novice: First time participants only. Judges to Class C standards



Questions? Jim Jacisin 630.279.4835 (before 9:00 pm please)

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Class A _____ B _____ C _____ D _____ E _____ Novice _____



Attention Air Classics Concours Participants and Attendees!

Chicago Region members **Jim and Nancy Hopp** have invited us to picnic at their home immediately following the **Air Classics Concours** on **Sunday, May 16th**.

The courtesy of an R.S.V.P. is requested to Jim and Nancy at 630.896.2569 (before 8:30 pm please).

Directions to the Hopp's at 175 South Western Avenue, Aurora, IL will be distributed at the Air Classics Concours.

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Attention Boxster Owners!

Motor Werks of Barrington is sponsoring the first **Boxster "Tech" Session** on **Saturday, April 17th**. This will be a Boxster only day to show off your car, ask questions, and see what's new. A continental style breakfast will be served. A raffle will be held with many prizes to be awarded. To end the session, a leisurely drive (tour) to Lake Geneva, WI

"Tech" starting time is **10:00 AM** ending around noon. The drive to Lake Geneva is approximately 45 miles.

For more details and reservations, please contact Chris Simon, Porsche Service Manager, at 847.381.8900, ext. 589.

Hope to see you,

Motor Werks Porsche

Board Meeting Minutes

Porsche Club Of America Chicago Region Board Meeting Minutes March 12, 1999

Voting members present:

S. Brenkus, Murrin, Clark, Inglot, Janecek, Rashbaum, Ruther, Yanahan.

Voting members absent:

D. Gallagher, P. Gallagher.

Vote by Proxy: Murrin for

D. Gallagher, Janecek for P. Gallagher.

Coordinators present: Clark, Shire, Rashbaum, Jacisin, Yanahan, Ruther, Janecek, Barnicle, Inglot, S. Lynn, G. Knoblauch, M. Knoblauch

Meeting called to order by

S. Brenkus at 8:10 pm at the Brenkus home on March 12, 1999.

Secretary - Keith Clark

- Clark presented the minutes from the February Board Meeting. Rashbaum moved, S. Brenkus seconded to approve the minutes as presented. Approved unanimously.

Treasurer - Chris Inglot

- Inglot presented a report containing the following: a balance sheet showing positive account balances and total assets; a cash flow report for February 1999 showing receipts and expenditures, giving a net surplus for the period; and a prepaid expense report; a cash flow report for 1998 Rallyes 4 and 5. Rashbaum moved, Yanahan seconded to approve the Treasurer's report as presented. Approved unanimously.

Vice President - Bill Murrin

- No report.

President - Susan Brenkus

- Brenkus presented the treasurer with a check from National PCA.
- Brenkus reviewed the President's Meeting in Fort Wayne, IN on February 27, 1999.
- Brenkus advised the 1999 Charity Chairs that the National contribu-

tion has increased to \$350.00 and all applications should be applied for.

Autocross - Jeff Girard & Keith Clark

- Clark reported that Autocross I and the April Autocross Drivers' School will be held at Route 66 Raceway.

Road America Drivers' Education and TRAC 99 Club Race -

Chris Inglot & John Ruther

- Inglot reported that the contract for the May event are in his possession.
- Inglot presented the new "Rules For Touring" from Road America.
- The May event mementos are ordered.
- Inglot presented a letter from Monte Smith (National Club Race Chair) that requests our combined efforts to focus on keeping the race event fun. It is required that we eliminate the traditional placement awards (1st, 2nd, 3rd) with a participation memento.
- Ruther discussed a possible addition of an enduro to our Labor Day event.

Road America Drivers' Education

Registration - Scott & Sharon Lynn

- No report.

Road America Club Race

Registration -

- No report.

Road America Club Race

Sponsorship - Steve Rashbaum

- Working on contacts from the 1998 list.

Road America Volunteers -

Gary Knoblauch

- No report.

Blackhawk Farms -

Dan & Peggy Gallagher

- Barnicle reported for D. Gallagher that the May event is ready to go. The "Ladies Only" run group has had a good response. The insurance, corner workers, and dinner arrangements are all prepared..

Chief Driving Instructor -

John Ruther

- Ruther reported that an invitation was mailed out to all 88 Chicago

Region instructors for an Instructors Class on April 17th.

Insurance Coordinator - Bruce Janecek

- Janecek reported that insurance requirements for all 1999 events are set up.

Concours - Jim Jacisin & Pat Yanahan

- Jacisin reported that the trophies for Potter's Picnic are purchased. A motion was made to reimburse the cost of the trophies to AJ Tiller for the purchase. Janecek moved, S. Brenkus seconded. Approved unanimously.
- Yanahan reported a Concours Judges' Handbook is being worked on and a Judges' Seminar will be developed.

Rallye - Dan & Peggy Gallagher

- Barnicle reported for D. Gallagher that Rallye I is ready to go.
- S. Brenkus reported that a short teaching rallye has been developed for the Rallye School at the Chili Tasting at Napleton.

Social - Myra Knoblauch

- The socials are set and ready to go.

Membership - Ed Barnicle

- Barnicle presented 27 membership applications to the Board. Clark moved, Janecek seconded to approve the applicants as members in the Chicago Region. Approved unanimously.

Safety - Jeff Girard

- No report.

Technical - Pete Hackenson

- Ruther reported that the Safety Tech Session is set at Northstar and a special speaker has been invited.

Goodie Store - Linda Patterson

- No report.

Charity - Susan Shire & Steve Rashbaum

- Tray Anderson will report on the 1998 Charity at the April Board Meeting.
- S. Brenkus reported that a Charity Coordinator position has been created to assist and advise yearly event chairs. Ken Pesavento has been named as

1999 Coordinator.

- The Raffle Prize will be a trip to Germany and the Porsche Factory arranged by Fast Lane Travel.

Chicago Scene Advertising - Steve Rashbaum

- Rashbaum reported that the 1st quarter billing will be mailed April 1st.

Chicago Scene & Photographer - Susan Shire & Steve Rashbaum

- No report.

Property - Ed Leed

- No report.

Historian - John O'Keefe

- S. Brenkus reported that O'Keefe is missing some of the minutes from 1992-1994 Board Meetings and some of the Treasury reports from the same years. Everyone is asked to check their records and help replace the missing reports.

Timing & Scoring - Susan Brenkus

- S. Brenkus presented the new timing equipment for the Board review. The Tureks have donated a new laptop computer to run the new timing system. S. Brenkus

moved to purchase the system for \$5,195.00. Murrin seconded.

Approved unanimously.

- S. Brenkus moved that the Tureks be compensated for the donation of the laptop. Clark seconded. Approved unanimously.

Webpage - Chuck Bittman

- National PCA has requested that Region Webpages reference National information.
- Yanahan will contact Bittman about registering the Webpage.

Old Business

- Murrin presented the edited proposal for standardizing Year End Points and Over All Points which were reviewed, edited, and accepted as changed. Publication of changes will be printed in the April Chicago Scene and the year 2000 Membership Directory.
- S. Brenkus relayed her conversation with Kelly-Moss regarding fines over Labor Day to the Board. It was further discussed and a motion was made to approach Kelly-Moss with a

compromise on the late fine.

S. Brenkus moved, Rashbaum seconded. Approved 7 votes for /3 opposed.

- S. Brenkus moved, Rashbaum seconded to amend the minutes of the November 1998 Board Meeting to eliminate the inference that Kelly-Moss "made no attempt to depart on time". Approved unanimously.

New Business

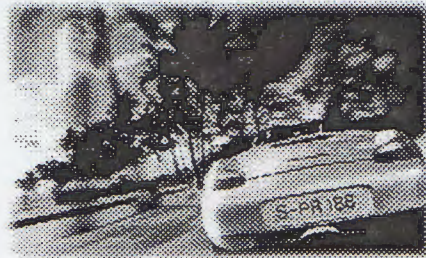
- A request to use the Membership Directory for a personal member mailing for was denied.
- S. Brenkus presented the 1999 Nominating Committee: Chair S. Brenkus, Yanahan, Janecek, Shire, & S. Lynn.

Adjournment

Clark moved, S. Brenkus seconded to adjourn. Approved unanimously. Next meeting April 2, 1999, Pazzo's, Chicago, IL, 8:00 pm.

Respectfully submitted,
Keith Clark,
Secretary

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General Notes

No consumption of alcoholic beverages is allowed before or during any track event, rallye, autocross or gymkhana event. (This includes guests.)

Everyone present at any event must sign the insurance waiver. Parents must sign for a child who cannot write.

All PCA members should be prepared to show their current, valid PCA membership card at registration.

All drivers (members, applicants, and guests) must show a valid driver's license at registration.

Year End Points and Overall Points

1 Eligibility:

You must be a PCA Chicago Region Member at the time of the event to score any Year End or Overall Points and to be eligible for Year End and Overall trophies. Non-Chicago Region PCA members competing in a Porsche, guests competing in a Porsche, or anyone competing in a car other than a Porsche will not be awarded any PCA Chicago Region Year End or Overall Points or trophies. Non-Chicago Region members competing in a Porsche, guests and applicants competing in a Porsche, and anyone competing in a car other than a Porsche may be eligible for event trophies.

2 Overall Points/Trophies

The Overall trophies are awarded to members not only for their skill, but also for their participation in all of our competitive events. To qualify for Overall Trophy points you must:

A Participate in at least one each Concours, Autocross, and Rallye.

B Use the same Porsche all year for all events unless the car is sold, wrecked or disabled except rallyes where a Porsche must be driven as the Rallye car. If so, the member must designate the replacement Porsche before the next event.

One Overall point for participation is awarded to each participant of a Chicago Region Concours, Autocross, Rallye, Drivers' Education event, and Club Race.

Additional points are awarded for placement in class at each Chicago Region Concours, Autocross, and Rallye as follows:

1st	6 points
2nd	5 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 point

At the end of the year all Overall participants' top ten (best ten) scores will be compiled. First through fifth place (five) Overall Trophies will be awarded.

2 Year End Points/Trophies

The Year End Points/Trophies are awarded to members for their skills in each of the following categories:

A Concours

The Year End Concours points will be awarded for placement in class as shown in the 1999 PCA Chicago Region Membership Directory "Concours Classes and Notes".

At the end of the year all Concours participants scores will be compiled. First through fifth place (five) Concours Trophies will be awarded regardless of ties.

B Rallyes

The Year End Rallye points will be awarded for placement in class as shown in the 1999 PCA Chicago Region Membership Directory "Rallyes Classes, Notes, and Definitions".

At the end of the year all Rallye participants scores will be compiled. First through fifth place (five) Rallye Trophies for Driver and Navigator will be awarded regardless of ties.

C Autocross

The Year End Autocross points will be awarded for placement in class as shown in the 1999 PCA Chicago Region Membership Directory "Autocross and Gymkhana Classes and Notes".

At the end of the year all Autocross participants scores will be compiled. First through fifth place (five) Autocross Trophies for Men's and Ladies will be awarded regardless of ties.

Autocross and Gymkhana Classes and Notes

GYMKHANA Parking lot and similar type of low speed events

AUTOCROSS High speed events on race tracks

NOTE: As Masters Class is an elective class, entrants are not eligible for Chicago Region Year End Points, but may be eligible for event trophies.

Class	Model
P1	356, 914 (except 914/6), 912, 924 (except S & T)
P2	924S, 924T, 944 (except S2 & T)
I1	Improved 4 Cylinders
P3	2.0, 2.2, 2.4, 911, 914/6, 928
P4	944 S2, 944T, 968, 930
P5	2.7, 3.0, & 3.2 911
P6	Boxster
P7	3.6 911
P8	996
I2	Improved 6 & 8 Cylinders
M1	Modified 4, 6 & 8 Cylinders
Masters	Porsche Production Class only (Driver must be 55 • elective class)

Bumping Schedule (when there are not enough entrants to establish a class. Three [3] cars are necessary to make a class except in modified where one car is necessary. Cars will only be bumped until a class is established.)

P1>P2>I1>P3>P4>P5>P6>P7>P8>I2>M1

Open exhaust is not permitted for any car except factory built race cars, currently being raced in SCCA or equivalent, or at the discretion of the board prior to the events. Under no circumstances for any other event (parking lot autocrosses or gymkhanas, rallies, etc.) will open exhaust cars be permitted to participate.

Modifications to an automobile are allowed as outlined in the previous year's PCRs. For gymkhanas and autocrosses, accumulation of modification points beyond that allowed for the original class and any progressed Production class places a 4-cylinder car in Class I-1 and a 6 or 8 cylinder car in Class I-2. Accumulation of modification points beyond that allowed for any Improved class places all cars (4, 6 & 8 cylinders) in Class M.

Passengers are not allowed in a vehicle during an autocross or gymkhana. At drivers' schools, passengers are only allowed during formal driving instructions.

Double car/class entries: Gymkhana fees - one full fee plus 1/2 fee for each additional car and/or class entered. Autocross fees - As per event chairman.

NOTE: Only one car/class may be run for trophy and/or year end points. That car/class must be designated prior to runs and must be run first. Second car/class timed runs would be interspersed throughout the rest of the event. Second car is not allowed if it would prohibit someone else from entering.

NOTE: Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

1985 or newer Snell approved helmets must be worn by all drivers and passengers.

Vehicle occupants at any autocross, gymkhana, or drivers' school must be at least **18 years old**.

Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are recommended for all vehicle occupants in an autocross or gymkhana and are required for a drivers' school. Driving suits or fire-resistant clothing and gloves are highly recommended. Full shoes are required. No bare feet, sandals, or open-toed shoes are permitted. Driving shoes are recommended.

Autocross and Gymkhana Year End Points/Trophies

The Year End Autocross and Gymkhana points will be awarded, after bumping, for placement in class as follows:

1st	12 points
2nd	10 points
3rd	8 points
4th	6 points
5th	4 points
6th	2 point

The cars will be classed by participants. Protests can only be made by other drivers in the same class. Protests must be lodged before the trophy presentation. In the case of protests, the event chair will chair a protest committee and will appoint two other qualified people from a different

class to make the ruling with a simple majority vote.

An autocross participant must drive the same Porsche all year for Year End points unless the car is sold, wrecked, or disabled. If so, the member must designate the replacement Porsche before the next event.

Notes:

Concours Classes and Notes

These guidelines are being formulated to promote enthusiasm and encourage participation by all members of the club. They apply to all scheduled concours events for 1999.

- 1 The entry fee shall be waived, upon request, for those cars entered for the first time in Novice Class.
- 2 Only Chicago Region members will be eligible for regional points, Year End Points/Trophies..
- 3 At the first concours entered, the entrant will be the sole judge of the class to which his/her car belongs on the basis of preparation.
- 4 A class must be declared at registration.
- 5 Entrants of the same car in subsequent 1999 concours events must remain in the same class originally entered, or they may elect to move up a class. Entrants may not regress to a lower class.
- 6 Once judging begins, no additional cars may be added to a class.
- 7 One car shall make a class.
- 8 No bonus points will be awarded for authenticity, and no penalty imposed for the lack thereof. Judging shall be based solely on the cleanliness and condition of the car.
- 9 Concours Classes:

Class A: exterior, interior, trunk, engine, undercarriage	300 points
Class B: exterior, interior, trunk, engine	235 points
Class C: exterior, interior, trunk	180 points
Class D: exterior, interior	134 points
Class E: exterior, interior (visual inspection only)	40 points

Novice Class: At the discretion of the event chairperson, a Novice Class can be added for first time entrant only. Anyone who has ever won a trophy in any regular concours event is prohibited. No bonus points for age or mileage will be awarded, nor will the Novice Class standings be considered for overall points at year end. Novice class will be judged to Class C standards.
- 10 Schedule of points leading to Year End Trophies will be skewed in favor of the higher classes as shown:

<i>Class</i>	<i>1st</i>	<i>2nd</i>	<i>3rd</i>	<i>4th</i>	<i>5th</i>	<i>6th</i>
A	18	16	14	12	10	8
B	15	13	11	9	7	5
C	12	10	8	6	4	2
D	9	7	5	3	1	0
E	6	4	2	0	0	0

11 If two participants are entered on one car, both participants must be physically present at the Concours to be awarded Year End Points.

NOTE: Concours participants may elect to enter an additional or different car throughout the year. Points earned are the sum of an individual car, not the combination of more than one car. Points earned do not necessarily earn trophies!

12 In addition to the point system specified in the PCA Chicago Region scoring sheets, summarized below, the following points will be assigned for age and mileage as shown:

A Age: One point per year after the first three model years to a maximum of ten (10) points.

<i>Year</i>	<i>Points</i>	<i>Year</i>	<i>Points</i>
1999	= 0	1992	= 5
1998	= 0	1991	= 6
1997	= 0	1990	= 7
1996	= 1	1989	= 8
1995	= 2	1988	= 9
1994	= 3	1987	= 10
1993	= 4	older	= 10

B Mileage: One point per 10,000 miles after the first 10,000 miles to a maximum of ten (10) points.

<i>Miles</i>	<i>Points</i>	<i>Miles</i>	<i>Points</i>
0 to 10,000	= 0	60,001 to 70,000	= 6
10,001 to 20,000	= 1	70,001 to 80,000	= 7
20,001 to 30,000	= 2	80,001 to 90,000	= 8
30,001 to 40,000	= 3	90,001 to 100,000	= 9
40,001 to 50,000	= 4	100,000+	= 10
50,001 to 60,000	= 5		

13 Five bonus points shall be awarded if the car is driven to the event from the entrant's home the day of the event.

14 A majority of First Place awards in any class by any one car/entrant during one concours season shall result in that entrants promotion to the next higher concours class for the next season.

15 Judging and trophy structures will be at the discretion of the concours chairpersons. Any and all protests will be considered on the basis of common sense, fairness, and sportsmanship. In the absence of any of these, any and all protests will be ignored.

16 At the discretion of the event chairperson, the following awards/trophies and classes may be added to any concours event:

A The "People's Choice" trophy shall be awarded solely on the basis of the popular numerical votes cast by entrants and spectators. All those in attendance are eligible to vote and are allowed one ballot.

B The "Judge's Choice" trophy shall be awarded solely on the basis of the popular numerical votes cast by the concours judges of all classes. Their vote may be based solely on the subjective appeal of the cars and may not necessarily reflect the relative standing of any entrant in any of the respective classes.

NOTE: In the interest of fairness, no one car will be eligible to win both the People's Choice and Judge's Choice trophies. Either award does not in any way influence the Year End Points/Trophies.

Rallye Classes, Notes and Definitions

PCA Chicago Region will have two rallye classes. However, the rallyemaster may decide to only run a SOP rallye, at his or her discretion.

SEAT OF PANTS(SOP)/UNEQUIPPED CLASS: Simple time piece (pieces), including solid state stop watches, pencil and paper.

EQUIPPED/NAVIGATIONAL AIDS CLASS: - Same as Seat of Pants plus Rallye tables, slide ruler, circular type slide and navigational aid of any type plus any mechanical device, i.e., calculator, computer, CURTA, HALDA, etc.

These classes are in accord with current PCRs and those used at the Parade Rallye and follow those classes used by SCCA and other rallye organizations in our area.

Three cars make a class.

If the Rallye has an EQUIPPED class, but less than three entrants in EQUIPPED, for Year End Points to be awarded, the entrants must run in the SEAT OF PANTS class with equipment disabled.

More than two people (excluding children aged 6 and under) in the rallye car will result in the rallye team being automatically classed as EQUIPPED or ineligible for a trophy and Year End Points (but allowed to run for fun) at the discretion of the Rallyemaster.

As a rallye participant, you are representing PCA Chicago Region, and are expected to obey all local traffic regulation.

Two-way radio communication/cellular phone to or from a competing car during a rallye is prohibited.

Rallye Year End Points/Trophies:

Chicago Region Members must drive a Porsche as the Rallye car. Chicago Region Members driving non-Porsches and guests/non-members are not eligible for Chicago Region Year End Points, but may be eligible for event trophies.

The Year End Rallye Points will be awarded, for placement in class, as follows:

1st	12 points
2nd	10 points
3rd	8 points
4th	6 points
5th	4 points
6th	2 points

Rallyes have a special distinction in that the rallyemaster, pre-runners, and check point workers can not run/ drive the rallye. Therefore, Year End Points are awarded to them as follows:

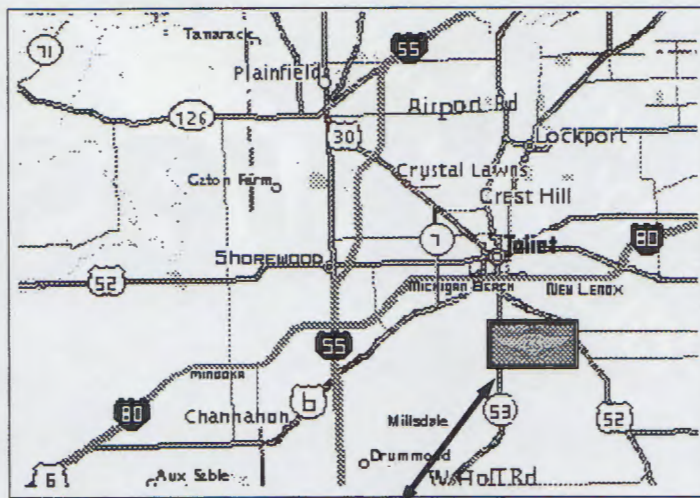
Rallyemaster(s)	1st	12 points
Pre-runner(s)	2nd	10 points
Check point worker(s)	3rd	8 points

No Rallyemaster(s), Pre-runner(s), or Check point worker(s) may be awarded Year End Points for chairing or working more than 2 Rallyes in a calendar year.

Get Your 'Kicks' At The Route 66 Autocross

Sunday, May 23, 1999

Route 66 Raceway Joliet, IL



9:00 am Registration & Tech Open

10:00 am Drivers' Meeting

10:30 am First Car Off

*Raceway Restrooms and Concession will be available

Directions to Route 66 Raceway

4 miles south of I-80 on Rt. 53 (Historic Route 66)
Exit on I-80 stay on Rt. 53 to

Route 66 Raceway

3200 South Chicago Street,
Joliet, IL. 60436

Autocross Requirements and Rules

- 1985 or newer helmet with SA or M Snell rating. Sorry, no loaners.
- Full-length pants, long-sleeved shirts, and socks of non-synthetic materials are strongly recommended.
- Closed toe shoes
- A valid drivers license.
- Driver must be at least 18 years old.
- No 4-door sedans.
- A current PCA member or applicant.
- Guest/non-member entrants: A PCA member may sponsor only one (1) guest/non-member entrant in a separate vehicle per event. The PCA member must be present at the event. All rules and regulations apply to the guest/non-member and his/her vehicle.

P1	356, 914 (except 914/6), 912, 924 (except S & T)
P2	924S, 924T, 944 (except S2 & T)
I1	Improved 4 Cylinders
P3	2.0, 2.2, 2.4, 911, 914/6, 928
P4	944 S2, 944T, 968, 930
P5	2.7, 3.0, & 3.2 911
P6	Boxster
P7	3.6 911
P8	996
I2	Improved 6 & 8 Cylinders
M1	Modified 4, 6 & 8 Cylinders
Masters	Production Class only. Elective class. Driver must be at least 55 years old.

P1>P2>I1>P3>P4>P5>P6>P7>P8>I2>M1

Questions ?

Keith Clark

630.690.3381

before 9:00 pm please)

Mail to: Keith Clark, 733 Medford Drive, Carol Stream, IL 60188

Driver #1: _____ Home Phone : _____

☐ Member ☐ Applicant ☐ Guest of _____

Car: _____ Model: _____ Autocross Class: _____ Permanent Car Number (previously assigned): _____
\$25.00 Member / \$30.00 for non-member guest

Driver #2 (same car): _____

☐ Member ☐ Applicant ☐ Guest of _____

Autocross Class: _____ Permanent Car Number (previously assigned): _____
\$10.00 Family Member / \$25.00 Member / \$30.00 for non-member guest

Total Amount Enclosed: \$ _____ Make checks payable to PCA Chicago Region

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"Memorial Before The Millennium"

Road America I Drivers' Education

May 29 & 30, 1999

It's hard to believe, after the record snowfall of January 1999, that Spring is almost here and it's time to think driving season again. It was the board's best intention to make Memorial Day Weekend a three-day event this year, with the first day being dedicated to novice instruction. But, CART moved their weekend from August to July. Then, given the proximity in time to The Milwaukee Mile, Goodyear came in and flashed more finances than our club could to Road America. As a result, our event will be the traditional *two-day event* on Saturday, May 29th and Sunday, May 30th.

This is the first of the Chicago Region's two annual events at Road America in Elkhart Lake and is open to all PCA Porsche drivers, including novices. This year, as in past years, the event will draw entrants from the continental U.S. and Canada. The Chicago Region feels that everyone will have a great time as Road America's fourteen turns, three long straights, and four miles of winding track through the Kettle Moraine make it one of the most challenging racetracks in North America.

There will be four run groups: Group 1 - our most experienced drivers with usually, but not always, the fastest cars; Groups 2 and 3 - our next most experienced drivers who are somewhat slower than Group 1; Group 4 - our novice drivers and others who are still fairly new to Road America.

Novices are strongly encouraged to attend the Autocross Drivers' School on April 25th and the two-day Blackhawk Novice Drivers' Education at Blackhawk Farms Raceway on May 1st and 2nd prior to participating at Road America. At this Road America event all novice drivers will be required to attend the Skip Barber instruction on Saturday morning and will be assigned a PCA instructor for the weekend. The instructor will be there to help guide you safely through the weekend and to help you improve your driving skills. All novice drivers will also be required to attend the *Novice Orientation Meeting* at 8:00 pm Friday evening, May 28th at Siebkens. As there is a limit of 40 spaces for novice drivers, please pre-register *NOW* as this event traditionally fills up quickly!

Prior to the event, using the Chicago Region Tech Sheet (found in this issue of the Chicago Scene), all drivers are responsible for thoroughly checking their car, or better yet, having it checked by a competent

mechanic. Be sure to pay close attention to the specifics on the tech sheet concerning brake fluid and brake pads.

For Groups 1, 2, and 3, a five or six point harness is mandatory for the driver, and if you wish to have an instructor ride with you, the same type of harness is required on the passenger's side. Mandatory clothing for all drivers at this event includes: a *SNELL* approved SA 1990 helmet, long sleeve cotton shirt, long pants, socks, all made of non-synthetic material, and closed toe shoes. Recommended, but not mandatory, are driver's suits, driving gloves, driving shoes, and a protective neck brace all made of Nomex or similar fire-resistant materials as well as a mounted fire extinguisher. Please check the date on your helmet *NOW*: it will be checked at tech inspection. Remember, if you do not pass tech inspection, you may not drive: so these points are very important.

All cars must display car numbers on each side of the car and on the front hood. Numbers must be at least 6" tall on the sides and at least 8" tall on the hood. Shoe polish is not acceptable! If the corner workers cannot read your numbers, you will be black-flagged and not be allowed out again until the deficiency is corrected. A car number will be assigned to you by the registrar, prior to the event. Find a local sign shop that can create inexpensive static cling numbers for you.

All cars participating in this event must not exceed the Road America noise restriction of **108 dB**. Please ensure that your car is in compliance with this limit. There are residential areas near the track, and Road America personnel will be monitoring our cars throughout the weekend. Included in your packets will be a copy of the Rules of Road America. Please take a few moments to read them before the start of the weekend so you can ensure that you the driver, your family, crew, and friends will comply with these rules. These rules are the landlord's, not ours, so, please help us comply.

In addition to the mandatory Novice Orientation Meeting on Friday evening, there will be a *Mandatory Drivers' Meeting* at the track at 7:30 am both Saturday and Sunday mornings for *ALL* drivers. Anyone missing any of these meetings will not be allowed to drive. These meetings involve safety issues and policy for the weekend.

As spaces for this event are limited, we highly

recommend that you *pre-register early!* As an inducement to pre-register early, we have held fees at the '97/'98 rates if your pre-registration is postmarked by 4/30/99. (Please see the registration form for the full schedule of fees.) You will be notified of your acceptance by mail by the registrar. Now would also be an excellent time to call one of the area hotels for weekend accommodations. As it is a holiday weekend, the accommodations will fill up quickly. A list of area accommodations can be found elsewhere in this issue of the Scene.

Track registration opens at Siebkens on Friday, May 28th at 4:00 PM. Please remember that you must present a valid driver's license and your PCA membership card at registration. The tech crew will be on hand to scrutinize your car and your helmet. If your car is not teched at Siebkens on Friday, it must be teched at the track on Saturday morning following the drivers' meeting. No car will be allowed to run without a tech approval sticker.

This year, as in the past, Siebkens will be the headquarters for the Friday registration, all non-track meetings, and dinner on Saturday evening. In addition to lodging, they also offer continental breakfast starting at 6:00 am and a full service breakfast starting at 9:00 am.

Tickets for Saturday evening's dinner will be available for purchase at Registration. This dinner usually sells out so we suggest you purchase your tickets on Friday.

The Registrars have established a 24-hour Registration Information line at 847.622.4483. If you have any questions, please feel free to call (between 6:00 pm and 9:00 pm CST, please) any of the Road America I Committee listed below.

Finally, this event, like any Chicago Region event relies on a staff of volunteers to make it happen. We always need your help. Not only does your assistance help make the event successful, but it's a way for you to be more involved in your club, and it's a lot of fun. Please complete and return the volunteer form below - even if you don't know what you want to do. We'll find something fun for you to do!

Thanks for participating! We think you will find this Road America event to be one of the best track events of the year.

*Chris Inglot
Event Chairman*

Road America I Committee Members

Chris Inglot - Event Chairman

Gary Knoblauch - Event Coordinator

Scott & Sharon Lynn - Registrars

John Ruther - Chief Driving Instructor

Pete Hackenson - Tech Coordinator

Jeff Girard - Safety Coordinator

847.559.1126 or cinglot@aol.com

630.325.1086 or glkmkk@aol.com

847.622.4483, 24-hour info or chicagopca@aol.com

847.639.1094 or Norstar33@aol.com

630.655.1629 or Pete.hackenson@compaq.com

630.985.6739

We need your help to make the Road America I Drivers' Education - May 29th & 30th - the best it can be. Your help in the past has done just that. Please help out again this year. If you are interested, please send your work assignment preferences, name, address, and phone and/or fax number to:

Gary Knoblauch
Event Coordinator
10 S 060 Thurlow Street
Hinsdale, IL 60521

or

Fax: 630.325.2286

VOLUNTEER FORM

Name: _____ Phone: _____
Address: _____ Fax: _____
e-mail: _____

Gary, I'd be glad to help out! Sign me up for the area circled below.

Tech / Registration / Anywhere you need me

Friday pm / Saturday am / Saturday pm / Sunday am / Sunday pm



**PCA Chicago Region
Road America I Drivers' Education
May 29 & 30, 1999
Event Chairman: Chris Inglot**

First Driver Name _____

Address _____

City _____ State _____ Zip _____

() _____ () _____
Eve Phone _____ Day Phone _____

PCA Member Yes [] Region _____ No []

Current PCA Membership # _____

Requested Run Group

<Fastest 1 2 3 4 Slowest>

Chicago Region (previously assigned) Permanent Car # _____

If none, Requested Car # _____

Second Driver Name (same car)* _____

Address _____

City _____ State _____ Zip _____

() _____ () _____
Eve Phone _____ Day Phone _____

PCA Member Yes [] Region _____ No []

Current PCA Membership # _____

Requested Run Group

<Fastest 1 2 3 4 Slowest>

Chicago Region (previously assigned) Permanent Car # _____

If none, Requested Car # _____

All drivers must attend the Skip Barber classroom instruction unless they attended at a previous Road America event, or have very strong driving credentials and receive approval from the Event Chair or Event Chief Driving Instructor John Ruther.

Yes [] No [] Did you receive Skip Barber instruction at a previous PCA Chicago Region Road America event? Yes [] No []

Yes [] No [] If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted. Yes [] No []

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:

Porsche Model _____ Year _____ # of Cylinders _____ Displacement _____

Please list other performance enhancing modifications to help us classify your car: _____

Fee Schedule:	First Driver	\$ 250.00	Early Registration	Postmarked by 4/30/99
	First Driver	\$ 275.00	Late Registration	Postmarked after 4/30/99
	*Second Driver	\$ 100.00	family or affiliated PCA member only	
	*Second Driver	\$ 250.00	non-family or non-affiliated PCA member, or non-PCA member	

Total enclosed: \$ _____ Make checks payable to PCA Chicago Region

NO REFUNDS OR CANCELLATIONS AFTER MAY 22, 1999

Mail pre-registration form and check to:

**Scott Lynn
Road America Drivers' Education
1605 Keim Trail
St. Charles, IL 60174**

Questions:

Phone: 847.622.4483 (24-hour info)
e-mail: chicagopca@aol.com

A Very Limited Offer ...

The staff of **The Osthoff Resort** is pleased to have the opportunity of hosting the Chicago Region PCA. We will hold the following block of rooms until April 28th, 1999 at the quoted prices. Any rooms left in the block that have not been reserved will be released on April 28, 1999.

Arrival: Friday, May 28, 1999

Departure: Sunday, May 30, 1999

<u>Room Type</u>	<u>Quantity</u>	<u>Nights</u>	<u>Rate</u>
1 Bedroom Woodland Suite	10	2	\$ 150.00
2 Bedroom Woodland Suite	10	2	\$ 170.00

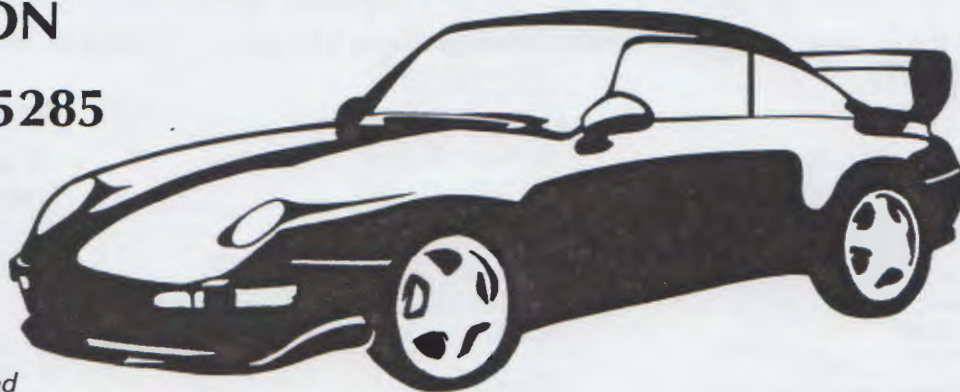
Individuals requesting rooms from this block need to identify "Chicago Region Porsche Club" to reserve a room. Subject to availability on a first come, first serve basis. A deposit of one night's stay is required at the time of reservation.

Check-out time at **The Osthoff Resort** is 11:00 am and check-in time is after 3:00 pm. If the rooms are not ready for occupancy upon arrival, all recreational, dining, and beverage facilities will be at the guest's disposal at guest rates.



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Places To Stay While Visiting Road America

Lodging Establishments

52 Stafford
Plymouth, WI
920.893.0552

AmericInn Motel - Plymouth
Plymouth, WI
920.892.2669

AmericInn Motel/Suites
Sheboygan, WI
920.208.8130

Barefoot Bay
Elkhart Lake, WI
920.876.3323

Best Western Harborside
Port Washington, WI
414.284.9461

Boarding House Bed & Breakfast
Elkhart Lake, WI
920.876.3616

Breeze Inn/Chalet Motel
Mequon, WI
414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI
920.451.0644

Comfort Suites/Comfort Dome
Appleton, WI
920.730.3800

Cream City Bed & Breakfast
Plymouth, WI
920.893.8162

East Shore Inn
Chilton, WI
920.849.4230

Holiday Inn Express
Sheboygan, WI
920.451.8700

Holiday Inn - Holidome
Fond du Lac, WI
920.923.1440

Holiday Inn
Manitowoc, WI
920.682.6000

Krupp Farm Homestead B&B
New Holstein, WI
414.782.5421

Lakeland College
Howards Grove, WI
920.565.1248

Marian College
Fond du Lac, WI
800.262.7426

Oshkosh Hilton
Oshkosh, WI
800.365.4458

The Osthoff
Elkhart Lake, WI
800.876.3399

Pinehurst Inn
Sheboygan Falls, WI
920.467.4314

Pioneer Inn & Marina
Oshkosh, WI
800.683.1980

Plymouth Inn
Plymouth, WI
920.893.5623

Ramada Plaza Hotel
Fond du Lac, WI
920.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI
920.793.1794

Rochester Inn Bed & Breakfast
Sheboygan Falls, WI
920.467.3123

Saukville Super 8 Motel
Saukville, WI
414.284.9399

Sheboygan Super 8 Motel
Sheboygan, WI
920.458.8080

Siebkens Resort
Elkhart Lake, WI
920.876.2600

Sippel House
Elkhart Lake, WI
920.876.3110

Starlite Motel
New Holstein, WI
920.898.4265

Village Inn - Motel
Two Rivers, WI
920.794.8818

The Washington House Inn
Cedarburg, WI
800.554.4717

West Bend Inn
West Bend, WI
800.727-9727

Wisconsin Aire Motel
Random Lake, WI
920.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI
920.892.2222

Campgrounds

Cedar View Camper Rentals
Kiel, WI
920.894.7884

Hoelt's Resort Campground
Cascade, WI
920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI
920.892.4252

Mark & Dean's Camper Rental
Kiel, WI
800.894.7181

Westward Ho Camp Resort
Glenbeulah, WI
920.526.3407

Referrals

Elkhart Lake Chamber of Commerce
Elkhart Lake, WI
920.876.2922

(Ed. note: This list of accommodations in the Elkhart Lake area is drawn from several sources. It does not constitute recommendations, but is offered as a service to our members.)

On The Double

A NEW Chicago Region Rallye

Date: Sunday, Double 6/Double 9*

\$20.00 per Rallye Car

10:00 am Registration opens

R. Fischer Motors,
908 S. Northwest Highway
(between Lake Cook & Dundee Road)
Barrington, IL

10:30 am Drivers' Meeting

11:01 am First car off

Bacino's Restaurant
1504 N. Naper Boulevard
Naperville, IL

4:00 pm Rallye Review
Dinner & Drinks
Trophies

*(that's 6/6/99)

Please join the fun on this brand new rallye.

Watch next month's *Chicago Scene* for more info (that means we don't know yet). We promise this will be fun yet challenging - and we'll take ample precaution to prevent that frustrating "we have no idea where we are" feeling. We know what it's like - we've been there (wherever it was) ourselves.

Bacino's is preparing a special Porsche event menu. Non-rallyists may join the fun at the end but please call us so we may give Bacino's a 'head' count

Please read the Rallye definitions and notes in the back of the 1999 Membership Directory before arriving. Equipped cars please note that hundredths will be estimated. If you are interested in working" this rallye in any capacity, e.g. as a checkpoint worker, sweep car, pre-run; please call us at the number below.

Thank you- David and Heather O'Bryan
708.482.0502
(before 9:00 pm please)

Please pre-register and enclose check for \$20 made payable to: PCA Chicago Region
Mail to (please allow plenty of time):

David & Heather O'Bryan
527 N. Spring Ave.
LaGrange Park, IL 60526

Driver _____ Day Phone _____ Eve Phone _____

☐ Member ☐ Applicant ☐ Guest of _____

Navigator _____ Day Phone _____ Eve Phone _____

☐ Member ☐ Applicant ☐ Guest of _____

☐ SOP (Seat of Pants) ☐ Equipped ☐ Touring ☐ 1st Rallye/Novice

St. Patrick's Day Party

On a chilly Saturday evening in March we were all Irish at The Illinois Billiard Club. Bonnie's Café served up delicious corned beef and cabbage which we washed down with Irish beer! Pool cues in hand or just watching from the side seats, we enjoyed the evening with Chicago Region friends.

Thanks Myra for another great Social Event!



Karen Clark waits to start a game.

*Photos by
Steve Rashbaum*



Our terrific Social Chair Myra Knoblauch (left) chats with Nikki Kroll before dinner.



Vanessa Inglot (left), Bridget Bittman and Karen Hackenson (right) 'catch up' on all the news.



Lee Lichtenstein 'racks em' up.



Pat Yanahan (left), Harold Beach, and Chris Inglot (right) enjoy cocktails before dinner.



Pat Yanahan concentrates on his shot.



Amy Murrin waits her turn.



Bob Cook (left) and Tom Harwood watch from 'the cheap seats'.



New members Carol and Dave Frohlichstein enjoy another social event and wonder if all we do is party!



Chuck Bittman hugs Bonnie Yanahan for luck.



Marla Turek 'lines it up' as partner/husband Greg watches.

Party ...



'Pool shark' Pete Hackenson



Greg Turek (back to camera) and Ed Barnicle discuss upcoming track events.



Gary Knoblauch (left) with Chris and Vanessa Inglot



Lois Beach and



Keith Clark

Tech Scene

Heat Exchangers

by Alan Davis

Winter is upon us and many of us have our cherished auto's polished and wrapped up for the winter.

I rolled my Targa out on one of those warm March days to warm her blood and flex her muscles. I waited in the driveway until the oil temp had risen and set off. Before I left, I smelled a smell not unlike the smells I always smelled when I used to drive poor man's Porsches (Corvairs!). I looked under the hood, saw nothing and set off.

After driving about a mile, I again smelled a smell and had another look. I almost thought that I was dragging a rag or something on the underside as something smelled hot. Still no visual clues so I set off again.

By this time the muscles were fully warmed and I headed up the interstate ramp, exercising my right foot and the gearbox. Unbeknownst to me, a Camaro Cop with new sidekick were right there. That is when I really opened her up ... the heat exchangers that is. I pulled both handles and was greeted by a cloud of smoke from the dash that smelled like burnt popcorn.

The Camaro cop was right there and had a fire truck on it way in a flash. You should have seen the fireman with a gleam in his eye coming at my pride and joy with a great big pry stick and a nasty fire extinguisher (pushing away my Halon) saying "I can get at that there fire".

No, he didn't tear up the car and all it took was a tow home and a shop vac on the exchangers to clear the debris and all is well!

The moral of this story, is not to be careful exercising your car, it is to make sure that you store her with her heat exchanger handles pulled up (heat on position). A small friend had enough good taste to be 'squirreling away' bird food inside my heat exchanges as they are open to the outside.

P.S. Do it now! Go throw back the cover, slide in, smell the carefully preserved leather and pull those handles up.

Getting Power For Your Accessories

by Ray Calvo, Allegheny Region
(from RUNDSCHAU)

Have you ever tried to use your Porsche cigarette lighter to power a 12V accessory such as a cell phone, radar detector, phaser cannon, etc.? You may have noticed that the standard power plug provided with these accessories do not properly fit in the Porsche lighter plug socket. Well, there are two potential fixes for this problem.

The first is a cheap little plastic sleeve that fits over your standard 12V accessory plug. The sleeve expands the plug diameter so that it will fit snugly in the lighter socket. The sleeves are cheap (about \$2) and they are readily available at any large cell-phone shop. Give the sleeve a try before considering the next alternative.

If the sleeve works but is still a loose fit which results in intermittent power interruptions from bumps in the road, consider replacing the plug with one from Porsche. The sturdily constructed Porsche plug (part no. 901.613.801.00) has screw terminals for connecting the power leads (positive goes to the center terminal). I fabricated an adapter by connecting the Porsche plug (about \$12 at your dealer) to a US-style lighter socket available at any auto parts store. The adapter provides a solid power connection without modification to the plug on the accessory.

Gimmie a Brake

by Gerry Curts, Suncoast Region
(from PORSCHE PROFILE)

What is the second most important element of safety, as it relates to

driving your car on the track? Most people would say it's the brakes. Said another way, what is the last thing you want to lose if you are on the track at speed? Your brakes - right? Actually, proper use of the brakes is one of the skills that can dramatically improve your driving ability. Most Driver's Ed instructors will confirm that using the brake pedal correctly is a key skill needed to advance to higher run groups; but that's another story. Clearly, your brakes should be a main focus when preparing your car for an event. Here are some simple and easy tests you can do yourself to evaluate the condition of your brakes, along with some miscellaneous thoughts about brakes.

1. The fluid in the reservoir should be clean and clear. It should look like new fluid. If it doesn't, have it replaced. It's also important to flush out all of the old fluid. If you use your car on the track at all, replace the fluid and have the brakes bled every year; if you do a lot of track events, every 6 months. Use DOT 4 fluid only; nothing containing silicon. This is a lot more frequent than the factory recommends, but it's cheap insurance for your brakes. If you have ABS brakes, it's a good idea to have the dealer do this for you. The high/low marks on the reservoir are to allow for pad wear; as the pads wear down, more fluid is displaced into the calipers, and out of the reservoir.
2. Free pedal travel should be per factory spec; about 3/4" for most models. Free pedal travel is best checked by pushing down the pedal with your hand, until you hit the resistance caused when you start to engage the brakes. If you're out of the spec range, have the adjustment made. This adjustment is fairly easy on older cars, but newer cars with hydro-boost are better left to the dealer.

Tech ...

Why do we need free travel anyway? When you release the pedal, the pads must be able to move away from the discs.

3. Sitting in the car, push the pedal hard with your foot. You want to get firm resistance shortly after you have passed the free travel. If the pedal feels spongy, something is not right. People often think spongy brakes are due to soft lines leading to the calipers, but more frequently they're due to air in the system, or some other problem. Unless your lines are older than 10 years, you probably don't need to replace them. Also, replacing perfectly good factory rubber lines with after-market stainless steel line is a waste of money. The factory lines are excellent.

4. While checking for a spongy pedal, hold light pressure on the pedal for about 30 seconds. If the pedal moves during that time, it probably means your master cylinder needs to be replaced. The small rubber seals in the master cylinder wear over time, and worn seals can allow some fluid to bypass the seals. If your pedal moves and your master cylinder is good, it means there is a leak somewhere. Inspect everything carefully for evidence of leaking brake fluid.

5. The next time you have the wheels off the car, take a good look at your brake pads. If they have 1/8" or less of pad remaining, it's time to put in new ones. Also, the pad wear should be about the same on each side, but not necessarily front to rear. If one side is worn more than the other, you may have a caliper hanging up, or a bad proportioning valve. Get this checked out and fixed.

6. While you have the wheels off, inspect your rotors. They should be shiny, and will likely have

small circumferential ridges on the surface. They should not be warped or gouged, and should be replaced if so. There is usually a small ridge at both the inner and outer edge of the rotor; this is normal, and caused because it is the area not swept by the pads, therefore not worn. A note about resurfacing discs. Most all shops use a brake lath to resurface the disc. This method is quick and cheap, but it cuts away excess disc material, and leaves a microscopic rough surface on the disc. Not only are you losing expensive disc metal, but also end up with a "new" surface that eats up brake pads. The factory uses a surface grinding machine for surfacing discs, which leaves a pad-friendly surface, and only takes away minimum material. The bottom line; even if your discs seem to have excessive ridges (but no gouges), don't have them resurfaced. Use them until they get to the minimum thickness, and then get new ones. They will work fine as long as you are careful when seating new pads.

7. ABS can be almost as good as sex.
8. Competition brake pads - don't get carried away. These pads are great for racing and extended hard track use only. Don't use them as everyday street pads. They dust badly, squeal, and only work well at very high temperatures. If you are really getting brake fade due to high temperatures, consider installing auxiliary cooling first. Competition pads don't work well for autocross because you just don't get the brakes hot enough, long enough, to take advantage of them. I like street pads for autocross.
9. Brake dust -- live with it, and clean your wheels, tires, and brakes every time you wash the car. Don't use those after-market brake dust shields; they substantially reduce brake cooling.

10. Brake squeal -- it's annoying to everyone, so fix it. Squeal is caused because the pads vibrate at a high frequency against the disk under light braking. You can install anti-squeal shims behind the pads, or coat the back of the pad with an anti-squeal goop. Both methods simply dampen the vibration and eliminate the squeal.

11. Don't like the height of your brake pedal because it makes it hard to "heel and toe"? This is an easy thing to adjust. You will have to remove the carpet and wooden floor board on the driver's side, to get to the adjustable linkage under the brake pedal. Once there, you will see a simple adjustment that can lower or raise the pedal to your liking. The idea is to adjust the brake pedal so that it's level (flush) to the accelerator pedal when hard on the brakes.

12. For cars used mostly on the track, you may want to remove the brake shields. This does help cooling and reduces unsprung weight slightly, but it's not a good idea for street use.

13. On the track, use your brakes to their full potential (hard), but always use them smoothly.

14. Even 914-4 brakes work okay if everything is right.

15. Don't set your parking brake immediately after a hot lap, because this may warp your rotors. The rotors are still very hot, and setting the parking brake can cool them unevenly.

16. Don't get brake fluid anywhere except in the reservoir; it works like paint remover.

17. Brake fluid is very hygroscopic, meaning it absorbs water. This is a good thing to know if you spill brake fluid on the paint; water will wash it off easily. But it's not a good idea to bleed

your brakes outdoors when it's raining. Water in brake fluid will turn into steam when the brakes get hot. Steam in the brake lines can make the brakes go away immediately (pedal to the floor), but braking will be returned once the brakes cool. You can't see small amounts of water in the brake fluid. Even very small amounts of water in the fluid can corrode the internal workings of your brakes. The same is true of alcohol, regardless of what the Chilton manuals say. Don't ever use alcohol to flush out your brakes; use only new brake fluid.

Remember, the brake system is made up of many components, and like anything, is only as good as the weakest link. Oh, the first, most important element of safety as it relates to driving your car on the track -- it's the driver, of course. !

New Help With Brake Bleeding

by Vince Knauf

San Diego Region

(from The Windblown Witness)

Brake bleeding becomes a frequent necessity for track driven Porsches. Brakes get hot when used, and get very hot with extreme track use. This heat will degrade brake fluid after a period of time. Add this to the fact that brake fluid gradually absorbs water from the air, water that forms "steam bubbles" in the very hot calipers, and it is easy to understand why the brakes can "fade" under the increased stress of track use. This fade comes from the brake fluid no longer directly transferring the pressure on the brake pedal to the brake pads at the wheel. And then you can't stop. Not good. There are two approaches to preventing this fade. Both are necessary.

1. Reduce the heat load. To do this, don't use the brakes more than you need to. This is a driver skill that develops with time. Also important is getting maximal cooling to the brakes. This means

more air flow. Newer cars have factory installed cooling ducts. I have written previous articles on retrofitting them in older cars. Cool down laps are valuable. The result of these efforts is less heat to deal with.

2. Get that old brake fluid out and replace it with fresh new stuff. This is brake bleeding. Until recently I approached this as an involved procedure involving two people, one to pump the pedal, coordinating with the second person under the car opening and closing the bleeding valve on each brake caliper. You could always tell when brake bleeding was going on by the "up....down....up....down" chant coming from under the car. This was to coordinate the pedal motion with when the valve was opened and closed to prevent sucking old fluid or air back into the caliper (BAD). Getting a willing volunteer for this may or may not be an easy thing. Most of us do lots of this kind of work on our track cars, generally ALONE. Fairly expensive pumps and suckers have been developed to make this process one person friendly. I have found them difficult to use, easy to break, and one more thing to pack, if brake bleeding at the track is to be considered.

On a recent visit to a local motor-sports store, I noticed a new, relatively inexpensive and very simple product: the Russell Speed Bleeder. This brake bleeder valve has a spring loaded check valve inside to permit only one-way flow out of the caliper. It comes in various sizes, and model 3957 fits our 1983 944. The salesperson spoke highly of them, noting they are used by many local track fanatics.

On his recommendation, I bought two pair to cover all four wheels. Installation is easy. Just remove the old bleeder screw and replace it with the new Speed Bleeder. Be sure to bleed the brakes before driving following these easy steps:

Step 1: Attach a 12-16" length of

clear vinyl tubing over the Speed Bleeder valve (sized to stay on the valve by itself). The other end goes into a small bottle to catch old fluid. Hang this bottle from the underside of the car by attaching a wire to the bottle. This will help prevent knocking over the bottle and spilling old brake fluid.

Step 2: Open the valve 1/2 turn.

Step 3: Make sure the brake fluid reservoir is fairly full.

Step 4: Pump the brakes, enough pumps to purge the entire line and caliper. Be generous.

Step 5: Close the valve.

Repeat this process on the other three wheels. The usual caveats apply. Start at the wheel farthest from the master cylinder and work towards it. Don't let the master cylinder reservoir run dry. Remember that this process works best when you FLUSH the entire system, not just bleed out the worst fluid in the caliper. Brake fluid is relatively cheap. It is also very toxic. Keep it off your skin and any painted surfaces. It must also be disposed of properly.

This has made brake bleeding so easy that there is no excuse not to bleed brakes before each event. It really is a safety issue. No brakes, no safety.

Dust Cap Removal For A 1984-89 Carrera

by Jim Pasha, Diablo Region

For the 1984 model year, Porsche changed the design of the dust caps and hubs to make the caps fit inside the center of the hub, just above the outer bearing race for the outside tapered roller bearing. In addition, the cap had an indented ring to aid in the use of a special puller to remove the cap.

If the front bearings have never been serviced, and many Carreras have never been, these caps are a mite tough to remove in the field

Tech...

without the special puller. They must be removed to access the retainer collar which holds the hub assembly to the spindle. There is a fairly easy way to remove the caps without resorting to chisels and drills or other heavy equipment.

I had a 2 1/4" muffler clamp, a heavy duty one, in a box. I took the clamp and installed it around the dust cap so the looped part of the clamp rested in the indented ring. I tightened the clamp securely on the cap. I then took my biggest Sears flat-bladed screwdriver and, using the wheel studs, pried against the clamp, going from stud to stud, rotating the hub to do so. It took a couple of minutes to do this, but the cap wasn't damaged and came right off.

In the event this does not work and the cap seems welded in, which some can be, there is another method. Since the caliper will be off in most instances, I take a 1/4" drill and drill the cap in the slot where the retainer ring Allen screw is normally reached from. I then take an Allen wrench and loosen the retainer ring and unscrew it and the hub and rotor at the same time. Once the collar is fully loosened, the entire assembly will come off. A drift can then be inserted through the bearings, retainer washer and retainer collar and then you can tap (it will be a sharp tap) the cap off. I would use this method only as a last resort. The dust cap can be reused, you turn the hole so it is not exposed.

Valve Covers: Early 911

by Wayne Dempsey
(from PORSCHE ZEITUNG)

One of the most common problems with the older 911 is the occurrence of major oil leaks. While some oil leaks are harder to fix than others, the oil leaks that originate from the 911 valve covers are very easy to fix. From 1968-77 the upper valve covers were magnesium. While very lightweight, there is a

coefficient of thermal expansion mismatch between the cam tower and the valve covers. In other words, when the engine heats up, the valve covers expand at a different rate than the cam towers. This causes the magnesium covers to warp, and subsequently leak. It is this leak from the valve covers that is very common on the older cars.

If your SC or Carrera is leaking from the bottom covers, the Turbo valve covers that are reinforced will help prevent this leak. Since this is a very common upgrade, it may have already been performed on your car. Check to see if your covers have been upgraded before you order a new set. The newer ones are all aluminum, and the lower covers have fins that criss-cross the outer surface.

To see if your car is suffering from valve cover leaks, take a look under the car and check the bottom of both the left and right valve covers. If there are oil drips there, as well as oil on your heat exchangers, there is a good chance that your covers are leaking. Check the ones on top too, from within the engine compartment. These are also very prone to leaking. A good way to check for leaks is to clean the entire engine. You can clean the bottom of the engine by taking it to a self-serve car wash that has a degreaser setting on the nozzle. Don't spray any water inside the engine compartment, as there are many things in there that you just don't want to get wet. Instead, use some degreaser on a rag to wipe out the inside of your engine compartment. Please don't dump any degreaser on your driveway, as this pollutes the environment.

If you suspect that your valve covers are leaking, then simply remove them from the engine and check to see if they are warped. If you place the magnesium valve covers on a flat surface, you can check to see if they are warped or not. Even if they don't appear to be warped, remember that they will deform when they are heated by the motor. If the valve covers are warped, then you should

definitely replace them.

The standard upgrade is to replace the valve covers with late 911 Turbo valve covers. This is a bolt-on replacement for 911 owners. Make sure that you empty the motor of oil before you remove the valve covers, as there is a good chance that you will have a major oil spill if you don't. The Turbo valve covers are made of aluminum, and will expand at the same rate as the cam towers, thus decreasing the amount of warpage. The upper valve cover looks very similar to the original magnesium one, except for the fact that it is unpainted. The lower valve cover has fins to improve cooling and also increase stiffness.

If you own a 914-6 or are performing a 914-6 conversion, you need to machine down a section of the lower valve covers on both sides in order to have them clear the rear trailing arms. If you don't do this, then you will not be able to remove the covers without either removing the studs from the cam towers, or dropping the engine. The fins must be machined down about a quarter of an inch in order to accommodate the rear trailing arms of the 914. Machining the covers will not hurt them, and they will still function very well.

When you install the Turbo valve covers, make sure that you use a new set of valve cover gaskets, screws and washers. The valve cover kit comes complete with all the nuts, washers and gaskets. It is important not to over-torque the nuts on the valve covers. I was not able to locate a torque specification in the factory manuals, but I would not torque them greater than 8 ft-lbs. Make sure that you torque them down in a diagonal pattern, and it is advised to start at 4 ft-lbs., and then after all of them are tight, re-torque to 8 ft-lbs.

It's a easy upgrade that should stop one of the most annoying leaks on a 911. No more smoke coming out of the rear of the car as the heat exchangers burn off excess oil!

GINGERMAN RACEWAY

JUNE 12-13, 1999 SOUTH HAVEN, MI

The time is here again for our annual trek to **GINGERMAN RACEWAY** in South Haven, MI.

The event will be run in a similar fashion to other Chicago Region Drivers' Education events with ½ 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 the track.

Mandatory clothing requirements are a **SNELL APPROVED SA 1990 HELMET**, long sleeved cotton shirt, long pants, socks, all of non-synthetic material, and closed-toe shoes. Recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher. Please check the date on your helmet NOW: it will be checked at tech inspection. Remember, if you do not pass tech inspection, you may not drive.

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, June 11th so trailers, cars, and/or support vehicles can be left there securely.

DIRECTIONS TO GINGERMAN RACEWAY:

From I-94 and I-196 near Benton Harbor, Michigan, go north on I-196 for 20 miles to Exit 20 (Phoenix Road). Turn right (east) on Phoenix Road 5.5 miles to **GINGERMAN RACEWAY** on your left.

QUESTIONS? JEFF GIRARD

630.985.6739 (Before 9:00 pm please)

First Driver

Name: _____

Address: _____

City, State, Zip: _____

Day Phone: _____

Eve Phone: _____

PCA Member ____ Region _____

Applicant ____ Guest of _____

Second Driver (must be family/affiliated member)

Name: _____

Address: _____

City, State, Zip: _____

Day Phone: _____

Eve Phone: _____

PCA Member ____ Region _____

Applicant ____ Guest of _____

<<Fastest Run Group Req. Slowest>>

<<Fastest Run Group Req. Slowest>>

Porsche Year, Model, Type, Engine Size

***** PCR CLASS *****

Production { } Improved { } Modified { }

Chicago Region Permanent Car Number: _____

If none, requested Car Number. _____

Chicago Region Permanent Car Number: _____

If none, requested Car Number. _____

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: One Driver \$190.00 Two Drivers \$230.00 (same car, must be family/affiliated member)

Mail Registration with check to: **JEFF GIRARD**
8630 LEMONT RD.
DARIEN, IL 60561

Checks payable to: **PCA CHICAGO REGION**

Places To Stay Near GingerMan Raceway

Suggestions from Myra Knoblauch

Old Harbor Inn, Inc.

515 Williams St.
South Haven, MI 49090
616.637.8480
Website: <http://oldharborinn.com>
Info e-mail: info@oldharborinn.com
Contact e-mail: robin@oldharborinn.com

Lake Bluff Motel Inc.

76648 11th Ave.
South Haven, MI 49090
616.637.8531
Fax: 616.637.8532
Website: <http://www.gomichigan.com/lakebluff/>
e-mail: lakebluff@btc-bci.com

Guesthouse Inn - South Haven

72320 Phoenix Rd.
South Haven, MI 49090
616.639.9900
Website: <http://www.guesthouse.net>

Yelton Manor Bed & Breakfast

140 North Shore Drive
South Haven, MI 49090
616.637.5220
e-mail: elaine@yeltonmanor.com
Website: <http://www.yeltonmanor.com>

Carriage House Bed & Breakfast

at the Park - 233 Dyckman
at the Harbor - 118 Woodman
South Haven, MI 49090
616-639-1776

Ross House Bed & Breakfast

Cathy Hormann & Brad Wilcox
229 Michigan Ave.
South Haven, MI 49090
616.637.2256

A & R's North Beach Inn & Cottages

282 North Shore Drive & 408 Huron
South Haven, MI 49090
773. 685.0575 or 800.484.8259 code 7021
Website: <http://www.u-on-web.com/arvacation>

Econo Lodge

09817 M-140
South Haven, MI
800.955.1831 or 616.637.5141

Sandcastle Inn

203 Dyckman Ave.
South Haven, MI
616.639.1110
e-mail: sandcasinn@aol.com
Website: <http://www.yesmichigan.com/sandcastleinn>

A Country Place Bed and Breakfast

79 North Shore Drive N
South Haven, MI 49090
616.637.5523
e-mail: acountryplace@cybersol.com
Website: <http://www.csi-net.net/acountryplace>

The Inn At HawksHead

6959 105th Ave.
South Haven, MI 49090
616.639.2146

From the Internet

Sun 'n Sand Motel

176 Blue Star Hwy.
South Haven, MI 49090
616.637.2007

Quality Inn & Suites

Location: 153 Ampey Rd.
Mailing: P. O. Box 228
Paw Paw, MI 49079
616.655.0303 or 800.228.5151
fax: 616.657.1015
e-mail: jaqui.cowles@worldnet.att.net
Website: <http://www.hotelchoice.com/hotel/MI154/>

Sleepy Hollow Resort

7400 North Shore Drive
South Haven, MI 49090
616.637.1127
e-mail: SHR@ACCN.ORG

Victoria Resort B&B

241 Oak Street
South Haven, MI 49090
616.637.6414 or 800.473.7376
Website: <http://www.victoriareSORT.com>
e-mail: bob@victoriareSORT.com

Southview Bed & Breakfast

7019 109th at I-196
South Haven, MI 49090
616.637.2552

The Seymour House

Tom & Gwen Paton
1248 Blue Star Hwy.
South Haven, MI 49090
616.227.3918
e-mail: Seymour@cybersol.com
Website: <http://www.bbonline.com/mi/seymour>

Rainbow's End Bed & Breakfast

1152 Blue Star Highway
South Haven, MI 49090
616.227.3474 or 800.947.9630

Arundel House

56 North Shore Drive
South Haven, MI 49090
616.637.4790

Culpepper Inn Bed & Breakfast

Katherine Culpepper, Innkeeper
1382 Blue Star Hwy
Glenn, MI 49416
616.227.3028

Will O' Glenn Irish B&B

P.O. Box 288
Glenn, MI 49416
888.237.3009
fax: 616.227.3045
e-mail: egahan@accn.org
Website: <http://www.irish-inn.com>

Elmhurst Farm Inn

634 64th Street
South Haven, MI 49090
616.637.4633
e-mail: rbarde@vbid.org

Asher's Condo

225 N. Shore Drive, #2
South Haven MI 49090
616.349.1874 or 616.323.3193

The Thompson House

Joyce Thompson
51 Pine St.
South Haven, MI 49090
616.637.6521
e-mail: JLT_KKT@cybersol.com

Hunt's Hide-A-Way

72257 M-43 Hwy
South Haven, MI 49090
616.637.2564

Sun 'n' Shore Cove
7388 102nd Ave.
South Haven, MI 49090
616.543.4297

South Haven Vacation Homes
74111 8th Ave.
South Haven, MI 49090
616.637.5406 or 616.638.2093

Greene's Rentals
616.637.6400 or 800.637.1141 (Meryl)
e-mail: meryl.cb@juno.com

The Cottage
216 Oak Street
South Haven, MI 49090
616.637.4394

Riverbend Retreat
Bret & Pam Morgan
15 72nd St.
South Haven, MI 49090
616.637.3505
fax: 616.637.2113
Website: <http://www.yesmichigan.com/riverbend/>

Auntie Pat's Cottages
140 Webster Street
South Haven, MI 49090
616.637.1999 or 773.539.5284

Beach House
216½ Oak Street
South Haven, MI 49090
616.637.4394

Compton Cove
192 74th St.
South Haven, MI 49090
616-427-9057

South Haven Vacation Homes
74111 8th Ave.
South Haven, MI 49090
616-637 5406
Fax: 616-639-2093

The "BiHive"
95 A Walk
South Haven, MI
773. 880.9800 or 616. 637.1919

Robin's Nest
41 Grand St.
South Haven, MI
616. 637.1919 or 815.469-9311.

Newtonson's Wyndemere 252
250 North Shore Drive
South Haven, MI, 49090
616.639.8180

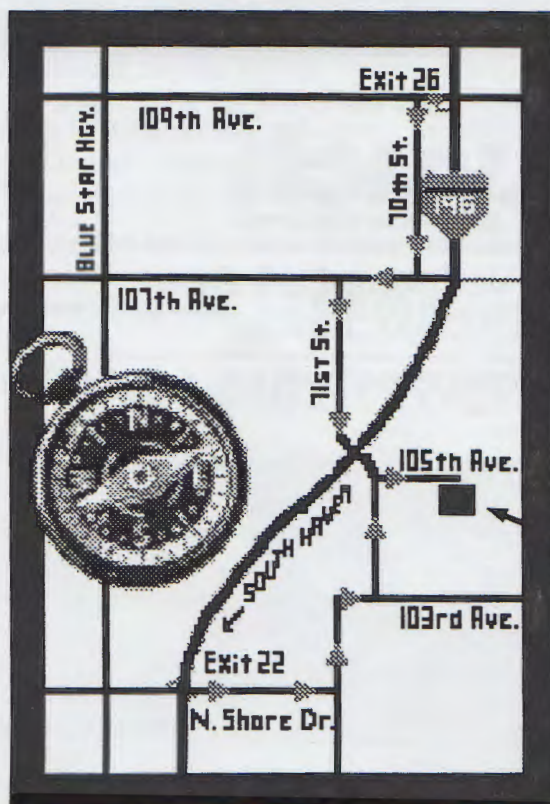
Quake's Cottages
Larry & Judy Quake
616. 273.8539 or 616.637-2504 May-Sept
e-mail: vlrodden@flex.net

(Ed. note: This list of accommodations in the South Haven area is taken from the listings at the web site:

South Haven Online Business Directory, Lodging Listings
<http://www.southhavenmi.com/BusLists/lodging.html>

as a service to our members. It does not constitute recommendations.)

Dinner Planned For Saturday Evening At GingerMan



After spending the day at **GINGERMAN RACEWAY** or enjoying the lovely town of South Haven, the PCA Chicago Region cordially invites you to share food, spirits, and comraderie on **SATURDAY EVENING, JUNE 12TH** at **THE INN AT HAWKSHEAD** in **SOUTH HAVEN, MI.**

Dinner will be selected from the menu and will be served at **8:00 PM** (South Haven time). A **CASH BAR** will be available.

In order to give our hosts at **THE INN AT HAWKSHEAD** an accurate count for dinner, please call **MYRA KNOBLAUCH** at **630.325.1086** by June 10th if you plan to attend this dinner.

Hope to see you there!

THE INN AT HAWKSHEAD
6959 105TH AVENUE
SOUTH HAVEN, MI
616.639.2146



Lynch

PORSCHE

Chicago's Exclusive Porsche Source



Lynch

PORSCHE

5259 W. Irving Park Road
Chicago, Illinois

773-777-2000





NAVY PIER CONCOURS

FATHER'S DAY

SUNDAY, JUNE 20, 1999

10:00 am Navy Pier Opens
Noon Judging Begins
3:00 pm Trophy Presentation

Some things are worth the wait!

The Summer Solstice ...

Father's Day ...

The second Concours of 1999 ... which will be held at one of Chicago's most recognizable landmarks, Navy Pier.

On Father's Day, June 20th, our Porsches will gather at the entrance of Navy Pier at 10:00 am and drive, in parade, to the far east end of Navy Pier for the best view of the city and our Porsches.

This is an event that the whole family can enjoy! Navy Pier boasts The Children's Museum, City Ferris Wheel & Merry-go-round, Skyline and the Omnimax Theatres, Odyssey Cruise Ships, Sea Dogs High Speed Boat Rides, Ugly Duck Boat Rides, Shops, Restaurants, Music Stages, and Beer Garden ... something for everyone!

So, get a bucket of water, wash off the Porsche, grab Dad and the whole family and come on out to Navy Pier for Concours Two, Father's Dad and the Summer Solstice!

As we go to press we're trying to make special parking arrangements for non-concours participants and hope to have full details in time for the May issue on the Chicago Scene.

Class A: Exterior, interior, trunk, engine & undercarriage

Class B: Exterior, interior, trunk, & engine

Class C: Exterior, interior, & trunk

Class D: Exterior & interior

Class E: Exhibition exterior & interior - visual inspection

Novice: First time participants only. Judges to Class C standards

People's Choice and Judges' Choice Trophies will be awarded.

As an accurate head count is important, PLEASE PRE-REGISTER!

Navy Pier Concours Fee \$20.00 per car

Please make checks payable to: PCA Chicago Region

Mail to: Jim Jacisin, 508 Rex Boulevard, Elmhurst, IL 60126

Name(s) _____

Address _____

City _____ State _____ Zip _____

Phone _____ Region _____

PORSCHE Model _____ Body style _____ Color _____

Class A _____ B _____ C _____ D _____ E _____ Novice _____

Chicago Region Membership

Ed Barnicle, Membership Chair

24 Hour Info: 773.769.8139

Fax: 773.767.0186

e-mail: Edbarnicl@aol.com

April Membership Anniversaries

1971	M. W. Schrepfer	Robert Schrepfer	Gerald Owens	Annetta T. Owens
1972	Richard A. Patterson	Linda Patterson	Steven J. Andersen	Adam Andersen
	Larry J. Smith	Sheri Smith	John Hart	Monika Hart
1974	Chester T. Szerlag	Judy Szerlag	1995 Frank A. Rubino	Donna Rubino
1975	Petr G. Chadraha	Petr Chadraha	Ton J. DeBoer	Peter DeBoer
	Richard M. Ward	Bryan R. Ward	David Jenkins	Cyndi Jenkins
1977	George Rudawsky	Julie G. Rudawsky	Bill Schutz	Karen Schutz
1978	Eric Henderson	Sue Henderson	Hobart E. Crosby Jr.	Drew Crosby
	Bernhard M. Kottler	Maryanna Kottler	Markian B. Lewun	Daria B. Lewun
1979	Richard McCord	Karen L. McCord	Scott Forbes	Gregory Darrough
1981	Frank E. Chadde	Betty Chadde	Joachim H. Ferstl	Heidi Ferstl
	Hester J. Hursh MD	Cindy Dyrda	Louis Morabito	Terry Morabito
	Thomas G. Larson	Susan Larson	Hans Bachoefer	Barbara Bachoefer
	Everette F. Morgan	Helen Morgan	Mark R. Janis	David Janis
1982	Stanley A. Crane	Tricia Crane	Peter W. Rooney MD	
	Dennis Hiffman	Barbara J. Hiffman	R. Scott Bartmess	Russ Bartmess
1983	Arthur N. Nystrom Jr.	Carol Nystrom	1996 George Moreno	James Demetriou
	Joseph M. Fagan	Iris Fagan	Merriel Shadlow	Opal Shadlow
1984	Ronald L. Goldstein	Anita Goldstein	Robert A. Ostroga	
	Timothy M. Green	Gerlinde Green	Kenneth F. Lindgren	Steve Lindgren
	Thomas F. Kerrigan	Peg Kerrigan	Donald O. Meyers	Art Meyers
1985	Mark Dragovan		Brian P. Gibbert	
	Stephen Kozerowitz	Barbara Kozerowitz	Mark Hellner	
	John M. Damas	Nancy Ann Damas	Frederick R. Jolly	Elaine Fleming
	James E. Barzyk		Edward J. Olinger MD	Barbara Olinger
1986	Russell L. Melton	Berni Melton	Patrick E. Pozzi MD	Carleen Pozzi
	Thomas W. Beihoffer	Denise Boklach Beihoffer	Donald R. Michalek	Karen L. Michalek
	Bernard Tameling	Gretta Tameling	Louis Natenshon	Adam Natenshon
1989	Rob Larson	Ann Larson	Carl Harris	Karen Michelle Harris
	Rudy Vilkutaitis	Marsha K. Morgan	Dennis Drescher	Donna Drescher
	Steve Heim	Debbie Heim	1997 Mark J. Hamptom	Mary Hampton
	Louis C. Serpico	Suzanne Serpico	Rod Trautvetter	Carol Trautvetter
	John A. Takehara	Renee Takehara	James G. Hanson	Carol Hanson
1990	Glenn M. Stazak	Warren Ellis	Anthony G. Shaneen	Tim Clancy
	Michael B. Gallagher	June Gallagher	Rex C. Covington	Muriel R. Covington
1991	Allen Barrow	Pat Barrow	George Schaefer III	
	Alan Davis	Tammy Davis	Wayne R. Simon	Heidi Simon
	Jerome J. Mikesell	Kathryn M. Herzog	Christopher A. Palabrica	Elsie R. Palabrica
1992	John L. Winter	Jonne Winter	Donald L. Smith	Nancy L. Smith
	Charles E. Reiter III	Catherine C. Reiter	Shawn D. Young	Larry Young
	Gordon R. Roth	Madeline Roth	Mark Lundstrom	Catherine Lundstrom
	James R. Starai	Kimberly Starai	Kemp H. Smith	Catherine Smith
	Dr. Martin Bour	Cheryl Bour	James C. Hopp	Nancy Hopp
1993	Christopher C. Kuehnle	Suzanne Pentak	1998 David Ostrom	Rita Ostrom
	Robert A. Habermann	Charlie Habermann	Dennis Tobin	Linda Jo Tobin
	W. James Fischer	Cathy Fischer	Joseph Castrogiovanni	Al Castrogiovanni
	Vito A. Castelli	Donna Castelli	Craig C. Davies	
	Dr. Bruce A. Rohner	Mary Ellen Rohner	William J. Hollingsworth	Jill Hollingsworth
	G. Jeffrey Provol		Sharif Nijim	Faris Nijim
1994	Charles Hutchinson	Bonnie Hutchinson	Richard Proszowski	Pauline Proszowski
	James Levine	Roger Levine	Peter Froehlich	David Strong
	Robert A. Benziger	Marla K. Benziger	Michael A. Steele	Jeannie Steele
	Scott Varwig	Harry Varwig	Thomas J. Walker	Bett Barnett
	Anthony P. Morelli		K. Wayne Strom	Janis A. Strom

William Nemec
Dennis Austermeier
Michael Harris
Robert A. Kruszewski
Lawrence A. Gonzalez
Thomas L. Spence

Carie Halbisch
Donna Fletcher-Gonzalez
Patricia Spence

Dr. Brian Gniadek
William Garvy
Jayesh M. Patel
Brian E. Hughes

Dr. Merv Rosen
Denise Kulpit-Garvy
Edward B. Hughes

Congratulations And Best Wishes!

- to Shawn and Kristy Young on their marriage on January 30th!
- to Trevor Merrick and Michelle Narva on their wedding day, April 24th!

Congratulations, Best Wishes And Enjoy!

to Paul Jones on his election as National V.P. and to Paul and Marilyn on their new home and life in South Carolina. We will miss Paul's great representation of Zone 4 at the National level and his fender-bending abilities on a personal level. We look forward to 'catching up' with them at Parade.

Welcome To Our New Members In March 1999

Jeffrey A. Baker
Naperville, IL
1985 911

Scott DeGraff
Chicago, IL
1999 996C4

John R. Lannan
1984 911
Chicago, IL

William Prassas (Transfer)
Chicago, IL
1980 928

Harvey B. Baruck
Northbrook, IL
1999 Boxster

John A. Ewert
Oak Park, IL
1983 911SC

Bruce Lerner
Oak Lawn, IL
1981 911SC

Jeffrey U. Price
Chicago, IL
1974 914

Chris Bennett
McHenry, IL
1986 930

Nancy J. Fellows
Oswego, IL
1989 911

Daniel Lucas
Chicago, IL
1978 911T

Donna Schultz
Chicago, IL
1999 996

Jack A. Bowser, Jr.
Gurnee, IL
1990 911

Luis A. Guerra
Skokie, IL
1990 911C4 Cab

Kent Lutes
Roscoe, IL
1968 912

James A. Torvik
Evanston, IL
1985 911

Kenneth Brinkman
Oak Park, IL
1987 944S

Richard R. Harris
Libertyville, IL
1998 944

Kenneth J. Osius
Downers Grove, IL
1984 911

Thomas V. Vaccaro
Bourbonnais, IL
1990 911C4

Richard B. Conner
Rockford, IL
1999 Boxster

Allen L. Kracower
Lake Forest, IL
1999 Boxster

Bernardino M. Parisi
Park Ridge, IL
1990 944S2 Cab

Daniel T. VanVoorhis
Glen Ellyn, IL
1996 993TT

Patrick K. Cusick
Buffalo Grove, IL
1999 996C4

Thomas E. Kramer
Aurora, IL
1985 928S

J. W. Cole Parsons
Plainfield, IL
1986 911

Are You Moving? Has Your Area Code Changed?

Name(s): _____

Old Address: _____

New Address: _____

Phones: (H) _____

(Area Code) (New ?)

(W) _____

(Area Code) (New ?)

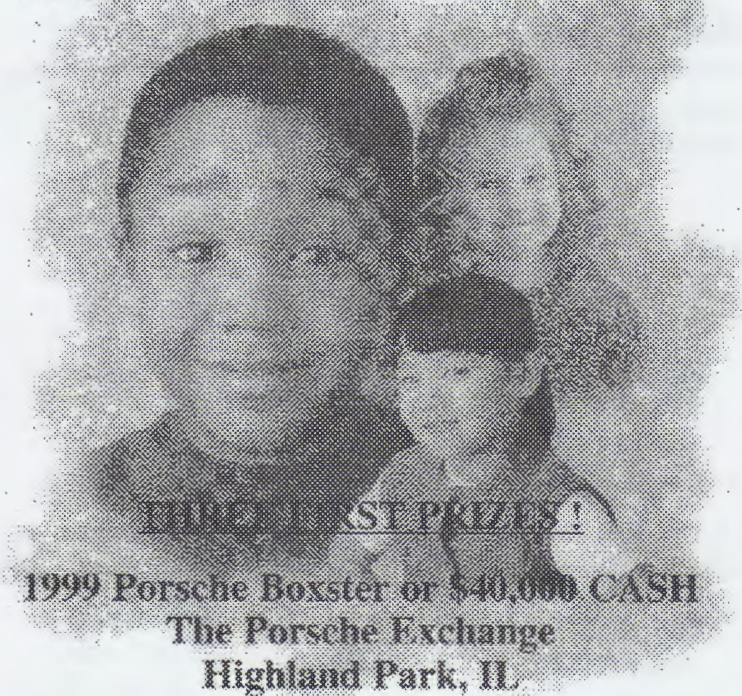
Send to: Debby Leed 37 Lakeview Drive Barrington, IL 60010-1949
fax 847.382.3562 (8:00 am - 8:00 p.m. only please!)

CHILDREN'S MEMORIAL HOSPITAL

2300 Children's Plaza, Chicago, IL 60614



Third Annual Raffle



1999 Porsche Boxster or \$40,000 CASH
The Porsche Exchange
Highland Park, IL

1999 Mercedes Benz SLK or \$40,000 CASH

1999 BMW Z3 or \$40,000 CASH
Knaus Mercedes Benz / BMW
Lake Bluff, IL

Call 1-888-PSI-CHILD Tickets: \$100.00 each

Drawing to be held during the Children's Miracle Network Telethon to be
televised LIVE on ABC TV/Channel 7 on Sunday, June 6th, 1999 at noon.

3000 tickets will be sold.

(If less than 2000 tickets sold, all proceeds will be returned)



**Prudential
Securities**

SUPPORTS CHILDREN'S MEMORIAL HOSPITAL

All proceeds to benefit Children's Memorial Hospital.

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 and in good operating condition. Firm brake pedal.
- _____ 5. **SEAT BELTS** - Original factory installation; or securely anchored metal-to-metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five or six point harnesses required for Classes 1 - 3 at Road America 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, SNELL SA 1990 or later required for all track events** including Blackhawk, Road America, and GingerMan (sticker must be attached inside) and **HELMET, SNELL SA or M 1985 or later required for all autocross or gymkhana events** (sticker must 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 an other 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 and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.
- _____ 10. **DRIVE BELTS** - Tight and in good condition.
- _____ 11. **THROTTLE RETURN** - Freely operating and 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 and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition.
- _____ 15. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and 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. (Remember 108db sound limit at Road America.)
- _____ 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 competition pads properly bedded in.
- _____ 19. **WHEELS** - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hubcaps 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 and cap tightened.
- _____ 23. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc.
- _____ 24. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials

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: _____ DATE: _____

WITNESS TO DRIVER'S SIGNATURE: _____ DATE: _____

The Mart

PCA members are welcome to place ads of a non-commercial nature at no charge in **The Mart**. The non-member, non-refundable fee for this service is \$15.00 for three months, and checks should be made payable to PCA Chicago Region. Ad material must be received by the 10th of the month for publication in the next month's issue, is subject to editing, and will run for three months. To be run again after the initial three month period, ads must be resubmitted. Please limit ads to 75 words or less.

The Mart/Chicago Scene
Susan Shire
9507 North Central Park Avenue
Evanston, IL 60203

Phone: 847.674.2285
Fax: 847.679-8973
e-mail: ChiScene@aol.com

FOR SALE

PORSCHE

1992 Beck 550 Spyder Silver/blue/red interior. (0063) Built by Beck Development Corp. New 2107cc engine w/twin Dellorto 48mm carbs producing 165 hp. Quick at 1280 lbs. Reliable street or track car. Includes trailer, extra set of mounted Hoosiers, removable full rollcage. Tonneau soft top w/side curtains, plus more. Exhilarating to drive/fun to race. \$18,500. Van Miller 847.949.0972 or e-mail: QUIK550@aol.com.

1969 911T Tangerine/blk interior. Installed 2.2 liter engine w/rebuilt 40-IDPT/3 Webers. New clutch/exhaust/Boge shocks/brakes/wheel bearings/ignition coil/alternator/Continental Super CV90's on set of Fuchs. \$7,200. Don Benthall (Rockford) 815.962.6938.

1970 911 Race Car RSR bodywork (two sets), historic w/log book from 70's. 3.0 ltr. w/46 webers. Headers w/Supertraps. Case is boat-tailed w/Raceware studs & bolts. All inside casting seams ground smooth, heads ported & flowed. "Modified S grind" cams by Web-cam. 915 tranny w/Porsche limited slip & shortened gears. 930 brakes. Tilton duel master cylinder & assembly.

Full NASCAR "semi-tube" roll cage. Fuel cell. Carrera coil-overs all corners. Two (2) sets wheels (9", 10", 11", 12" wide). 1980 lbs. wet before removing sunroof & tracking. Raced at Daytona 24 Hour in '81, PCA Club Raced in Class GT3R w/3 class 2nd's in '98. \$29,900. Dennis Howard, Baltimore, MD. RSAMer@aol.com.

1973 911 RS Touring White w/red graphics. 85K km. Exc. cond. all numbers match. #9113600937. Asking \$60,000. Glenn Sapa, 27W506 Wallace Rd., Wheaton, IL 60187, (eve) 630.690.0667.

1973 911 Race/Street Car RSR bodywork & suspension. 285 hp. Big red calipers. Quaife. BBS. Recaros. Coil-overs. Autopower. Fuel safe. Tilton. 3.8RS wing. \$45,000. Phil Koepke, 12700 Lakeshore, Mequon, WI 53092. 414.243.9012.

1978 911SC Coupe Cashmere beige/brown. 100K mi. Custom car cover, 2 steering wheels. Extensive records. #9118200308. Very well maintained. \$9750. Sam Peltzman (w) 773.702.7457, (h) 733.752.4246, e-mail: sam.peltzman@gsb.uchicago.edu

1979 911SC Targa Rare Prussian blue w/red leather. 108K mi. #9119211783. Drives/performs/looks very good. Most work last 4 years by Midwest Eurosport. New tires/clutch/brakes/fuel injectors. Always garaged. Non-smoker. \$14,000/OBO. John 847.680.0959.

1986 911 Turbo Red/tan. 50K mi. Exc. cond. New tires. Greg Tilley 847.304.0859.

1987 911 Cabriolet White/maroon leather. 38K mi. Turbo-look w/box rockers, rear brake vents, lowered. Stereo upgrade, K40 F/R radar, alarm, performance chip & exhaust. Sport seats. New tires/brake system/clutch/major service. Exc. condition. Garage/covered. \$32,500. Mike Origer, 1040 Bombay Way, Palatine, IL 60067. 847.359.5559.

1987 911 Carrera Targa Garnet metallic/tan. 43K mi. All records. No snow/smoke. Major recent service prior to winter storage.

Targa top redone inside/out. AC/recent in-dash CD. Inc. flannel cover/Tonneau top. \$27,500/OBO. Larry 847.940.7346 or e-mail: lfinder@enteract.com.

1993 Ruf RS America 911 Blk/blk. Converted/maintained by Perfect Power. All Ruf: 18" wheels/suede steering wheel/lowering kit/springs/shocks/sway bars/tower brace/front spoiler lip/short shift kit/intermediate muffler/trans & engine mounts/Brembo brake kit/lightweight flywheel & clutch. Alpine system. GPS alarm. Perfect cond. \$47,000/OBO. Fred Cohen (w) 847.679.4949 x119 or (h) 847.940.8266.

1993 911 GT3-S full race car. New home building project regrettably dictates sale. This car has all the tricks, including carbon fiber body, fabcar cage, center lock wheels, 3.4L injected race engine, RSR suspension/Penske shocks, fire system, fuel cell, Pi data acquisition, 3 sets of Fiske wheels plus much more, Built and supported by Perfect Power. 1st in Class Aug '98 TRAC98 Club Race, also beating GT2-S factory RSR's, 2:25:30 laps! No expense spared. Over \$170,000 invested by previous owner. Will sacrifice at \$90,000. Scott (eve) 414.646.7473.

1994 911 Speedster Triple black. A/C. Cruise control/heated power leather seats. 13K mi. Never driven hard. One owner. Complete service record. Mobil 1, Kenwood Stereo/CD. \$54,000. Harvey Hensley (d) 608.342.1657, (h) 608.348.9287 or e-mail: hensley@uwplatt.edu.

1970 914-6 Roadster Orange/blk. 40K orig mi. Same owner 18 years. '83SC 3 liter/oil cooler/SC frt. brakes/chassis stiffener/7" polished mags. No winters. Solid. Extras. Receipts. \$18,950 F.O.B. Jim Sovik, 1803 Baybrook Ct., Naperville, IL 60564. 630.904.6222.

1975 914-6 Conversion White/blk 2.7. Street/track car. Club Race ready. Call for spec. \$10,500/OBO. Shawn Young (h) 630.616.0519 or (pager) 708.999.9135.

1986 944 Turbo Guards red/blk

leather. 45K mi. Auto Authority. New Turbo S clutch/timing belts/tune-up. Serviced by Midwest Euro-sport. No winters/racing. Looks like new! Mike Ksiazek (days)

847.279.2710, (eve) 630.789.2257.

944 Project Car '83 Shell w/running drive train, complete air, wide body kit & '87 turbo, suspension, & brakes. Prefer to sell as package. \$4,800/OBO. 3 piece BBS 16" Fits 928. Some scratches, great rack wheels. \$650/OBO. Anthony Anania 815.436.6112.

1989 944S2 Blk/blk. 79K mi. Clean. Non-smoker. Fresh rotors/tires. Lots of service records. \$12,500. Michael Ryan (w) 847.884.8949 or (h) 847.382.6227.

1989 944 Turbo S Red/blk leather. Sport seats. 57K mi. Newer clutch/water pump/belts/tires/shocks/etc. APE Stage II chips & test pipe. Fast/exc. cond. \$16,900. Edward 847.358.9171 after 6 pm or e-mail: Jedspace@aol.com.

1996 993 Carrera 2 Coupe Midnight blue/gray leather. 10K mi. Sun roof. Security pkg. Perfect show-room cond. Garaged/covered. No winters/smokers. \$58,000. Hester (eve) 815.365.4014

1999 996 Carrera Cabriolet Zenith blue/blk leather. Power seat package. 18" turbo wheels. Hi-Fi sound package w/CD player. Hard top. New 2/99 2K mi. 4 year warranty. \$79,000. Henry Mundt (w) 914.249.5704 or (h) 708.354.0284.

OTHERS/PARTS

1991 Mercedes-Benz 300 SE Desert taupe metallic/crème beige leather. 66K mi. Exc. cond. throughout. Becker AM/FM cassette. Rare ASR traction. Passenger airbag/sunroof/new carpet mats/MBCC warranty. A wonderful car. Cyril C. Ling 309.663.7472 or 2815 Polo Rd., Bloomington, IL 61704

24' Pace Shadow Enclosed Trailer Black w/translucent fiberglass roof, ATP stone guard, black fiberglass air dome, white aluminum interior walls, black & white checked vinyl floor, beaver tail w/ATP extension, step-down side door. 21' canvas

awning. Cam design self-centering, load leveling hitch. Aluminum roof platform w/removable ladder. 12V ceiling & loading lights. 12V electric tongue jack with light. 50 amp panel & GFI receptacle. Two under floor tire compartments, white overhead and base cabinets w/stainless steel countertop. Wall mounted aluminum tire rack & gas can storage. \$7,5000. Greg (eve & weekends) 630.904.0800.

Car Trailer Mfg. by Ideal Trailer Co. Single axle, surge brakes. Exc. tires/cond. Presently trailering 912 Porsche. \$1,000/OBO. George LaCross 708.422.5212.

1993 Anniversary Model Harley-Davidson FXLR Low Rider Absolutely perfect/as new two-tone silver beauty with fewer than 7K mi. Documented historical machine I purchased from legendary 4-time Daytona winner Roger Reiman, mechanic to Evel Kneivel. 1364cc engine/carbs specially modified by Roger for power/smooth cruising. Thousands in extra chrome/twisty spokes. Dash plaque verifies #128 or 800 made. \$14,500 takes this unique investment. Bruce Becker (Peoria) 309.692.2903, e-mail: Kasota@webtv.net.

Mercedes-B ML320/430 owners: Four (4) 17x8 CEC (Antera) 139 satin silver sparkle wheels with 275/60/17 Bridgestone Dueller HTS radials. 7K mi. Perfect. "Nubs" still on tires. Paid \$1800 - will take \$1,000. M-B factory 2 pc. Bra \$65. K&N filter for 320/430 \$30. Van Larson (h) 630.377.4686 or e-mail Makasim@aol.com.

16" Original Porsche Wheels (set of four) with Bridgestone Potenza 205/55 & 225/50 tires w/approx. 10K mi. Wheels in exc. cond. \$650. Mike Corrao (w) 630.620.9050 or (h) 847.842.0704.

Fuchs Factory Alloy Wheels Two 7x15 & 2 8x15 Fuchs factory alloys, \$750. Two 7x16 & 8x16 Fuchs factory alloys, \$750. Both fit all 911SC & Carrera up to 1989. Will sell as complete sets only. Nick Brenkus (days) 847.540.2258, (eve) 630.529.0911 before 9:00 pm please. Fuchs Wheels (2) 7x15 & (2) 8x15 & (1) 6x15 w/red centers. FABCAR

bolt-in roll cage. Jerry Quebe (days) 312.338.3203, (eve) 312.951.2662 or e-mail: jquebe@chi.rtkl.com.

911 C2 Turbo Replica 5-spoke Rims Set 7x17 & 9x17 w/painted Porsche crest \$500. 911 Brey-Krause Harness Bar \$200. Magnetic numbers, set of 3, \$30. Tony (days) 630.513.2990.

930S Wheels & Parts. '88 factory set 7x16 & 9x16 Fuchs. Frt. spoiler/valance. Pair 6x16 Fuchs. All exc. cond. Reasonable/best offer. Paul (w) 847.821.2686, (h) 847.949.8540, e-mail:ptravlos@interaccess.com.

17" 993 Cup Style Wheels 8" & 9" wide Borbet wheels for C2/C4/RSA/etc - EC w/R1's, \$1,200/OBO. Momo Mille Laghi racing seat w/mounts, \$400/OBO. Parts Brey-Krause C2 harness bar, \$150/OBO. Sabelt 6pt harness, EC used 1 season, no wrecks, \$125/OBO. 20 steel lugs, \$20. Ted Arneson 847.651.4154. Tires Brand new/no track time.

Yokohama Advan 032R's. two (2) 275/40R17, two (2) 235/R17. \$300 per pair. Glen Spiegler 847.884.0818. Tires 1 set Pirelli P6000s 195/60x15. Approx. 6K mi, like new, \$200.

Continental Contitouring Contact 195/65x15, very good cond., approx. 10K mi, \$150. Mark Hellner 312.431.1055.

Two (2) Porsche RS America Black Cloth Sport Seats Perfect shape. Great compromise between stock and full race seats. Excellent for Drivers' Ed. Factory list \$3,000 each. Make an offer. Bill Murrin (w) 708.485.7742, (h) 708.352.5719, e-mail:Bill968@aol.com.

Two (2) Porsche Black Leather Seats Supple, 6-way power. Orig. Porsche price 7500. Perfect shape/will sacrifice at \$1800 for both. Fred Cohen (w) 847.679.4949 x119 or (h) 847.940.8266.

911 Parts '76S frt. & rr. bumpers \$100 /valances. Fog lights \$75. Tan door pockets \$100. Later model black leather pockets \$250. Chrome door frames \$100 pair. Coupe rr. window & door windows. 935 frt bumper \$100. '67 911S frt. bumper \$100. Manual window regulators \$50. Doug Coup, 817 Acorn Dr., Sleepy Hollow, IL 60118. 847.426.8093. More parts at

The Mart ...

dcoup@dnhmarketing.com.

911 Engine Parts 2.75 pistons 50K mi. \$50 each. CIS system complete \$250. 2.7 oil cooler \$75. Oil pump \$75. Cam tower covers 2.7. NEW Bosch coil \$25. NEW Facet fuel pump \$50. Bill Shaw 817 Acorn Dr., Sleepy Hollow, IL 60118. 847.426.8093. More parts at dcoup@dnhmarketing.com.

Magnecor 8.5mm Plug Wires '83-'89 924, 944, 951 (except 944S) Used 3 mos. \$40. Scott Kroclic 630.469.4645 after 5 pm.

924 New Factory Parts Originally \$1000. Must clean garage. Will ship for \$60 or you pick up for \$50. Call for details. Hester (eve) 815 365.4014.

Parts New set of Mintex brake pads for '79-89 911 Turbo/944 Turbo \$75. Intercooler from '86 930 \$200. New copy of **Porsche 911 - Forever Young** by Aichele \$45. Black air dam w/rubber lower lip from '86 930 \$350. Buyer pays shipping. John Kramer 312.855.6232 or e-mail: john.kramer@abnamro.com.

'86 944T Parts Brey-Krause Harness guide bar \$250. Stock A'arms, torsion bars - best offer. Buyer pays freight. Steve 847.673.5218.

944 Parts 944 front Koni Gas sports struts KO-1136LS & KO-1136RS fits 944 '85-'89 and 944 Turbo '86-'88. Also 200 lb. frt. springs for same application. Automotion list for setup is \$919.96. Will sell for \$600. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm).

Carrera 2/4 (964) Necessary Parts All priced below wholesale. O.E.M. oil & air filters \$2.00 each. Factory shop manual almost complete \$100. New Fuel pump relay \$25. Black alloy lug nuts (20) \$40. Badge bar fits rear bumper \$25. Bruce Janeczek, Post & Rail Farms, Palos Park, IL. 60464 (days) 708.354.1901, (eve) 708.361.8421.

Porsche Performance Videos "Chronicles Of The Legend" 8 cassettes featuring Porsche cars, people, & events. Not sold in stores. Never before offered (by me). Vintage cars/events (Wow! ex-claimed viewer H.B.). Tech tips

("the buck stops here", proclaimed H.S.T.) and more!!! Original cost: over \$200. This offer will never be repeated in our lifetime. Act now! Sorry, this historic collection will not be separated! First come, first served! Offered at the low, low price of \$99.95 for the complete set! No shipping, no handling, no tax! Call now. Operators standing/sitting by. Bruce Janeczek, Post & Rail Farms, Palos Park, IL. 60464 (days) 708.354.1901, (eve) 708.361.8421.

Complete set of Encyclopedia Britannica. 45 volumes. Excellent condition. \$1,000.00/OBO. No longer needed. Got married last weekend. Wife knows everything.

WANTED

Open Trailer Good cond. to haul 911 to track. Peter Kaplan 847.948.8852.

225 50 16 BFG R1's with some life left in them. Charlie Shimkus 312.943.9468

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Oversteer ...

(Continued from page 66)

On to the expressway, now there's a
good joke,
For I am surrounded by slow-moving
folk;

As I become one with the urban
crawl,
My mind drifts back to our fantastic
fall;

Whizzing on back roads in the Nine
One One,
Wind in my ears, face warmed by the
sun;

I'm seduced by the power, I long for
the curves,
The open road - nothing on my
nerves;

Listening to the music of that boxer
six,
Wondering if Smokey is up to new
tricks;

I let my mind wander as I roll
through the toll,
Visions of Porsches are good for the
soul!

As my journey continues, I'm still in
my trance,
Longing for a time when Porsche and
I can dance;

I slide into my slot, fantasizing 'bout
spring,
Constantly dreaming of the clean
roads it will bring.

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Oversteer

Commuting

by Chris Welty

PORSCHING

(Hudson-Valley Region)

Zip. Zap. Whooooosh. Unwary pedestrians are treated to a gust of wind and the choking odor of exhaust as I rip by in relentless pursuit of a faster commute.

Cresting a snowy blind curve on a narrow two lane back road I am airborne. My hands furiously (and with futility) saw at the steering wheel. My neck snaps as the car plows through a snow bank, flies over the next one, and plunges into a farm house right through the wood side and into a pig pen. The pigs jump on the hood and lick the windshield as I gun the engine in an urgent attempt to back out. The spinning rear wheels slowly begin to bite, initiating a gradually increasing rearward motion. A farmer and his son come running, but I splatter mud on them as the car heaves through the very trench I created, the back end practically buried in the mire. I finally peel away and the car goes sideways as the beefy rear tires grip the recently salted pavement. I quickly spray the windshield washer and proceed to crank the steering wheel again, hauling up on the hand brake. The car pirouettes rapidly, creating enough centrifugal force to send most of the caked on mud flying. The embankment on the left side of the road holds me in and stops the spinning. Lowering the handbrake and still at full throttle, I return the gesture to the displaced car in the oncoming lane and regain the road. Steering with my knees I search for and find my tape recorder, making a note to myself about a great idea for a new chain of car washes that boast, "We really dry you out!"

I slam into another speed bump, this time tearing off what remained of my exhaust system, and the tape recorder goes flying into the back seat. In my rearview mirror I see my muffler bounce into the oncoming lane, causing a car to swerve off into a ditch. "Didn't need that anyway, at least someone found it useful," I think to myself.

The unmuffled sound is deafening, shaking me down to my very soul. I crank up the volume on the stereo and try to blip the throttle in time to the bass line, letting the engine act as a sub-woofer (since mine had flown out through the open targa top when I blasted through the last construction site). I decide this sounds better, and reach into the back seat for the tape recorder again.

Recorder in hand, I face the road again to find the car is redlined in 5th. I approach another tree lined curve, and downshifting smoothly I pass a slow moving school bus in the middle of the turn. I lift the throttle to keep with the beat of the music, and as the tail gradually begins to wander, I reach opposite lock and my two feet slam down on both pedals simultaneously. The car caroms off a tree and back onto the road. I see the bus approaching as the car is pointed the wrong way going backwards. I calmly give the bus driver a hand signal and a silent mouthing to "slow down" as the car banks off of a tree on the opposite side of the road and points me once again correctly down the road. I shift to fourth, pound the accelerator and roar away, noting with satisfaction that I only lost 500 rpms. I record my note about new sound systems.

I reach the main road and try to make up for lost time spent at the farmhouse. Because of the bent rims, 120 feels a bit shaky. As I back off a bit, I spot another 911 up ahead, a shiny black turbo. I decide to give that car, driven by a stoic-looking balding businessman, the "911 lovetap". With a relative speed difference approaching 30

mph I slam his rear bumper, causing his decklid to fly off and his engine pulleys to grind into the rear fascia. With a nod and a wave I pass in the shoulder on his right and speed off, beaming as I see him pull off the road in a cloud of smoke and fire.

I screech to a halt in front of my office, scattering several people sitting on benches. I check the stopwatch: Still a few seconds off my best time. Damn. Better have that farmer install asphalt around his barn, that mud really cost me.

All around me, people gawk. I reach out through the broken drivers window and pull the outer door handle to open the door. Reaching behind the seat and grabbing my briefcase, shards of glass dance around my feet. I glance at a kid standing nearby and chuckle, "I think it's time for a paint job". As I saunter away he turns to his friend and says, "Was that James Bond?"

The Alarm

by Sharif Nijim

The alarm rings beside my bed,
While visions of brake lights fill my head;

Glowing red in front of me,
Stretching as far as I can see;

Out of bed, to the shower I stumble
Where water tumbles and I softly mumble;

Wakeful now, I quickly dress,
Ever fearful of Chicago's traffic mess;

Into the truck, out onto the street,
Thankful it started without missing a beat;

Crunching over mounds of snow,
Holy cow, it's twenty below!

The radio crackles with AM static,
A monotonous voice drones on about traffic;

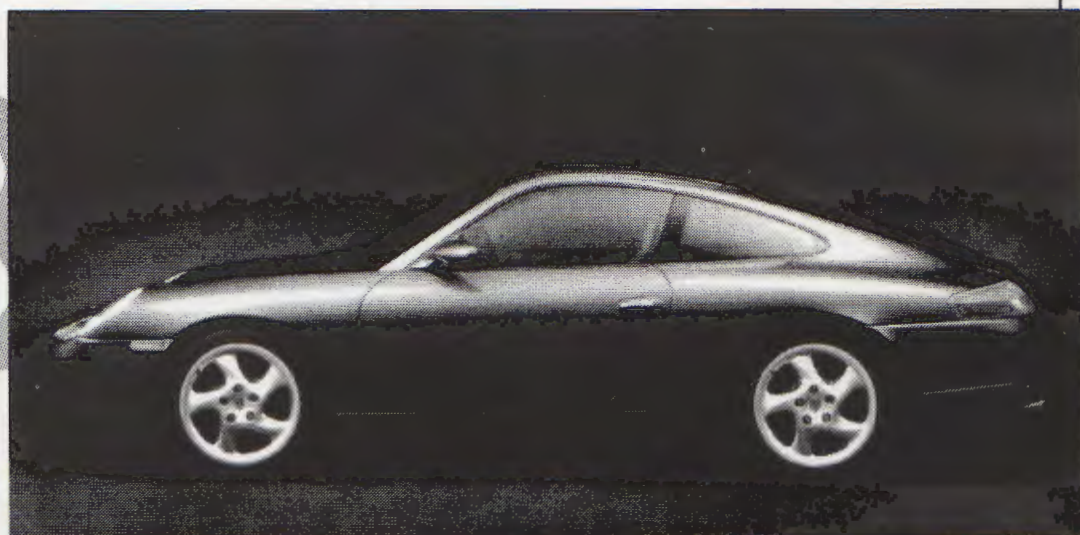
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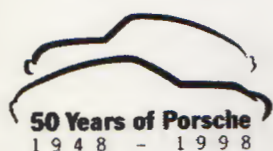
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