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THE PORSCHE CLUB OF AMERICA,
CHICAGO REGION



Chicago Scene

DECEMBER 1999



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Cover Photo: Holiday card picture perfect! Chris and Vanessa Ingot with their brand new Boxster S, picked up the day before the Dinner Dance.

Photo by Steve Rashbaum

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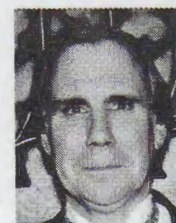
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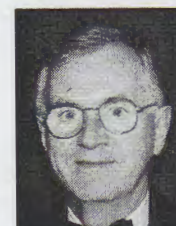
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Briefly Brenkus

by Susan Brenkus, President

It's hard to believe 1999 is just about over and we're ready to move into the year 2000. At this time, I'm ready to begin planning the new year. As some of you may know, Nick and I have been around the club for quite a while. (Not quite as long as some like Gummows, Janeceks and Beachs.) But, as Nick just turned 50 and we were invited to join the old-timers table at the dinner dance, I guess this means we've put in our time. I've been promising the first dude that once my term was over we would spend more time having fun and less time working. He's been very patient waiting to try out some new tracks and spend some Sundays at home, and I owe him at least that much.

While the past two years have had their wonderful moments, it's also been a lot of work. It takes a lot of time and effort, listening to people, considering new ideas and ways of doing things while trying to keep enough of the traditions intact. I am convinced that it is this diversity that will continue to make this region grow. You see, I believe the officers and directors of the club owe it to you, the membership, to give opportunities to all factions of the club. No matter where someone's interest lies, as long as it's Porsche related, the club owes it to everyone to try and meet those needs.

This region has seen a lot of change take place that not everyone supported at the beginning, and hard choices sometimes had to be made. Taking down the pylons at Road America and turning it into drivers' education instead of a competitive event was not an easy decision for the board at the time. There were a number of people against it, but the board was acting in the best interest of the region. Look at our drivers' education programs now. The Chicago Region consistently puts on outstanding drivers' ed events to the point where a good number of people from outside our region subscribe to our

newsletter just to get the registration forms earlier than others. And for those people who like the thrill of competition, we added more autocrosses to meet those needs.

All this is being said to challenge you, the membership, to let your officers and directors know what your interests are. If you think hill-climbing in your Porsche is what you want to do, make a suggestion to the board. In addition, be willing to volunteer or help get it off the ground. It takes a lot of people to make this organization run, and we'd be at a standstill without our volunteers.

Speaking of which, it's time for me to thank everyone who helped me over the last two years. Without

the support and hard work of the coordinators and volunteers, it would have been impossible. Some say that the club runs itself, but believe me, I know firsthand how much time and effort it takes. Last year at the dinner dance, I asked everyone who had worked in any capacity to stand up and be acknowledged. I'd say about 1/2 of the room stood up! So, I won't try to thank each of you individually. I would inevitably miss someone and I don't want to do that. But I will say, without all of you who volunteer your time, we could not get it done, and thank you.

I wish you and yours all the best this holiday season and in the New Year.



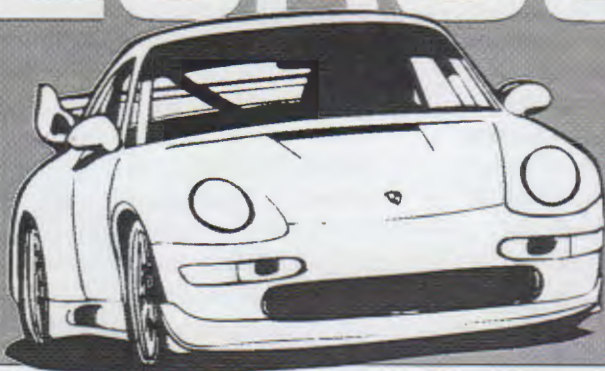
Nick and Susan Brenkus at the 1999 Dinner Dance

Photo by Chris Inglot

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Current Calendar Of Events

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

December 1999

			1	2	3 Happy Hanukkah! 	4 Dinner Dance <small>Club Race/Roebling Road</small>
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25 Merry Christmas! 
26	27	28	29	30	31 Siebken's New Year's Eve Party	1 Happy 2000!!
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 Annual General Membership Meeting	24	25	26	27	28	29
30	31	January 2000				

Upcoming Events

December 1999

31 Siebken's New Year's Eve Party *

January 2000

23 Annual General Membership Meeting *

February

5 Daytona Party
12 Dinner & Bowling *

March

12 Chili Tasting, Rallye & Concours Schools
18 St Patrick's Day Party
26 Tech Session

April

2 Rallye I
15 Social Event
30 Autocross School

May

6 Instructors' Workshop
7 Concours I, Air Classics
18 Blackhawk Drivers' Ed, Groups B & C
19 Blackhawk Drivers' Ed, Women & Novices
21 Autocross I
26-28 Memorial Day Weekend, Road America Drivers' Education,

June

4 Rallye II
10-11 GingerMan Drivers' Education
18 Concours II, Navy Pier
25 Autocross II

July

2-8 Porsche Parade (Sacramento, CA)
12 Blackhawk Drivers' Education
16 Autocross III
30 Concours III, Potter's Picnic

August

5 Golf & Dinner
11 Rockford Under The Lights "Just For Fun" Autocross
13 Rallye III
16 Blackhawk Drivers' Education
20 Autocross IV

September

1-4 Labor Day Weekend, Road America Drivers' Education, Club Race, Concours IV, Dinner Party
13 Blackhawk Drivers' Education
17 Autocross V
23 Gimmick Rallye

October

1 Concours V
14-15 Blackhawk Octoberfest Drivers' Education
28 Rallye IV
29 Rallye V

November

5 Tech Session
11 Social Event, Wine Tasting

December

9 Dinner Dance
31 Siebkens' New Year's Eve Party

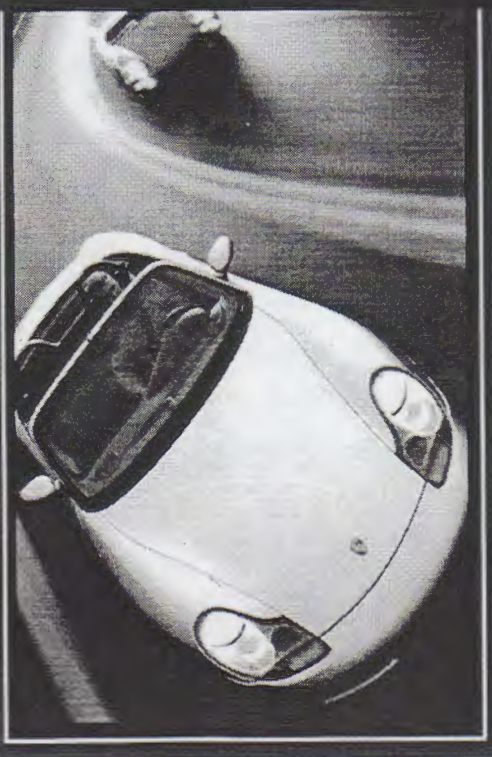
* Event Announcement in this issue of Chicago Scene.



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Porsche's 'S': A Super And Special Tradition

by Bob Gutjahr

Porsche has traditionally used the 'Super' or 'S' designator on its production cars to denote the ultimate in Stuttgart performance and luxury. Since 1952, virtually every Porsche model line has had the 'S' bestowed upon its flagship or emblazoned on cars equipped with the finest in engine technology and race-bred suspension componentry. Historically, Porsche has taken about three years to develop and refine the special components that hot rod a standard model into a car worthy of the 'S' designator. Indeed, the Boxster 'S', now available three years after the delivery of the first Boxsters in 1997, is only the latest Porsche to carry this special designation and time-honored factory tradition.

In October, 1952, Porsche manufactured its first 'S' engine, the Type 528 with a roller-bearing crank and a split case infamous for imploding when you failed to keep the revs up. 1953 356s that carried this rare 1500S (the 1500 stood for 1500 cubic centimeters of engine displacement) power plant were capable of 70 horsepower and 95 miles per hour, a tremendous performance advantage versus Porsche's standard 1300 and 1500 engines of the period that produced 44 and 60 horsepower, respectively.

In 1954, Porsche offered their

customers a choice of six engines, to include the 1500S and the new Type 589 1300S, which was a roller bearing 1300cc engine upgraded to 60 horsepower. Sole American Porsche importer Max Hoffman made the 1500S his 'top of the line' and the 1500 the standard. No 1300S cars were imported to the States, because Hoffman quite rightly believed the smaller displacement cars would never sell due Porsche's high sticker prices. (Yes, even then.)

The 356A debuted in 1956 with five different engines offered, to include the 1300S, the 1600S, and the 1500GS four cam Carrera. By the fall of 1955, these 'S' engines had plain bearing cranks and three piece crankcases- much more reliable than their self-destructing roller-bearing ancestors. The new Type 616 1600S engine displaced 1582cc and made 75 horsepower, and was the hot engine for Americans to have during the period. The most luxurious 356 Porsche of the 50's, the 356A 1600 GS Carrera, was produced in 1959 in exceedingly rare numbers due the complexity and expense of its four cam powerplant.

In March, 1960, Porsche began offering the 1600 Super 90 (as in horsepower) engine in the 356B line that had begun production the previous fall. The following year, Porsches equipped with the 1600S

or Super 90 engines were fitted with Koni shock absorbers and smaller torsion bars that reduced rear roll stiffness. A camber compensator was standard on all Super 90 cars and optional on other models. At the Frankfurt auto show in September, 1961, the fastest 356 road car ever built, the four cam Carrera 2000 GS, was introduced as a 1962 model.

Modifications to the Super 90 engine were made for the 356C series that began production in 1963. The 356s that were powered by this 1582cc, 95 horsepower engine were called 356SCs (for Super C) and easily surpassed 100 miles per hour. To this day, 356SCs are considered the most refined and best performing of the 356 model line, which began the 'S' tradition three years after full-up production began in Stuttgart in 1950.

Alongside the new 356C line at Frankfurt in September 1963, Porsche introduced Type 901 to the automotive world. Three years later when the 1967 models went into production, the first 911S appeared and caused a sensation. This car had new camshafts, larger valves, and better carbs than the standard 911, and most importantly punched out 160 horsepower at 6600 rpm. Koni shocks, vented disc brakes, light-weight Fuchs



1955 356 1600 Super Roller Bearing Speedster owned by Rollin Polonitza "PeaPod" ... Howard Yefsky's 1959 356 A Super 1600 CC

Photo by Ryan Wakely

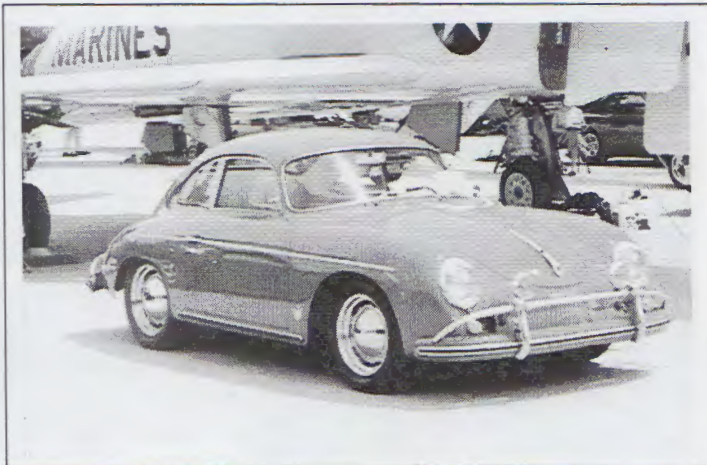


Photo by Jim Jacisin

Porsche's 'S' ...

alloy wheels, and an anti roll bar were all standard on the 'S'.

With the eventual termination of 356 and 912 production, Porsche expanded its 911 line to three models from 1969 through 1973. The 911S was consistently the fastest, best handling, and most well appointed Porsche in these years, with its displacement expanded from 2.0 liters in 67-69 to 2.2 liters in 70-71 and 2.4 liters in 72-73. Its standard equipment was usually optional on the T and E versions, and its sticker price guaranteed its owner the exclusivity associated with the rare exotics of the period. Normal S equipment included full instrumentation, 6x15 inch Fuchs alloy wheels, and special integrated spoilers for better aerodynamics. All 'S' engine shroud covers were red, and they typically ran the latest and best in mechanical fuel injection technology. Indeed, the 190 horsepower 1973 911S would remain the fastest production Porsche until 1984, when it would be eclipsed by the 3.2 liter 911 Carrera. A limited, lightened production version of the 1973 911S, called the 911RS (for RennSport) was made in 1973 with a powerful 2.7 liter engine good for more than 210 horsepower. Distinguished by its widened fender wells, 7 inch wheels, and 'duck tail' spoiler, it is exceedingly rare and highly desired by collectors today.

Porsche would continue to use the 'S' designator to differentiate performance within its 911 model line when the G series began production in 1973 as 1974 models. The regular 2.7 liter 911 had 150 horsepower during these years while the 'S' made 175. The 911 SC (for Super Carrera) series produced from 1977 to 1983 were the last 911s to carry the 'S' designator. These cars are still popular today due to the reliability of their 3.0 liter aluminum crankcase engines, the last versions of which made a little over 200 horsepower. One off-shoot of this series was the 1984 911SC/RS, a design inspired by Porsche's Paris-Dakar rally 911s of the period that became instantly exclusive due to its 70 car production run. For 70 grand, a European buyer got lightweight turbo body work, 930 brakes, a special 255 horsepower 3.0 liter engine, and chassis bits from the RS/RSR 911s of the early seventies.

With the 964 completely replacing the G series in 1990, Porsche waited until the 1993 model year to work 'S' magic. The 1993 911 RS America was a cheaper, lightened version of the standard 964, and still remains a very popular autocross and track car today. Produced for only two years, Porsche attributes the manufacturer's concept of this car to the comments and suggestions of the Porsche Club of America at various Porsche Parades in the early 90s. When the 993 (aka 911 Carrera)

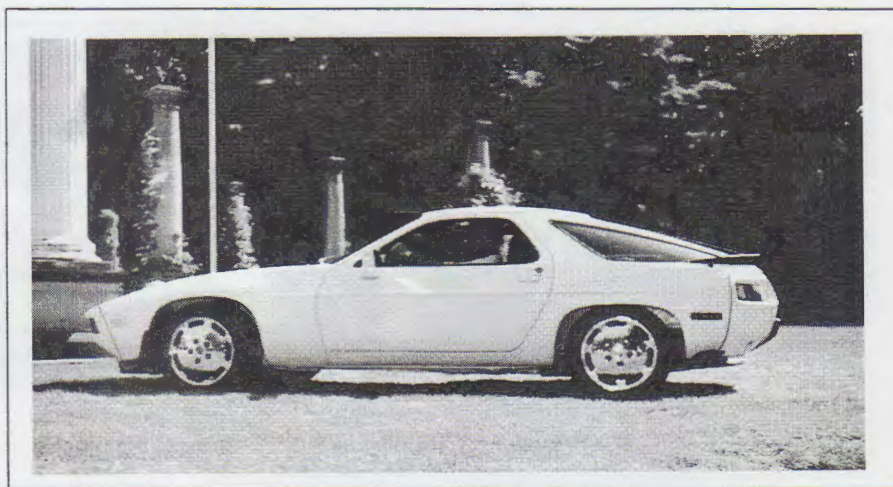
series eclipsed the 964 cars in 1995, Porsche did not wait three years for an 'S' to be placed on its bulging tail. Turbo body, four wheel drive 993s earned the 'S' moniker as early as 1996. These cars, known as the Carrera 4S or C4S had special suspension componentry and enhanced wheel options. The C2S which followed in the 1998 model year mirrored the wheels and suspension of the C4S, but did not include four wheel drive.

Porsche has affixed the special 'S' on its most exclusive 911 Turbos, as well, and these are some of the most awesome street machines ever produced to the general public. In March 1987, a slant-nose '935 look' called the 930S and produced by the factory's Sonder Wunsch (Special Wish) at the old Werks I, became an option for the 911 Turbo- for \$23,244 extra. Available in coupe, Targa, and Cabriolet models, the 930S featured air outlet vents behind retractable headlights and air scoops in front of the rear wheels for additional engine and brake cooling. For the 1992 model year, the factory made its second Turbo S version, a \$180,000 limited edition car (just 80 were made) with lightened body work, a larger intercooler, wider wheels, and wilder cams that boosted horsepower to 322 with 332 foot pounds of torque. This brutish car allowed Porsche to comply with an IMSA mandated rule that its Supercar series competitors offer the same



1962 356S Coupe owned by Tom Funk

Photo by Steve Rashbaum



John Brandt's 1982 928S Coupe

Photo supplied by John Brandt

technology on street counterpart machines. This car was not street legal in the U.S., but its successor, the 1994 Turbo 3.6 S, was. Most of the 100 cars in this limited production run came stateside at \$119,000 apiece. Built to honor the Turbo's third consecutive IMSA Supercar championship, the Turbo 3.6S put out 380 horsepower and could be ordered with unique slant-nosed body work (with 928-style exposed-headlights) for an additional 40 grand. A few unusual performance options on the last of Porsche's air cooled 911 Turbos, the 1997 twin turbo 993, identifies this car as a 911 Turbo 'S'. Only 182 versions of this 400+ horsepower, four wheel drive car were made.

The 911/930 lines were not the only models that had the venerable

'S' designation in the last three decades. In 1972, Porsche responded to criticism about the anemic performance of the 1.7 liter engine that was standard in the first three years of 914 production. For the 1973 model year, Porsche offered a 2.0 liter version of the car, for which its Volkswagen of American Importer began marketing as the 914S. Porsche AG directed that this American and British campaign stop immediately, although 914 two liter cars were delivered with window stickers that stated that they were '914Ss'.

As the 70's ended and the 80's began, water cooled Porsches dominated sales. After three years of production, Porsche boosted the displacement of its flagship 928 from 4.5 to 4.7 liters and began

production of the very fast European 928S in 1980. These cars featured spoilers that lowered the car's drag coefficient to below .40cd, larger brakes, and throatier dual exhausts. This very special shark made 300 hp and easily topped 155 mph. Although Americans would eventually see a 4.7 liter 928S in 1983 (It was the only 928 offered, and at 146 mph was the fastest, street legal car in the U.S. at the time.), we would not experience these types of performance figures in our 928 models until the introduction of the 1985 928S, which featured twin cam cylinder heads and four valve technology. The 1987 928S4 (representing the fourth version of the 928) claimed a top speed of 162 mph and a .34 drag coefficient with its revised spoilers



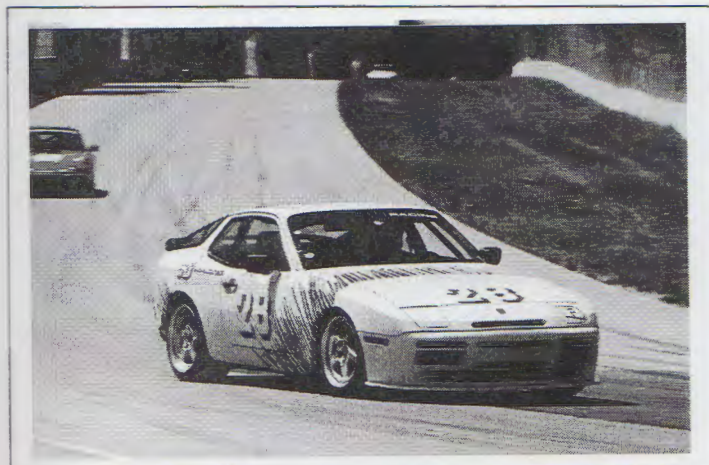
Beth Luddy's Parade Class winning 1987 924S

Photo by Beth Luddy



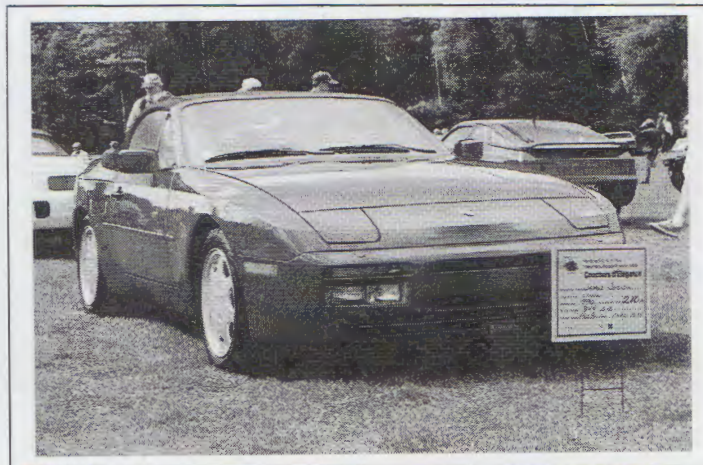
Marla and Greg Turek's 1989 944 S2 Firehawk

Photo by Daniel Mainzer Photography



Chris Ingot's 1991 944 S2

Photo by Edmund



Parade Preparation Division winner, Jim and Patty Jacisin's 1992 944S

Photo by Steve Rashbaum

Porsche's 'S' ...

and 316 horsepower engine. Prior to 928 production ending in 1995, the final definitive version of 928 performance arrived in the form of the 928GTS in 1993. The engine on this beast was bored out to 5.4 liters, which rated at 350 horsepower at 5700 rpm. The body was updated with new Porsche Cup racing wheels and wider tires, necessitating widening the rear wheel arches by five cm. Drivers of this very rare car, which was produced in limited numbers during the final two years of 928 production saw 0-60 in 5.6 seconds and speeds on the autobahn in excess of 171 mph.

The 924, 944, and 968 series cars all had 'S' designators, as well. After

seven years of U.S. sales, Porsche pulled the plug on its 924 model line in preparation for the introduction of the 944 in the 1983 model year. As prices escalated on 944s in the mid 80's and sales began to lag, Porsche reintroduced the 924 in 1986 as the 924S, which was in reality the 944 chassis and its 2.5 liter power train clothed in a more streamlined (and cheaper) 924 body. This car was slightly slipperier and faster than its standard 944 counterpart, but Porsche ceased its production due to lackluster sales and a re-emphasis on the 944 line in the late 80's. The first 944 with an bold 'S' on its tail was the 1987 944S, which boasted a twin cam, four valve per cylinder head capable of 188 horse power—easily outpacing the 158 horsepower

standard model. ABS four channel braking systems were eventually made standard on the 'S' in the ensuing years. Porsche bumped displacement of this car to 3.0 liters in 1989, and redesignated it as the 944S2. This car, with its smooth three liter engine making 208 horsepower, was made in coupe and Cabriolet versions and was the last 944 offered in the United States in the final two years of line production. It formed the basis of the 968 introduced in 1992. The 1993 968 line did have an S version, called the Club Sport (CS), and this car weighed 50 kg less, and sat on a lowered suspension and 17 inch wheels. Due to elimination of its air bags, it was not offered to the U.S.

The 944 Turbo S, produced in



Tony Neczet's 1997 C4S at Road America

Photo provided by Tony Neczet



At GingerMan, Philip Collin's 1998 Carrera S (center) and Gary Knoblauch's 1988 911 Club Sport

Photo by Susan Shire



Jerry Matta's 1973 Carrera S

Photo provided by Jerry Matta



1993 RS America owned by Jerry Matta

Photo by Steve Rashbaum

limited numbers for only one year in 1988, had more than 30 horsepower than the standard 944 Turbo, with firmer springs and shock absorbers, larger anti-roll bars, and more rigid suspension bushings standard. This car was the last and best of the 944T series, and finished out production the following year without the 'S' on its tail.

Now the 'S' tradition is being continued and enhanced to an even higher level with the Boxster proudly receiving the letter 'S' designation for the 2000 model year. The Boxster S is truly representative of its heritage- a clear symbol of even greater performance and the sporting features characteristic of the marque. With its 3.2 liter flat six pumping out 255 horsepower, the Boxster S accelerates through its new six-speed manual gearbox to 100 km/h in 5.9 seconds (as opposed to 6.9 seconds with the 'standard' model). Acceleration from 80 to 120 km/h in top gear comes in exactly 10.3 seconds (versus 11.4 seconds), and the top speed is 260 km/h or 161 mph (240 km/h or 149 mph). That's true 'S' performance and tradition: stronger, more powerful, faster, and safer!



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by Stefano Pasini

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The newest 'S', the Boxster 2000

Photos by Chris Inglot

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Assignment Germany

by Patrick J. Yanahan

Since I was off to Germany on a business trip, I received an assignment from the editors of *The Chicago Scene* to check out the new Boxster S, which was formally introduced into the German market on October 9th. I have a job that fortunately takes me to Germany 3-4 times a year and specifically to Stuttgart for the Robert Bosch Corporation, so I added a trip to the factory on one of my free mornings prior to the Saturday introduction of the Boxster S.

Any student of business, manufacturing or logistics will find the last seven years of the Porsche company a phenomenal story. The Boxster S and the 996 both in 2 and 4 wheel drive versions are all made together on the same line and mixed up in any random order. Since my first visit of the factory was over 10 years ago when the 911 was the only product being made, big changes have occurred for the better. In the old days one person would spend 6½ hours building an engine. Now, six different people do it in approximately 15 minutes each. Manufac-

turing systems are far better and it is obvious that the quality of the parts and assembly methods have been enhanced significantly. It used to take a total of over 1100 man-hours to build a 911, now it takes less than 700 man-hours to build a 996.

Approximately 140 Porsches are made per day at the factory in Stuttgart. As a Concours person who

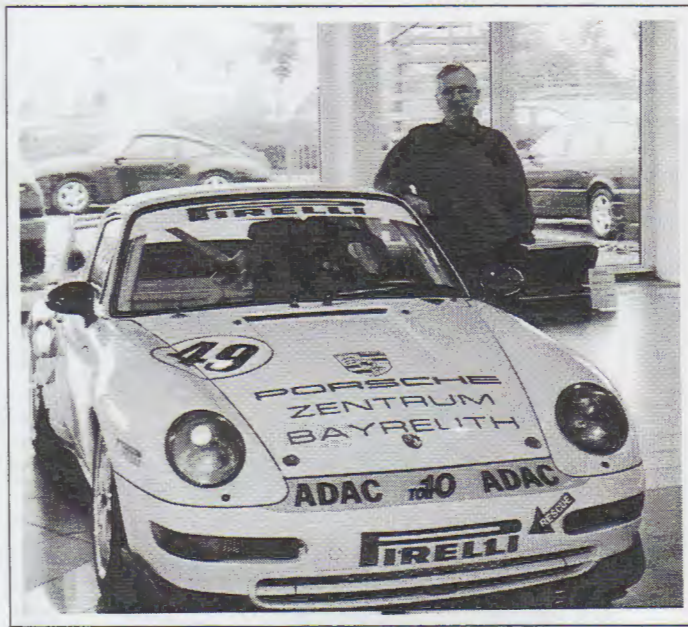
has had to remove all of the factory coating from the under carriage to compete, I must say that these cars are beautiful as they are passing overhead on the line until the protective under-spray is put on. Of course, if they didn't put the protective undercoating on for the American market it would void the rust warranty.



A beautiful black Boxster S



V. Renninger (left) and Peter Popp at Porsche Zentrum, Bayreuth, Germany



The newest member of the Porsche Club of Germany – Pat, not the 993.

Photos provided by Patrick J. Yanahan

With about a 3-hour drive from Stuttgart to our company's office Bayreuth, it was exciting driving on the Autobahn at an average speed of 100-mph. The rental company did not have either Boxsters or a 996 available, so a four-door Opal was the vehicle-not of choice!

On Saturday I visited the Porsche Zentrum for the formal introduction of the Boxster S. A formal brunch was served while a folk-band played, but since it was before noon, no German beer accompanied the meal. The new Boxster S specifications have been published but the 252 horsepower is catching up to the 300 of the 996. The feeling in Germany is that this new Boxster will appeal to the 25-50 year old set and the sales of the 996 will not be affected. The 2 Boxster S's on display (one in bright yellow and one in black) were void of any of the add-on goodies that we Americans enjoy. The comment was that the German customer does not trick out his car as we do. Note: at my tour of the factory, we saw several custom cars being built in individual colors as well as with rather unique interiors and accessories. With proper notice (and budget) the factory will build them any way that you want.

The average new Porsche owner in Germany keeps them for about 2 1/2 years. The most desirable used car in Germany today is the 993 the last of the air cooled Porsches. When I probed about the lack of a true Porsche sound in the exhaust system the dealership commented that this is the same observation that the German customer has of both the new BoxsterS and 996. The problem is that new German federal noise and air pollution laws have required the factory to quiet the exhaust system.

During my travels in Germany, I saw far more Boxsters on the roads than 911's, a clear indication that this little brother is growing up and giving the big Porsche's something to watch in the rear-view mirror.

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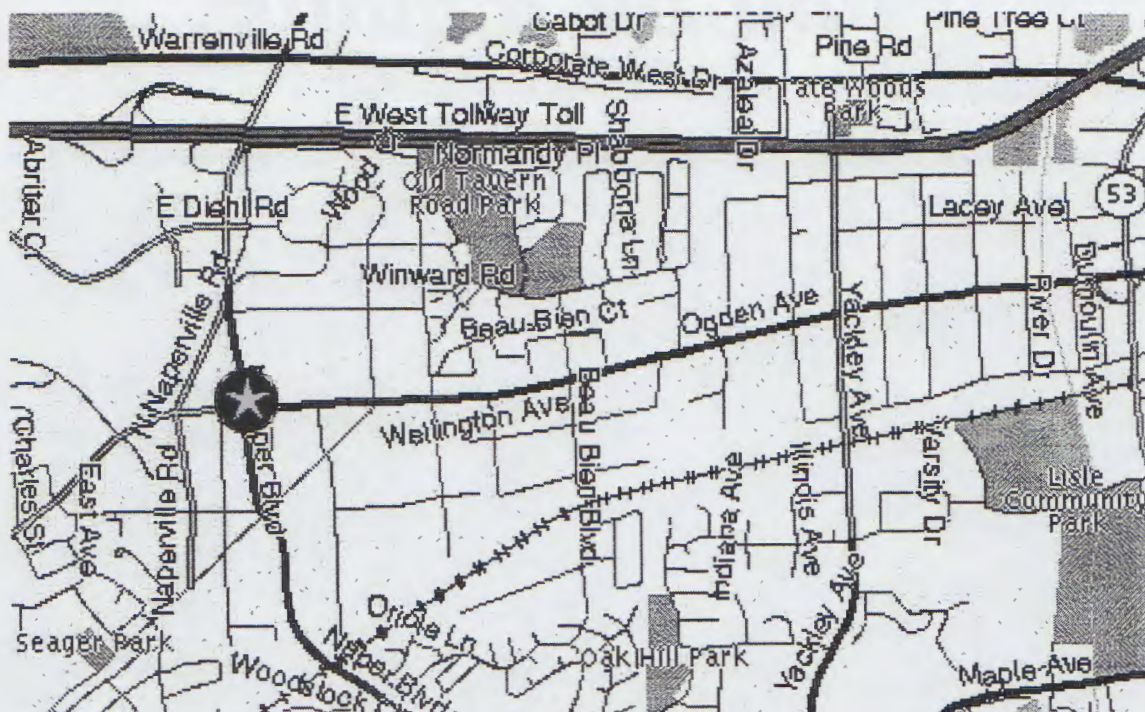
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Lunch is courtesy of the Chicago Region PCA

AN INVITATION FOR ALL TO ATTEND THE GENERAL MEMBERSHIP MEETING ON SUNDAY, JANUARY 23, 2000

As Membership Coordinator, I would like to extend my personal invitation to all members of the Chicago Region of the Porsche Club to attend the General Membership Meeting. This is the Region's first event of the new millennium. It will be a great opportunity to meet the Board Members, Event Coordinators and your fellow members. This is also an excellent opportunity for new members to learn more about the various activities and events, including Autocross, Concours, Rallying, Club Racing, Drivers' Education, Technical Sessions, and Social Events. So, please plan to join in the camaraderie and get an early start on your Y2000 SEASON.

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ONTO The Millennium Rallye

Reflections Of A Novice Rallye Team by Art and Janet Kardatzke

When we joined the PCA Chicago Region in November last year, we began to look forward to events in which to participate. Since we had not met any of the members, we decided to forego the Dinner Dance and New Year's Eve party and begin with a familiar activity—the bowling party—in February. After “getting our feet wet” with our first PCA event, we attended the Chili Tasting and Rallye School in March and decided rallying seemed like something we could be interested in.

After the rallye school and exposure to NRIs, LRIs, CAST, MRRs and the understanding that a redundant instruction should not be executed, we washed and waxed the Boxster. We also purchased a clipboard, yellow highlighter, post-it-notes, and a stop watch along with a full tank of gas and we were ready, or so we thought, to complete our first rallye. Our approach was to keep conservative and learn from our experience, so we elected to run “The Schnitzelbank Rallye” in the touring class. For the most part, it was a positive experience and we completed the rallye with something approaching 2800 points. As would be the case with each rallye that followed, we learned a major lesson. In

this case, it was the meaning of the “transit zone” which we found out does NOT start with lunch.

After a reasonably positive first experience we decided to try again and moved up to SOP class for the June “On The Double Rallye”. About two-thirds of the way through we became hopelessly lost and headed for the post rallye meeting point, Bacino's in Naperville. The reason for our problem would not become apparent until the next rallye and we scored over 2500 points.

After our experience in June we were looking forward to the River Run Rallye to expand our horizons, take in the scenery in western Illinois, and show we could actually finish at a ‘decent’ level (defined as under 2000 points) in the SOP class. This was not meant to be as the only checkpoints we ever made were the 6th and 7th! The good news was that we learned two very major lessons: the ‘real’ meanings of ONTO and STRAIGHT AS POSSIBLE. We did not finish ‘decently’ as we scored over 2000 points.

Encouraged that we were actually learning to comprehend rallye instructions, we signed up for the remaining two rallyes. The “Just A Sunday Drive In The Country Rallye” turned out to be another earning experience as we never saw the first “sign” clue and again scored

over 2000 points.

Armed with the experience of four rallyes and the knowledge that the last rallye would be on our home turf, we confidently went “ONTO The Millennium”. The fall scenery in the Palos area was spectacular. Knowing the area helped in some degree and resulted in a score under 1900 points. We finally had met our goal of a decent finish! As with the previous four rallyes, we learned more lessons. The word “OR” clearly means to do only one or the two parts of the instruction. Knowing the area can be a detriment since we became “too sure” of where we were going at least twice.

All in all, we enjoyed the season very much and reduced the arguments and clipboard throwing incidents to only one in the last rallye. We look forward to the next rallye season and encourage club members who have not tried a rallye to give them a chance.

Gallagher Whether

by David and Heather O'Bryan

Okay. Most of us are familiar with the term “Gallagher Weather,” referring to the beautiful days at the Blackhawk Raceway events chaired by Dan Gallagher. But, how many are familiar with the term “Gallagher Whether”? Ah huh!



Ron Micek and Martha Kuffel at the post rallye party.



Authors Janet and Art Kardatzke

ONTO ...

Those that responded in the affirmative have been on one of his rallyes, haven't you? So, if you know of which we speak (write/type), read on. If you do not, read on (huh?). By the way, "Gallagher Weather" was the order of the day for Gallagher's ONTO The Millennium Rallye on October 24th as well.

Gallagher rallyes are a treat. Hold on, I mean that in the good sense. We must admit, first of all, that any Gallagher rallye not held in the Loop is a treat (It is just impossible to 'make up' time in the city - and isn't that often the most fun part of any rallye???). And when a rallye is held so close to Halloween, you have to expect a few tricks too.

First, We'd like to commend

Gallagher on the rallye name, ONTO The Millennium Rallye. We viewed the title numerous times in the Chicago Scene and never gave it a second thought. It wasn't until during the rallye itself that we realized the word "ONTO" had real meaning behind it. Anyone familiar with a rallye would recognize it though not all rallyes have them. For example, we put on a rallye in June that did not have a single "ONTO" instruction. I guess it partly depends on whether or not Gallagher is at the helm.

Second, let's gain an understanding of the phrase "Gallagher Whether." At the beginning of most rallyes, a meeting is held to clarify the generals, correct written mistakes and the like. The exception depends on "Whether" or not

Gallagher is in charge. On this beautiful day in October, Gallagher was in charge and this always makes for an interesting meeting. How many of us are familiar with the famous "Ten Rules" at Blackhawk? Rule number one, "Don't p--- me off." Rules two through ten, see rule one.

Well, on this particular day, we were also fortunate to be joined by new members embarking upon their first rallye. Maybe I should say that these new members were so fortunate (ahem) to be witness (suspect, victim, your call) to Gallagher in action. I'm sure they will be back. (Please come back!) The meeting was held, but I was less clear as to the objective, rules, standard of behavior, after the meeting than if it weren't held at all. I



New Chicago Region members and rallyists Arline and Barry Kaufman



Not a track event, but Jeannie and Mike Steele had a good time anyway

Rallye photos by Steve Rashbaum



Lilli Fetch-Wenzel and Rose Gomez enjoyed their first rallye



Jack Stephensen, proponent of the "lunchtime curse" theory

guess that depends on whether or not Gallagher is on patrol. (Dan, you know we love you!)

Much of this confusion was undoubtedly due to our aptitude. (We had forgotten to calculate our correction factor after the ODO check on two of the last three rallyes.) Much of this was also due to the excellent Gallagher script. How many of us correctly avoided the trap "No Through Traffic" on leg one? We sure didn't. Good fun, Gallagher!

We were told by the keeper-of-the-points, Chuck Bittman, that if we won and the Harwoods finished in fourth, there would be a three-way tie for the Year End points in Rallye. At the lunch break at Max and Erma's, we wanted to see how we were doing. We tallied our score and compared with some others. As best as we could tell, we were sitting in second place as Sharif and Faris Nijim had a lower score. In his rallye article in the October Chicago Scene, Jack Stephensen discussed the concept known as the "lunchtime curse" (or something to that effect). As it turned out, the curse struck the Nijim brothers in the C2 and not us. But it was close. Let me explain.

After lunch, the route was supposed to take us directly across County Line Road. The Fighting Irish alumni brothers were out a few minutes before us. Well, we fell for a classic redundancy trap (enhanced by a few brain cramps) and turned right at the light at County Line instead. (Gallagher did explain this during the morning meeting, but whether we understood was a different matter.) So we were heading north on County Line. Starting to read ahead, none of the instructions made any sense. We figured it out soon and took the on ramp to I55 South towards St. Louis followed immediately by the off ramp to County Line Road South to head back towards the light. This was actually a bit fun, flying around the cloverleaf trying to make up lost time.

We continued, back on course now, to try and make up as much time as possible. After a few turns, we caught up with the brothers but

whether or not we were on course was the question. We figured it out and made a quick U-turn as the brothers headed North on 83. A while later we were waiting out a four-minute pause when the black C2 with the Nijim duo went roaring by, choosing not to pause. We completed this crazy leg with an error of only 1 one-hundredth of a minute. Sharif and Faris weren't quite as fortunate.

Well, as it turned out for us, all was well. We did finish first. Unfortunately the Hardwoods took fifth. We look forward to another good battle in the future.

We had a terrific time at all the rallyes this year - whether or not Gallagher was involved. We'd like to thank everyone who involved putting together these terrific events. We know how much work it is. See you next year.

Official ONTO The Millennium Rallye Results

Place	Driver	Navigator	Class	Car	Total
1	David O'Bryan	Heather O'Bryan	SOP	911	526
2	Steve Rashbaum	Susan Shire	SOP	Boxster	788
3	Sharif Nijim	Faris Nijim	SOP	911	818
4	Ron Micek	Martha Kuffel	SOP	930	826
5	Tom Harwood	Phyllis Harwood	SOP	911	931
6	Ed Barnicle	Gayle Timbers	SOP	993	1121
7	Lilli Fetch-Wenzel	Rose Gomez	SOP	Boxster	1417
8	Kevin Schilling	Anna DeOcampo	SOP	Subaru	1568
9	Rod Anthony	Jeff Whiteman	SOP	911	1599
10	Nick Brenkus	Susan Brenkus	SOP	996	1612
11	Bill Murrin	Amy Murrin	SOP	911	1616
12	Tom Shafer	Jack Stephensen	SOP	911	1668
13	Steve Olson	Sharon Gregor	SOP	944	1672
14	Brent Earl	Dan Misiora	SOP	951	1687
15	John Mueller	Scott Henderson	SOP	944	1742
16	Dan Bacin	Linda Bacin	SOP	Honda	1746
17	Van Larson	Jim Stokes	SOP	996	1826
18	Jim Jacisin	Cindy Jacisin	SOP	968	1857
19	Dan P. McGuigan	Dan R. McGuigan	SOP	911	1866
20	Bob Heider	Barb Heider	SOP	968	1877
21	Art Kardatzke	Janet Kardatzke	SOP	Boxster	1911
22	Mike Steele	Jeannie Steele	SOP	Boxster	2094
23	Ken Pesavento	Nikki Kroll	SOP	911	2166
24	Harold Beach	Bruce Janecek	SOP	993	2259
25	Michael Haas	Anita Haas	SOP	911	2304
26	Barry Kaufman	Arline Kaufman	SOP	Boxster	2500
26	Mike Rende	Velda Lloyd	SOP	944S	2500

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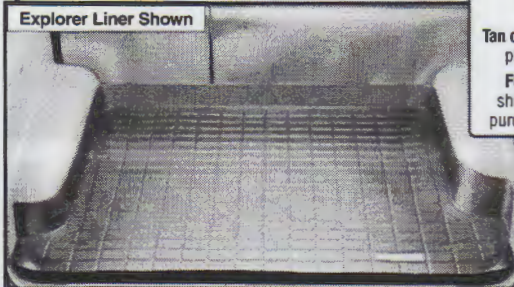
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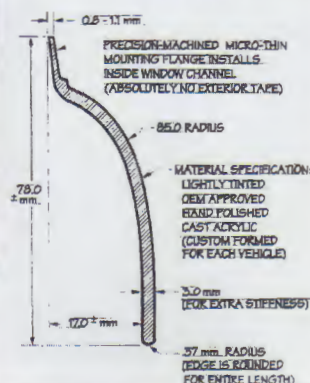
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Track Scene

**Driver's Ed. Education -
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by John Hajny - Central NY Region

Throttle Balance: The Key To Smoothness And Survival

Last time, we talked about the "Business Cone." Then, just when we got used to that, I renamed it ... again! I told you that Performance Driving was going to be a fluid exercise, so you might as well get used to it! Speaking of fluidity; that is what we are attempting to achieve in our driving style. Unfortunately, as we increase our knowledge and speed, fluidity can begin to suffer somewhat. When one begins to approach the limits of the car's suspension and the tire's adhesion, one must be careful and very specific with control inputs. Sudden moves are not likely to achieve the desired result; which is making the corner. How do we control the delicate dance that we have engaged in?

One key to high speed cornering success is Throttle Balance. Forget about acceleration for now. Just as much as the steering wheel, the Throttle is an important tool in assuring that the car stays planted and will maintain the proper line through a turn. If you have one without the other, you only have half the mix!

Let's say you have mastered "the Line" (at least the theory of it), and have recently become proficient at completing all of your "Business" before the "Business Cone." Most students will be applying the throttle as they pass the apex as instructed because it is safe and relatively easy. When the student learns "the Line," it is then time to start accelerating sooner for increased suspension balance, exit speed, and terminal straightaway velocity.

At this point, many of my students notice throttle application becomes problematic because it often seems to alter their intended cornering arc and has a tendency to cause them to miss their apex in

many instances. They may also experience moments of high anxiety where the tail wants to jump out in a turn as they cruise along with minimal throttle readiness. For these reasons, and more, we will now rename that turn-in cone once again.

Now that the student has graduated with a degree in "Business Cone Administration," we will henceforth refer to it as the "Acceleration Cone." Cornering velocity has now increased to the point that steering alone does not achieve the desired result. If the tail jumps out, simply steering out takes you away from your apex and closer to an off-track excursion. It also does nothing to increase what you really need; Rear Wheel Traction. Also, if the front end pushes wide, steering tighter will likely exacerbate the situation, or may cause the front to bite and the rear to jump out. What to do?

Proper and timely application of the throttle can help mitigate these maladies and smooth out your cornering attitude. With any car, and particularly in the case of the rear or mid-engined cars, it transfers all-important weight - and therefore traction - where it is needed most; to the rear wheels. Also, the earlier you get on the throttle, the more time you will have to correct any alterations that this may enter into your intended cornering arc well before you reach the all-important apex.

Now, if you have gotten ALL of your Business Done, and have a good feel for the Line, it is time to put these items together with the final ingredient: Throttle Balance.

As you turn in, you simultaneously apply the throttle! You will, of course, have to experiment with how much and how soon depending on the corner, but by using the "Acceleration Cone" method, you will have eliminated any variations in line that mid-turn throttle application is likely to cause, and are now ready to correct for any surprises that the track surface or your car's idiosyncrasies may have to offer.

With enough seat time, you will learn to reflexively counter those nasty moments when the tail steps out with just the right amount of counter steer ... without lifting! If you maintain Throttle Balance, you also maintain the rearward weight shift that you need for traction. Concurrently, if the front starts pushing wide at any moment, and you have your foot on the throttle already, a slight and momentary lift - perhaps in combination with a slight steer out of the turn - will shift weight forward and increase front traction.

In addition, this method of cornering not only allows you to build the momentum that will help you swing around the apex cleanly, but also adds that momentum to whatever velocity you are able to create with simple stand-on-the-gas acceleration in the straight.

If you've learned "the Line" and can "Take Care of Business," it's Throttle and Steer, Throttle and Steer. They are as important to each other as engines and oil. Foul the ratio up, and your gonna spin something. Put them together right, and the car simply sets once, and sails!

Happy Holidays!

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The Halloween Party

Photos by Steve Rashbaum



Karen and Keith Clark, coming and going



The Blue Brothers – Claude Reed and Rachel Schmidt



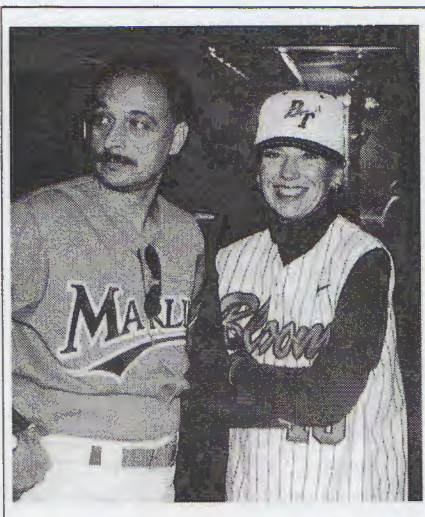
Look carefully ... A German Shepard ... Keith Schilling



Ophelia and Hamlet, Karen and Pete Hackenson



Butterfly Vanessa and Lady Bug Chris Inglot



Mike Rende and Velda Lloyd



Our hostess, Myra Knoblauch (left) in the choir with Father Pat and Sister Bonnie Yanahan

Letters, Faxes, & e-mails

Reply To Dan Brockman from Kevin Schilling

I was puzzled by your letter in the November issue of the Chicago Scene. Then I read it again and could see some similarity ... OK, a lot of similarity between you and I.

I too am a fairly new member. I joined last year after purchasing my '83 930S basketcase. I spent 6 months making it roadworthy and, like you, couldn't wait to how the world my prize possession. I did! Every chance I got—concours, rallyes, social events. You name it, I wanted to be there. But I think you are missing the point of the club ... it's not the cars, it's the people! I couldn't care less what car they drove, 911s, 914s, Boxsters, 944s, even some folks who don't even have a Porsche. I began to realize this fact slowly and unconsciously. Every event I attended I made new friends and gained more valuable information about my car and Porsches in general.

In order for any member to enjoy the car and the fellow members, you have to get out to the events. A rallye can be driven in the touring mode if you like. Just drive the route and enjoy the scenery. I drove my first rallye on June 6th last year and came in dead last ... and I LOVED IT! I WAS LOST SO MANY TIMES I CAN'T COUNT, BUT WHO CARED, I WAS HAVING FUN.

As time went on, I began to be excited to try a drivers' ed event. While this may not be for everyone, I was hooked. The goal of DE events is to educate you on the fundamentals of driving at speed with control and safety. I have a difficult time rationalizing your statement about DE events being a SNELL equipped race. If you are implying that you would like it to be a track event in which safety equipment is not mandatory, then I must say that you have no regard for your life.

My fiancée and I enjoy the camaraderie that we have found over the last year. Neither of us smoke and Anna seldom drinks. We enjoy the

post event dinners and the scuttlebutt that follows and there has always been a generous supply of clean air.

I really think you need to come out to a few more events and enjoy them for what they are ... a gathering of friends ... with similar interests .. PORSCHEs ... of ALL types.

Parade 2000 Registration Opens January 10

by Tim Gallen,
Parade 2000 Publicity Chair

Sacramento, CA (January 1, 2000) — Plans are set for Sacramento's Parade 2000! The wine has a bigger bouquet by the minute, the filet mignon and prawns are on order, and the ice cream is in the freezer. Sacramento's Parade 2000 committee has definitely planned a Porsche Parade to set the bar for a new millennium.

But, hold on partner. First, you've got to find your November 1999 issue of PANORAMA, make a copy of the Parade Registration form, and then get ready to mail your entry with a postmark of January 10 — not before, not after. With a capacity of only 600 cars, and the first on the west coast since 1992, this Parade will absolutely sell-out on the first day!

Those lucky enough to go to Parade 2000 will soon discover that the 45th Porsche Parade is just one of the rewards for visiting Sacramento. Northern California offers the opportunity to explore many unique and exciting places, and most of the enticing side trips are less than a day's drive from Sacramento.

Build-in some time before or after Parade week so you can drive down to the coast to Monterey and Santa Cruz. Or, maybe you'd like to challenge the San Francisco hills or experience the breathtaking scenery of the vineyards in Napa and Sonoma valleys. And, you really can drive through the Redwood

trees in the forests near Mendocino on roads that will give you a spectacular driving experience. Within a few hours you can visit Sutter's Mill in the heart of California gold country, or you can crane your neck looking up at El Capitan in Yosemite National Park.

If you are coming in from the East you can stop in Reno, or Carson City, or visit Mark Twain's old newspaper office in Virginia City, or just hang out at Lake Tahoe. But please do your Nevada-gambling on the way home — save your bucks for our Goodie Store!

These extras are just a bonus added to the jammed-packed week of Porschemania and camaraderie scheduled in Sacramento from July 2 through the 8th. Parade 2000 will bring back the traditional Monday Concours box lunch and the evening Concours Awards and National Awards banquet. We will also have some new experiences for you as well including a separate car-friendly driver's ed. track event at the twisty "new" Thunderhill Race Park, just one hour north of Sacramento.

Mail in your entry form on January 10 and bring the Porsche and the camera. Parade 2000 will be a week to remember.

Parade 2001 News Flash!

A Midwest Parade!

The 2001 Parade will be hosted by the Milwaukee Region and will held in the Milwaukee area. The dates are June 30th — July 6th, 2001. The Milwaukee Hilton will be the headquarters.

Porsche Announces Le Mans 2000 Decision

STUTTGART, GERMANY, November 22 — Porsche AG announced today that it will not enter a factory-backed team either at Le Mans 24-hour race or in the

American Le Mans Series in the year 2000.

The decision, taken by Porsche's Executive Board, was based on the number of critical "production based" projects in which the company is currently involved. These include the continued development of the two existing sports car model lines, the 911 and Boxster as well as the all-new sport utility vehicle, scheduled to go on sale in 2002. Based on the above, the Board's decision will ensure that these programs will be completed on-time and to Porsche standards of quality.

Despite these intense pressures on the company's personnel and technical resources, the open sports prototype "rolled out" on schedule from the Weissach Research and Development Center on November 2nd. However, effective December 1st, all of the Center's resources will be re-directed towards the development the above noted series-production projects. For this reason, the existing sports prototype will not be made available to any private or customer teams.

In spite of this decision, development on individual components will continue. This will ensure continuity of the high level of knowledge obtained during the initial stages of the project. Neither the one-make Porsche-Pirelli Supercup nor the Carrera Cup series will be affected by this decision.

PCNA To Relocate Parts Distribution Center

Two Centers To Be Opened

ATLANTA, Nov. 15 / PRNewswire/ -- PCNA, the exclusive importer of Porsche cars and parts for the United States and Canada, today announced the relocation of its Reno, Nev., National Parts Distribution Center to sites in Atlanta, Ga., and Ontario, Calif. The move is part of an effort to ensure improved parts service to its customers.

In addition to improving distribution, the move to the East Coast will

reduce inbound freight costs from Europe. In opening the two new distribution centers, PCNA also plans to outsource the physical distribution operations, thereby further improving its competitiveness.

The new Ontario facility will require approximately 50,000 square feet of space and will open next fall. The Atlanta facility will require approximately 100,000 square feet of space and will open next summer. Sites are under consideration in the two locations.

SOURCE Porsche Cars North America, Inc

One Stop Porsche Shopping

MCLEAN, Va., Nov. 8 / PRNewswire/ -- PorscheZone.com, a joint venture of Jump Internet, LLC and Heishman Porsche, today announced its Porsche specific vertical portal is live and available free to Porsche enthusiasts at <<http://www.porschezone.com/>>www.porschezone.com. The new destination site features a Porsche specific search engine, free classifieds, calendars, forums, e-mail and soon the largest inventory of Porsche merchandise and related parts and accessories on the web.

A simple intuitive interface and enhanced features enable Porsche enthusiasts or the Porsche curious to search the web for Porsche specific information, interact with members of the community by participating in discussion forums or events listed in the Porsche related calendars.

"Community is not just a brand extension of PorscheZone.com; community is our business," said Charlie Romero, President and CEO. "Take our classifieds, for example. Unlike other auto classified services that

require the user to select from multiple pop-ups and check boxes, PorscheZone classifieds offer a more familiar search box allowing the user to simply type what they're looking for and retrieve relevant results." PorscheZone.com aggregates Porsche related content from all over the web in one central, easy to use portal.

Porsche Applauds Congress' Passing Of Cyberpiracy Bill

ATLANTA, Nov. 19 / PRNewswire/ -- Porsche Cars North America Inc. (PCNA), is presently battling hundreds of cyberpirates who have registered Internet domain names that attempt to capitalize on the worldwide fame of the trademark Porsche(R). Cyberpirates engage in the predatory and parasitical practice of including Porsche(R) in a domain name in order to attract Internet traffic to hard-core porn sites, in order to give themselves instant recognition on the Internet, in order to extort money from Porsche Cars, or in order to otherwise take advantage of the goodwill that Porsche has developed in one of the most recognized brands throughout the world. With the rapid explosion of the Internet, competition for the attention of the nearly 200 million web users is fierce, and trading on the goodwill of famous trademarks is one way for web site operators to get noticed.

The Cyberpiracy Bill provides for statutory damages of \$100,000 per domain name against cyberpirates who register domain names that include famous trademarks.

SOURCE Porsche Cars North America Inc.

Chicago Region Home Page
www.PCA-Chicago.org

PCA Home Page
<http://www.pca.org>

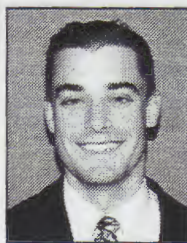
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Board Meeting Minutes

by Chuck Bittman for Keith Clark, Secretary

Porsche Club Of America Chicago Region Board Meeting Minutes November 5, 1999

Voting members present:

S. Brenkus, Clark, D. Gallagher, P. Gallagher, Janecek, Murrin, Rashbaum, Yanahan

Voting members absent:

Inglot, Ruther

Coordinators present:

Barnicle, Bittman, S. Brenkus, D. Gallagher, P. Gallagher, Girard, Hackenson, Jacisin, Janecek, G. Knoblauch, S. Lynn, Pesavento, Rashbaum, Shire, Yanahan

Meeting called to order at 8:06 pm at Walter's Restaurant, Park Ridge, IL.

Secretary - Keith Clark

- The minutes from the October Board Meeting were presented. D. Gallagher moved, Murrin seconded, to approve the minutes as presented. Approved unanimously.

Treasurer - Chris Inglot

- S. Brenkus presented the Treasurer's report which included the following: a balance sheet ending 11/3/99; a cash flow statement for the period from 9/30/99 through 11/3/99; a prepaid expense report; cash flow statements from Potter's Picnic, Labor Day Road America, Road America Concours, River Run Rallye, Sunday Drive Rallye, Blackhawk Octoberfest, and Onto The Millennium Rallye. Rashbaum moved, Murrin seconded, to accept the Treasurer's Report as presented. Approved unanimously.

Vice President - Bill Murrin

- No report.

President - Susan Brenkus

- S. Brenkus reported that Denis Moore, current Zone 4 Representative, requested our support for reappointment. S. Brenkus moved, Murrin seconded, that S. Brenkus send a recommendation to PCA National. Approved unanimously.
- S. Brenkus will the Treasurer a

check from PCA National for membership renewals.

Autocross - Jeff Girard & Keith Clark

- No report.

TRAC 99 - Chris Inglot & John Ruther

- No report.

TRAC 99 Drivers' Education Registration - Mary Anne Nowakowski

- No report.

TRAC 99 Club Race Registration - Scott & Sharon Lynn

- No report.

TRAC 99 Sponsorship - Steve Rashbaum

- No report.

TRAC 99 Volunteers - Gary Knoblauch

- No report.

Blackhawk Farms - Dan & Peggy Gallagher

- D. Gallagher presented a Blackhawk Octoberfest report.

GingerMan - Jeff Girard

- No report.

Chief Driving Instructor - John Ruther

- No report.

Insurance Coordinator - Bruce Janecek

- Janecek reported that he is looking for insurance waivers from the 10/24 rallye, 9/26 autocross and 7/25 autocross. Also, he is looking for a copy of the insurance certificates for the Blackhawk events.

Concours - Jim Jacisin & Pat Yanahan

- Jacisin reported that he has many potential concours sites for the next year, including the Como Inn and Fermie Lab.

Rallye - Dan & Peggy Gallagher

- Shire reported that it rained on the Sunday Drive Rallye so attendance was relatively low.
- D. Gallagher reported that the ONTO The Millennium Rallye was well attended but lost money.

Social - Myra Knoblauch

- G. Knoblauch reported that the Halloween Party lost money.
- The next social event is the brunch at California Café.

Membership - Ed Barnicle

- Barnicle presented 23 applications for membership. Motion passed 8 for, 1 abstention.
- D. Gallagher moved, P. Gallagher seconded, that the new \$40.00 Chicago Region Membership fee, approved at the August Board Meeting, be effective immediately. Approved unanimously.
- N. Brenkus reported that the remaining name badge supplies will be transferred to Forest Engraving. All new badge requests should go to Forest.

Safety - Jeff Girard

- No report.

Technical - Pete Hackenson

- P. Hackenson reported that Bacino's will cater the November Tech Session. Cars will be on display and technicians will be available to discuss brakes. A large turnout is expected.

Goodie Store - Linda Patterson

- P. Hackenson reported that Karen Hackenson and the Pattersons will meet soon to transfer the inventory.
- Bittman reported on his research of the costs and procedures for the club to accept credit cards.

Charity - Ken Pesavento

- Shire and Rashbaum reported that tickets sales are slow. Rashbaum moved, S. Brenkus seconded, to refund the purchased tickets and donate \$5,000 to the Rehabilitation Institute if the break-even point (480 tickets) is not met by the Dinner Dance OR if the break-even point is passed, that enough money be added from the treasury to make a donation of \$5,000. Motion passed 8 for, 1 against.

Chicago Scene Advertising - Steve Rashbaum

- No report.

Chicago Scene & Photographer - Susan Shire & Steve Rashbaum

- No report.

Property - Ed Leed

- No report.

Historian - John O'Keefe

- No report.

Timing & Scoring - Susan Brenkus

- No report.

Web Page - Chuck Bittman

- Bittman reported receiving, from many members, many pictures that will soon be posted.

Old Business

- S. Brenkus reported that the band, flowers and trophies have been ordered for the Dinner Dance. Trophies will cost more this year due to several ties. S. Brenkus moved, D. Gallagher seconded, that additional money be allocated to subsidize the Dinner Dance. Approved unanimously.
- Discussion of Ruther's motion

regarding second driver fees for track events be tabled until a later date.

New Business

- D. Gallagher reported that the William Tell Hotel has requested an additional deposit for the 2000 Dinner Dance. It was agreed that D. Gallagher should attempt to negotiate a lower deposit. S. Brenkus moved, D. Gallagher seconded, to approve the additional deposit if a lower amount can not be agreed upon. Approved unanimously.
- S. Brenkus moved, D. Gallagher

seconded to delay the calendar meeting until a later date.

Approved unanimously.

- The counting of ballots was not finished by the conclusion of the Board Meeting. The committee (Clark, C. Jacisin, and B. Yanahan) will report the final results to S. Brenkus and presented at a later Board Meeting.

Adjournment

- S. Brenkus moved, P. Gallagher seconded, to adjourn. Approved unanimously.
- Respectfully submitted.

2000 Officers and Board Of Directors

President	Bill Murrin
Vice President	Chuck Bittman
Secretary	Keith Clark
Treasurer	Ed Barnicle
Immediate Past President	Susan Brenkus
Director	Dan Gallagher
Director	Chris Inglot
Director	Steve Rashbaum
Director	Greg Turek
Director	Pat Yanahan

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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
Ford T-Bird SC	Pontiac Grand Prix Turbo STE
Ford Taurus SHO	Pontiac Sunbird GT
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Isuzu Impulse	Toyota Celica Turbo - all types
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Chevy Camaro IROC-Z	Mazda RX-7 GXL
Chevy Camaro IROC-Z Conv.	Maserati-all models
Chevy Corvette	Mitsubishi 3000GT
Chevy Corvette ZR-1	Nissan 300ZX
Chevy Corvette L98 Coupe	Plymouth Laser RS Turbo
Dodge Stealth RT Turbo	Pontiac Firebird Formula
Ferrari-all models	Pontiac Trans Am GTA
Ford Mustang 5.0	Porsche-all models
Ford Mustang GT	Toyota MR2 Turbo
Ford Probe GT	Toyota MR2 Supercharged
GMC Syclone	Toyota Supra
Lotus-all models	

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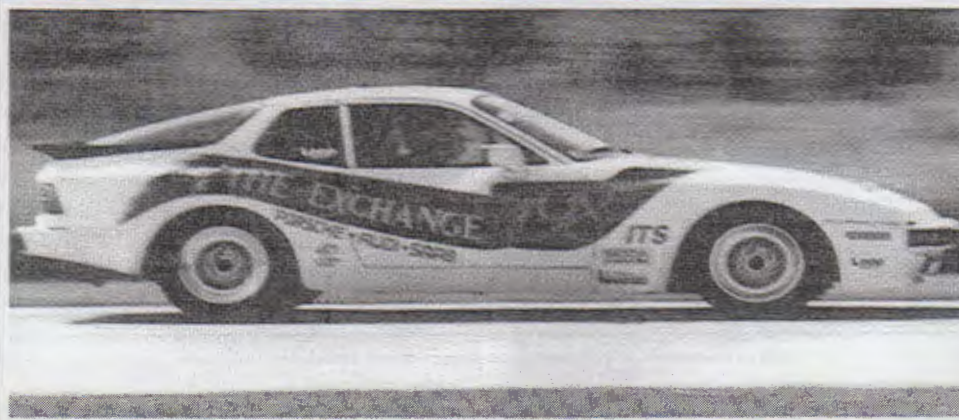
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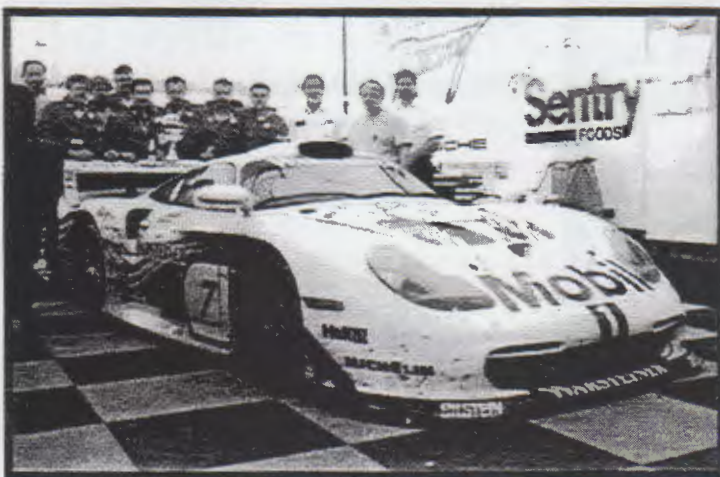
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Tech Scene

Take Care Of Your Tires If You Expect Them To Take Care Of You

by John Ruther

In today's world of high-tech motorsports I'm afraid we have become complacent about the tires we use. The tires have gotten so good and reliable that often times we don't do the little things that we should do to insure that they will take care of us and not let us down.

This whole area of concern was frighteningly reinforced when I recently had a catastrophic tire failure at the Start/Finish line at Road America. This is one of the fastest parts of the track with concrete barriers lining both sides and only 3 or 4 feet of grass before the wall. In my Porsche I was going approximately 150 mph when all of a sudden the car felt as if it were on LOTS OF OIL. It first went left, then right, then left, then right, then sideways, then backwards, then sideways, then finally I got it turned around going forwards again. Each time I made a steering correction it seemed to be too much correction, but I did everything within my power to keep the car off the wall, which at that speed would certainly have done big damage, if not destroyed the car. When I finally got the car going forwards again it had slowed to about 30 - 40 mph at which time I just dropped the left side tires into the grass and just grazed the wall with the left rear.

As it turned out, it was the left tire that had suddenly lost all the air. The damage to the car was only minor paint and graphics damage to the bolt-on fiberglass fender extension, a scraped-up outer rim half, and the left rear needed a toe adjustment. The tire just appeared flat from the outside, but once removed there were five huge splits in the tire where the sidewall meets the tread. It's hard to say how much of this was caused by running such a long way on a tire with no air and how much was the initial cause of

the incident. The tire has since been sent to the manufacturer for their analysis and assessment.

The point of the story is this: Don't take your tires for granted!! Check the pressure right before each session and again right after each session. Keep a log of how many heat cycles are on the tires and what the pressures are both hot and cold. Regularly pull the tires off the car to inspect them. Look for anything like a crack in the sidewall or on the tread. Be alert for bits of debris like anything metal or carbon fiber stuck in the rubber. If you see anything that looks suspicious, take the tire to a tire engineer servicing your event for an expert opinion. If you're not sure what to do, **Don't drive on the tire!** At the speeds most of reach, a sudden tire failure can spell disaster, both to you and to your car.

One other tidbit: make sure that the people doing the mounting of your track tires use only the short-style valve cores. Apparently the long style can let air escape from the tire due to the centrifugal force exerted on it. This loss of pressure can cause the tire to overheat and come apart in a big way. If you feel anything out of the ordinary when you are on the track, come in and have a look at the tires. If you can catch a slow puncture or leak before the tire comes apart you can save yourself a lot of grief and, potentially, money.

Keeping Cool at Speed

by Steve Grosekemper
(from WINDBLOWN WITNESS)

One of the great benefits of owning a Porsche is the wonderful driving events PCA offers. They range from slow relaxing tours on forgotten back roads to high speed events at real race tracks. Both are great fun, but the high speed driving events are our focus today.

To run at these events most of us just need to empty the accumulation of junk out of the car and go. But, as

the afternoon temperatures rise and the run groups get longer, our cars may run hotter than they should. Fortunately, there are a few very simple tricks to help your car keep its cool.

First, determine if your car is getting the proper amount of fuel delivered to the engine (a slightly rich fuel mixture helps the engine run cooler). After a practice session remove a spark plug and check its color. It should look like well done toast. Lighter color indicates too lean a mixture and black means the mixture is too rich. This is a very basic test. If you have any concerns you should consult your Porsche technician.

After determining all is well with the fuel mixture you're ready for Step 2: feed the engine cooling system the largest possible amount of cooling air. Here are a few simple modifications that can be made in just a few minutes.

356/912/914- These models draw air in through a squirrel cage fan. These fans often get debris caught in them thus restricting air flow. For 356/912s reach around the fan housing and feel inside the fan for debris. Remove any foreign objects (paper or plastic bags are the most common obstructions). Make the same inspection for 914s. Their fan is on the front of the engine near the passenger compartment. Also, check that the insulating blanket has not fallen against the fan. This will greatly restrict air flow. This is where I say don't forget to turn the engine off before making this inspection, or be forever known as "LEFTY!"

Now that all is well with the fan it is time to add more air. 914s have a very small air inlet. When the factory went racing with 914/6 GTs they doubled the air intake for the engine. These engine lids are all grill instead of just half grill. They are hard to find (and not cheap). The simplest solution is to remove the engine cover. This takes two people about four minutes. First, open the

Tech ...

engine cover and mark the hinge with a pen. This helps position the lid during reinstallation. Second, loosen the hinge bolts with a 10mm socket and ratchet. Both people hold their end while removing bolts. Set the lid aside and you now have a huge passage for that cool air to get to the engine.

356/911/912s can get more air by fabricating a spacer that holds the rear deck lid open about 3 inches. As air passes over the top of the car it makes a u-turn down towards the licence plate. If the deck lid is cracked open air will be forced in. We have all seen this on hot rod VWs.

Also, any spoiler added to the back of a 911 will increase air flow into the engine. That high pressure air is just looking for someplace to go ... right into the air intake grill!

964 C2s and C4s have belly pans under the engine and transmission. Many people think they trap heat. They can be removed to increase air-flow around the engine. This is a job best left to your mechanic (unless you can jack up the car. There is minimal ground clearance).

944s and 928s stay fairly cool. Their biggest enemy is the bra. Many of them restrict air flow to the radiator. So, if you're getting hot, go braless! We're still talking about cars aren't we? You can also increase air flow by turning the cooling fans on all of the time. This is as simple as 1-2-3. First, turn on the headlights. Second, reach below the left headlight and remove one wire from the A/C low pressure switch (looks like a soda can). Third, turn the A/C switch to position #1. Doing this turns the cooling fans on at high speed but there is no heat load because the wire you pulled disables the A/C compressor. This operation has a lesser effect on 85-1/2 and newer cars. Their fans will only run at half speed.

'87-'89 911s have oil cooler fans which can be manually activated by

bridging the switch. Remove spare tire. Locate the small two-pin white plug next to the larger two-pin black plug in the right forward corner of the trunk. Unfold a paper clip and insert it into the terminals of the white plug. The fan will now run whenever the engine is on.

'74-89 911s with front oil coolers can get a blast of air by removing the fog light or turn signal assembly. This is a more complicated modification. Plugs need to be installed to easily disconnect the wiring and is a separate article.

Porsche 944 Timing & Balance Shaft Belt Tension Adjustment

by Paul Lighthill
(from Porsche Gedanken)

Most technicians recommend an interval of from 30 to 50 thousand miles for 944 timing belt replacement, or once every five years providing the mileage is not exceeded. Since the potential repair costs in the event of belt failure are so high (up to and including complete engine overhaul), timing belt inspection and tension adjustment are recommended at every oil change service, or once every 5000 miles. Any sign of wear or deterioration in the teeth of the belt or cracking on the non-toothed side is cause for rejection. The most common fail

ure mode is to shear a tooth during engine cranking prior to start. The purchaser of a 944 who cannot be provided with evidence of recent belt replacement is well advised to replace both the timing and balance shaft belts, along with the water pump. Since the timing belt drives the water pump, pump seizure is followed closely by belt failure, and although not inexpensive, the pump and belt are much less costly than bent valves.

It is possible for the owner of a 944 to inspect the toothed (spur) belts and adjust their tension, providing that certain Porsche special tools are used, the most costly of which is the belt tensiometer (part number 000.721.920.10, tool number 9201). Some regions of the Porsche Club of America keep this tool available for loan to members and it can be purchased from Porsche dealers or by mail order. The tool must be periodically calibrated in order to maintain its accuracy, and the proper procedure must be followed for its correct use.

The most common causes of accelerated toothed belt deterioration are incorrect belt tension and failure to replace the oil seals on the front of the engine concurrently with replacement of the belts. If the belt is too loose or too tight, belt wear is dramatically accelerated. If oil reaches the belts, it attacks the rubber and accelerates wear by a

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factor of two or even three, thus leading to belt failure in as few as ten or fifteen thousand miles. Incorrect assembly procedures also dramatically hasten belt failure. General repair shops and even some Porsche specialty shops do not have the tensiometer, and a belt that is either too loose or too tight will fail much sooner than a properly tensioned one. Without the tensiometer, the belts simply cannot be properly tensioned, as it was possible to do on the Audi engineered 924.

Important Notes: If the balance shaft pulleys have been removed, they must be installed in accordance with the factory service manual to insure proper orientation of the pulleys and flanges and proper balance shaft timing. New balance shaft spur belts are marked with a paint dot on one side. This mark must be located to the outside during installation. When removing an old spur belt, mark in a similar manner before removal. Ensure that the belt when reinstalled is in the same position (running in the same direction as originally installed). A

used belt running in the opposite direction (either timing or balance shaft) could fail after a short period of operation. Note that early cars require removal of the reinforcing ribs from the spur belt cover (see Porsche Tech Bulletin dated 12/17/84).

Prior to tensioning the belts, put the car in high gear (manual transmissions only) and push the car while you inspect the entire toothed surface of both belts for signs of wear in the teeth. If the belts are at all questionable, replace them. If you are satisfied they are ok and know the mileage of the belts, proceed with the following tensioning process:

1. Engine must be COLD
2. Remove timing belt inspection cover.
3. Set No. 1 cylinder to TDC. Verify by checking flywheel timing marks and cam timing marks (behind rubber plug next to distributor cap).
4. Rotate crankshaft backwards to 10 degree BTDC to provide belt slack

5. Lock flywheel (special tool 9206, part number 000.721.920.60)
6. Remove timing belt idler wheel
7. Place tension gauge (tool 9201) on the long part of the belt
8. Take three readings (see chart)
 - A. Turn cam belt tensioning pulley CCW to increase tension with the pulley positioned closest to the water pump pulley.
 - B. Turn balance shaft tensioning pulley CW to increase tension; pulley positioned down and towards lower balance shaft pulley
9. Position balance shaft idler pulley close to but not touching upper run of belt at about the ten o'clock position; then set .020 clearance between idler pulley and belt where it runs around the lower balance shaft (use tool 9207 (part number 000.721.920.70). Belt contact with the pulley must be measured at a tooth.

944 Belt Tension Table

	New	Used
Cam belt	4.0+.3	2.7+.3
Balance belt	2.7+.3	2.7+.3



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by Ed and Debby Leed, Database Managers

by Ed and Debby Leed, Database Managers

Chicago Scene December 1999

November '99 Tech Session At Napleton Porsche

by Peter Hackenson

If you were there, you know there was a great time had by all. If you were not, you did miss a good one and should definitely read on. Here's what happened!

I don't think we could have had a better day. There it was, the 7th of November and it was a sunny, warm (for November!) 68 degrees. The reception by our Napleton hosts was even warmer. Graham Swidenbank, the General Manager, Chad, the Service Manager and Phil, the Parts Manager greeted us while opening their new facility to the Chicago Region Porsche Club.

George Biskup and I had placed his 911 RSR in the showroom the prior day. I have to admit, it was fun putting it directly in front of the main entrance. It is a very pretty and a pretty mean piece of equipment!

My wife Karen, son Brandon and I arrived at an early 9:00 am to set up and get organized. My army of volunteers started arriving within a few minutes. I want to thank them now and often!

Set up

Bob Neal
Lee Lichtenstein
Chuck Bittman
Brandon Hackenson
Tony Alberts

Registration / Announcer

Karen Hackenson

Provided Porsches & Equipment

968	Jim Jacisin
Cracked rotor	John Mueller
914	Bill Murrin
996	Van Larson
911	Brandon Hackenson
924	Chuck Bittman
964	Sharif & Faris Nijim

Food and Drink and Service

Dan and Linda Bacin
Susan Shire
Rachel Schmidt-Reed

Brake Tech. Instructors

Late 964 (C2, C4), 993	
911	Todd Conforti
	Pete & Brandon Hackenson
996 & Boxster	George Weathered
Early 944, 924, Early 928	
	Tony Alberts
Later 944, 944 Turbo, 968	
	Matt Hartsfeld
914	Bill Murrin

Clean Up

All the above!

Tables were set, beer was tapped, pop was iced and Karen opened the house. Tony put our demonstration cars on the lifts. All went smoothly until a frozen wheel lock on Sharif's

C2 decided to stay put. *Tech note: Wheel locks need to be lubricated with a lock lubricant or alternatively WD-40 at least once a year (removal alone is insufficient).* The Wheel Lock can sometimes be 'picked' but was ultimately resolved by a sharp chisel and hammer administered by Matt.

Dan and Linda Bacin provided and served the food from their restaurant, Bacino's ... "Heart Wise Pizza", fine wine and Chili! I think we had some 25 pizzas. The barbecued chicken pizza was quite tasty! If you didn't sample it, you missed a great one! The Bacino's wine selection, Wartsteiner Draft Beer, Soda, and Kelly Moss "Racing Water" all took their parts in cleaning things up. Dan, Linda, Susan and Rachel were kept real busy up to the time our featured speaker took the podium.

The Biskup Racing / Control Solutions 911 RSR 3.8 Team came with the family including wife Bern, daughter Allison, sister Rose and Press Agent, Leslie Phillips. (Teenagers Brian and Jennifer were out doing teen stuff). George's presentation had a gracious tone of normality to it. A local guy who started his track experience at our PCA events back in 1994. He learned quickly to invest in the important things that he had control over - experience and good equipment.



George Biskup (left) and crowd watch the SpeedVision tape



Brandon (left) Pete and Karen Hackenson

The 'racer' in George wanted more horsepower, while the 'podium finisher' within George needed to ensure longevity. He provided some stories on why this was so important in his bid for the Speed-Vision Championship and then explained what he did to create the balance between pure horsepower and longevity. George had a five minute promo tape from the Speed-Vision year along with a tape of the last race at Laguna Seca, which played non-stop for our tech. event. SpeedVision posters (suitable for framing) featuring George were made available for our entire group! George provided us great insight to the world of Pro Racing.

Following the standing ovation for George, we proceeded to the Service Area for our Brake Demonstrations. We had the cars grouped

within their family of like brake systems. Each car/system had an individual instructor. This ensured the conversations could be interactive. Each instructor covered basic removal and installation of pads, bleeding and what else to inspect while you have the wheel off! There was great interaction at my station covering how to keep race pads from squealing, benefits/drawbacks of bleeding techniques and rotor types. Our intent was not to make expert brake mechanics, but to demystify the brake system for our members. Thanks to George, Tony, Matt, Todd, Bill, Jim and Brandon. Many compliments came back!

The conversations on all things Porsche continued with new and old friends over libations!!! Karen then started to announce the raffle winners. George Biskup and Ed

Napleton Porsche provided many gifts for the Raffle. Reinhard Barthel also provided a \$50 Gift Certificate for his Café 36. Late in the day I did get the Mario Andretti DVD Movie (thanks to Greg Turek) projected from my laptop. Thanks again to the volunteers which all helped make a great Tech day.

Thanks to our Chicago Region members who came and enjoyed, to the Milwaukee contingent that came and to Mike Mueller who traveled the farthest - Diablo Region, California!

See you at our Spring Tech event: March 26th at Northstar Motorsports featuring "What you can do/not do to create longevity in your Porsche" by Sol Snyderman of Perfect Power!

Photos by Jim Jacisin and Steve Rashbaum



Linda and Dan (center) Bacin serve Pete Hackenson chili



Brakes



John Takehara with George Biskup's 911 RSR



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1999 Dinner Dance And Awards Presentation

Thanks Susan

text of presentation by Greg Turek

While we still have your attention, we would like to have Susan Brenkus come up and join us.

The Dinner Dance is Susan's last official 1999 event as President of the Chicago Region and we would like to take a moment to highlight some of the Region's success under Susan's guidance.

Many of you are aware that the Chicago Region has had a *spectacular* year! One of the best ways to measure this success is to look at the depth and breath of members' participation at Club events. Let me refresh your memory with a few highlights:

- The Chicago Region has long been considered a "Driver's Region," and that was confirmed this year. Participation at our driving and autocross events was "off the charts," with registration often filling up many weeks before the event. We held the Region's very first weekend Novice School. It was a huge success, and featured our first Women-only session, which had 18 women take to the track. Susan was a very active force behind this unique Driver's Education event. It was designed to provide a low intensity, supportive environment, to

allow our women members, an opportunity to try their hand at an event that is usually mostly male-dominated. In addition to working with the event organizers, Susan actively encouraged many women in the Region to participate, provided support before and during the event, and was there to celebrate their successes and excitement.

- John Ruther organized our very first Instructor's School, with the objective of teaching the teachers. Almost 100 instructors gave up a full Saturday to improve their technique when working with Novice drivers from the right-hand seat.
- Our club race was another overwhelming success. Some race groups filled up one week after registration opened. Chris Inglot and John Ruther received some outstanding feedback from the National Stewards, Scrutineers, management of Road America, and many, many, participants. As a matter of fact, for the first time in the history of PCA Club Racing, the official debriefing had no suggestions for improvement.
- We now have over 100 region members with Club Racing Licenses. Our Club Racers often out-number host region members at tracks like Road Atlanta, Mid-Ohio, GingerMan, and IRP. They

scored more than their fair share of "poles," "fastest-laps," and "class wins." They cleaned up with multiple "Hard Charger," "Worker's Choice," "Best Braking," and "Pass of the Race" awards. In addition to John Ruther's participation at the 24 Hours of Daytona, George Biskup placed third in the SpeedVision Cup series and was awarded "Rookie of the Year" in that series.

- Participation at our concours events has never been stronger. This year we had over 100 different members participate in at least one event. Chicago Region members did extremely well at Parade, winning a number of trophies, including a Division Win by Jim and Patty Jacisin, and Pat Yanahan winning the Preservation Class, which is the current equivalent of the Manhattan Trophy.
- Interest in Rallies may be growing faster than any other club activity. Almost 100 members participated in at least one rally this year with new rallyists sometimes outnumbering our veterans. There are now over ten rally teams that are capable of winning any given rally. At Parade, Jerry and Helga Meyer won First Place in the Navigational Class, and Lee Lichtenstein was the navigator for the winning car in



Our host at the Skokie Country Club, Chicago Region member Jack Schriver



Thanks, Susan



PCA Zone 4 Representative Denis Moore

Dinner ...

the very competitive Unequipped Class. By the way, Susan and Nick placed in the top ten in "Unequipped."

- Autocrossing continued to be very popular, with many of our newest members getting their feet wet in competitive speed events. A number of drivers have improved to the point of challenging, and beating, some of the region's "Hot Shoes." No less than 12 region members won trophies at Parade, with Chicago's "First Family," Susan and Nick, both winning their classes.
- Included with all of the hardware that was hauled home from Parade was an award for second place in the "Best Newsletter" contest for the largest regions. This is a very challenging competition and is acknowledgment of the hard work and great job that Susan Shire did with the "Chicago Scene" in 1998. As Susan was really "on her game" in 1999, I'm looking forward to a first place award next year.

We all know that Susan would be the last person to take credit for the Region's success. She would be quick to point out all of the board members, coordinators, event chairmen, and volunteers who invest their time, energy, and expertise to put on the events that have proven so successful. So I'm going to steal

one of Susan's great ideas and ask the 1999 Board members to stand right now — and the coordinators — and the event chairmen — and anyone who volunteered and helped at event this year, anyone who picked up a pylon — and anyone who attended any event in 1999. We are just some of the people who have benefited from Susan's leadership, dedication, hard work, and willingness to make hard decisions when necessary. We have a small gift as a reminder of our appreciation for the fantastic job that you have done for the Chicago Region during the past two years.

Thanks Susan!

You Should Have Been There

by Van Larson,
1999 New Member Enthusiast

GLENCOE, IL — 'Twas the (20th) night before Christmas, and all through the clubhouse, Chicago Region PCAers were stirring (liquid refreshments), then seated to pounce on a fine bill of fare at the Annual Awards Gala where ... well, all I can say further is that YOU should have been there!!!

While visions of sugar plums, gift certificates and awards remained just that ... you know, too new, too few miles on the 996 to score big in Concours, too few little gray cells and a somewhat myopic navigator/neighbor/good friend to make tremendous success highly unlikely

in this year's Rallye events and sadly, too little free time this year to get involved with Driver's Ed, autocross, et al., imagine my surprise when Madam President Susan Brenkus announced that 'your humble servant' had been selected as the Chicago Region's 1999 New Member Enthusiast of the Year! And just to think, what 'pushed me over the top' was taking off the left hand wheels of the 996 at the most recent brake Tech Session at Napleton's new facility. Leaves me wondering what other prestigious trophies I could have garnered had I removed ... well, there IS Saint Nick (Brenkus) to consider here, I guess.

For sure, the old adage that "you get out what you put into it" was



Enthusiast of the Year Pat Yanahan (left) with Presidential Award recipients Susan Shire and Steve Rashbaum



Susan Brenkus presents the New Member Enthusiast Award to a very surprised Van Larson



Recipients of a Presidential Award for service to the Chicago Region, Gary and Myra Knoblauch

repeatedly demonstrated when rightful award acknowledgments were bestowed upon those participants, coordinators, instructors, committee chairs and Board Members at this year's Dinner Dance and Awards. I am indeed humbled by being considered worthy by my fellow "enthusiasts" of receiving this acknowledgment, which means a lot personally to me. My lovely wife, Karen, who enjoyed meeting and chatting with a lot of my fellow enthusiasts and their spouses also thanks you as she now really believes that I did, in fact, spend all those Sundays cleaning the 996 and re-reading rallye definitions, rules and protocol.

(Un)fortunately, after getting a brief "glimpse" description of what

"other" (Driver's Ed, autocross, etc.) enthusiast events are conducted by the Chicago region, she politely proclaimed that "those driving events sound a lot more fun to me ... where can I get a helmet?" The last bite of filet lodged itself precariously in my throat as I coughed. "But who will clean up the Porsche and 'dent-bust' the first blemish which may, heaven forbid, find its way to those sheik Vesuvio flanks during your behind the wheel stints?"

"Well", she judiciously replied, "there's always that award for 'Most Understanding Spouse' to be awarded next year, right???"

Before speechlessness sets in again, let me say thanks to all and best wishes for a safe, happy, healthy and enthusiastic (within reason, of course) Holiday and Millenium New Year.

Why Me?

by Patrick J. Yanahan,
1999 Enthusiast Of The Year

Bonnie and I are starting our 25th year as Chicago Region members. All of us collectively share in our enthusiasm for our Porsche whether new or old and it is the range of people (both new and old) that is at the heart of what makes our sport so much fun.

I have been blessed with a sweetheart that tolerates my endless hours in the garage and who gleefully enjoys the many new friends

we have made in PCA and the 356 Registry. We both recognize that the common denominator is the people we meet at local events and recently at the National Parades. It is all of us who share our sometimes exaggerated stories about our favorite adult toy that brings us together to socialize as well as to compete. When I questioned Susan Brenkus as to why me this year, I answered the question myself: It is easy to be enthusiastic when you are constantly in the company of enthusiastic people.

Wayne Potter Life Time Achievement Award

text of presentation by
Harold Beach

When I received the Wayne Potter Life Time Achievement Award two years ago I was very honored. Now it is time to honor another club member with this award.

This man has been in the club many years and takes part in many of the activities. He rallyes, concours, and he has served on the Board of Directors, also working many other events.

The only thing I question is, when he uses an egg timer when running the speed events. Of course, his eggs are always done on time.

I am pleased and happy to present the award this year to my good friend Bruce Janeczek.



Good friends and Wayne Potter Award Winners – Harold Beach (left) and the 1999 recipient, Bruce Janeczek



Scott and Sharon (center) Lynn, honored with a Presidential Award, with Susan Brenkus



Judd and Cyndy Blunk

Dinner ...

Dankbar!

by Andy Discher

This is the first year that I made the effort to earn an Over All Chicago Region Year End Award. In doing so, many people deserve my heart felt thanks! I'd like to thank my wife for her undying support and patience, Jim Jacisin and Pat Yanahan for their advice and great concours events, Keith Clark for taking time to help me with my first rallye, and Rich Grotmeyer and Mike Gallagher for making the autocross events such a blast!

I had a lot of fun this year at all the events. Everyone deserves a big thumb's up!

I'd like to think after all the Year End Awards are given out that anyone with a Porsche who participated in PCA is a winner! To the 1,100 plus members who have yet to make it out ... You have to play to win! Hope to see you all next year.

*Dinner Dance photos by
Chris Inglot and Steve Rashbaum*



The Door Prize Raffle Coordinators Marla and Greg Turek

1999 Year End Awards



Men's Autocross

- 1st Chris Inglot
Chuck Bittman
- 2nd Nick Brenkus 2
- 3rd Greg Turek
- 4th Rich Grotmeyer
- 5th Kirk Jurinek

Women's Autocross

- 1st Susan Brenkus
- 2nd Marla Turek
- 3rd Heather Diedrich
- 4th Amber Schultz
Amy Murrin
- 5th Marianne Nowakowski



Concours

- 1st Bob and Rob Cook
- 2nd Andy Discher
- 3rd Pat and Bonnie Yanahan
- 4th Jim and Patti Jacisin
- 5th Ron Bean



Rallyes

- 1st David and Heather O'Bryan
Chuck Bittman and
Lee Lichtenstein
- 2nd Tom and Phyllis Harwood
- 3rd Steve Rashbaum and
Susan Shire
- 4th Nick and Susan Brenkus
- 5th Jack Stephensen



Club Racers

- 1st Gary Boss
Greg Turek
- 2nd Shawn Young
Dan Bacin
- 3rd Claude Reed
- 4th Chris Inglot
- 5th Stephan Rashbaum



Over All

- 1st Susan Shire
- 2nd Steve Rashbaum
Andy Discher
- 3rd Lee Lichtenstein
- 4th Pete Hackenson
- 5th Bill Murrin

Dinner ...

Presidential Awards

Scott & Sharon Lynn
Susan Shire & Steve Rashbaum
Gary & Myra Knoblauch
Nick Brenkus

Wayne Potter Award - Bruce Janecek
New Member Enthusiast - Van Larson
Enthusiast of the Year - Pat Yanahan



Presidential Award recipient Nick Brenkus (left) with Susan Brenkus, Cindy Jacisin (center), Patty and Jim Jacisin



Newly engaged, Rich Noose and Barbara

And the 1999 Chicago Region Charity Raffle Winner is ...

Ticket # 513, held by Bruce and Jean Janecek



Charity Raffle Winner Bruce Janecek (center) with Steve Rashbaum and Susan Shire, 1999 Charity Raffle Co-chairs



George Paul sings to Peggy Sue Wilson



John and Renee Takehara



Gerry Petroskey and Erin James

Some Of The Members At The Dinner Dance



Oversteer

Potpourri And A Christmas Wish

Before You Criticize from a 12 year old friend

Before you criticize someone, walk a mile in their shoes. That way, if he gets angry, he's a mile away and barefoot.

The Rising Price Of Gasoline submitted by several friends

People have been complaining about the rising price of gasoline recently, but I have always thought that gas was a good value (especially if you were to take the \$0.30 - \$0.40 per gallon tax off at the pump)! Obviously others need a little convincing. The following is from "Autoweek" magazine.

What If You Were To Buy A Gallon Of ...

- Diet Snapple 16 oz for \$1.29 = \$10.32 per gallon
- Lipton Ice Tea 16 oz for \$1.19 = \$9.52 per gallon
- Gatorade 20 oz for \$1.59 = \$10.17 per gallon
- Ocean Spray 16 oz for \$1.25 = \$10.00 per gallon
- Quart of Milk 16 oz for \$1.59 = \$6.32 per gallon
- Evian (water) 9 oz for \$1.49 = \$21.19 per gallon
- STP Brake Fluid 12 oz or \$3.15 = \$33.60 per gallon
- Vicks Nyquil 6 oz for \$8.35 = \$178.13 per gallon
- Pepto Bismol 4 oz for \$3.85 = \$123.20 per gallon
- Whiteout 1.5 oz for \$1.39 =

\$254.17 per gallon

- Scope 1.5 oz for \$0.99 = \$84.84 per gallon

So next time you're at the pump, be glad your car doesn't run on Nyquil or Scope or Whiteout!

Ten Reasons Racing Is Better Than ...

from Howard Yefsky

I thought those in the Chicago Region who did not pick this up on the net might be interested in the top ten reasons why racing is better than sex. These are not my reasons, mind you, but were taken from the PorscheFans bulletin board.

10. Its socially acceptable to do it while others watch;
9. Bigger cars don't always get the attention
8. The phone won't ring in the middle of your race
7. You get to use your rubber more than once
6. You don't have to sit through dinner and a movie before you race
5. You and the car always finish at the same time
4. You always know where to put your hands
3. You can drive hard, right from the start
2. The quicker you finish, the better you are
1. You can do it more than once in one afternoon

A Car Accident

from the Internet

Having a car accident can be a confusing experience for many

people, especially when asked to write down the details of the accident in a few well-chosen words. The following words were chosen by drivers in the summaries purportedly submitted to police when asked.

Coming home, I drove into the wrong house and collided with a tree I don't have.

The pedestrian had no idea which direction to go, so I ran over him.

The proximate/indirect cause of this accident was a little guy in a small car with a big mouth.

I saw her look twice, she appeared to be making slow progress, then, we met on impact.

The gentleman behind me struck me on the backside. He then went into the bush with just his rear-end showing.

I had been driving my car for 40 years when I fell asleep and had the accident.

I had been learning to drive with power-steering. I turned the wheel, what I thought was enough, and found myself in a different direction going the opposite way.

I was on my way to the doctor's with rear-end trouble when my universal joint gave way causing me to have an accident.

I was backing my car out of the driveway in the usual manner when it was struck by the other car in the same place it had been struck several times before.

I told the police I was not injured, but on removing my hat I found that I had a fractured skull.

I was unable to stop in time and my car crashed into the other vehicle. The driver and passengers then left immediately for a vacation with injuries.

I was sure the old fellow would never make it to the other side of the highway when I struck him.

A truck backed through my windshield into my wife's lap.

The telephone pole was approaching fast. I was attempting to swerve out of its path, when it struck my front end.

I pulled away from the side of the road, glanced at my mother-in-law, and headed over the embankment.

I had been shopping for plants all day and was on my way home. As I reached an intersection, a hedge sprung up, obstructing my vision. I did not see the other car.

The accident occurred while I was attempting to bring my car out of a skid by steering into the other vehicle.

As I approached the intersection, a stop sign suddenly appeared in a place where no stop sign had appeared before. I was unable to stop in time to avoid the accident.

My car was legally parked as it backed into the other vehicle.

An invisible car came out of nowhere, struck my vehicle, and vanished.

When I saw I could not avoid the collision. I stepped on the gas and crashed into the other car.

I was thrown from my car as it left the road. I was later found in the ditch by some stray cows.

The guy was all over the road, I had to swerve a number of times before I hit him.

And finally, one driver willing to admit he was less than totally innocent: No one was to blame for the accident, but it never would have happened if the other driver had been alert.

Top Ten Reasons Why My Wife Should Let Me Order A New Porsche For Christmas

adapted from an article by Bob Sandau, with editorial comments from "the Wife"

10. If I'm going to get a speeding ticket, why not get it driving a shiny new Boxster S!
Maybe you could get a speeding ticket in your old Porsche if you would take it out of the garage once in a while!
9. Who needs another necktie anyway!?
I can't choke you with a Porsche!
8. Driving an (insert color of choice) Porsche is a great way to alleviate stress and anxiety and you want me to be happy, don't you?
Aren't all Porsches (insert color of choice)? And what about my happiness?
7. Since I will have a fast car I can get to and from work more quickly and we will have more quality time together.
That's a stretch - stay at work as long as you like.
6. We can hang out with all of

those really cool people in the Chicago Region at their really wonderful Porsche Club events!
We already do!

5. They make these custom baby seats that fit nearly nicely in the back.
You want a baby too? Boy, are you getting pushy!
4. You always say I'm hard to buy for. So, this year I am making it easy by telling you what I want!
I think that what you really want is for me to get a second job!
3. You will NEVER EVER have to buy me another Christmas present ... or birthday ... or ...
Does that mean that I can tell Elle McPherson not to wrap herself only in a red bow for you on Christmas morning?
2. I will take you on a really nice vacation!
Oh yeah! And what track event would that be?

And the # 1 reason ...

If you let me order a brand new Porsche, I will let you be RIGHT about everything forever!
Okay! Where do I sign!



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

FOR SALE

PORSCHEs

1970 911T Coupe Red/black interior. 82K mi. 2.4 L, mech. Fuel injection, 915 trans., 6x15 Fuchs with Fulda tires, new batteries, clean, good running condition. \$7,4000/OBO. Jay Pelkey, Crystal Lake 815.477.2101.

1972 911 GT3 Zero time 3.4 liter twin plug motor; Midwest Euro-sport dyno showed 300 hp. Coil over suspension. 928S4 front and big red rear brakes. Recently freshened turbo gearbox/new sport clutch by Kelly-Moss. 1973 RSR body style and paint. Car weighs approx. 2,200 lbs. Roll cage tied into suspension. NASCAR style door bars. (2) sets ForgeLine wheels & (1) set new Hoosiers. Great for drivers' ed/vintage racing/starter car for GT class PCA racing. 1:18 at Putnam, 1:44 at Mid-Ohio, 1:43 at Road Atlanta this year. \$48,000 or \$52,000 with 18' enclosed Pace trailer. John Kramer 312.855.6232 or e-mail: john.kramer@abnamro.com.

1973 911 Race/Street Blue/white. Professionally built. Fresh RSR body, 3.8 RS wing. Auto pwr, RSR suspension, coilovers. 285 hp, MFI, turbo pump. Big reds. Tilton duel master, Quaife, Tilton pump, short gears. Fuel safe. Recaros. Momo,

BBS. Best Offer. Phil Koepke, 12700 Lakeshore, Mequon WI 53092, 414.243.9012.

1984 911 Carrera Quartz metallic. 63K mi. 60K service complete. Fuchs 16" alloys w/locks. Blaupunkt Mesa cassette stereo. Cruise control. After market hear exchanger & exhaust (passed '98 emissions test). Recent Dunlop tires. Runs/drives beautifully. \$20,750. Stephen Yates 847.548.1554.

1985 911 Carrera Targa Red/black. 90K mi. Champagne Fuchs. Factory spoiler. Kenwood w/6 CD changer, also have orig. Blaupunkt. Bra/fitted cover. Mobil 1 only. Major (90K) service/all new brakes recently done. All service record/4 previous owners. Excellent over all. \$19,000/OBO. Mark (eve) 630.455.0013, e-mail: mfp813@aol.com.

1986 911 Targa Carrera White/blue interior. 34K mi. A/C. Pwr. seats/cruise. No winters/accidents/rain. Completely orig. Mint condition. #WPOEBO916GS160622. \$24,900. 815.886.2891 or e-mail: cparsons@westerncom.net.

1987 911 Carrera Coupe Blue w/black interior. 52K mi. Frt./rr. spoilers. Sport seats. Garaged. \$18,500. Tom Corlett 847.669.8799, e-mail: delphi@techinter.com.

1988 Ruf 911 Turbo 500+ hp. Rated world's fastest production car. Available at fraction of original cost - best of everything. \$75,000/OBO. Doug Turnbull 608.240.0660.

1989 911 Coupe Black/black. 56K mi. 5 spd., ltd. slip, factory alarm, L S/R, Momo steering wheel, Panasonic pull-out radio/cassette w/amp and ADS speakers. Zymoiled, oil changed every 1500 mi. Stored winters/no rain (few clouds)/no racing/babied,. Looks/runs like new. Bra & flannel car cover. Serviced by Midwest Eurosport. Same owner last 6 years. Donn York 630.654.6723, e-mail: dyork@megsinet.net.

1989 911 Speedster Widebody Red/black top/tan leather. 9K mi. Very rare/sharp. Flawless condition. A/C. Pwr. seats. CD. Limited slip.

Cruise. Short shift/more. Impeccably cared for. \$52,500. Mike Martin 414.427.8865.

1991 911 Turbo Coupe Silver/black leather. 32K mi. 2-door. 3.3L Turbo. A/C. Dual airbags. Premium sounds. Sliding sunroof. 5 spd. manual. Pwr. windows/door locks/steering. Dual pwr. seats. 4 wheel ABS. Integrated phone. Alloy wheels w/new tires. Rear wheel drive. AM/FM stereo w/CD. Non-smoker. Cruise control. Garaged. Exc. cond. \$45,000/OBO. John Kuetemeyer 847.382.1006 or e-mail: JohnKuet@hotmail.com.

1975 914-6 Conversion White/black. 2.7. Street/track car. Club Race ready. \$9,000/OBO. Shawn Young 630.941.9336, (pager) 708.999.9135.

1987 924S Black/black. 31K mi. 5 spd. #WPOAA092XHN451442. All records. Comp. orig. Cardex. No winters. Absolutely mint/needs nothing. Class winner '99 Porsche Parade. \$10,500 firm. John Diwik (h) 630.904.9915, (cell) 630.327.9147.

1988 924S Coupe Dark blue/beige. 5 spd. WPOAA0927JN450786.

Borla exhaust. Recent brakes with s.s. lines. New DieHard battery. 2nd owner/receipts major work performed. 968 Cab. purchase forces sale. \$4,800. Hank Estrada, 5415 N. Sheridan Rd., Chicago, IL 60640, 773.271.7430, e-mail: hankestrada@hotmail.com.

1986 1/2 928S Metallic silver/black leather. 76K mi. Gorgeous. All options available. Sony Gold ES CD/amplifier and sub woofer. Bra. Newer BF Goodrich Z rated. Recent 75K tune up done. Reg. oil changes. No winters/little rain/garage kept. Great car! \$16,5000/OBO. Gary 708.267.8636. Addison, IL. e-mail: Geg13@msn.com.

1982 928S White/brown leather. 46K mi. WPOJA0927CS822244. 5 spd., sunroof, bra, A/C, pwr. windows/seats. A-class concours, cardex, new tires, chrome wheels. Garaged/no winters. \$12,500. John Brandt, 265 Circle Ct., Palatine, IL 60067. 847.397.7238.

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1987 928S4 Black/black leather. 32K mi. Automatic. Pwr. windows/seats. Sunroof, alarm system. AM/FM/cassette. Exc. cond. \$19,500. Laird Boulden. 312.441.6996, e-mail: LairdB@worldnet.att.net.

1977 930 Turbo Red/black leather. 78K mi. Euro spec. #9307700093. 4 spd./sun roof/factory intercooler. 930S front spoiler, turbo tail. Carrera chain tensioners. 16" Fuchs wheels. Big brakes. AM/FM cassette. Pwr. windows/mirrors. A/C. Good running/driving cond. \$17,500. Dan Tinley (w) 708.542.7883, (h) 847.259.1254.

1984 DP935 Turbo Stage II Euro composite body. Red/black leather. 400+ Hp. 11K mi. Cockpit adj. boost. 9x15, 13x15 Fuchs. New P-7's. A real DP with all DP features. Rare & wild! Will trade for 1996 Viper GTS or \$46,000. Erik 847.223.0217.

1986 944 Turbo Guards red/gray leather. Cardex factory options, central locking system, side

moldings. Cruise, alarm, sunroof, Monterey radio. Maintenance records. Extras include factory mats, bras, & Revolution 3 cover. Non-smoker/garaged. '98 & '99 Chicago Region class winner. \$13,500. Andy Discher, 727 S. Calhoun Ave., Aurora, IL 60505. Leave message 630.898.2681.

1986 944 Turbo White/champagne leather. 64K mi. Rear light kit, phone dial wheels. Needs nothing. Looks/runs like new. \$8,000/OBO. Ed Raymond 847.884.1070, e-mail: eraymond@d211.org.

1987 944 Red/black full leather. Detailed service records. Exc. cond. \$7,500. Mike (eve) 309.441.6108, e-mail: miketeri@geneseo.net.

1988 944 Turbo S Race Car Class E. 1 race in log book. Race ready. Full set up. Fast & strong. Ask for details. \$25,975. Mike Maron 847.774.6677, e-mail: mirecycling@megsinet.net

1989 944S2 Coupe Red/black leather. 76K mi. Momo steering wheel, new water pump & timing

belt. All other mechanicals, interior, & exterior in good condition. Y2K compatible. \$12,900. Carl Mahrenholz (days) 312.664.9178 ext 213, (eve) 847.705.0329.

1992 968 prepared E class PCA. MO30 package. KMR mount, bearing package. KMR Koni double adjustable shocks, struts. KMR driver adjustable sway bars. (2) sets BBS 3-piece 17" wheels. Motorsports light weight clutch, flywheel. Custom chips. (2) Recaro race seats. Fire system. Seat brace. Custom roll cage. KMR pro-series stainless exhaust. Engine fresh, only dyno-time and one race. Fully sorted, race ready. Proven winner. Jeff Stone 608.274.4045.

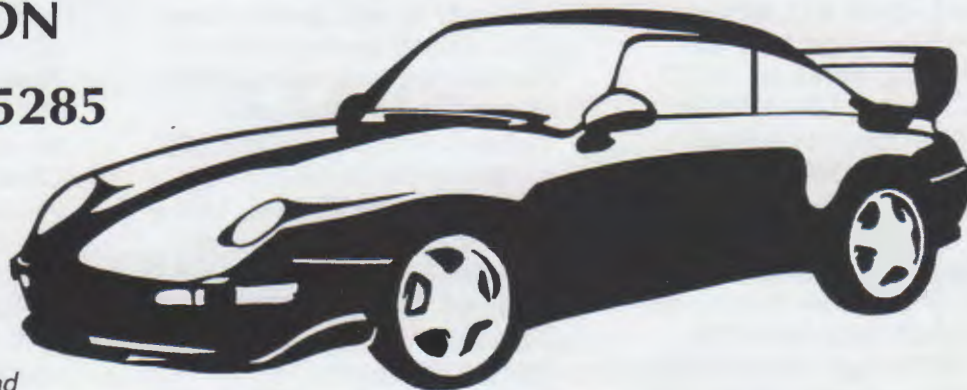
1994 968 Race Car Pristine. Purchased new, disassembled, rebuilt. EFI carbon BBS Recaro. Spares. Thousands below cost. \$75,000. Trades considered. Randy Alexander 608.240.0660.

1998 Boxster Arena Red/tan. Flawless. Not quite 4K mi. Never in rain or snow/driven only in "top-



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2000 Boxster S "Early" January 2000 delivery — no 1 year waiting list!!!!. Arctic Silver/black/black. HiFi sound. In dash CD player. Cruise control. Roll bar painted to match (Arctic Silver). \$2,5000 to take over. Shawn Young (w) 847.288.4979 (h) 630.941.9336, e-mail: syoung@tukaiz.com.

1997 Twin Turbo Arctic Silver. 16K mi. Supple classic gray alum. Shift/brake handles. Stainless rockers. Chrome exhaust tips. CD changer. Many leather options. Heated seat/driver's lumbar/crests on seats. Painted crests on wheels. \$105,000/OBO. Scott Morrison (w) 414.798.0600, (h) 414.646.7473.

1997 993C2S Arena red/black. Tiptronic. 18" sport classic wheels. Motor sound. Eclipse CD w/ HiFi, 10 speaker sound package. Power seats. 10K service. As new. \$62,500. Private sale. Mike 847.359.5559.

1999 Carrera Coupe Silver/gray PS. Traction control. Premium sound system. Lumbar seats and more. \$73,000. Dennis Dicks 312.236.0571.

OTHERS/PARTS

1984 Mercedes 380 SL Dark blue/tan. 95K mi. Two tops. Garaged all year. Serviced by Fischer Motors. Exc. cond. \$13,500. David Dunaway (days) 773.714.2439, (eve) 847.304.0737.

1976 Triumph TR6 White/black top & leather. 42K mi. Very sharp. Flawless condition. Impeccably taken care of. Mike Martin 414.427.8865.

1996 Haulmark 24ft Enclosed Trailer Dark blue/checker floor/white side walls. 20 ft awning. 110v & 12v lighting. Tire rack. Halogen

lights. In-floor spare storage. Upper cabinets, many tie-downs. Frt. Diamond stone guard, alum. Mag wheels. Ceiling vents. 30 amp power connection. Several 110 outlets. E-track on wall. Over 10K new. \$7,900. Scott Morrison (w) 414.798.0600, (h) 414.646.7473.

Ramps Lift your spirits and raise your vehicle simultaneously with this pair of heavy-duty, 4 ton (rated) metal ramps. Will provide a 9" lift. Price: (1) 1999 PCA/Chicago Region Raffle ticket (\$25.00). Bruce Janecsek, Post & Rail Farms, Palos Park, IL 60464. (weekdays) 708.354.1901 (other) 708.361.8421.

HRE Racing Wheels 2 sets: (4) 8.50x16 & (4) 10x17. Used 2 seasons. 50% NEW PRICE. John Bonnett (work) 847.670.8000, (fax) 847.670.8100, e-mail jbonay@aol.com.

Tire & Rim Sale (1) BBS gold center rim w/Goodyear 205/55R16 \$125/OBO. (1) Gold BBS type rim w/Porsche crest center w/Eagle 205/55R16 \$50/OBO. (2) Gold BBS type rims w/Porsche crest centers w/Goodyear 225/50ZR16 \$75/OBO. (2) Remington VR P55/50R16 \$75/OBO. All tires have 50% tread or better and came off '84 turbo body 911. Bill or Jeremy at Chicago Import Service, 773.975.8991.

Wheels & Tires '86 928 7x16 flat wheels mounted with 205/55 Pirelli 210 Performance snow tires. Good condition. 2 1/2K mi. \$400 for set of (4). Buyer pays shipping. Mike Rickey (w) 312.886.3037, (h) 773.276.0244, or e-mail: MARRNR@aol.com.

2.8 RSR Engine (4S Class) 15 hours since complete rebuild: 2:32.6 at Elkhart. Fuel Injection system (complete) + headers available, or will separate. \$25,000 invested. SAVE \$10,000. John E. Bonnett (work) 847.670.8000, (fax) 847.-670.8100, e-mail jbonay@aol.com.

'86 Carrera Parts (2) 6x16 Fuchs w/ Bridgestone RE-71 (50% or better left). (2) 7x16 Fuchs w/Bridgestone RE-71 (New Aug. '99). Frt \$400, rr \$600 or \$900 for set. Wheel center caps for Fuchs w/crest \$100 for set. Pat McCrystal (w) 815.385.9233, (h) 815.728.1593.

911 Parts (1) set of 4 fake Fuchs, 15x7 frt, 15x8 rr, w/brand new Firestone SZ50 tires. Great street/outstand racing rain tires. \$400 plus buyer pays shipping. Joseph T. Seminetta, 514 Meadow, Winnetka, IL 60093, 312.444.3922, e-mail: J-Seminetta@nwu.edu.

911/Racing Parts Slide valve injection system by Bob Farmer for 2.7 litre race motor, inc. carberators, induction manifold and air cleaners (makes serious horsepower), \$3,500. Firm. 2.7 litre race cyclinder heads, extensively modified by Bob Farmer, flow rates available, \$3,000. (1) pair Recaro seats from European 911 Turbo, black cloth/awesome plaid inserts, exc. cond. (fore aft recline, front angle & leg extensions adjustable, can be made into awesome office chairs), \$1,000. For 993 bodied cars only 3.8 RD decklid w/carbon fiber wing & high wing extenders with gurney flap, painted white (minor cosmetic fiberglass, easily repaired, damage), \$750 firm. Will

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sell extenders (raises standard wing just below roofline into clean air) separately for \$175. Digital photos for serious inquiries only. Buyer pays shipping on all parts. Joseph T. Seminetka, 514 Meadow Rd., Winnetka, IL 60093. (days) 312.444.3922, e-mail: PCANUT@home.com.

Rotors (4) OEM Porsche rotors. Less than 30% used. Fits C\$ '89 - '94, C2 '92 - '94, RS America '93 - '94. Orig. cost \$125 each. Will sell for \$35 each. I'll pay freight. Jeremy Goldberger 847.778.1887 or e-mail: jgoldberger@mindscape.com.

944/968 Parts Randy Alexander or Doug Turnbull 608.240.0660.

'86 944T Sport Seats Gray flannel fabric. \$500 pair. Steve 847.673.5218.

'99 Boxster Factory Springs \$200 set. Steve 847.673.5218.

Miscellaneous Back issues of Panorama (10 years plus) and Excellence. Mint condition. Call for list and price. Security rings to protect your painted alloy caps (Fuchs). Never used - in original package. Set of four. \$35. Cleaning out basement. Rich Rybar 630.850.9553, e-mail: rybar@marimba.com.

Miscellaneous Panorama 1985 - 1996 (2 issues missing). \$250/OBO plus shipping. Automatic door opener kit for '95 911 from Automation - never even opened. \$50/OBO. Thomas Ficho, 1717 Highland Terrace, Glenview, IL 60025. 847.657.79111 or e-mail: drficho@msn.com.

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As the President-elect has not asked us to continue as newsletter editors, this is our last issue of the Chicago Scene. To those of you who, over the last three years, have contributed pictures and articles as well as words of encouragement and support, our sincere thanks. We have immensely enjoyed our stewardship of the Chicago Scene and will miss the monthly challenge of producing a newsletter that was so well received by the members of the PCA Chicago Region.

Steve and Susan

Aungahh (a-uun-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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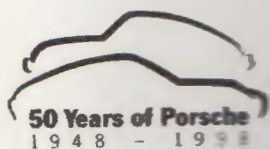
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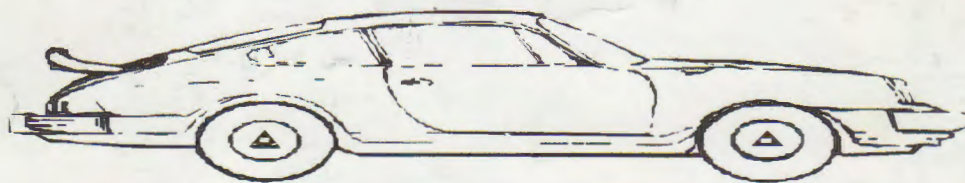
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