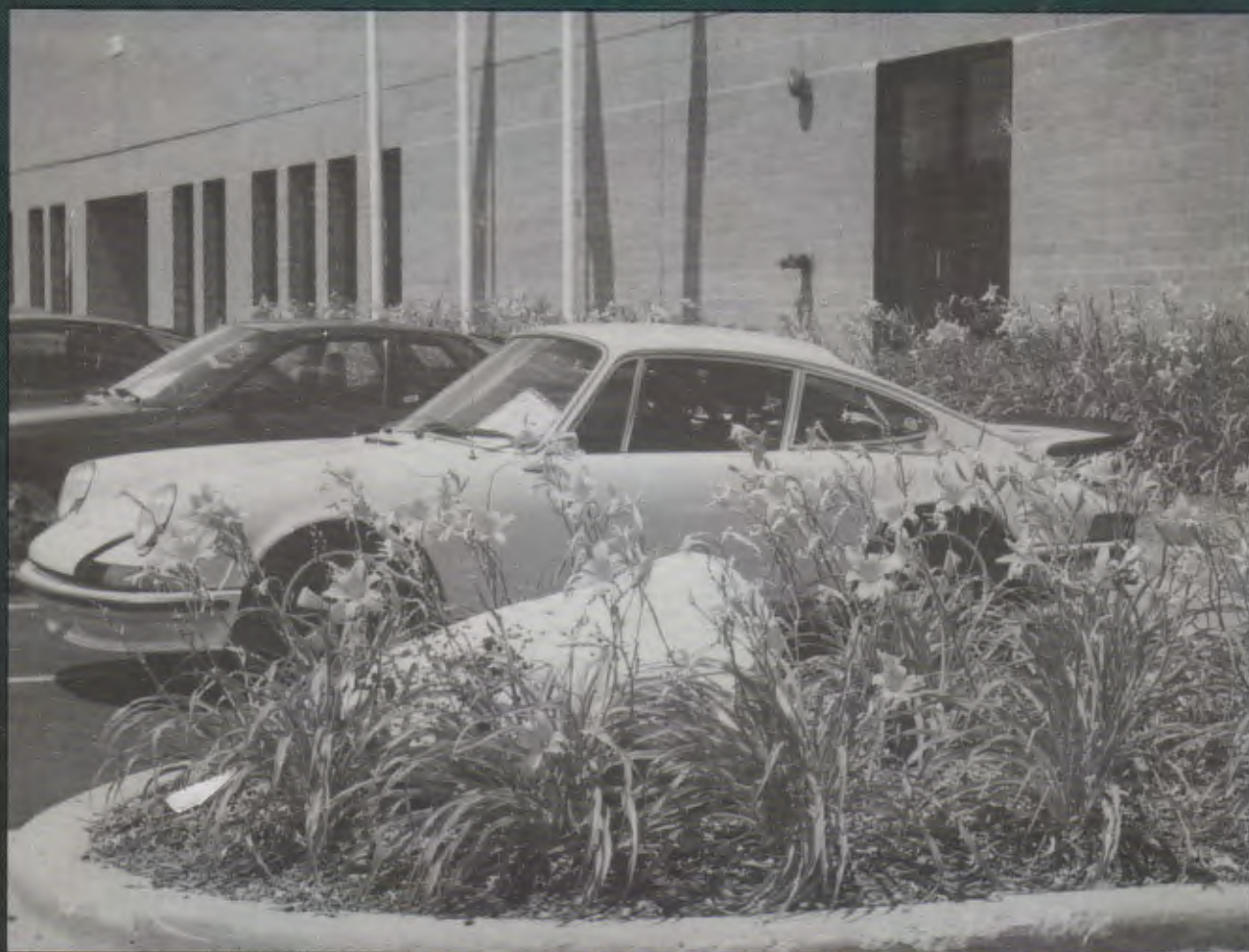


THE OFFICIAL PUBLICATION OF  
THE PORSCHE CLUB OF AMERICA,  
CHICAGO REGION



# Chicago Scene

AUGUST 1999





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# Chicago Scene

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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. The subscription rate for non-Chicago Region members is \$24.00 per year. Permission to reproduce 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.

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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 for publication. Statements appearing in the **Chicago Scene** are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

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## Cover Photo

*Class D 1st and 2nd Place winners at the Cruisin '66 Concours on July 11th: Harold and Lois Beach's yellow 1973 911T next to Mike and April Milhouse's red 1986 951*

*Photo by Susan Shire*

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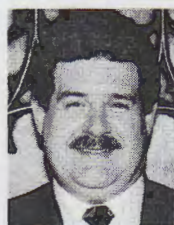
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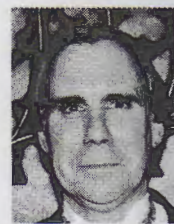
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# Briefly Brenkus

by Susan Brenkus, President

The region has been pretty busy since the last time I sat down to write my article. The Autocross At Rockford on the 27th ended the month of June for us, and we finally got some good weather. Actually, it was one of the hotter days we had this summer, temperatures near 100. This event unveiled our new timing equipment. We are now able to give drivers their times as soon as they finish the course, which has been well received. Unfortunately, there were some delays due to unfamiliarity with the equipment, but we've got it all sorted out and things should be back to normal for the Tres Chic event. Jeff Girard was our event chair at Rockford, and I have to thank him for taking all the timing glitches in stride. We had 47 drivers who braved the heat and humidity; some new faces too. Always happy to see that.

Over the 4th of July weekend, Nick and I went to GingerMan to participate in their annual Club Race. Southeastern Michigan Region runs a great event; it's fairly low-key with plenty of track time. I ran in class while Nick ran up with some of the GT and E cars. This was the first club race for Bob Neal who has been so generous with his time and support of so many of the other club racers in our region. It was great fun checking in with Bob over the weekend to see how he was doing and hear about the first time experience over again. The Chicago Region was very well represented at this event, I did a rough estimate and figured that approximately 25% of the drivers were from our region. The end of the race day brought trophy finishes for a number of our region drivers. John Bonnett almost had to go home and get his tow vehicle to haul away all the "special" awards bestowed upon him at the trophy presentation.

July 11th was our third Concours of the year at the Cruisin '66 Festival. Pat Yanahan was asked to bring his fellow Porsche Pushers to this

event with Porsche being the featured marque. A good number of cars came out, albeit not as many at our first two events, but again I saw and talked with some newer members of the club who were trying out this activity for the first time. The end of the day brought an interesting surprise when we were approached by Bob Wendt from the local cable access show Motorsport International to be featured in one of his shows. We used Bob & Shirley Cooks' 1998 Concours award winning 911, Dan & Peggy Gallagher's 356D, and Pete Hackenson's Club Race ready 911 Carrera as backdrops for the feature. Should make for some interesting viewing. Thanks to Pat & Bonnie Yanahan for putting on this event for us. The Yanahans and Jacisins keep coming up with the most interesting sites and activities for our concours. Even if you don't plan on entering your car, you should come out and enjoy the sites and activities..

The Wednesday after Cruisin '66 brought us up to Blackhawk for our first mid-week event of 1999. Dan and Peggy Gallagher had reported

that the event was full two weeks prior and we knew we were going to have a busy day ahead of us. Some of us were a bit concerned about 90 cars on this track, however, it ended up being an incident free, fun-filled day. I instructed a fellow PCA member from Central Iowa who drove 3 hours to join us that day. While we were one of the slower cars in the C class, this being her first time on a track, I can honestly say I was pleased with the way that group handled itself. People kept a respectful distance, and passed safely throughout the day. It's this type of responsible driving that allows us to keep these events safe and fun for everyone. Thanks to Dan and Peggy for all their efforts.

By the time you're reading this, Nick and I along with 40+ other Chicago Region members will be on our way to Parade in Mont Tremblant. I've been trying to dust off the high school French a bit so we don't get totally lost on the rallye. We'll report back in the next Scene about that experience.

If you're planning on autocrossing



*President Susan Brenkus and Director Bruce Jancek at the Cruisin '66 Concours.*

*Photo by Susan Shire*



## Briefly ...

with us this year, another opportunity to join us will be August 29th at Utica Raceway. Bill Murrin, the event chair, looks forward to this all year long. Utica is a perfect site to learn how to autocross, you can't get lost, you can see the whole track from one vantage point, and you usually get a pretty cool trophy (if you know what I mean) at the end of the day.

If you are a golfer, we've scheduled a golf outing on August 21st which is becoming quite a popular event. I understand that the way Ed Barnicle formats this event, everyone will have a chance to win whether you're a pro and novice at the sport.

And finally, if you've not already registered for the August Blackhawk or the Road America event, I'm sorry to say you're probably out of luck. As a matter of fact, the Road America Club Racing and Drivers' Education slots filled up in just under two weeks. Your Road

America Committee is working very hard again to ensure we have another fantastic event. If you've not attended this event over Labor Day, I can't begin to tell you what you're missing. Watching 962's and other fantastic machinery coming down into turn 5 and up the hill to 6, viewing the parade of cars from the track

into Elkhart Lake to line up for one of the best concours events of the year, joining folks from all over the country for dinner at Siebkens, and ending the weekend watching the club races Monday afternoon—what more could you ask to end another perfect summer in the Chicago Region?



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# Current Calendar Of Events

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 <b>Potter's Pic-nic Concours IV</b>	2	3	4	5	6 <b>Board Meet- ing</b>	7 <small>Club Race/Portland</small>
8 <small>Club Race/Portland</small>	9	10 <b>Scene Deadline</b>	11	12	13 <b>Rockford "Under The Light" Autocross</b>	14 <small>Club Race/Mt. Tremblant</small>
<b>PORSCHE PARADE @ Mt. Tremblant</b>						
15 <b>Blackhawk III Pre- registration closes</b> <small>Club Race/Mt. Tremblant</small>	16	17	18 <b>Blackhawk III Drivers' Ed</b>	19	20	21 <b>Golf &amp; Dinner</b> <small>MVR DE/Mid-Ohio</small>
22 <small>Target Grand Prix @ Chicago Motor Speedway MVR DE/Mid-Ohio</small>	23	24	25	26	27 <small>RSR DE/GingerMan</small>	28
29 <b>Utica Autocross</b> <small>RSR DE/GingerMan</small>	30	31				

## August 1999

## September 1999

			1	2	3	4 <b>TRAC 99 Drivers' Ed, Concours, Party</b>
5 <b>TRAC 99 Drivers' Ed</b>	6 Labor Day <b>TRAC 99 Drivers' Ed Club Race</b>	7	8	9	10 <b>Board Meeting</b>  <b>Scene Deadline</b>	11 <small>Windige Stadt 356 Club</small>
12 <b>Blackhawk IV Pre- Registration closes</b>	13	14	15 <b>Blackhawk IV Drivers' Ed</b>	16	17	18 <b>River Run Rallye</b> <small>Club Race/Thunder Club Race/Nelson MOR DE/Putnam Park</small>
19 <small>Club Race/Thunder Club Race/Nelson MOR DE/Putnam Park</small>	20	21	22	23	24	25 <small>Club Race/Willow Springs</small>
26 <b>Autocross V</b> <small>Club Race/Willow Springs</small>	27	28	29	30		

## Upcoming Events

### October

- 3 Rallye IV \*
- 9-10 Blackhawk Octoberfest Drivers' Ed \*
- 24 → Rallye V \*
- 30 → Halloween Party \*

### November

- 7 Tech Session
- 14 Social Event

### December

- 4 Annual Dinner Dance
- 31 New Year's Eve Party

\* Event Announcements are in this issue of the **Chicago Scene**.





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## Psst! Did You Hear About ...?

### Windige Stadt 356 Klub 1999 Calendar Of Events

Sept. 11th - Happening VI

Oct. 17th - Starved Rock Tour VII

For more information, please call  
Dale Moody at 708.798.2637.

### Maumee Valley Region To Hold Drivers' Ed At Mid-Ohio

You are cordially invited to join MVR at the Mid-Ohio Sports Car Course on August 21st and 22nd for a Drivers' Ed event. The event will be run similar to last year in that there will be no separate instructor's run group and run groups will be determined by driver's lap times. This should allow drivers to have most of their laps unobstructed as drivers will be grouped by lap times. For more event information please contact Jeff Vollmar at 810.268.1781.

### Mid-Ohio Region Drivers' Ed At Putnam Park

Mid-Ohio Region is hosting its eighth annual Drivers' Ed event at Putnam Park on Sept. 18th - 19th. Putnam Park, located 40 miles west of Indianapolis, is 1.8 mile long with ten turns and an excellent layout and surface. Each driver will have an instructor with him/her until the driver is comfortable with the course and the car. For more info and registration materials, please contact Nancy Jackson at 937.644.5616.

### Northern Ohio Region Wants Club Racers And Volunteers

The Northern Ohio Region is running its first PCA Club Race the weekend of Sept. 18th - 19th at Nelson Ledges Road Course, just east of Cleveland. In addition to racers, the Region is also seeking volunteers to work in various capacities. For more information please contact Larry Katz at 216.464.1342 or Don Velcio at 440.826.1433.

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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 information 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 sole 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.

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

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



# The Autocross At Rockford Speedway

by Chris Diedrich

Heather and I brought our cars out to the Rockford Speedway on June 27<sup>th</sup> for their first ever autocross runs. After days, weeks, months, and, in Heather's case, years, of anticipation, we would finally see what the cars could do.

The temperature was hot, really hot, but that just made the cars warm up faster, right? This autocross marked the debut of the club's new timing equipment, with scanning of each car in staging and remote start and finish lights. Of course no new technological advancement is ever instituted without a hitch. (By the way, are we Y2K compliant now?) The extra time spent in staging, while the glitches were being worked out, gave me some time to evaluate the new individual time slips distributed after each run. The slips seemed a little like trading cards since I knew what I had, but not where I stood amongst my class. I kept asking myself if my last time was O.K., should I ask around or just work on improving my next run. I think I'll save them for hours of over-analyzing later.

At first look, I noticed the course had no slaloms. This should make things easier, maybe faster? Finding a line through the cones was easy, but that meant improvements in my

times would have to come from finding better lines. What could I do different to go faster, and where was I going too slow? There were many people who offered constructive advice. By the end of the day I was happy I had knocked off lots of time. I could not believe the day had come to an end so soon. Where had it gone? It hadn't been that hot. I found myself already thinking about the Tres Chic Autocross at Lake Geneva. It seems so far away, but I think I'll have enough things to

work on before then, starting with the deck lid latches. I better start working on my revised to do list. That's only 3 short weekends away!

Thanks to all the workers who made the day enjoyable: especially the timing personnel, Emily Murrin who worked all day scanning cars in staging, and Kelly Wagner who went above and beyond the call of duty to deliver (often chasing down the cars that disappeared into the pit) the much appreciated individual timing slips.



*Hot times, summer at the autocross track: the view from the start line.*

*Rockford Autocross photos by Steve Rashbaum*



*"Ah ha. Success!" said the Timing and Scoring crew.*



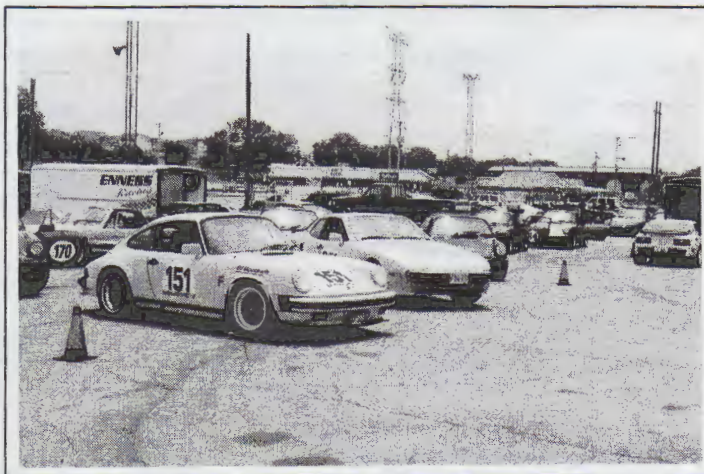
*Tony Koufos waits his turn.*



## Autocross ...



At the start line, other members of the Timing and Scoring crew, Emily Murrin (left) and her mom Amy.



The paddock area.



The trophists.



Jeff Girard, event chair, hands out the trophies at the end of another successful Rockford autocross



Lines simmering in the heat.



There was no shade while waiting for trophies.



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P1	Chris Diedrich	764	56.529	914	Chicago
P1	Mike Meyer	607	57.104	914	Chicago
P1	Jamie Flowers	614	57.401	914	Chicago
P1	Jim Meyer	606	57.849	914	Chicago
P2	Dale Costello	812	50.913	944	Chicago
P2	Richard Harris	851	53.044	944	Chicago
P2L	Amber Schultz	218	56.361	944	Chicago
P4	Chris Inglot	28	47.339	944S2	Chicago
P4	Rich Grottemeyer	251	48.860	944	Chicago
P4	Steve Rashbaum	50	52.199	944T	Chicago
P4	Wes Nowakowski	915	54.390	944	Chicago
P4L	Susan Shire	52	55.118	944T	Chicago
P4L	Marianne Nowakowski	615	69.554	944	Chicago
P5	Brandon Hackenson	151	50.145	911	Chicago
P5	Pete Hackenson	16	50.466	911	Chicago
P5	Van Miller	228	51.269	911	Chicago
P5	Kirk Jurinek	992	52.207	911	Chicago
P5	Pete Froehlich	170	52.403	911	Chicago
P5	Mark Kiwior	490	53.091	911	Chicago
P5	Mark Basso	223	53.523	911	Chicago
P5	Frank Magnifico	361	54.428	911	Chicago
P5	Ed Soske	84	56.926	911	Chicago
P6	Glenn Gray	770	49.525	986	Chicago
P6	Madison Lees	609	51.963	986	Guest
P6	Jason Choulochas	986	53.415	986	Chicago
P6	David Brearley	199	54.556	986	Chicago
P6	Evan Greenbaum	610	55.339	986	Applicant
P7	Paul Schiller	184	47.464	911	Chicago
P7	Greg Turek	5	49.102	911C2	Chicago
P7	Jeremy Goldberger	613	50.108	911	Chicago
P7	Shariar Dodkhah	500	51.960	993	Chicago
P7L	Marla Turek	15	51.335	911C2	Chicago
P8	Bill Economos	605	52.851	996	Chicago
P8	Art Koenigsberger	238	60.441	996	Chicago
I1	Trent Oler	40	50.692	914	Chicago
I1	Bill Murrin	91	51.969	914	Chicago
I1L	Amy Murrin	491	55.371	914	Chicago
M1	Nick Brenkus—FTD	7	46.701	911SC	Chicago
M1	Tony Koufos	97	47.901	911	Chicago
M1	Joe Purpura	917	49.061	944	Chicago
M1	Frank Wagner	6	52.640	911	Chicago
M1L	Susan Brenkus—LFTD	17	51.007	911SC	Chicago
M1L	Heather Diedrich	736	55.132	911	Chicago
X	Kevin Lehmann	612	51.934	Mustang	Guest
X	Geoffrey Sage	608	54.805	Mustang	Guest



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# BLACKHAWK FARMS RACEWAY DRIVERS' EDUCATION

Wednesday, August 18, 1999

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.

**PRE-REGISTRATION WILL CLOSE ON SUNDAY, AUGUST 15th. Any open spots after the 15th 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.** Cancellations received after the 15th may be subject to a service fee.

The concession stand will be open from 9 - 10 (breakfast) 10 - 2 (lunch). Corner 10 Souvenir Area will also be open with necessities, accessories, and apparel available for purchase. There will be "Gallagher weather".

**8:30 am** Registration and Tech Open  
**10:00 am** Registration closes & Mandatory Drivers' Meeting for all entrants.  
**5:00 pm** Track closes. Dinner site will be announced at the track.

**QUESTIONS ???:** Dan Gallagher 708.784.0784

**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.

## Blackhawk Farms Raceway Drivers' Education, Wednesday, August 18th only

Car Make/Year: \_\_\_\_\_ Car Model: \_\_\_\_\_

First Driver Name \_\_\_\_\_

Phone number (with area code) \_\_\_\_\_

☐ Member ☐ Applicant ☐ Guest of \_\_\_\_\_  
☐ Novice ☐ Experienced Permanent Car #: \_\_\_\_\_

List Experience: \_\_\_\_\_

Second Driver\* Name (same car) \_\_\_\_\_

Phone number (with area code) \_\_\_\_\_

☐ Member ☐ Applicant ☐ Guest of \_\_\_\_\_  
☐ Novice ☐ Experienced Permanent Car #: \_\_\_\_\_

List Experience: \_\_\_\_\_

**Fees per driver\* Pre-registered**

\$ 130.00

\*Second driver free if family member - Only one novice may be registered in each car.

Please make checks payable to **PCA Chicago Region** Total \$ \_\_\_\_\_

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





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# Concours Scene

## Concours Corner

by Kathy Golik,  
Allegheny Region  
(from RUNDSCHAU)

### Bird Droppings, Bug Stuff, And Blemishes

The warm weather is here, and that also means that we have to vigilantly deal with those little spots of something other than paint appearing on the surface of our cars. These little specks, that inevitably drive us mad until the autumn leaves fall, can cause blemishes on the paint surface.

No car that is driven is immune to bird droppings, splattered insects, and tree sap. All these substances can quickly blemish your car's paint. While a good coat of wax is your best protection, the best way to prevent blemishes is to inspect your car on a regular basis and remove any offending substances as soon as possible. Cold water and a towel should work well to remove most problems. Harder cases can be removed with a one-step wax.

If bird droppings, which contain acid, are allowed to sit on the paint for several days, you will have to both polish and wax your paint to remove the blemish. This involves going over the spot several times

to remove the mark and blend the blemish into the surrounding paint. Use a fine-grit, polish-like sealer and glaze at least three to four times before getting out the polishing compound.

Remember, this entire process can be eliminated if you make routine inspections of your vehicle's finish and remove harmful substances as soon as they appear. I can not stress this point enough!

### Routine Maintenance

Let's face it. No matter how much time and effort you put into detailing your car, your detail job does not last forever. Therefore, it is more realistic to undertake a thorough detail job twice a year and use a weekly maintenance program between detailings.

Cars driven frequently need to be washed often; once a week is not too much. During dry weather, dust obviously collects on the body and manages to find its way into the interior, trunk, and engine compartment. Therefore, you should make a habit of removing dust and dirt from these surfaces. During wet weather, dirt makes its way into the interior via your shoes, and splashes of road grime on the body and in the engine compartment. This debris is more

than unsightly, it can scratch paint, stain interiors, and give rust a chance to start in the fender wells and the underbody.

Weekly upkeep need not be as laborious as a full detail if the basics are already in place. Wax will protect the exterior, and interior protectorates help prevent permanent stains. It is important to completely spray the underbody to wash away dirt and road grime. Concentrate on areas that tend to collect debris such as the fender wells. It is very important to remove any accumulation of pine needles, leaves, or anything else that can retain moisture. If you have a really stubborn patch, use a plastic bristled brush.

Wheels and tires also need to be cleaned during your routine. Wheel surfaces certainly need weekly attention due to the accumulation and effect of brake dust. Use a toothbrush and your fingers to clean tight spots. A plastic-bristled brush will remove surface dirt and some scuffs from tires. Use an SOS pad to remove stubborn marks. Apply dressing only as needed.

Regular use of a routine maintenance program will keep your Porsche looking great!

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(See lists below)

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



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### STILL RATED HIGH PERFORMANCE

Acura NSX	Mazda RX-7 Turbo
Buick Grand National GNX	Mazda RX-7 GTUS
Chevy Camaro IROC-Z	Mazda RX-7 GTU
Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati-all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette 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
Lotus-all models	Toyota Supra

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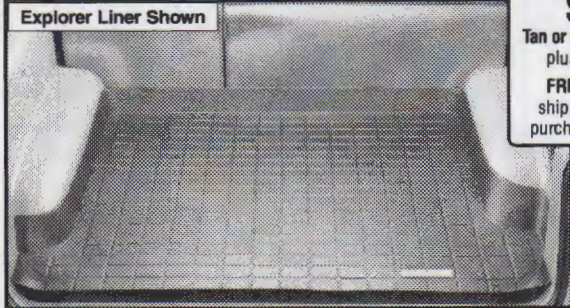
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Explorer Liner Shown



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**Now Available in Black, Tan or Grey.**

#### SPORT UTILITY LINER APPLICATIONS:

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Photography by: Richard Izui, Chicago

Wind & Rain  
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plus \$8 shipping  
2nd set ships **FREE\***

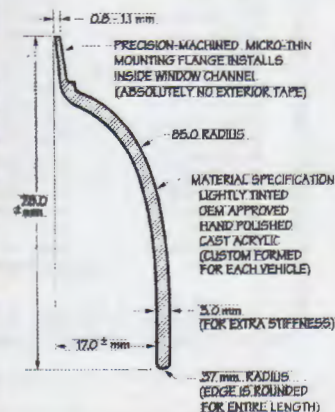
Wind & Rain  
Deflector  
Front & Rear Set  
**\$79.95**  
plus \$8 shipping  
Rear set ships **FREE\***



Tahoe Deflector Shown

**No Exterior  
Tape Needed!**

#### THE SECRET





# 3rd Annual Golf Outing and Dinner

Saturday August 21, 1999 \*

FLAGG CREEK GOLF COURSE  
Wolf Rd. (south of Joliet Rd.)  
Countryside, IL 708.246.3336

As you plan your summer activities and mark your calendar with those important Chicago Region dates, you are urged to add our golf outing to the list. It will be held on Saturday August 21st at the Flagg Creek Golf Course in Countryside, IL at 3:30 pm. The first two years we sold out the 24 available spaces so this year we have added spaces for 8 more players.

Please note that is an event for which you **MUST PRE-REGISTER!** Registration will be open until all spaces are sold or August 11th. - whichever comes first!

This event is open to skilled and non-skilled players alike. Flagg Creek features three sets of tees on each hole, and plays from a short 1835 yd. to a more challenging 2492 yd. from the blue tees. The course is short and open enough not to intimidate beginners, yet will test the more experienced players' shot making skills. We will play a scramble format to keep everyone contributing to each team's score, and will award prizes for contests that will give everyone the chance to win.

## DIRECTIONS:

### From the North:

I-294 south to I-55 exit. Pay toll & exit immediately at Joliet Rd. (middle road). Turn right at 1st light (Wolf Rd.). One block to Flagg Creek Golf Course entrance

### From the South:

I-294 north to I-55 south exit. Take Wolf Road option. Right one block to Flagg Creek Golf Course entrance

The entry fee is **\$30.00** and covers greens fees only. Please provide your own clubs as the course has only a very limited supply of clubs for rent. Carts will be available for those who want them at the regular course rental rate.

This event is a blast, and can be enjoyed regardless of your skill level - beginners will have as much fun as more experienced players. Even if you can't make it for golf, please join us for dinner at the Wolf's Head Inn which is just across the street from the golf course. More details in the next issue of the Chicago Scene.

**\*Please note the date change to 8/21/99.**

Warning: As a certain Chicago Region past president is likely to participate again this year, helmets, while not required, are highly recommended.

## QUESTIONS ?

Ed Barnicle 708.579.0313



Mail registration form and fee to: **Ed Barnicle, 5718 S. Madison Ave., Countryside, IL 60525**

In addition to name, phone number, please circle symbol indicating how often each registrant plays or give us your handicap(s) (golf only): N = Never S = Sometimes/Occasionally O = Often H = Handicap

Name: \_\_\_\_\_ Phone # \_\_\_\_\_ N S O H \_\_\_\_\_  
Member \_\_\_\_ Applicant \_\_\_\_ Guest \_\_\_\_ of \_\_\_\_\_

Name: \_\_\_\_\_ Phone # \_\_\_\_\_ N S O H \_\_\_\_\_  
Member \_\_\_\_ Applicant \_\_\_\_ Guest \_\_\_\_ of \_\_\_\_\_

\_\_\_\_\_ # of Registrants @ \$30.00 each \$ \_\_\_\_\_ Amount enclosed

Please make checks payable to: **PCA Chicago Region**

**Registration deadline: AUGUST 11th**



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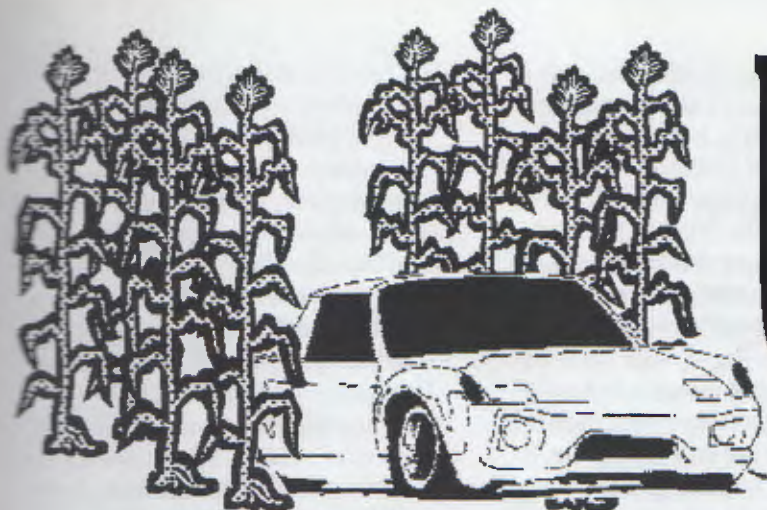
## **Sales Hours:**

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Friday 9a - 6p Saturday 9a - 5p

## **Service Hours:**

Monday - Friday 7a - 6p





# UTICA AUTOCROSS

Sunday, August 29, 1999

Utica Speedway  
Utica, IL

Registration/Tech at 9:00 am

Timed Runs start at 10:30 am

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

The concession stand and restrooms will be open. Fuel and air are available across the street. We will gather for dinner at a local establishment at the conclusion of the day's activities.

#### Directions to track:

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

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

- 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.

Questions ? Call Bill Murrin 708.352.5719

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



Mail to: Bill Murrin, 812 North Stone Avenue, LaGrange Park, IL 60526

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



# Track Scene

## Drivers' Education - A Series Of Specifics For Success

by John Hajny  
(from the REDLINE Report)

### A Drivers' Ed Mission Statement

You may be wondering what application or purpose this Drivers' Ed thing has for you?

If you've been around the club for long, and you haven't yet become a "trackie", you have likely been approached by some very enthusiastic folks who have a tendency to be rather persistent in trying to persuade you that this Drivers' Ed thing is just what you are looking for. If they seem a tad over-zealous, don't fault them; they simply have a hard time believing that anyone would not want to discover the great fun and reward of performance driving. They will offer all kinds of reasons to illustrate why you should take the plunge, and truthfully, they are probably right! Let's explore why.

First; the purpose of Drivers' Ed ... what I termed the "Mission Statement" ... when I wrote the handbook for the Zone 1 48 Hours of Watkins Glen; the granddaddy of Drivers' Ed events. The following passage has been adopted by Zone 1 as the credo of Drivers' Ed to describe to all what the intent of our Drivers' Education programs is: "It is not the intention of this (...) event to turn you into a 'racer.' The purpose of Drivers' Ed is to teach you the rudiments of performance driving in the safe, controlled, and non-competitive environment of a racing circuit so that you may use this knowledge to further enhance your driving pleasure and safety, both on the track, and in everyday street driving."

What we can take from this is, no; we don't expect you to go faster than you feel comfortable. We don't expect you to drive like a maniac, either on the track or when you get home. What we know will happen is that you will attain a level of driving confidence and skill that

you have never known before - even if you are already a "good driver" - and will not only be able to enjoy your leisure-time driving more, but do it with more skill and consequently more safety. A most worthy goal... no?

The document goes on to say: "The ideas offered here are meant to be a conservative and consistent starting point to your "performance driving career." Make no mistake, this is serious business, and there is no room for anything less than a serious attitude on the track. At the same time, this is also serious fun, and should certainly lead to a lifetime of heightened driving enjoyment." As you can see, we mean business. No fooling around, no wild behavior; nothing less than your best effort to learn and improve will be tolerated. This is not to say that it is like boot camp. It is a lot of fun and you will likely find it addictive as heck, just don't think we're a bunch of speed-crazed maniacs hurling our cars around the track with reckless abandon!

"But what is there to learn that is so important and that will help me every day" you might ask? Think of anything that you do well. What sets you apart from someone less proficient? Practice and repetition. If you pay attention and learn to do something correctly, you develop a feel for that task, and can almost do it "with your eyes closed." From using a computer mouse to playing video games to playing tennis; you develop the anticipation and reflexive skills necessary to excel. Driving is no different.

When you find yourself in a sticky situation behind the wheel, you likely will not have time to stop and think, and so must rely on instinct and reaction time to get out of a jam. If you have practiced the art of performance driving, your skill level will be far higher than someone who has not, and you will have not only the knowledge, but the ingrained reflexive reactions necessary to improve your chances of escaping

unscathed. Furthermore, you will almost surely develop a heightened sense of awareness and anticipation, and therefore may be able to avoid altogether the common situations that catch many others unaware. Obviously, everyone should have this training!

Many people are afraid to track their cars because of perceived cosmetic or mechanical danger. "I WILL HARM MY CAR MECHANICALLY" - Obviously, increased stress means increased wear. If your car is in shabby condition, you likely won't pass tech anyway. Unless you are really driving fast and hard (which is unlikely if you are a novice), the added stress on Porsche's traditionally over-engineered components will be negligible. In certain respects, Drivers' Ed can be a good thing, as it demands that you maintain your car to a higher level and it will be treated to things that it normally may not receive, like fresh brake fluid every year, brake pads and water hoses, wheel bearings re-packed or replaced, etc. You'll find you will get to know more about your car, and the fun is definitely worth the maintenance!

"I WILL HARM MY CAR COSMETICALLY" - This is the only category of tangible concern. However, with some preparation - such as a fresh coat of wax, nose mask, racer's tape, mud flaps, etc. - cosmetic injury can be virtually eliminated. There are many cars that are track driven that also provide stiff competition on the concours field. And anyway, Porsches were built to fly free. What would you rather have; a garage queen that deteriorates just sitting there, or a seductress that excites you?"

If you are afraid of a stone chip or two, Drivers' Ed may not be for you. Honestly, in that event, you might want to reassess why you own the car in the first place. If it is original and pristine, you may have a point. If it is average or refurbished, it can be again, so don't worry. The saying



"Every Porsche Built is a Race Car" is fairly accurate. They were built to be driven. Otherwise, they're just another car.

So, there you have it. Drivers' Education will teach you invaluable lessons in car control and safety that you will not get on your own. This is something that all drivers should aspire to. It will also provide you with a heightened sense of awareness, both of everyday driving conditions, and of your car's personality and capabilities; of why Porsches are such amazing automo-

biles. You will never know that until you drive your Porsche the way it was engineered to be driven. And ... it's all great fun!

If you have been active in the club, you have likely realized this for yourself, but here is perhaps the best part of Drivers' Ed: "Surely, you will be discovering something else; a whole new group of incredibly friendly and enthusiastic Porsche-philes who share your interest in the marque. You may soon find that the people are what it's really all about. Serious Fun with Good

Friends and Great Cars! That is the essence of the PCA Drivers' Education experience!"

So, what are you waiting for?! Life is Short ... Drive a Porsche!

*(All portions of the Zone 1 48 Hours of Watkins Glen handbook are Copyrighted © 1999 by John Hajny)*

*(Ed Note: John Hajny is the editor of REDLINE Report (NY Region) and a Zone 1 Instructor.)*



## Street and Race Prep

**PERFECT POWER**  
844 Liberty Dr.  
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Given our increased membership and the extreme popularity of our events, it has become  
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## THE LARGEST AMATEUR OPEN-WHEEL CHAMPIONSHIP IN NORTH AMERICA

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The Series provides the cars, crew, coaches and equipment.

### Equal Opportunity

All race cars are identically prepared and all drivers are entitled to the same equipment and support.

### Coaching and Instruction

Instructors offer individual driver evaluations and provide coaching and insight on race strategies and driving tactics.

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Every year, more than 700 recreational racers and aspiring professional drivers compete in twenty-four race weekends in four regional championships.

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The series annually awards one of the largest prizes in open-wheel amateur racing—The Rio Big Scholarship—a full season in the Barber Dodge Pro Series valued at \$175,000. In addition the series gives out more than \$500,000 in awards each year.

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**TRAC 99 is SOLD OUT ...**

**for both DRIVERS' ED  
and the TRAC 99 CLUB RACE**



**T R A C**  
The Road America Challenge

Drivers' Education



Waiting lists have been established for both groups.

For further information please call 847.622.4483

- Drivers' Ed Registrar: Mary Anne Nowakowski
- TRAC 99 Club Race Registrars: Scott & Sharon Lynn





# TRAC CONCOURS

Drivers' Education



**Saturday September 4, 1999**

The TRAC 99 CONCOURS will be streetside at Siebkens in Elkhart Lake, WI.

**Concours Fee: \$20.00 per car \***

\* Free for all volunteers, paid Club Racers and Drivers' Ed participants

**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 Style of Exterior & Interior.  
Visual Inspection Only

**Novice:** For fun & first time participants only. Judged to Class C standards. Winner eligible to trophy

**Exhibition:** Class for all participating PCA Race Cars and participating Drivers' Ed cars. No entry fee required for Exhibition Class

**People's Choice Trophy & Judges' Choice Trophy** will be awarded

**3:00 pm** Concours Class A, B, C, D, E, and Novice non-tracking participants arrive and begin finals preparations

**3:30 pm** Judging begins for Concours Class A, B, C, D, E, and Novice non-tracking participants

**4:30 pm** Concours Class A, B, C, D, E, and Novice tracking participants arrive and begin finals preparations

**5:00 pm** Judging begins for Concours Class A, B, C, D, E, and Novice tracking participants

**5:45 pm** Club Race and Drivers' Ed cars participating in Exhibition Class assemble at designated area for Police escort from Track to Siebkens

**6:00 pm** Judging begins for Exhibition Class to commence promptly upon arrival of escorted cars at Siebkens

**6:30 pm** Dinner and Party begin at Siebkens. Trophy presentation for ALL Classes upon completion of judging of Exhibition Class

**9:00 pm** Club Race and participating Drivers' Ed cars begin police escort back to Track. Street is reopened to public and proper parking is required at this time.

**Questions ? Mary Anne Nowakowski**

Work: 847.966.2235 x2831

Home: 847.670.0683 (before 9 pm please)

Fax: 847.470.1204

e-mail: Nowakowskim@PermaPipe.com

Please use this registration form **For Concours ONLY** and make check payable to **PCA Chicago Region**

mail to: Mary Anne Nowakowski  
527 S. Rammer Ave.  
Arlington Heights, IL 60004

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ City, State & Zip \_\_\_\_\_

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

Region \_\_\_\_\_ Drivers' Ed \_\_\_\_\_ Club Racer \_\_\_\_\_ Volunteer \_\_\_\_\_

PORSCHE Model \_\_\_\_\_ Body Style & Color \_\_\_\_\_

Class A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ Novice \_\_\_\_\_ Exhibition \_\_\_\_\_





## We Need You!

We need your help to make the **Chicago Region's TRAC 99 Weekend - September 4 - 6, 1999** - the best it can be. Your help in the past has done just that. All volunteers will have their entry fee for the TRAC 99 Concours waived and be the guests of the

Chicago Region at the Saturday evening Dinner. 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



*One of our most meticulous tech volunteers at TRAC 98*

*Photo by Sue Wesa*

## VOLUNTEER FORM

Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Fax: \_\_\_\_\_  
e-mail: \_\_\_\_\_

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

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

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

## A Very Special Limited Offer!

The Sheboygan Super 8 Motel has graciously made six (6) Hospitality Bucks Coupons available to the Club for our Labor Day Weekend at Road America. These coupons entitle the bearer to an \$8.00 discount off the published directory rate and applies to every night of continuous stay.

The coupons will be available (one per customer) to the first six members who call me at 847.559.1126.

The Sheboygan Super 8 Motel is located at 3402 Wilgus Road, Sheboygan, WI just off I-43 at Exit 126.

Chris Inglot



# 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

Hoeft'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.)*





# BLACKHAWK FARMS RACEWAY DRIVERS' EDUCATION

Wednesday, September 15, 1999

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.

**PRE-REGISTRATION WILL CLOSE ON SUNDAY, SEPTEMBER 12th.** Any open spots after the 12th 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. Cancellations received after the 12th may be subject to a service fee.

The concession stand will be open from 9 - 10 (breakfast) 10 - 2 (lunch). Corner 10 Souvenir Area will also be open with necessities, accessories, and apparel available for purchase. There will be "Gallagher weather".

**8:30 am** Registration and Tech Open  
**10:00 am** Registration closes & Mandatory Drivers' Meeting for all entrants.  
**5:00 pm** Track closes. Dinner site will be announced at the track.

QUESTIONS ??? : Dan Gallagher 708.784.0784

**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.

## Blackhawk Farms Raceway Drivers' Education, Wednesday, September 15th only

Car Make/Year: \_\_\_\_\_ Car Model: \_\_\_\_\_

First Driver Name \_\_\_\_\_

Phone number (with area code) \_\_\_\_\_

☐ Member ☐ Applicant ☐ Guest of \_\_\_\_\_  
☐ Novice ☐ Experienced Permanent Car #: \_\_\_\_\_

List Experience: \_\_\_\_\_

Second Driver\* Name (same car) \_\_\_\_\_

Phone number (with area code) \_\_\_\_\_

☐ Member ☐ Applicant ☐ Guest of \_\_\_\_\_  
☐ Novice ☐ Experienced Permanent Car #: \_\_\_\_\_

List Experience: \_\_\_\_\_

Fees per driver\* Pre-registered

\$ 130.00

\*Second driver free if family member - Only one novice may be registered in each car.

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

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



# Letters, Faxes, & e-mails

## Central Indiana Region Presents Porsche Thunder

Central Indiana Region will present their 3rd annual Porsche Thunder Club Race and Drivers' Ed at Indianapolis Raceway Park (IRP). The 3 day event, Oct. 1st-3 rd, will have the regular Drivers' Ed and Club Race schedule on Friday and Sunday and a 1.5 hour Enduro on Sunday. The Enduro will for allow optional driver and tire changes, refueling stops, and strategic driving.

IRP is a 15 challenging turn, 2.5 mile Championship Road Course. For further information please contact the Registrar Steve Junken (Club Race) at 812.988.8598 or e-mail: CAST@kiva.net or Jack Hendricks (Drivers' Ed) at 765.641.7002 or fax 765.643.3336.

## Porsche In The News

(PCA Editors News Service)

### Porsche-Speed Not Needed For Peace in Kosovo

BRUSSELS, Belgium, -- Prior to the Kosovo cease fire, NATO Spokesman Jamie Shea was asked at a press conference whether peace could be implemented quickly if Yugoslav President Milosevic agreed to NATO's five conditions.

Shea explained that bombing would cease and NATO peace-keeping troops installed quickly without stop-and-go delays. "That plan has been ready for a long time. The forces have already been identified through Force Generation conferences. So we are not going from zero to 50, as it were, at the speed of a Porsche in 6 seconds," said Shea.

### Murphy Likes Porsche's PSM

ATLANTA, GA -- In May, Porsche Cars North America (PCNA) gathered scores of journalists at Road Atlanta to test its new Porsche Stability Management (PSM) system.

According to Morgan Murphy, representing Forbes Magazine, "With the system on, I glided through the slalom unscathed.

Without it -- in front of my fellow automotive journalists and the chief executive of Porsche Cars North America -- I managed to do a 360-degree skid, wipe out five cones, set the sixth on fire and trigger the windshield wipers."

Murphy said Porsche's PSM system works to control oversteer and understeer by monitoring wheel slippage, yaw levels and driver input (through the pedals and steering wheel). Then, if PSM gets a whiff of a problem, it can engage any one of the antilock brakes on each wheel, slow the throttle or adjust the suspension to keep the car going where the driver has pointed it.

"Forget all the stuff you learned in driver's ed about steering into the skid. PSM senses which way you want to go and does the rest. Big Brother now drives like Mario Andretti," Murphy added.

### Rent A Porsche

PORTLAND, Maine -- Auto Europe, a leader in international rentals, has just added sports and prestige cars to its rental inventory in the U.S., making a wide selection of these cars available in Florida and California. Cars include Mercedes, BMW, Porsche, Lamborghini and others.

A sample of one-week rental rates range from \$1,040 for a BMW Z3 to \$3,255 for a Porsche 996 in Miami and from \$957 to \$4,797, respectively, in Los Angeles. For reservations and information call Auto Europe at (800) 223-5555; or, visit their web site at <http://www.autoeurope.com>.

### Piech Makes Forbes List

NEW YORK -- Forbes magazine recently released its ranking of the world's richest people, excluding dictators and royalty. Listings include name, home country, wealth in billions of dollars and source of wealth, where available.

Topping the list is William H. Gates III, United States, 90.0,

Microsoft, followed by Warren Buffett, United States, 36.0, Berkshire Hathaway. In 71st place is Ferdinand Piech, and family, Austria, 5.0, Porsche.

### Buy Porsche

NEW YORK CITY -- In a recent Dow Jones Business Video interview, Oppenheimer Funds Director of Global Equities, William Wilby, said Europe is more attractive to investors than it's been in a decade. "I seriously believe this is perhaps the most attractive I've seen Europe in my investment career," Wilby said.

Wilby continued, "I think one of the really interesting areas in Europe right now are the European automobile companies. These stocks are selling on single-digit price-to-earnings multiples and they have excellent global brand recognition and are taking market share around the world. And their earnings are just exploding."

When asked which specific automobile companies, Wilby replied, "The top auto pick right now would be Volkswagen and number two would be Porsche in Germany."

### Porsche Designers Overlook The Cupholders

DETROIT, MI -- Porsche engineers were dismayed when American consumers responding to a J.D. Power & Associates survey reported 41 percent more defects in the redesigned 1999 Porsche 911 than its predecessor.

"The survey stunned Porsche executives," said Rachel Konrad, DETROIT FREE PRESS automotive writer." According to the company's internal benchmarking, the new 911 had fewer defects than the one it replaced." Konrad said that Michael Macht, Porsche executive vice president in charge of manufacturing, called Power's Agoura Hills, CA., headquarters to get answers. A high-ranking Power representative came to Macht's office in Zuffenhausen and presented the findings.



The Power representative told Macht that American consumers reported an issue -- albeit one that was technically not a defect -- about the 911's lack of cup holders. The car comes equipped with outside heated mirrors, a leather-wrapped steering wheel, theft deterrent system, tinted glass, a stainless steel muffler and even optional footwell lights...but no cup holder.

As for other findings, the Power representative told Macht that American Porsche owners had fewer complaints than last year about the engine, transmission or anything related to the vehicle's on-the-road performance.

#### Boutsen Retires

LE MANS, France -- Thierry Boutsen retired from motorsports after his Le Mans crash in June. The 41-year old Formula One and sportscar veteran crashed heavily during the night when his Toyota GT-One was hit from behind by another car and slammed into the barriers. Boutsen

was moved to a hospital in Paris after suffering a fractured vertebrae in the lower part of his back.

Boutsen drove for many years with the works Porsche GT team, and more recently was teamed with Bob Wollek driving the Champion Porsche Team 911 GT1 in the American Le Mans Series.

#### Leconte In Porsche Pirelli Supercup

SILVERSTONE, England, July 11 -- Now, it's the taking part that counts for former French tennis star, Henri Leconte. One week after losing his Wimbledon doubles match 6-4, 6-0 to the eventual winners of the over-35s doubles, Leconte was invited by Porsche AG to drive a 370-horse-power Porsche 911 GT3 in the fifth round of the Porsche Pirelli Supercup staged July 10 at Silverstone as a support event for the British Grand Prix.

It's the second time Leconte competed in the Silverstone event. Last year, in torrential rain, he brought home his car in 17th place

after starting in 24th. "It was a dream come true for me to drive a car like that," said the now 36-year-old Frenchman, who also drives a Porsche as his personal car. "As a sports car and a Porsche fan, it had always been one of my ambitions since I was young."

#### Porsche AG Rehires Emery

REDWOOD CITY, Calif., June 28 -- Porsche AG has awarded its North America "Dealer Direct" contract to Emery Worldwide, a global cargo transportation company. Under the agreement, Emery will handle the door-to-door delivery of between 80 and 100 automotive related shipments per day from the Porsche manufacturing plant to more than 700 dealers and distributors throughout the United States and Canada. All shipments will be benchmark monitored by both the Porsche Cars North America headquarters in Atlanta, Georgia, and its main logistics facility in Reno, Nevada, with Emery providing monthly performance reports.

#### Rosy Outlook For Porsche

FRANKFURT, July 9 -- Porsche AG's shares surged today after announcing it expected record earnings this year. Porsche shares climbed 4.2 percent to 2,500 euros by close of trade on Friday. The company said it expected to increase its car output in the 1998/99 business year to 40,000 cars from 38,000 in 1997/98.

Chairman Wendelin Wiedeking said the company almost doubled its net profit in 1997/98 to 276.9 million marks from 139.4 million marks. Porsche 1998/99 sales, unit sales and earnings would be higher than earlier forecast, and the company was also looking forward to further growth in coming years, he added.

Deutsche Bank AG boosted the company's outlook by saying it had upgraded Porsche to "buy" from "market performer." Deutsche also raised its forecast of Porsche earnings by 12 percent in 1999 and 40 percent in 2000. Deutsche said the introduction of Porsche's new sport utility vehicle in early 2002 should also add impetus to

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<http://www.emmonscoachworks.com>



## Letters ...

company earnings based on the company's plans to sell up to 25,000 units of its new SUV in 2002.

### DUI On A Mower Same As In A Porsche

LONDON, England -- The Online Mirror reported that BOOZY Tristan Williams was banned for three years yesterday for driving his mum's seven-horse power mower at TWO MILES PER HOUR while drunk. The jobless 27-year-old was caught trundling along a country lane after a customer who saw him leave the pub tipped off police. He was using a flashlight to find his way in the dark and his dog was walking sedately beside him, the court was told.

His attorney said, "Unfortunately the law states that driving a lawnmower at 2 mph while drunk is the same as driving a Porsche on the M1 while drunk."

### Ford & Morgan: Boxster Road Show

As if the Porsche Boxster wasn't already helping the company break sales records in the U.S., Richard Ford and James Morgan are hitting the stump to promote Porsche's relatively affordable roadster.

Ford is executive vice president and chief operating officer of Porsche Cars North America, and Morgan is an Arkansas author who drove around the country in a pre-release Boxster loaned to him by PCNA and chronicled those travels in his new book, "Distance to the Moon: A Road Trip into the American Dream" (\$17.47 at Amazon.com).

Both appeared at a recent press conference in San Jose, Calif., and Morgan told reporters that he was stunned that Porsche let him borrow a Boxster for two months, according to Matt Nauman of the MERCURY NEWS. Morgan said he already sold a book idea to a publisher about driving around the country in a used Porsche, but then he started thinking about buying such a car and wondering what would happen if it broke down somewhere in the middle of nowhere. So, he called

Porsche's Atlanta headquarters and -- they called back. Not long after, Morgan took the Boxster and hit the road, often following the same trail that Lewis and Clark took on their early crossing of the country. His goal was to see if America's automotive love affair was still alive.

Ford added, "How many of us wish we could just hop in a Porsche roadster and drive wherever our whims, and the roads, take us. What a fantasy. What a dream. We do sell passion," he said.

About Porsche's recent sales records, Ford said the Boxster has been the "catalyst" for the revival of both Porsche and the sports-car business in general. According to

Ford, last year sales reached 17,239 and, of those, a little more than half were Boxsters. Through May of this year, Porsche sales are up another 3 percent, and Ford predicted sports car sales will grow another 18 percent over the next five years. And, about their upcoming SUV, Ford said, "It will be a Porsche."

### Chicago Region Home Page

<http://www.mcs.net/~bman/pca.html>

### PCA Home Page

<http://www.pca.org>

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- Distance entry precise to 1/1000 mi/km
- Auto repeat countdown timer
- Time of day, alarm and calendar

Pegasus Auto Racing Supplies, Inc.

2475 South 179th Street  
web site: [www.execpc.com/~pegasus/](http://www.execpc.com/~pegasus/)  
1-800-688-6946 - order line

1-800-742-0484 - fax

New Berlin, WI 53146-2150  
email: [pegasus@execpc.com](mailto:pegasus@execpc.com)  
1-414-317-1200 - tech line



# River Run Rallye

## Saturday September 18, 1999

Rallyemaster Jack Stephensen has planned a route that will take us from Freeport to someplace out near the Mississippi River on Saturday September 18th.. This will be a finishable rallye with such great roads you won't believe that you're still in IL.

Dinner and trophy presentation following the rallye will be at The Diamond Jack Casino in Dubuque, IA.

### Post Rallye Overnight Accommodations

Holiday Inn Dubuque Five Flags  
450 Main Street  
Dubuque, IA 52001  
319.556.2000

\$79.00 - 25 rooms will be held until 8.18.99 after which the room rate will still be honored but will subject to availability. Please mention the Porsche Club when making reservations.

Registration Opens: 9:30 AM  
Drivers' Meeting: 10:30 AM  
1st Car Off: 11:00 AM

Rallye Fee per car: \$20.00

The Ramada Inn\*  
1300 East South Street  
Freeport, IL 61032  
815-297-9700

\*Rooms will be available for anyone wishing to drive out to Freeport the night before. A free breakfast comes with the room.

### Directions to The Ramada Inn:

(Approximately 107 miles from Woodfield Shopping Center)

- 1-90 west to IL 20 (just south of Rockford),
- IL 20 west to Business Rt 20 (toward Freeport),
- Business Rt 20 to South Street,
- Stay on South Street to Ramada Inn on right.

### QUESTIONS ?

Jack Stephensen  
708.865.2216

**PLEASE NOTE:** Instructions for the ODO Check will be in the September Chicago Scene. This leg **MUST** be run prior to the rallye as there will be NO ODO Check provisions during the rallye.

*Effectively Immediately: "In order to compete in a rallye, there must be a minimum of one (1) driver and one (1) navigator per rallye car."*

Please pre-register and enclose check for \$20 made payable to: **PCA Chicago Region**

Mail to (please allow plenty of time):

Jack Stephensen  
1117 Manchester  
Westchester, IL 60154

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



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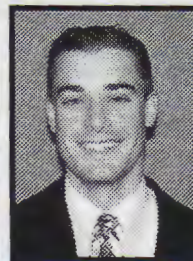
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**Mark Berry**  
PORSCHE SALES MGR.



**Anthony Rizza**  
PORSCHE SALES



**Aaron Zelinski**  
PORSCHE SALES



**Jamie Littrel**  
PORSCHE SALES

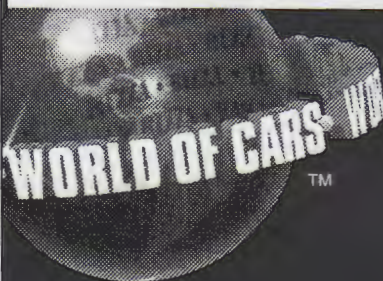


**George Serritella**  
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# RIZZA

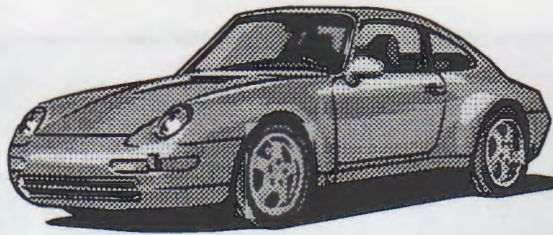


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## MILWAUKEE REGION Blackhawk Drivers' Education Application

**Event Date** (Circle all dates that apply)

8/25 ☐ 9/16 ☐ and/or 9/17 ☐

### Schedule

7:00-8:00 AM Mandatory Registration & Tech. Inspection (Voluntary for Group III)  
8:15-8:45 AM Mandatory Driver's Meeting (No Show - No Drive)  
9:00-5:00 PM Run Groups

### Requirements

- Helmet - Snell 1990 or 1995
- Rollbars - Required in all Cabriolets/Speedsters unless in Group I (Novice)
- Seatbelts - 3 point Groups I & II; 5/6 point in Group III (Equal restraints required for passenger)
- Tires - Minimum 3/32" tread depth, no cracks or bald spots
- Clothing - Long sleeve cotton shirt, long cotton pants, socks, closed toe shoes
- Age - Minimum 18 with a valid driver's license
- Safety - Cars must pass a technical inspection. **Car condition is ultimately your responsibility.**

### Driver Data

(Co-drivers must complete separate applications)

Name: \_\_\_\_\_ Phone: (H) \_\_\_\_\_ (W) \_\_\_\_\_

Street Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip: \_\_\_\_\_

If there are two drivers, sharing car with: \_\_\_\_\_

### Vehicle Data

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Engine Displacement: \_\_\_\_\_ Car Color: \_\_\_\_\_

Performance/Safety Modifications: \_\_\_\_\_

### Driver's Experience

#### Track


#### # Driving Events


Requested Run Group: I (Novice) ☐ II (Intermediate) ☐ III (Advanced) ☐

### Entry Information

- Registration Fee: \$140 (One day events) \$190 (Two day events), 2<sup>nd</sup> Driver in same car deduct \$30/event
- Late Registration Fee: Additional \$25.00 if not postmarked 2 weeks prior to event (NO EXCEPTIONS)
- Refunds: Only for cancellations received at least 7 days prior to an event

Make Checks Payable to: **PCA - Milwaukee Region**

Mail to: Randy Hallenbeck, Registrar

P. O. Box 591

Merton, WI 53056

(H) 414-538-0728 (W) 414-251-8572 (extension 112)



# Rallye Scene

## A New Rallye Tip From an Old Rallyist

by John Ruthier

Many relatively new Rallyists usually can't see the forest for the trees. What do I mean by that? They are usually so busy getting from one instruction to the next and trying to stay on time that they forget to try to figure out exactly what the Rallye-master's trap is that will earn you a MAX score on the leg. If you can do everything in your power to try to keep a broader view of the leg and where you are going, then you'll have a much better chance at figuring out the trap before you earn the MAX score. How do I do this, you say, in the middle of a busy leg? Let me tell you a small anecdote to demonstrate my point.

At the 1989 PCA Parade Rallye in Traverse City, MI Jeannie and I were doing quite well up to the lunch break. But, we needed some great

scores to put us in contention for the over-all win. So at lunch we grabbed some fruit and something to drink and headed out way before our scheduled out time to see if we could figure out the next trap before we actually ran the leg. We went out, found the trap, and pulled the car down the off course loop just far enough so other cars could see us and waited while we had our lunch. We must have "sucked" four or five Rallye cars onto the off-course loop just by being parked there. When we got close to our scheduled out time we backed down the off-course loop to the beginning of the on-course loop, left right on time and came into the checkpoint with a score of 8. This was with seat of the pants equipment. Not only did we get a good score for the leg, but we even "helped" some other teams get MAX scores on the same leg. Unfortunately none of them were top teams in contention for the over-all win.

The point I'm trying to make is that by taking something as simple as a lunch break and turning it to a competitive advantage you can greatly improve your scores. During the lunch break talk to your partner about the Rallye rather than to your friends about their scores. Try to figure out what the Rallyemasters like to use as traps—spelling ?, ONTOs ?, etc.—while you're not trying to keep CAST or looking for the "next available right".

Oh, how did we do on the Rallye? Well, we missed an easy "ONTO" trap in the afternoon which cost us the overall win, but we finished 2<sup>nd</sup> overall out of some 250 cars.

*Ed. note: John and Jeannie Ruthier were Chicago Region Rallye Coordinators in 1987 and authors of the infamous "Fooled Again Rallye" the same year. John won the SCCA National Rallye Championship in 1989.*



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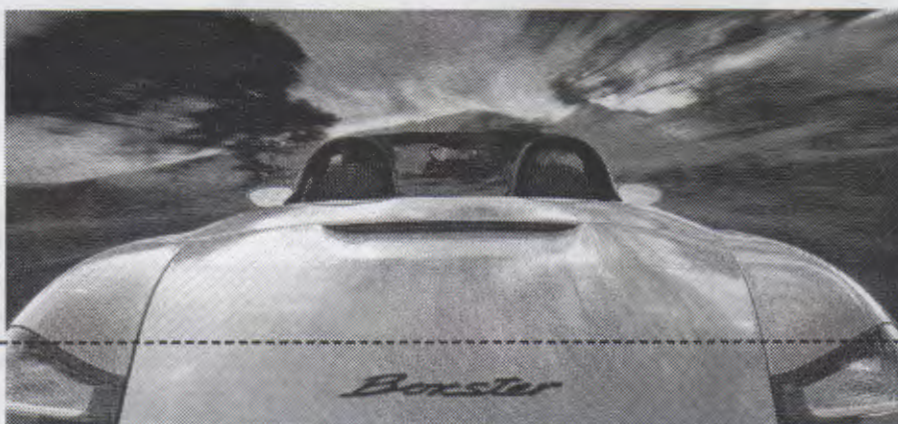
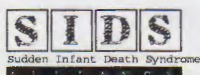
## Give?

Please help stop SIDS, the number one cause of death in infants one month to one year old. All you have to do is buy one or more raffle tickets and not only will your dollars go to help fight this heartless killer, but you will be eligible to win a 2000 Porsche Boxster or \$35,000 cash.

At \$100 each, only 800 tickets will be sold. Think of the odds.

The Grand Prize ticket will be drawn on Friday, October 15, 1999 at Giovanni's Restaurant in Rockford, Illinois. You need not be present to win.

All proceeds from the October 15, 1999 drawing benefit the SIDS Alliance of Illinois.



Call toll-free  
800.432.SIDS or  
630.325.9108

## Win!

Yes, I'll take ☐ one ☐ two or ☐ \_\_\_\_\_ tickets @\$100 each

Total purchase \$\_\_\_\_\_ I understand that you will fill out my stub(s) and enter me into the 2000 Porsche Boxster Raffle and send me my raffle ticket(s) by mail. Drawing will be held October 15, 1999. Complete raffle rules available on request.

☐ VISA ☐ MasterCard ☐ Check enclosed ☐ Money Order enclosed

Card Account # \_\_\_\_\_ Exp. Date \_\_\_\_\_

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

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Make checks payable and mail to: SIDS Alliance of Illinois, P.O.Box 8286 Rockford, IL 61126-8286 or order by credit card and fax to: 815.874.5530 or call 630.325.9108 or toll free 1.800.432.SIDS Monday thru Friday 8am to 4pm.



# MGA SKID PAD AUTOCROSS

Sunday, September 26, 1999

## MGA Research Corp. Skid Pad

Wahlburg & Warren Rds., Burlington, WI

Registration & Tech: 10:30 am

Drivers' Meeting: 11:30 am

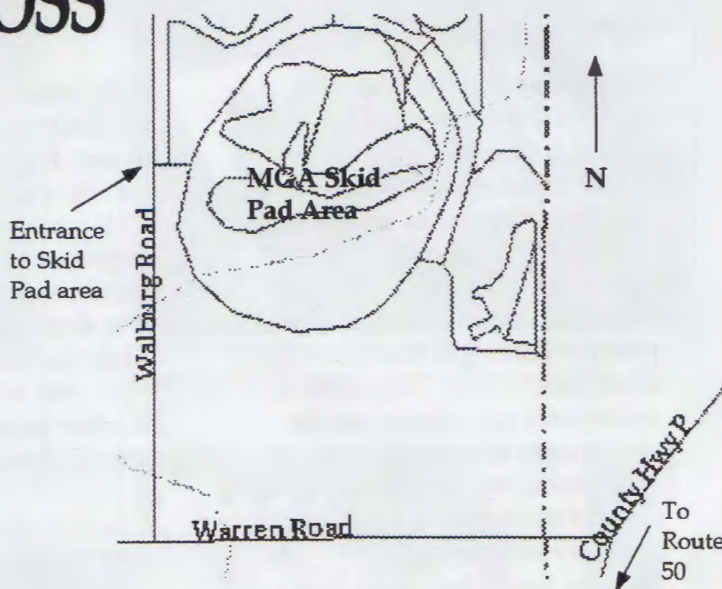
1st Car Off: Noon

We haven't been to the Skid Pad at the MGA Proving Grounds for many years. So, for many of our members, this is a **NEW AUTOCROSS SITE!** There is lots of room on the 12 acre vehicle dynamics area (skid pad) to test the limits of our Porsches.

Portable toilets will be available, but water, food, and shade facilities will not. So, pack a lunch, plenty of beverages including lots of water, maybe a chair or blanket to sit on, shade, and sunscreen.

### 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.



### Directions to MGA Skid Pad:

#### From O'Hare Airport:

- I-294/I-94 North to Route 50 (in WI).
- Route 50 West (towards Lake Geneva) to Highway P in Slades Corners, WI.
- Highway P North (right) to Warren Rd. (on left).
- Warren Rd. West approximately 3/4 miles to Wahlburg Rd.
- Turn right on Wahlburg Rd. Approximately 1 mile to the Skid Pad on the right.

#### From Route 12 North

- Route 12 North to Route 50 East (Lake Geneva, WI exit).
- East on Route 50 to Highway P in Slades Corners, WI.
- Highway P North (left) to Warren Rd. (on left).
- Warren Road West approximately 3/4 miles to Wahlburg Rd.
- Turn right on Wahlburg Rd. Approximately 1 mile to the Skid Pad on the right.

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

Mail to: Mike Gray, 442 Travelaire Lane, Naperville, IL 60565

Questions ? 630.416.7022

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



# The Perfect Combination

by Steve Rashbaum

Wednesday, July 14th, another glorious day at Blackhawk! For that matter, is there a bad day at Blackhawk? It had been over two weeks since I was last on the track and my toes were itching for use, my heel was in the same shape. Not only do I love to drive on the track, I love to practice. Driving at Blackhawk (and Road America and GingerMan—autocrosses too) affords me the opportunity to practice: hone my skills and to try new techniques in some of the corners where I feel I can carry more speed.

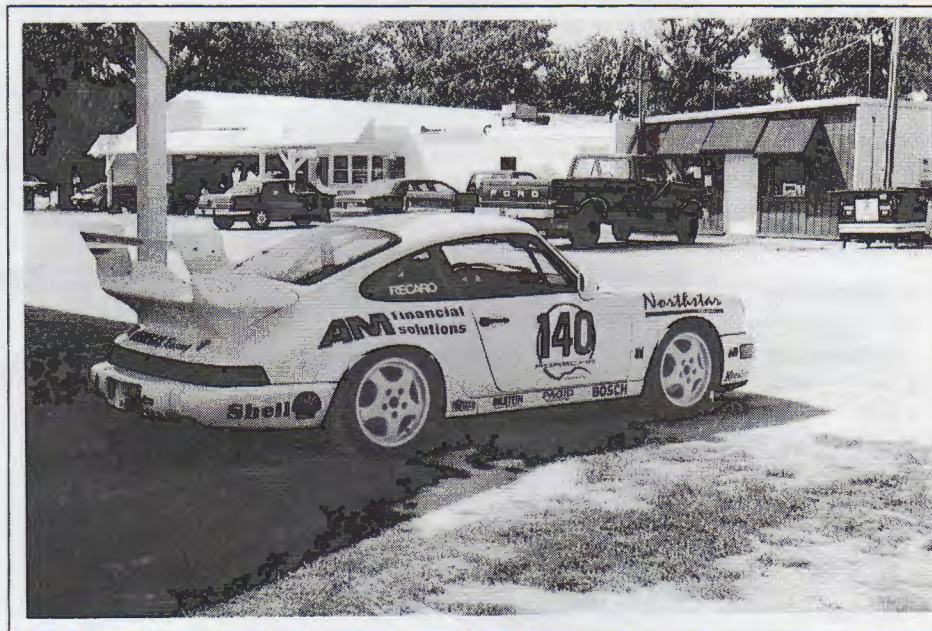
I have heard the phrase “test and tune” used for these sessions and it certainly seems apropos. I changed my line in several turns, tried new gear selections and judged all of this by watching my exit speed. Have my lap times dropped? Has my consistency improved? Am I being as smooth as possible? Perfect chance to answer these questions. Beyond all of that, I have the chance to follow some of the Regions best hot shoes and to continuously gauge my skills relative to theirs. (Can I catch them?).

As has been the case the past several years, the event was sold out. As has also been the case the past several years, there were new drivers to be educated. I was fortunate enough to have Jason

Choulochas as my student. He was not totally new to the track nor to his new Boxster. He knew the lines and felt at ease with the dynamics of his car. My role was to help refine his skills a bit and let him go out to practice more. I made a few suggestions about slight alterations of his line in the Carousel, Chicane and Turn 7. We both felt the car to be a bit better balanced and Jason seemed pleased to have another

point of view. He even adopted the suggestions. Then, off he went to drive more sessions by himself. Of course, he did not call these practice but mentioned something about having a good time. I am glad that I did not call this practice for fear of ruining his wonderful day.

For me, all the better. Not only was I able to practice, but I also had the chance to help an enthusiastic driver. The perfect combination.



Sam Menegas's 1992 911 Cup car.

Blackhawk photos by Steve Rashbaum



Visitors from Iowa.



In the bonnet, Jerry Matta readies his 1993 911 RA America for the day





*Rip Patterson (far side of car) unloads what is definitely NOT a Porsche.*



*Reinhard Barthel, Glen Spiegler, and Jim Hopp in the hot pit.*



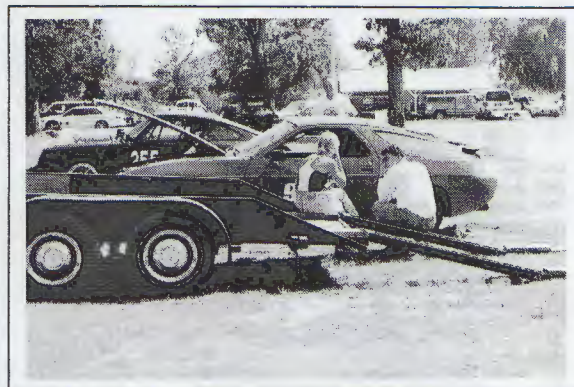
*Head em on out!*



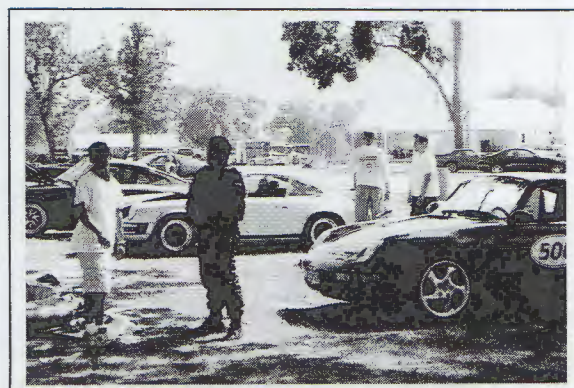
*Escaping from his tech duties, Pete Hackenson 'hits the road'.*



*Driver, poet, frequent Chicago Scene contributor John Mueller relaxes in the shade.*



*Resting between session.*



*Shahriar Dadkhah (in driving suit) enjoyed the day in his 1997 993.*



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## Milwaukee PCA Hosts Symphony Show House Event

On September 18th the Milwaukee Region of the PCA will host an elegant event at the Symphony Show House, which this year is located in Grafton, WI. Each year, local businesses contribute

time and talents to take a selected home in the area, and re-model, landscape, decorate and furnish the interior to create an outstanding example of elegant living. This year's Symphony Show House is no exception - with the twist that on September 18th the beauty of the show house will be complemented by the technical and aesthetic excellence of the 30 specially invited Porsches from the Milwaukee Region PCA!

Sponsored by Concours Motors, this event is limited to 200 people and will feature, in addition to the fine Porsches and the Show House itself, an elegant evening of the finest desserts and coffees served to the sounds of Symphony players. The event will run from 7 to 10 pm, and the Symphony House will be open for walk-through tours during that time. After viewing the house, step outside to view the Porsches on display, and vote for your favorite in the People's Choice Concours. The desserts and music will be located in a tent next to the house, with tables and seating for you and your friends. The cost for this evening is \$25 per person. All proceeds from this event are being donated to the Milwaukee Symphony. We suggest you invite some friends and make an evening of it - an elegant evening of fine desserts, tour of an outstanding home, Porsches and fellow enthusiasts - all for a good cause.

Because of the limited space for this event we ask that you make your reservations as early. For more information or to RSVP for this event contact Michael or Danelle O'Neill at 414.967.4867 or e-mail: michael\_o'neill@hermanmiller.com).



## midwest EUROSPORT

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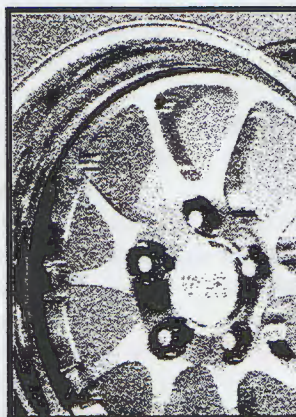
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# Board Meeting Minutes

by Keith Clark, Secretary

## Porsche Club Of America Chicago Region Board Meeting Minutes July 9, 1999

### Voting members present:

S. Brenkus, Murrin, Clark, Inglot, Ruther, Janecek, Rashbaum, D. Gallagher, P. Gallagher,

### Voting members absent: Yanahan

**Coordinators present:** Girard, Clark, D. Gallagher, P. Gallagher, Shire, Rashbaum, Jacisin, Ruther, Janecek, Barnicle, Inglot, Lynn, Nowakowski, Knoblauch, Patterson, Hackenson, Bittman

Meeting called to order at 8:20 pm at Walter's.

### Secretary - Keith Clark

- Clark presented the minutes from the June meeting. Inglot moved, Rashbaum seconded to approve the minutes as presented. Approved unanimously.

### Treasurer - Chris Inglot

- Inglot presented a treasurer's report including a balance sheet showing positive account balances and total assets; a cash flow report showing receipts and expenditures, giving a net surplus for the period; and a financial statement for Concours I and Road America I. Janecek moved, Rashbaum seconded to approve the treasurer's report as presented. Approved unanimously.

### Vice President - Bill Murrin

- No report.

### President - Susan Brenkus

- S. Brenkus reported that the Chicago BMW Club has asked if we would let them use our rallye clocks for an event. Clark moved, Murrin seconded. Approved unanimously.

### Autocross - Jeff Girard & Keith Clark

- Girard reported that all autocrosses are ready.

- The Rockford Under The Lights Just For Fun Autocross is ready to go.

### TRAC 99 - Chris Inglot & John Ruther

- Everything is under control.

### TRAC 99 Drivers' Education Registration - Mary Anne Nowakowski

- Registrations are being received.

### TRAC 99 Club Race Registration - Scott & Sharon Lynn

- Registration is full.

### TRAC 99 Sponsorship - Steve Rashbaum

- Rashbaum has lined up 19 sponsors.

### TRAC 99 Volunteers - Gary Knoblauch

- "All is fine".

### Blackhawk Farms - Dan & Peggy Gallagher

- The July event is sold out and ready to go.

### GingerMan - Jeff Girard

- Girard reported that all went well with the event and a financial report will be forwarded to Inglot.

### Chief Driving Instructor - John Ruther

- Ruther discussed future plans to evaluate instructors.

### Insurance Coordinator - Bruce Janecek

- Janecek reported that all insurance is set.

### Concours - Jim Jacisin & Pat Yanahan

- The Navy Pier Concours was a success and that all Concours for the rest of the year are set.

### Potter's Picnic - Rip Patterson

- All is set for Potter's Picnic.

### Rallye - Dan & Peggy Gallagher

- D. Gallagher reported that all rallyes are covered.
- Janecek moved to add a rallye rule, effective immediately, that "There will be a minimum of one (1) driver and one (1) navigator per rallye car." Brenkus seconded. Approved unanimously. Shire was directed to add this information to all 1999 Rallye announcements as well as the

2000 Directory.

### Social - Myra Knoblauch

- Barnicle reported that all is set for the golf outing.

### Membership - Ed Barnicle

- Barnicle presented membership applications to the Board for approval of 27 applicants. Rashbaum moved, Inglot seconded to approve the applicants as members in the club. Approved unanimously.

### Safety - Jeff Girard

- Clark will get a new 1st Aid Kit for the trailer.

### Technical - Pete Hackenson

- Hackenson requested the purchase of an additional 10 x 20 "East Up" tent for use at PCA events. Murrin moved, Rashbaum seconded. Approved unanimously.

### Goodie Store - Linda Patterson

- No report.

### Charity - Ken Pesavento

- Shire reported that the sale of raffle tickets is going well and it will be opened up to people outside the Region as of 8/15/99.

### Chicago Scene Advertising - Steve Rashbaum

- Rashbaum reported 28 paid ads are currently running and working on new additions.

### Chicago Scene & Photographer - Susan Shire & Steve Rashbaum

- No report..

### Property - Ed Leed

- No report.

### Historian - John O'Keefe

- No report.

### Timing & Scoring - Susan Brenkus

- S. Brenkus reported there were some problems with the new timing equipment at Autocross 2 due to placement of the equipment. After some correction, all went well.

### Web Page - Chuck Bittman

- Bittman reported that contact was made for a URL for the web page.

### Old Business

- No old business.

### New Business

- The Nominating Committee



submitted its slate:

President	Steve Rashbaum
Vice President	John Ruther
Secretary	Keith Clark
Treasurer	Ed Barnicle
Director	Dan Gallagher
Director	Chris Inglot
Director	Greg Turek

- The August meeting will be held at Walters.

#### Adjournment

- Rashbaum moved, Inglot seconded. Approved unanimously. The next meeting will be August 6, 1999 at 8:00 pm at Walters in Park Ridge.

Respectfully submitted,  
Keith Clark, Secretary

**R. A. Adams**  
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**RICHARD A. ADAMS, SR.**

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2600 W. Route 120  
McHenry, IL 60050

## Slate For 2000 Board Of Directors

July 9, 1999

We, the Nominating Committee, submit to the membership, the following slate of nominees for 2000 Board of Directors,

<b>President:</b>	<b>Steve Rashbaum</b>
<b>Vice President:</b>	<b>John Ruther</b>
<b>Treasurer:</b>	<b>Ed Barnicle</b>
<b>Secretary:</b>	<b>Keith Clark</b>
<b>Director:</b>	<b>Dan Gallagher</b>
<b>Director:</b>	<b>Chris Inglot</b>
<b>Director:</b>	<b>Greg Turek</b>

Respectfully submitted,

Susan Brenkus, Chairman  
Bruce Janecek  
Susan Shire

Scott Lynn  
Pat Yanahan

According to the PCA Chicago Region, Inc. Bylaws, "A Nominating Committee, consisting of five members, shall submit to the membership a slate of nominees."

"Nominations will also be accepted from the membership at large by petition signed by at least 10 members in good standing to the Board of Directors prior to the October newsletter mailing (September 22, 1999). No member of the nominating committee may be nominated for office or directorship."

"Election shall be by ballots enclosed with the October newsletter."

"An individual shall be entitled to only one vote regardless of multiple memberships."

Given our increased membership and the extreme  
popularity of our events, it has become  
**EXTREMELY IMPORTANT to**  
**PRE-REGISTER FOR ALL EVENTS!**



## ***IT'S BACK!***

---

### **O.N T.RACK C.OVERAGE**

---

We asked you to stay tuned, you did, and now ***IT'S BACK!***

#### **Coverage for Drivers' Education Events!**

It took us thirteen months of hard work, and just in time for Track Season we are pleased to announce a new agreement with a major U.S. insurer to provide the insurance.

Thanks for your patience!

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 its use? "Whadya mean I can't drive my Porsche to work once in a while?!" ***IT'S BACK!*** No drivers under age 21. No racing. (Drivers' Education is not racing.) 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?"

***IT'S BACK!*** Simple, one page application.

We've got what you need: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, sensible deductible, full coverage automobile insurance policy including

#### **Coverage for Drivers' Education Events!**

Pricing is back where it used to be, too. A little more than those other guys, but about half of what the regular market charges. Phone us today for a quote. You'll be glad you did!

## ***IT'S BACK!***

---

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# Cruisin '66 Concours

by Pat Yanahan

Over 23 Porsches participated in the third concours of our season. Porsches ranged from 356s to modern 911s and 944s. The day was spectacular (as required for concours this year) and our 23 Porsches were part of over 350 collectible cars ranging from original Model T's up through muscle cars from the 50's and 60's.

In addition to our standard classes we had special judges that picked Porsches for special awards. Ken Ito from Los Angeles was our special guest. Ken has won the Manhattan trophy at the National Parades and picked Jim Jacisin's 1990 944S as the best of show using National

Competition Rules as his guide. Thus continues the battle for first place between Jim and Bob Cook who took first place in the Class A judging. The Special President's Award went to Rob Clark with beautiful silver 911. Harold Beach took a special judges award for his 1973 911. And lastly, a special award went to William and Helen Prassas who brought their 1980 white 928. We saw four 914s (three in class, one in exhibition) which is the all time record for a single concours.

Our thanks to participants. Our concours events are turning out to be highly attended as well as enjoyable for all of our members.

## Judges' Choice:

Robert Clark '89 911 Coupe

## People's Choice:

Dan Gallagher's '59 356 Convertible D

## Judge Ken Hito's Choice:

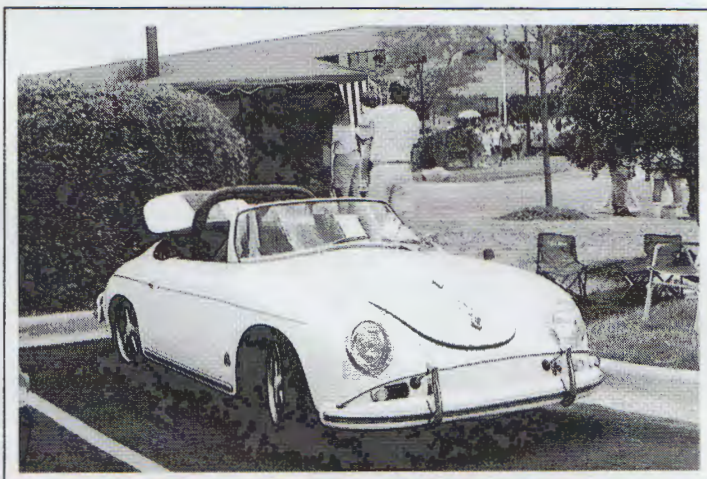
Jim & Patty Jacisin's '90 944S2 Cabrio

## Merit Award:

Helen & William Prassas '80 928 Coupe



Manhattan Winners Bob Gummow (left) and special guest judge Ken Ito (right) with Event Chair Pat Yanahan.



Rick Gurolnick's very lovely 1959 356 Convertible D



In the shade were some of our Porsche ladies: (left to right) Lois Beach, Shirley Cook, and Virginia Gummow



An aerial view of an adjoining paddock at the Cruisin '66 Festival.



### CLASS A PLACES

- |   |     |                      |                      |
|---|-----|----------------------|----------------------|
| 1 | 308 | Bob & Rob Cook       | 1988 911 Coupe       |
| 2 | 306 | Jim & Patty Jacisin  | 1990 944S2 Cabriolet |
| 3 | 285 | Pat & Bonnie Yanahan | 1995 993 Cabriolet   |



Part of the Porsche paddock (left to right) Classes A, B & C



Helen and William Prassas's 1980 928 Coupe – The Merit Award Winner

### CLASS B PLACES

- |   |       |                          |                |
|---|-------|--------------------------|----------------|
| 1 | 246.0 | Andy & Melanie Discher   | 1986 951 Coupe |
| 2 | 243.0 | Ron Bean                 | 1986 911 Coupe |
| 3 | 235.5 | Casey Wisniewski         | 1986 944       |
| 4 | 234.5 | Mike Haas                | 1987 911 Coupe |
| 5 | 224.5 | Pete & Brandon Hackenson | 1987 911 Coupe |
| 6 | 186.0 | Helen & William Prassas  | 1980 928 Coupe |

Judging Class B cars (Mike Haas's 1987 911 Coupe)



Kudos to Concours Coordinators (on chair) Pat Yanahan and Jim Jacisin for another great event!







914s and 911s

### CLASS D PLACES

- |   |       |                              |                   |
|---|-------|------------------------------|-------------------|
| 1 | 141.0 | Harold Beach                 | 1973 911T Coupe   |
| 2 | 139.0 | Mike & April Milhouse        | 1986 951 Coupe    |
| 3 | 135.5 | Bill Murrin                  | 1974 914 Targa    |
| 4 | 129.5 | Steve Rashbaum & Susan Shire | 1986 951 Race Car |



Cruisin '66 Concours Winners

### CLASS E PLACES

- |   |      |                       |                        |
|---|------|-----------------------|------------------------|
| 1 | 36.5 | Dan & Peggy Gallagher | 1959 356 Convertible D |
| 2 | 36.0 | Rick Gurolnick        | 1959 356 Convertible D |
| 3 | 33.0 | A. J. Tiller          | 1973 914S Targa        |
| 4 | 30.0 | Chris Jensen          | 1974 914 Targa         |

### CLASS C PLACES

- |   |       |              |                 |
|---|-------|--------------|-----------------|
| 1 | 178.5 | Robert Clark | 1989 911 Coupe  |
| 2 | 176.5 | Van Miller   | 1974 911S Coupe |



The Class D cars



Work well done, April Milhouse relaxes as she waits for the judging to begin

### NOVICE CLASS PLACES

- |   |       |                |                |
|---|-------|----------------|----------------|
| 1 | 174.5 | Randy Neubauer | 1986 930 Coupe |
|---|-------|----------------|----------------|



The Class E cars





**Sunday October 3, 1999**

is the

## **Just A Sunday Drive In The Country Rallye**

Rallyemasters Susan Shire and Steve Rashbaum have planned a fall rallye along many of the most picturesque roads in northeastern Illinois.

Please note that the ODO leg instructions will be available in the September Chicago Scene. This leg must be driven prior to the beginning of the rallye as there will be no ODO leg provisions during the rallye.

Final details will be available in the September Chicago Scene

**QUESTIONS ? Susan Shire 847.674. 2285**

---

Please pre-register and enclose check for \$20 made payable to: **PCA Chicago Region**

Mail to (please allow plenty of time):

Susan Shire  
9507 N. Central Park Avenue  
Evanston, IL 60203

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



# Tech Scene

## Two Tech Tips

by Steve Grosekemper,  
(The Windblown Witness)

### Air Conditioning Fuse Block Repair '78-'89 911

As summer approaches and the weather heats up, thoughts of long weekend trips in the 911 will surely pop into your head. Some of these adventures may actually contain stints of driving in warmer than optimal temperatures. For these occasions we have the wonderful invention commonly known as air conditioning. However, nothing is guaranteed to lower your comfort level more quickly than a failure of your AC system. This will usually occur about 30 minutes into a drive, right after you say to yourself, "I think I'll turn the air down just a tad." The car, as we all know, can read your mind and due to it's twisted sense of humor has just overheated the A/C fuse block.

The reason this has occurred is simple. All of the electrical power needed to operate the A/C system goes through one fuse. This fuse, (#20) is barely up to the task and as a result overheats quite easily. What usually happens is that the fuse ends corrode with age and the contacts become weak. This causes extra heat from the increased resistance, and melts the fuse holder clamping blocks.

Fortunately the repair and prevention of this problem is not difficult. The fuse box consists of a line of 21 fuses. These fuses are divided into 3 separate blocks. The first block of eight fuses (counting from the front of the car) are for parking, head, and fog lights. The second block of fuses (a total of 10) are used for basic electrical functions: sunroof, wipers, fuel pump, etc. The last 3 fuses, the ones we are interested in, control the headlight washers, air conditioning and power windows. This is called the optional fuse block for obvious reasons. This is where our repair will take place.

Instructions are as follows:

1. Disconnect battery ground cable
2. Draw a diagram of the wires (numbers and their colors) that connect to the top and bottom of this fuse block. This may come in handy if you run into a wiring question later.
3. Remove these 3 fuses.
4. Loosen all 6 wire clamping screws, and pull wires just out of their holders.
5. Remove the two phillips head mounting screws, and remove the fuse block.
6. With the old block out of the way, now is the time to repair any wiring that may have been overheated and might cause a poor connection. In most cases you can just cut the offending 1/2 inch piece of wire off, strip and solder coat the end and still have sufficient length to reach the clamping screw. If this is not the case, a piece of fresh like colored wire can be carefully grafted into place. This should be a quality solder repair with heat shrink tubing for insulation, no crimp connectors and electrical tape!
7. Now that you have fresh wiring in place, install the new fuse block making sure the part number and electrical bridges on the back of the block are the same as the one you just removed. (There are different possibilities for different years.)
8. Install the wiring into the empty wire clamps and tighten the screws, this is where you might want to refer to your wiring diagram from step #2.   
OPTION for step #8 (for 911SC's only) is to split the electrical load onto two separate fuses. This can be done by attaching the red and green wire at the bottom of fuse # 20 to the bottom of fuse # 19. This fuse powers the headlight washers, if your car is so equipped. This fuse is an excellent choice for load sharing due to the fact that it is rarely used in conjunction with the air conditioning, if at all.

9. Reconnect battery ground cable and test operation of all three electrical circuits. (A/C, power windows, and headlight washers)

Now, comfort level intact, all will be well for your next excursion into warm weather.

Remember to change fuses regularly. If the metal strip is wavy the fuse needs replacement. Also, be sure to cross reference fuse amp ratings in your car with the information given in your owners manual. If your A/C fuse block shows discoloration, or if the wire clamping lugs seem loose, now is the time for its replacement ... not in the middle of your next road trip!

### 911 Battery Draw

In these days of computer controlled automobiles, static battery draws have become an increasing concern. Static battery draw is power that is drawn from the battery when the car is sitting in a non-operational state. These draws are usually due to memory features in computers, electronic control devices, and after-market consumer electronics. It has become commonplace for cars left for extended periods of time to have dead batteries. This is an understandable situation and one that can be avoided: Charge the battery or drive the car!

One situation that can be very frustrating and difficult to repair is an intermittent battery draw. The car that has been starting flawlessly for months can, without any warning, be found to have a dead battery. Of course, when you take it in to your mechanic he tells you that there is nothing wrong with the car, but this is what we have found:

Starting with 1987 911's, 1985 1/2 944's, and 1985 928's Porsche made a wiring change to make your car more convenient to live with. They made the power window relay come on with the ignition key, just like they had done since the introduction of that option. However, the simple operation of turning it off has



## Tech ...

changed. Where on previous models you simply turned the key off, now a signal from the interior light ground switch turns the relay off. Here is the reason why. You have just pulled into your garage and turned the car off. You pull the keys out and notice the windows are still down, so instead of reinserting the key, you just hit the window button, and up they go! Then as you open your door the relay is switched off and the draw from the relay is gone. This is a really convenient feature, except when the interior light ground switch fails, and leaves the relay on. With this relay on, your battery reserve life may be reduced from weeks to only hours.

Fortunately this problem is easily repaired and even more easily diagnosed. First make sure your interior lights are in the "door on position" and open the door. Do this several times and make sure the interior light comes on every time. Second, turn the car on and then off. Open the door while operating the window. The window should stop the instant you open the door and the interior light comes on.

If your system is not working properly, the problem is most likely a bad or dirty door switch. These switches are located at the front of the door frame next to the door limiting strap. Due to their design

the majority of switch failures will be in 911 cars. The other models use a self cleaning pointed ground contact switch which is considerably more reliable.

The most common cause for failure in 911 series cars will be a damaged or missing dust boot. (901.615.616.20-\$1.45) If these are damaged or missing, replace them now! Remove the switch by unscrewing it with an 11mm socket. Then, clean the contacts with a wire brush or replace the switch.

(964.613.601.00-\$3.45) This is a great place to use some electrical contact oil as this failure is almost always caused by corrosion from dirt and moisture.

After repair of the door contact switches, go back and retest the power window/interior light operation several times. With this repair complete you will be able to start your car with confidence, even after long periods of down time. Or you could just DRIVE IT!

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# Blackhawk Octoberfest Drivers' Ed Weekend

October 9 - 10, 1999

Final details will be in the September issue of the Chicago Scene

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 required are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher.

Class 1 must have 5 or 6 point harness.

There is NO NOVICE CLASS at this event. In order to drive this event you MUST have previous Blackhawk experience.

Questions ? Dan or Peggy Gallagher  
708.784.0784

## 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.

PRE-REGISTRATION WILL CLOSE ON TUESDAY, OCTOBER 4th. Any open spots will be filled from the waiting list. Drivers' NOT pre-registered will not be allowed to drive even if they are at the track on the event days. Cancellations received after the 4th may be subject to a service fee.

## Blackhawk Octoberfest Drivers' Education Weekend only Registration Form

☐ Saturday, October 9th    ☐ Sunday, October 10th    ☐ Both days

Car Make/Year: \_\_\_\_\_ Car Model: \_\_\_\_\_

First Driver Name

☐ Member    ☐ Applicant    ☐ Guest of \_\_\_\_\_  
☐ Novice    ☐ Experienced    Permanent Car #: \_\_\_\_\_

Phone number (with area code) \_\_\_\_\_

List Experience: \_\_\_\_\_

Second Driver\* Name (same car)

☐ Member    ☐ Applicant    ☐ Guest of \_\_\_\_\_  
☐ Novice    ☐ Experienced    Permanent Car #: \_\_\_\_\_

Phone number (with area code) \_\_\_\_\_

List Experience: \_\_\_\_\_

### Fees per driver

One Day  
\$ 130.00

Both Days  
\$250.00

\*Second driver free if family member

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

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



# Chicago Region Membership

## WELCOME To Our New Members In July 1999!

by Ed Barnicle, Membership Chair

Joseph P. Cacciatore  
Winnetka, IL  
1999 Boxster

John S. Guzik  
Bloomington, IL  
1999 Boxster

Robert A. Ksiazek  
Downers Grove, IL  
1972 911

Stephen M. Schneider  
Buffalo Grove, IL  
1998 Boxster

Patrick J. Connelley  
Winnetka, IL  
1968 912

Michael R. Haney  
Chicago, IL  
1989 911

Gregory B. Kugel  
Chicago, IL  
1989 944

Michael Shoffner  
Itasca, IL  
1993 968

Kenneth M. Cook  
Bannockburn, IL  
1999 996C4

Christopher L. Hodgson  
Evanston, IL  
1986 944T

Charles A. Marsicek  
Wheaton, IL  
1970 911T

Frank J. Smith  
Wheaton, IL  
1997 993C2S

Henry A. Deutsch  
Winnetka, IL  
1989 911

Philip A. Hoffer  
St. Charles, IL  
1999 Boxster

Dennis Oedzes  
Orland Park, IL  
1997 993C2S

Ron Susser  
Aurora, IL  
1979 911SC

John Forester  
Glencoe, IL  
1998 996 Cabriolet

Kenneth W. Johnson  
Naperville, IL  
1972 911

Michael V. Rende  
Homewood, IL  
1987 944

Jacobus P. Vrolijk  
Inverness, IL  
1999 Boxster

John Mike Gray  
Naperville, IL  
1971 911

Craig Karsen  
Highland Park, IL  
1998 Boxster

John A. Schafer  
Wheaton, IL  
1999 Boxster

Gerald J. Weiland  
Geneva, IL  
1966 911

Ferdinand Gul  
Naperville, IL  
1995 993 Cabriolet

Barry D. Kaufman  
Wilmette, IL  
1999 Boxster

Kenneth L. Schiffman  
Oak Park, IL  
1997 993

**Ed Barnicle, Membership Chair • 24 Hour Info: 773.769.8139 • Fax: 773.767.0186 • e-mail: Edbarnicl@aol.com**

### Member News

- Congratulations and Best Wishes to Ed Barnicle and Gayle Timbers on their engagement.
- "You Go Girl" Thoughts to Shirley Cook as she mends from her recent surgery.

### Are You Moving? Has Your Area Code Changed?

Name(s): \_\_\_\_\_  
Old Address: \_\_\_\_\_ New Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Phones: (H) \_\_\_\_\_ (W) \_\_\_\_\_  
(Area Code) (New ?) (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!) or e-mail: Leedlast@hotmail.com

Please allow at least 90 days for address change to take effect. The Post Office will not forward your copy of the Chicago Scene.



## August Membership Anniversaries

by Ed and Debby Leed, Database Managers

1964	S. Thomas Grunnah	Judith K. Grunnah	1995	J. Adrian Lannin	Marta Neilson
1971	Glenn E. Johnson	Debbie Johnson		Ray Shei	Janet Shei
1973	Robert L. White	Susan B. White		Philip Brown	
1976	Charles J. Dierker	Monique L. Dierker		George Thoren	Sally Thoren
	Tyler Bangert			Paul J. Wible	
1980	Jay R. Novick			Richard G. Gore	Jeff Johnson
	Dan E. Bacin	Linda L. Bacin		Howard G. Nelson	
1981	George A. Estrada	Eve M. Estrada		Fred Dykema	
	Victor F. Harris	Valerie A. Harris	1996	Russell A. Cole	Abby Cole
1982	William J. Samp	Debra L. Samp		John D. Miller	
	Tony Koufos			William Buddig	
1983	Keith H. Orum	Cherie Orum		Matt Sisco	Sherrie Sisco
	Anthony J. Sciacca Jr.	Joyce Sciacca		Mell Woustoupal	Ilene Woustoupal
1984	Hari Matsuda	Judith Matsuda		Gary Glass	
1985	Roz Finkenhoffer			Richard Swiderski	Barbra Swiderski
1986	Donald J. Krebs	Patricia Krebs		Kenneth Smoot	
1987	William C. Lindoo	Rhonda F. Lindoo	1997	Judd E. Blunk	Cyndy Blunk
1988	Robert R. Hedrick	Louise L. Hedrick		George A. Pradel	Laura Pradel
	Robert B. Davis Jr.	Betty Davis		Larry C. Finder	Robin Finder
	Theodore J. Roseman	Judith Roseman		Greg Frazier	
	William J. Warren	Chuck Shimkus		John K. Holton	John E. Holton
1989	Todd L. Conforti	Ann T. Conforti		Wes Nowakowski	Mary Anne Nowakowski
	Michael W. Hedrick	Susan L. Hedrick		Robert J. Danko	
1991	Thomas Ziewacz	Ida Ziewacz		Robert J. Lefevre	Margaret Lefevre
	Antonio Venezia	Joan Venezia		John J. Dorsey	
	Mark Squitieri	Debra Squitieri		Curt A. Preissner	
	Jack Schriver	Pam Schriver		Denis Goraczniah	Nancy Goraczniah
	Peter B. Petriw	Tony Holas Petriw		Mark McDowell	Suzanne McDowell
	Donald M. Larson	Donald E. Larson	1998	Joseph Battista	Brenda Battista
	Ignas G. Labanauskas	Maureen Labanauskas		Ken Rosario	Marc Rosario
	Allan C. Boe	Janet J. Boe		Duja A. Lukic	Mark Huff
1992	John R. Triebe	Milka Triebe		Henry J. Feinberg	Ann Feinberg
	Tim R. Wiese	Samantha Wiese		Gary Bartholomew	Nancy Bartholomew
	Michael E. Thompson	Marsha Thompson		Nancy E. Bertoglio	Rick Bertoglio
	Scott Musser	Beth Musser		Thomas A. Wiedrich	Christine L. Wiedrich
	Michael K. Gaynor	Maria Gaynor		John H. Calhoun	Peter Calhoun
	Charles P. Sladek	Thomas J. Sladek		Mark E. Westcott	Carla Westcott
	Randy L. Krup	Carol A. Krup		F. Todd Wetzel	Cathleen Wetzel
1993	George W. Paul			Lorraine Barba	Randy Barba
1994	Steven Harris	Sheila Harris		Al G. Capitanini	
	Andrew J. Discher	Melanie Discher		Steven Pelke	Susan Pelke
	Steve A. Hristakos			Eric P. Goodman	Ellen Goodman
	Michael P. Milhouse			Robert K. Busscher	
	Daniel E. Daly	Deborah R. Daly		Daniel J. Larson	
	Lawrence A. Hick	Lois K. Hicks		Baby A. D. Chapman	Tabatha A. Chapman
	Gregory P. Shutt			Michael Reed	Joe Reed
	Jeffrey R. Mayeri	Stefanie Mayeri		Richard C. Halpern	Daniel Halpern
	Gordon Jennings	Linda Jennings		Henry DeLeon	James Fortcamp
	Jack M. Brodiske	Arlene Brodiske			
	Robert Douglas				
	Sam Peltzman	Nancy Peltzman			
	Troy A. Piper	Tina Quatraro			





#### SPECIAL INSTRUCTIONS ...

Rallyemaster Dan Gallagher is in charge of the last rallye of the 1900s! Look for all of the details in the September Chicago Scene.



See the September Chicago Scene for all the details on our **October 30th Halloween Party!** It'll be a spooky good time again this year!



## PCA Chicago Region Tech Inspection Sheet

NAME: \_\_\_\_\_ CAR COLOR: \_\_\_\_\_ RUN CLASS: \_\_\_\_\_  
 MODEL/YEAR: \_\_\_\_\_ ENG. DISP: \_\_\_\_\_ PERM. CAR #: \_\_\_\_\_

Pass Fail **!!! TO BE INSPECTED BY ENTRANT PRIOR TO EVENT !!!**

- \_\_\_\_\_ 1. **HELMET, SNELL SA 90 or later required for all track events** including Blackhawk, Road America, and GingerMan (sticker must be attached inside). *SA 95 for Yr. 2000*
- \_\_\_\_\_ 1A. **HELMET, SNELL SA or M 85 or later required for all autocross or gymkhana events** (sticker must be attached inside). *M 90 for Yr. 2000*
- \_\_\_\_\_ 2. **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
- \_\_\_\_\_ 3. **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 Any Class except Novice at Road America and highly recommended for all events.
- \_\_\_\_\_ 4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended.
- \_\_\_\_\_ 5. **ROLL BAR** - All open cars except 914's, Targas, and cars in the Production class.
- \_\_\_\_\_ 6. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
- \_\_\_\_\_ 7. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc.
- \_\_\_\_\_ 8. **WINDSHIELD** - No cracks. Functional wipers with good blades.
- \_\_\_\_\_ 9. **MIRRORS** - At least one securely mounted rear view mirror.
- \_\_\_\_\_ 10. **GAS CAP** - Gasket intact and cap tightened.
- \_\_\_\_\_ 11. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
- \_\_\_\_\_ 12. **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.
- \_\_\_\_\_ 13. **WHEEL BEARINGS** - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.
- \_\_\_\_\_ 14. **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.
- \_\_\_\_\_ 15. **WHEELS** - No cracks. No bends. All lug nuts torqued to 90 - 96 lbs. Valve stem must have airtight cap. Hubcaps removed.
- \_\_\_\_\_ 16. **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.
- \_\_\_\_\_ 17. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber.
- \_\_\_\_\_ 18. **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.
- \_\_\_\_\_ 19. **BATTERY(IES)** - Securely fastened and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.
- \_\_\_\_\_ 20. **ENGINE** - Check for odd sounds and satisfactory exhaust. (Remember 108db sound limit at Road America.)
- \_\_\_\_\_ 21. **DRIVE BELTS** - Tight and in good condition.
- \_\_\_\_\_ 22. **LEAKS** - No leaks of any fluid - oil, gas, brake, or coolant.
- \_\_\_\_\_ 23. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
- \_\_\_\_\_ 24. **BRAKE LIGHTS** - Functional.

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

### PORSCHES

**1957 Porsche Speedster (Replica)** Red/blk. Top & side curtains. 4 Tip Monza exhaust. \$8,750/OBO. U Karl 847.426.3623.  
**1959 356 A Coupe** Rallye car from Portugal. No interior except for (2) Cobra racing seats & Nardi steering wheel. Plexiglass windows. New floor pans. No rust anywhere. New chrome wheels & Bridgestones. Has 741 (B model) transmission & '62 Super motor w/1750 big bore kit. Completely gone through steering box, engine, brakes & Transmission. Car is light/quick. Drive beautifully. Photos available. \$10,000. Jim Knupp 847.729.4865. Leave message.  
**1959 356 Convertible D** Ruby/black. #86473, 1600 Super # 84065. Cardex, tonneau, chrome wheels, new tires, excellent older restoration. \$36,500. Richard K. McCord, Springfield, IL 217.585.9878.  
**1959 Speedster** Silver/tan. 5K since restoration in 1970. C engine. No rust! \$44,000. Free track days at GingerMan! Dan 616.253.4445.  
**1970 911S** Silver/black. Mild vintage racer/club racer. Kevlar racing seat, Simpson harness, Autopower roll bar. Gun drilled torsion bars, sway bars, 3 sets of wheels. RSR shocks. DS 11 pads. Braided lines,

front oil cooler, fiberglass bumper/duck tail. Come see it. \$13,000/OBO. Jeannette Russo 773.871.4363 or e-mail: jrusso2@hotmail.com.  
**1970 RS Replica** Fresh pink/black. Total restoration of an early 911 with a racing history. Gorgeous. \$28,000. Free track days at GingerMan! Dan 616.253.4445.  
**1971 911T 2.2** Red/tan. 120K mi. All orig. Completely restored w/ rebuilt clutch and engine. New tires/batteries/brakes. Perfect cond. \$8,700. Dave Harbinger (wk) 630.655.3396 or (h) 630.655.1413.  
**1973 911T Coupe** Red/blk. 73K orig. mi. Late production car w/CIS fuel injection, carrera chain tensioner/oiling updates. Perfect fresh paint & chrome. Orig. dash/radio/Fuchs alloys. A real head-turner/owned by a Porsche lover. \$12,900 U.S. Bill Kniewel 815.895.6913.  
**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.  
**1983 911SC Targa** Red wine metallic/blk interior. 49+K mi. Garaged/non-smoker/never raced. Pwr. windows. A/C. Factory cruise/alarm. New targa skin/bra/cover/battery. No leaks/drips. Very tight. Exc. cond. \$19,500. Allen J. Dunn, 835 Pinehurst Lane, Schaumburg, IL 60193. 847.301.7278.  
**1984 Carrera Cabriolet** Silver/blue/blue body. Interior & top in exc. condition. Engine 100K mi./very strong. #WPOEB0911ES171010. Frt. & rr. spoilers/new battery/alternator. Short shift kit. Sport seats. Many extras. Must sell/starting own business. Pictures/records available upon requested. Invested \$25,000. Mike 815.786.6101.  
**1985 911 Turbo Coupe** Red/black full leather. 47K mi. A/C. Sunroof. Pwr/heated seats, mirrors, locks. #WPOZZ93ZFS000542. Pioneer stereo/graphic equalizer. Borla SS twin pipe exhaust, 16" BBS wheels 9"/10". Tower brace. New Comp TA's VR4'. Non-smoker. All service

by Fischer Motors. \$29,000. Duane Stanek 847.816.6912.  
**1987 911 Turbo** Grand Prix white/dark navy leather. 15,500K mi. #WPOJBO937HS051202. PL, sunroof, A/C, PW, P seats. Momo seating, K&N, Mobil 1. Concours condition w/flannel car cover & bra. \$39,000. Clint 630.718.0530, e-mail Orionsusa1@aol.com.  
**1988 911 Turbo Coupe** Red/black. 19K mi. Orig. owner. No winters/rain.. Sunroof/L&D/K27/Garretson intercooler/K&N/B&B headers & muffler/Weltmeister Strut brace. Mobil 1. 3 pc. BBS wheels/Goodyear G4-A tires. Sony radio/CD player. Boston acoustics speakers. Car cover. Serviced by Porsche. Have all orig. parts. Looks like new! \$42,000/OBO Bob Wielgus 630.289.3036.  
**1989 911 Coupe** Silver Anniversary. 17K mi. Books/service records. New Toyo tires. Pwr. Seats/mirrors/roof/windows. C/D & Cassette. No winters/rain/accidents/chips/dings. Looks better than show room new. Bra & cover. \$40,900. Dino Pillizzi. e-mail Unit15@aol.com.  
**1989 911 Carrera Coupe** Silver Anniversary Edition. Black Metallic/tan leather. 39K mi. Always garaged/covered. Sunroof, pwr. Windows & locks, C/D, bra, mats included. Non-smoker. \$28,900.00. Art Sebek. Plainfield (days) 815.740.3139 or (eve) 815.439.1274..  
**1991 911 C2 Coupe** Horizon blue metallic/full gray leather. 45K mi. Dual pwr. seats/air bags. A/C. Pwr. windows/locks/steering/sunroof/on board computer. 4 wheel ABS. Cruise/bra/2 sets of floor mats. Stored winters/non-smoker. Allows w/Pirellis. New brakes '98. New battery '99. New Alpine AM/FM/CD and Amp '98. Impeccable cond. 45K work completed April '99. \$34,900/OBO. North Shore area. John (w) 312.507.7668, (h) 847.501.5314  
**1993 911 RS America** Red. 14K mi. Like new. 2800 lbs. Chip. 8" & 9" turbo wheels w/new tires. Recaro.



Big red turbo brakes. Quaife. Lowering springs. Tower brace. Sway bars. Cage. Schaf 5 pt. Harness. Kill switch. Window net. Momo wheel. Mobil 1. Serviced by Midwest Euro-sport. No A/C. No radio/sunroof. \$45,000. Björn Forsell 630.892.0181.

**1970 914-6 Roadster Orange/black.** 40K orig. mi./orig. owner 18 yrs. #9140431593. 83SC 3 liter, oil cooler, SC frt, brakes, chassis stiffener, 7" polished mags. No winters. Solid/extras/receipts. Auto X/Vintage. Fast as 930. Must sell! First \$17,000 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. \$9,000/OBO. Shawn Young (h) 630.616.0519, (pager) 708.999.9135.

**1986 1/2 928S Metallic silver/blk leather.** 76K mi. Automatic S version w/S4 upgrades. Includes all options available. WPOJBO924GS861408. Sony Gold ES w/amplifier, sub woofer, bra, newer BF Goodrich Z rated. Recent 75K tune up done. Reg. Oil changes. No winters/little rain/garage kept. \$16,500/OBO. Gary, Addison, IL, 708.267.8636.

**1976 930 White/white.** Performance engine. Rebuilt transmission. Excitement & thrills. Free track days at GingerMan. \$22,500. Dan 616.253.4445.

**1984 DP935 Turbo Stage II Euro composite body.** Red/black leather. 400+ Hp. 10K mi. Cockpit adj. boost. 9x15, 13x15 Fuchs. New P-7's. A real DP with all the DP features. Rare and wild! Will trade for 1996 Vipres

GTS or \$56,000. Erik 847.223.0217.

**1986 944 Turbo Blk/blk leather.** 83+ mi. non-smoker. Garaged. 5 spd. #WPOAA0954GN156507. Great condition. Peter Jones (8-5 pm) 847.699.7777.

**1987 944 VGC.** Diamond blue/black leather. 76K mi. Upgraded to factory cup grooved 16" wheels. Sunroof. Includes approx. \$1,500 new parts/accessories not installed (i.e. hollow torsion bars, Jacobs hi-ignition, etc.) Pete Petriw 847.534.8363, e-mail: petriw@home.com.

**1989 944 S2 Black/black leather.** Sunroof. Very clean. Lots of receipts. 87K mi. Exc. mechanicals. Must sell. \$11,000/OBO. Michael Ryan (w) 847.884.8949, (h) 847.382.6227.

**1992 968 Race Car Black E Class Coupe.** One event on new motor. Cockpit adj. sway bars. Three (3) sets of wheels. Recaros. Bolt in roll cage. More. Titled & tagged. Proven competitive. \$45,000. For more info: Jeff Stone, Kelly Moss Racing. 608.274.5054.

**1998 Boxster Arena red/tan lather/stainless steel.** 15K mi. Loaded with options. Must see/not your average Boxster. Garaged/No bad weather/no smokers. \$58,000/OBO. Kevin 847.577.3310.

**1995 993 Carrera 4 Guards red/black.** 24K mi. 17" cup wheels/Bridgestone S02 Pole Positions. Racing Dynamics chip. Eclipse CD receiver. ADS speakers & amp. \$54,000. Greg (w) 847.480.2388, (h) 847.475.6545, e-mail: gregb@comtech-group.com.

**1997 993 Cabriolet Arctic Silver/black top.** Deviated gray/black seats. 31K mi. HiFi C/D. 17" wheels. Litronic headlights. ABD Ltd. Slip. Pwr seats. Alum. gauges. Stainless exhaust. Alum. chrome factory package. Invisible K40 w/diffuser. Unique, subtle, air cooled classic. All factory original. (Original listing \$84,000.) \$74,000. 847.949.6305, e-mail: Varunsoni@aol.com.

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**1996 Chevrolet Blazer LT Med.** blue over silver met. 44K mi.. Exceptionally clean. Reg. Service. Class III hitch. Transmission cooler. Recors/manual. Cruise/tilt. CD. A/C. All pwr. inc. dr. seat. Leather. Overhead w/temp. & comp. Cy & Marcia Ling 309.663.7472.

**1994 Jeep Grand Cherokee Ltd.** 61K mi. V-8. Loaded. Leather. Exc. cond. \$14,495. Bill Perry, Barrington, IL. 847.381.0385.

**1986 Mercedes Benz 190 2.3 16 valve.** Cosworth 16 valve head, factory headers, ltd. slip, 5 spd., BBS, Yoko's, Euro lamps, car cover. New complete exhaust w/cat. New brakes complete (pads/rotors/fluid)/timing chain & tensioner. Recent battery, updated Sony radio w/CD. Carpeted floor mats. Factory built AMG style vehicle. Adult owned/driven. All reasonable offers considered. "Uncle" Frank. (eves/wkend) 847.543.1843

**1964 1/2 Mustang Red/white leather convertible.** 72K mi. A/C. Mint. Completely restored from Mark Motors. \$18,000/OBO. Ted Boundas

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**Fuchs Factory Alloy Wheels (2)** 7x15 & (2) 8x15 Fuchs factory alloys, \$550. NEW LOW PRICE! Fits 911SC & Carrera up to 1989. Will sell as complete set only. Nick Brenkus (days) 847.540.2258, (eve) 630.529.0911 before 9:00 pm please.

**Fuchs Factory Alloy Wheels & Tires (2)** 7x15 & (2) 8x15 w/ Dunlop tires (more than 50% tread). \$790. Paul Pelski (days) 847.523.8931, (eve) 847.438.6190.

**Fuchs Factory Wheels Two (2)** 7x16 & two (2) 9x16 from '86 911 Turbo. Included free racing tires. \$1500 complete. Dominic 630.571.2164.

**'98 Carrera S 18" Technology Wheels** (hollow spoke) two (2) 8x18, two (2) 10x18. Approx. 20K mi. Standard black w/silver center caps. Some narrow scratches on rears. Pictures available upon request. \$1200.00 includes extra set of plain center caps, duPont car cover, battery charger, UPS shipping. Stephen Yates 847.548.1554 (Grayslake, IL).

**'99 Porsche Wheels & Snow Tires** Complete set with 300 mi. usage on tires. Includes unopened Box-

ster car cover. Best offer. Irving Drobny 312.649.1818.

**Tires** Brand new/no track time. Yokohama Advan 032R's. two (2) 275/40R17, two (2) 235/R17. \$275 per pair. Glen Spiegler 847.884.0818. **Wheel Center Locks** for ring clip-style caps only. \$25 new in orig. package. Rich Rybar 630.850.9553 or e-mail rybar@cwix.com.

**Parts** Whale Tail with lid (black). \$250/OBO. 150 mph speedometer ('82 Porsche) \$75/OBO. Porsche 911 ('65-'89) Haynes manual - free. Lou Morabito (days) 847.917.4968, (nights & wkends) 847.949.8131. **'69 (2.0) 911E Fuel Injection System** \$200. Ken Smoot 773.784.6292.

**911 Engine Parts for Rebuild 2.7** P/L, 9.3 to 1 compression, complete set. All new main & rod bearings/standard size. All new intake/exhaust valves and valve guides. Complete set new rocker arms and shafts. New timing chains. Int. and outer shaft bearings & #8 bearing. Complete gasket set. Valued at \$2826.65. Will sell for \$2,000. Firm. "Uncle Frank" 847.543.1843.

**'65-'73 911 & 912 Parts** Cleaning out garage/everything goes from 25 yr. hobby. Bring a truck and take it all for \$1,000/OBO. See web site at <http://members.aol.com/porscheelvw> for partial list of parts. Ricardo Gonzales, 8037 Lake Shore Dr., Gary, IN 46403-1339, 219.939.9946.

**2.7 "7R" Case** All work completed by Jerry Woods Enterprises 2/98. Resurface, line bore, case savers, anti-shuffle pins, clearance case for C2 oil pump. Case \$1560 (my cost). New C2 oil pump and drive \$735.09.

Here's base for perfect RS engine. Mike Southard 847.294.3689.

**'69 912 Parts** Parting out. Engine runs 4 spd trans - jumps out of second gear. Tan interior in good shape. Call with needs. Ken Collen 630.505.4684.

**'86 944T Parts** 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. Automation list for setup is \$919.96. NEW LOW PRICE! Will sell for \$450. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm).

**Porsche Design Carrera Sunglasses** Gold rims, extra lenses, travel case. Flawless condition. Orig. price \$225/sell for \$95. Rich Rybar 630.850.9553 e-mail: rybar@cwix.com

## WANTED

**1989 944** Stock street car in good shape. Sport package. Ltd. slip differential. Kevin Gill 630.773.6071.

**911 Space Saver Tire** Ken Smoot 773.784.6292.

**Civil Engineer** interested in working on a sports car facility. Mark A. Basso 630.620.4800, ext. 27.

## FOUND

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## Aungahh! ...

(Continued from page 60)

newsletter (TNT) for editors filled with advice, technical support, and help. Sadly (for us) Larry is stepping down as National Newsletter Guru. We will miss his counsel and support and thank him for all his help.

We also thank you for your support of and contributions to the Chicago Scene. You have been extraordinarily generous with your kind words as well as the many 'volunteered' and 'arm twisted' articles and pictures. We run as many of the 'volunteers' as we can, space and timeliness permitting. We should add that 'volunteered' event follow-up pictures and articles can only be used if received in a very timely fashion. (A phone call to us immediately after the event will clarify when materials need to be received for publication.)

We'd also like to re trumpet our desire for more 'home grown' articles of a technical or tip nature. John Ruther's rallye article in this issue came from a discussion with him about rallying. Pete Hackenson and Todd Conforti submitted an article in a previous issue about how to prepare for the tech line in a way that will make it as painless and quick as possible. We'd like more contributions in the same vein: concours tips, rallye hints, technical or mechanical advice, whatever tidbit you have to share. Like summer tomatoes, local is better.

We have several new advertisers. Please consider their goods and services. Please thank them for their support and mention that you saw their ad in the Chicago Scene.

And finally, on the 'will he or won't he' front, Steve has again test driven a Boxster. Susan's take on it is that he's in love (again) and will soon begin a discussion with her that will start "Sweetie, I *need* it."

Stay cool!

*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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# Aungahh!

Though Steve is not native to Chicago, he has adapted readily to the lifestyles and behaviors of the city since moving here for Graduate School in 1970. Namely, he complains about the weather frequently. "It's too hot, too cold, too wet, too dry, too something or other. None of the Chicago seasons allow for an automobile, not to mention a Porsche, to stay clean for longer than one day. To make matters worse, the weather conspires to make it impossible to enjoy the wonders of our German engineered autos for more than a few months each year. Except for the random monsoon rains, summer is the only time to enjoy the Porsche. That is, if you're in it with the A/C on."

OK, so it's been hot and humid. Not the usual summer-in-Chicago-this-feels-good-warms-the-winter-chilled-bones-relaxing-kind of hot but the I'm melting hot. And it's been can't-do-a-lick-of-manual-labor-without-sweating-kind of humid. To make matters worse, we poor souls who must wear glasses have the wonderful opportunity to bathe our spectacles in our own perspiration such that vision is impossible. Add to that any of the following activities - vigorous cleaning of one's Porsche, waiting on grid in a driving suit and helmet, driving a rallye, or lining up at an autocross - and personal thermal detonation is quite possible.

Enough complaints. The last several weeks have been packed with *hot* Porsche activities. On June 27th we were at Rockford Speedway for Jeff Girard's Rockford Rumble. Despite the heat and humidity it was fun to be on the autocross track and see autocross friends again.

July began with our second trek in less than a month to Ginger-

Man Raceway, this time for the July 4th Club Race. We had excellent company from the Chicago Region as there were many of our members at the race. The event was as friendly and well organized as we remembered from last year and the race itself showed that experience (seat time) is crucial to driving successfully on the track. This is not to intimate that Steve ran at the front of the pack (although many Chicago members did so), but rather that his times came down and his confidence went up.

We came home right after the race so as to avoid the traffic on the 5th and to begin to get ready for the Cruisin '66 Festival Concours the following weekend. The 951 had not been thoroughly cleaned for quite some time and the Concours provided the motivation to get out the Q-tips and polish. We performed a preliminary prep on Monday (wash, vacuum, clean wheels) and finalized the treatment on Saturday. When we finally declared 'uncle', the car looked very good considering its many uses and we were proud to enter in D Class. Our work was rewarded by positive comments and scores from the judges "for a race car."

Upon returning home, immediately the numbers went back on, the wheels were changed, the trailer was loaded, and Steve was ready for a wonderful Wednesday Blackhawk.

And then, WOW!, a free weekend. Whatever should we do? ... clean the garage ... wash and wax the 951 ... inventory our car catalogs? Not so fast, our October rallye needs work. So, off to Harmony and environs we went. On-course loops were checked, off-course loops were double checked, CASTs were discussed (faster, faster vs. slower, slower) and checkpoint locations were found. The DRB a.k.a. Susan had done her job well. The roads (old and new) she found are spectacular: twisty bits, hills (where one could get airborne if a CAST of 90 can be agreed upon), tight turns and more. Perfect for a Porsche on a Sunday afternoon drive.

After spending the day in the

country and a bout of crabbiness on the way home (traffic jam on 90 near O'Hare), we looked at the calendar for the next free day when we could work on the rallye. It's going to be a while. We need to ready the 951 for the Tres Chic Autocross at Lake Geneva on the 25th. Then there's Potter's and after that we're off to Parade. We'll miss Jeff Girard's "Rockford Under The Lights Autocross but Steve will be at Blackhawk on August 18th. As we don't play golf, but do respect those that do, we'll see you at dinner afterwards. And then it's the Utica Autocross. Our mantra is "the heat's not so bad with all the fun to be had."

While Steve's been in the heat (in the garage, playing with the car), Susan's been in the A/C tidying up the Scene. At Susan's request, Larry Wilson, the National Newsletter Committee Chair, critiqued the June issue of the Chicago Scene. He had some very positive comments, "... good balance, good content, lots of photos, good follow up of past events, lots of contributions from club members, presents an image of a well-run region with many enthusiastic members ... a very nice newsletter/magazine ..." as well as some suggestions for improving the technical aspects of the publication. Larry is an invaluable source of advice and support for newsletter editors. When not traveling all over the country to teach seminars for editors, he reads every region newsletter, forwards the very best of the articles to the PCA Editors News Service (our own PCA Associated Press from which editors get many articles), and then archives the articles as well as information collected from PCNA and other sources. We are always pleased to see so many of our member's articles distributed on the PCA Editors News Service. As a result, John Mueller, John Ruther, Mike O'Meara, yours truly, and others have authored articles that have appeared in other newsletters. Additionally, Larry edits a quarterly

(Continued on page 59)





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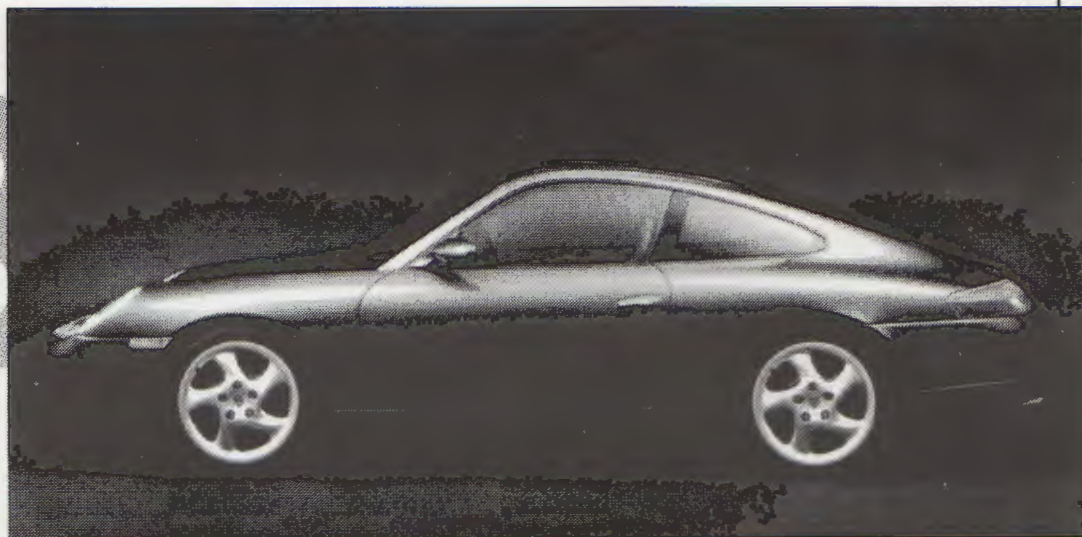


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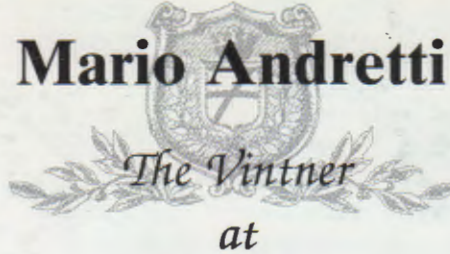
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