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THE PORSCHE CLUB OF AMERICA,
CHICAGO REGION



Chicago Scene

JUNE 1999



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June 1999 Volume 43 Number 6

Chicago Region 1999 Calendar of Events

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

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Cover Photo: Rich Noose (center), Dan Gallagher and the Ladies Of Blackhawk!
Blackhawk Novice Drivers' Education Weekend
Photo by Steve Rashbaum

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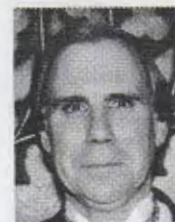
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Aungahh!

To buy or not to buy ... that is a big question ... with no answer right now. The emotions say YES! but the finances say WHOA. You need to think about this some more. (It's hard trying to be an adult!) Anyway, thoughts of the teeth rattling performance of the 951 on the street are on hold because the track season has begun!

We left you (in the May Aungahh) enjoying the fare at Walter Payton's in Aurora and longing for the beginning of 'the driving season'. Now it's here and with a vengeance. (It all so sounded great at the calendar meeting last November when all the events for the year were over and we could only look ahead and dream!) April ended with the Autocross Drivers' School, which was a huge success. The weather was perfect and the turnout was huge. The Tureks and Ed Leed did a great job getting everyone through the classroom session, out into the various exercises, and finally onto the autocross course. We are fond of working the braking zone as we love to watch the Novices go from braking 'way before' the 1st cone on their first run to 'killing the zone end cones' on their last runs. Then, after it's all put together in an autocross course, it's fun to see the anxiety before the first run change to huge smiles afterwards. The Route 66 Raceway proved to be quite an agreeable facility with all sorts of diversions ... racing snowmobiles?

The next weekend found us at the sold-out Blackhawk Novice Weekend. The instructors deserve our thanks and appreciation as they all gave generously of their time and

expertise for the entire weekend. Dan and Peggy Gallagher, Pete Hackenson, John Ruther, Bill Murrin, and Ed Leed, with the help of many others, organized and ran a safe event. This event will definitely be repeated next year!

The Ladies Only class had 14 drivers who had a wonderful time! Susan resumed her track activities (after a long intermission) at Blackhawk and found it to be wonderful fun. Steve was her instructor. While we're not sure that this is an activity for all partners, it is encouraging to report that we are still speaking to one another. Susan's first session was a bit rocky as she got over her fear of spinning out (which happened during her last Blackhawk visit some 12 years ago) and we learned to communicate better. It's a different kind of communication than rallying. Steve only said "Oh sh—!" once as we dove into Turn 4 a little too close to the curb. Eventually, we found the psychological balance between student and instructor and all subsequent sessions went fine. Susan progressed nicely and her increasing speeds on the track Saturday illustrated improvement in both skill and confidence.

Unfortunately, due to some mechanical problems her track time was limited on Sunday morning. Susan missed her sessions and was surprised at her level of disappointment. Repairs completed, Chris Inglot 'dropped into' the car as a surprise 'visiting instructor' for her afternoon session. She returned from that session full of enthusiasm for this new venture and with high praise from Chris. Perhaps a monster has been created and Steve should think about a second track car instead of a new 'street' car. Negotiations will be interesting in the future as Susan will, no doubt, demand more and more seat time.

We missed Jim Jacisin's wildly successful (with 57 entrants) Air Classics Concours as Steve entered his first Club Race of the season at Mid-Ohio. He had never driven there before and the experience of the first race early in the season,

new track, and 'new racer' mentality brought Steve out of his comfort zone. Understanding that in order to go fast you must first go slow, Steve enrolled in the Drivers' Ed portion of the Mid-Ohio weekend and was able to learn (in the rain) which way the track went. The track is spectacular - high-speed straights, fascinating turns, and many hillocks to crest in turns. Bob Sandau (President of the Rally Sport Region) was Steve's instructor. He was knowledgeable, patient, and available to Steve for the entire weekend - coming to our pit at one point just to oil a squeaky door that was making him 'nuts'.

Many Chicago Region members were also at the Mid-Ohio Club Race and kept Steve company and provided support. Steve seemed to be more nervous there than he was at his first race at GingerMan - perhaps it was the new track. We're happy to report that he was not the caboose in his run group and actually had some competitors to play with. Steve was fortunate to have qualified near Vicki Earnshaw, and asked her if he could follow her during the race to better learn the line. Vicki, who was driving a lower classed car, graciously agreed. Later, she gave incredibly generous with her feedback. Steve and Vicki had a wonderful time dicing with one another. John Ruther commented that it was fun watching their race 'within the race'. They passed one another several times and Steve got invaluable experience trying to catch a more experienced racer in a 'slower' car. This further reinforced the notion that skill comes with practice and horsepower is less important than skill. Steve left Mid-Ohio having accomplished all of his goals - more experience, a safe race, and a safe return.

We should note that Greg Turek took second place in both his run group and his class and Gary Boss took second in his run group and fourth overall - no trivial feat with the level of competition. Our compliments go to the Mid-Ohio Region on hosting first class events -

Aungahh!...

drivers' ed and club race - and a great weekend. We will return there again!

And now for a bit of business. Please change your calendars to reflect the following changes. Ed Barnicle's Golf Outing and Dinner has been changed to Saturday August 21st. The registration form is in this issue with the rest of the details.

Also, the date of Rallye III - the River Run Rallye - has been changed to Saturday September 18th. Rally-master Jack Stephensen has written a new rallye that will begin in Freeport IL and take us out to the Mississippi River. He has made special room rate arrangements with the Holiday Inn in Davenport, IA so that we can 'party hearty' after the rallye. The next morning we can return home at our leisure with perhaps a stop in Galena.

This issue of the Scene is 70 pages. The sheer volume of event registration forms and information as well as our broad advertiser base makes this our largest issue to date. With the incredible cooperation of the event chairs (in getting their events together and the info to us) we try to run the info/registration forms for all events for a minimum of two months hoping that it will encourage you to attend as many events as possible. Our membership is also at an all time high - close to 1300 members. From the number of new faces at recent events, we surmise that many of our newer members are interested in learning more about their cars and participating in the Region's activities at a level not seen in recent years. Much of this new member participation is thanks to Membership Coordinator, Ed Barnicle's, inclusion of upcoming event info in the material that new members receive. So, our events are filling up - selling out - closing and establishing waiting lists. On one hand, this is terrific and the event chairs are thrilled. On the other hand, for many of us, especially older members, who are accustomed to 'just showing up'

and registering the day of the event, we are running the risk of not getting into an event. The solution: register for events when the info appears in the Scene.

There's so much to look forward to ... Road America and Ginger-man. In between, there's the O'Bryan's Rallye. We're looking forward to the Navy Pier Concours on Father's Day. We've not been to the 'new and improved' Navy Pier. If we get another 57 cars as we did for the Air Classics Concours, the collection of Porsches alone will make the trip worthwhile. With Autocross I rained out we're sure that The Rockford event on the 27th will be full. Pat Yanahan has asked that we remind you that the Cruisin' 66 Festival Concours has a 40 car limit so be sure to sign up now.

Finally, Raffle tickets are selling

at a steady rate and we may well be sold out by August 15th. (We have several requests from out of region already, so if we don't sell out within Region, we're ready to go 'outside'.) Susan is still taking requests for 'special' numbers (if available), non-sequential tickets, and higher numbers.

Check the event calendar, There's got to be something that looks like fun. Register. 'Rev up' the Porsche and join us. It's summer ... it's Chicago Region season!

Steve and Susan

Aungahh (a-úun-gaaa), n. [Skip Barber Racing School]. 1 The sound of the motor of a car as the clutch is depressed, the brakes applied, and the throttle "blipped" to effect a heel and toe downshift. 2 Editors' column.

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June 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 Board Meeting	5 CR/Pocono CR/Portland
6 On The Double Rallye II CR/Pocono CR/Portland	7	8	9	10 Scene Deadline	11 GingerMan Open Practice	12 GingerMan Drivers' Ed Windige Stadt 356 Klub Shenanigans III
13 GingerMan Drivers' Ed	14	15	16	17	18	19 DE CR/Brainerd
20  Father's Day Navy Pier Concoers II DE CR/Brainerd	21	22	23	24	25 Road America June Sprints	26 WM CR/Groton
27 Autocross II WM CR/Groton RA June Sprints	28	29	30			

July 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3 SEMR CR/GingerMan
4  Independence Day SEMR CR/GingerMan	5	6	7	8	9 Board Meeting	10 Scene Deadline Windige Stadt 356 Klub Back of the Yard Party CR/Mosport
11 Concoers III: Cruisin '66 CR/Mosport	12	13	14 Blackhawk II	15	16	17 CR/Second Creek
18 CR/Second Creek	19	20	21	22	23	24
25 Autocross III Tres Chic	26	27	28	29	30	31

Briefly Brenkus

Our first weekend Blackhawk Drivers School was a huge success as well as a sell-out!! This marked the beginning of not only Dan Gallagher's 30th year chairing Blackhawk and but also what many of us hope will be a new tradition for the Chicago Region. On behalf of the Region I was proud to surprise Dan with a cool new jacket commemorating the occasion. I really have to thank Dan & Peggy Gallagher for all their hard work. Students and instructors were matched up for the entire weekend (not just a session or two) to provide more in-depth instruction than what we've typically been able to offer in the past. Thanks to all of our instructors who took the time and stayed focused the entire weekend on making this a great learning experience for their students. The dedication exhibited by our instructors really showed through and was reflected in the many positive comments we got back from the students throughout the weekend and on their evaluation forms. Big thanks also go out to John Ruther, Bill Murrin, Pete Hackenson, and Rich Noose for all their help in making this a successful event.

The weekend before Blackhawk was our Autocross Drivers' School held at the new Route 66 track in Joliet. Thanks to Greg & Marla Turek and Ed Leed for another successful drivers' school. What a great site for this event—plenty of pavement to set up the various exercises and tie it all together into an autocross at the end of the day. I finally had a chance to put the 996 through some of its paces and see what it will do through the slalom and on the skid pad. I was pleasantly surprised with the handling capabilities of this car. I hope all of you who participated in this event will have a chance to join us for a couple of autocrosses this year. If you're concern is that you don't feel you've quite reached the Mario Andretti stage yet, and might be embarrassed if you don't set the

track record at Rockford Speedway, my advice is don't worry about it! We were all that stage once. (Nick used to be referred to as "180 Brenkus".) But, we continued to show up because of the support (and advice) we got from our PCA friends and we gradually improved. It's 'seat time, seat time, seat time.'

We just got back from the Mid-Ohio Club Race. What a blast! We'd never been to the track before, and had been looking forward to it for quite awhile. While I didn't drive, I had an opportunity to view the track from many different vantage points; it is a complex, technical track with no room for a breather in between maneuvers. The Chicago Region was well represented, and

I'm looking forward to returning there to have my chance behind the wheel.

Unfortunately we were unable to attend the first concours of the year at the Aurora Airport because of the Club Race, but I understand from Jim Jacisin and Pat Yanahan we had 57 cars entered for this event!!!! This definitely will go into the record books. Those of you who came out for the first time, I hope you had great fun and will join us again.

In checking with Steve Rashbaum and Susan Shire regarding the Charity Raffle ticket sales, they report that tickets are going fast. I urge you to mail in the form in this issue of the Scene or find Susan at



Susan Brenkus surprised Dan Gallagher with a 'very cool' commemorative jacket honoring his 30th year chairing Blackhawk Drivers' Education.

Photo by Steve Rashbaum

the next event (she's at most of them) and get your tickets soon!

Upcoming events include our annual trek up to South Haven for the Gingerman Raceway event. Jeff Girard does a great job at making this a low-key event, which is especially appreciated after a typically hectic weekend at Road America.

Concours II at Navy Pier on Father's Day promises to be quite spectacular if we get another 50+ cars. Even if you're not participating in the concours, come on down and join us. Imagine the view of all those beautiful cars from the top of the City Ferris Wheel.

Ending the month of June will be another annual trek up to Rockford

for Autocross II at The Rockford Speedway. We can always count on Jeff Girard to make this an exciting event. (Last year he made us run the track backwards.)

Hope to see you soon.

Susan

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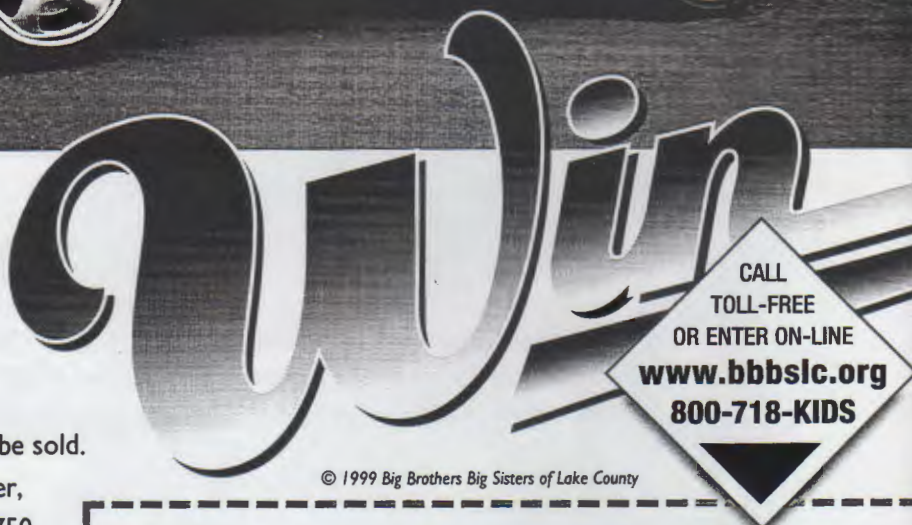


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Psst! Did You Hear About ...?

Trailer To The Parade

by Pat Yanahan

Again this year we are putting together a trailer load of Porsches from the Chicago area to the Mont Tremblant Parade in Canada in August. We will be using a professional classic-car carrier, fully enclosed, insured, and licensed in the U.S. and Canada. If you are interested, please contact me at 630.920.1929 (before 9:00 pm please).

Porsche Parade99 Art Show

Parade99 at Mont Tremblant in Quebec promises to be a visual treat; the magnificent scenery, the marvelous cars, and the Annual Art Show which showcases unique Porsche related artwork created by PCA members.

More information is available at the Parade99.com website, including printable entry forms, show categories, and rules. If you have registered for the Parade, you will also receive these forms in your entry packet. Those who are unable to attend, but wish to enter artwork in either the Show, Silent Auction or both, are encouraged to cajole a fellow region member to deliver their work for them, as this will be an Art Show to remember!

For more information please contact Art Show Chairperson Ellen Beck (North Country Region) at 3 John West Road, Exeter, NH 03833, 603-778-9522 or ebeck944@nh.ultranet.com.

25th Annual 48 Hours at the Glen July 2-4, 1999

Presented by Zone 1

The Zone 1 48 Hours at Watkins Glen is not only a driving event, it is also a social event. The event will consist of 90 minutes per day of driving excitement for each entrant. Registration opens 15 April. Registration form can be found at

the Zone 1 website: <http://www.pca.org/zone1>.

For further information, contact George Beuselinck at (914) 658-9593 or gb944@mindspring.com.

'99 Treffen Update

(PCA Editors News Service)

SANDY HOOK, CT., April 10 -- GT & I Travel Planners, organizers of the 1999 Treffen, announced today that space is very limited for the two PCA-endorsed trips to Stuttgart, August 2-9, 1999 and October 16-24, 1999.

Please refer to the 1999 Treffen notice in the April PANORAMA,

page 34. For more information, contact GT & I Travel Planners, 30 Zoar Rd., Sandy Hook, CT 06482 (203) 426-7833, or call Judy Boles, (203) 894-4690, 6:30 pm to 8:30 pm Eastern time.

Windige Stadt 356 Klub 1999 Calendar Of Events

July 10th - Back Of The Yard Party
August 7th - Back 40 Classic VIII
September 11th - Happening VI
October 17th - Starved Rock Tour VII

For more information, please call Dale Moody at 708.798.2637.

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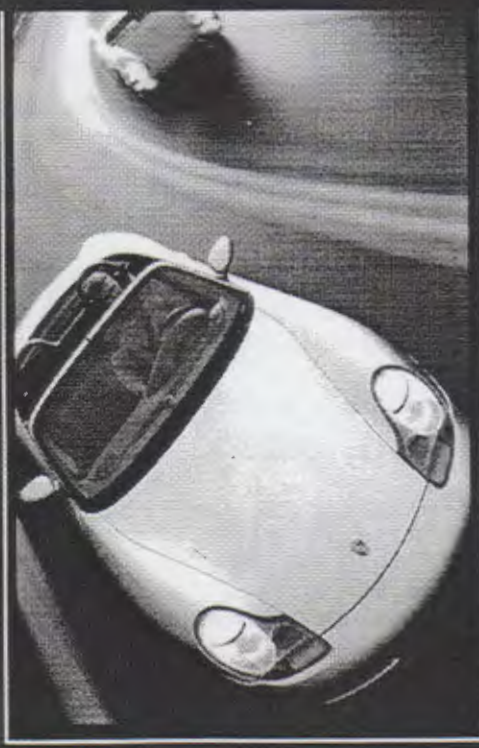
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The 1999 PCA Chicago Region Charity Raffle

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The Rehabilitation Institute of Chicago Free Care Fund

The RIC Free Care Fund assists patients with financial need to have access to the complete range of the Institute's services.

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

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

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

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

*If not sold out by 8/15/99, the remaining raffle tickets will be offered to any interested buyer.

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

***Final itinerary pending



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

Please make checks payable to PCA Chicago Region Charity

Name: _____

Address: _____

City/State/Zip: _____

Phone (w/area code): _____

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

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

Send check and completed form to:

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

From Our Members

The Process Behind The Car

by Pat Kelly

I really enjoyed reading Bruce Janecek's most excellent article in the January *Scene*. It prompted me to finally plan a side trip to see the Porsche works firsthand during my next trip overseas. Thanks to some inside help, I was finally able to make the trip. That inside help was supplied by Andres Urbess, an associate with our parent company in Sussen, a suburb of Stuttgart. As luck would have it, they supply assemblies and equipment to many of the large German automakers, including Porsche. After a few telephone calls, a special visit was arranged.

Upon arrival, it was time to go through the Porsche museum. As you might expect, the collection is extraordinary. Especially interesting was the Police version of the 911. Also on display was a new 996 that had been specially painted with Aboriginal art for a recent PCA (hey mate, that really stands for Porsche Club Australia) celebration.

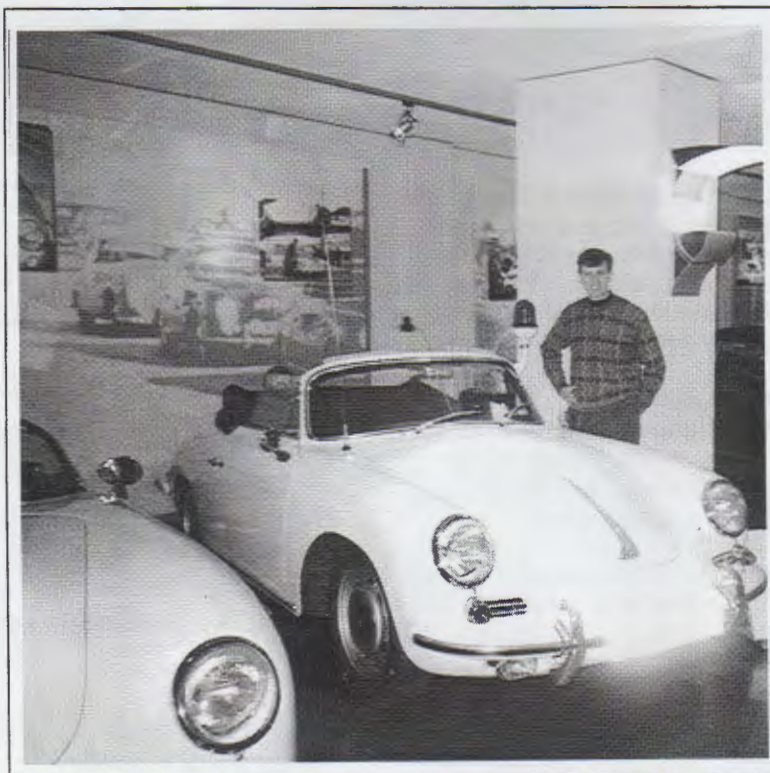
Another interesting visit was to a nondescript building located just a block from the works. It was Porsche's factory car sales outlet. Want to save 20% on a slightly (I use that word loosely) used 996 or Boxster? They have two floors of demos and executive cars just for the European market ... almost all presold.

As we began our tour, we were of course asked to leave our cameras behind. How unfortunate! My inadequate writing ability cannot begin to describe the ingenious use of technology and traditional Schwabian efficiency that was evident throughout the factory.

The first stop was the motor assembly area. Please don't call it a production line! Instead of having each motor move from person to person, a complete motor is assembled by one person. Through simple and efficient organization, it only requires 90 minutes to completely build each one from scratch. As each motor is completed, it is suspended



Pat Kelly (right) and Andreas Urbess in the Porsche Museum parking area.



The Police version of the 911.

Photos courtesy of Pat Kelly

on a pulley system and transported to the testing station. Output horsepower is tested to ensure that each powerplant puts out at least 95% of its rated horsepower. If it fails, it is analyzed by a group of technicians and retested. And what happens to the motors that produce way more than rated horsepower? Well, that just brought a smile to our guide's face.

Due to limited space at Zuffenhausen, Porsche has had to cope with several difficulties in designing the production operation for the new car line. The primary factor is the severe shortage of available space. The assembly factory is situated on two floors while the painting and stamping operations are located across the street. To keep production at the target of 140 cars per day, several new assembly methods had to be invented and implemented. The first is the computerized transport system that brings the painted bodies from the stamping and painting works to the assembly warehouse. As you stand in the parking area, you can see the painted bodies being transported over the street on a covered conveyor system. Each body is coded and stored waiting for its frame and motor. The doors are also coded and removed. Despite the incredible level of activity going on, the correct doors always find their way to back to the correct body later in the assembly process. Since assembly takes place on two levels, a specially designed production system with computer controlled elevators was installed that moves precisely the right body to the final assembly floor at precisely the right time.

The second unbelievable thing about Porsche production is that there are no production runs. Cars are produced as orders are received and processed. A silver Boxster follows a Red Cabriolet which follows a Blue Coupe. Although Porsche has made enormous use of common assemblies and parts, it is amazing to watch the correct seats or dashboard arrive at just the right time to be installed. According to our guide, this method of mixed

production allows Porsche to remain flexible in responding to customer orders while keeping just one day's parts on hand at any time.

As the frame moves down the production line, 5 minutes is allotted to each assembly operation. Even larger components like suspension assemblies, motors and electricals are all installed within the 5 minute window. When the frame/motor assembly is finally ready, it is "married" to the body at the "wedding" station. As a matter of record, the "marriage" process also takes but 5 minutes.

Upon completion, the doors miraculously appear and are attached with the remaining exterior and interior finishes. Wheels and tires are mounted and installed. Did you order custom-painted wheels? Don't worry they'll appear at just the right time! Final quality control checks take place. Before you know it, another new Porsche is rolling of the line. However, the birthing process was not yet complete. As we exited the building, the yellow Coupe we saw on the production line was started for the first time and roared by us in the competent hands of a factory driver for its road test.

The visit was over too soon and it was time to head back to the office. It was an enlightening and satisfying experience to finally see The Process behind The Car. Also, another recommendation: unless your willpower to resist impulse buying is enormous, leave the checkbook at home!

Drivers' Ed At Putnam Park

by Darlene Gray

I wanted to share a really fun track experience with fellow members (especially women!) in the hope of getting more of us (especially women) out on the track. I recently drove (as well as instructed) at a Drivers' Education event at Putnam Park race track. The event was put on by Hikari Racing and run by Dave Schardt who owns the "Wheel Source" in Dayton, Ohio. (The

Wheel Source is one of the largest distributor of performance products in the Midwest.) Dave is a professional racer and really knows his stuff. He's been driving for over 14 years. His father (who also races professionally) has over 32 years of racing experience. Dave runs an excellent school, keeps his run groups small, with only 3 run groups plus an instructor run group. There is ample track time for everyone. He believes in safety first above everything and does not put up with any misbehavior. His past events have been among the safest "mishap free" weekends I have participated in.

Since I know this track so well Dave asked me last fall if I wanted to instruct. He has ridden with me and watched me over the years said I was ready if I so desired. Putnam Park is a very safe track with plenty of run-off areas. I hesitated at first but then I thought I would really enjoy teaching the "basics" to novices, especially women. I realize how important the "fundamentals" of track driving are and its sad to say some instructors do not cover those fundamentals in depth. I thought this would be a great opportunity to share what I have been taught and help someone else become a better driver.

At the April school I was given two students. Both were in the "novice" group. One girl had one other track experience, and it seemed she was only trying it again because her boyfriend wanted her to. She was apprehensive to say the least. During our first session, she apologized for not going fast. I told her that fast was the last of our concerns. First concerns were to learn the lines ("see the apexes", not just drive "connect-the-dots" with the pylons) and work on car control. I conveyed how important "smoothness" is. When you drive your car totally smooth, it feels like it dances through the corners and then speed will come naturally later. I have watched too many people just throw a car around. I am very thankful to have had the opportunity to learn from some of

Members ...

the best. Each of them are all very smooth - as there is no need to upset the car. I also relayed how important concentration is.

On Saturday, almost everyone passed us. But, she wasn't discouraged. She was slowly "getting it". I was very proud of how she was able to watch her mirrors without losing concentration. Slowly she did learn the "lines" quite well and began to drive the car with total smoothness. Sunday morning she began to pick up speed and by Sunday afternoon she was passing most of her run group. It gave me great joy when I signed her off on the last session and watched her as a later model 911 was closing in on her on the straightaway (she drove a very under powered 4 cylinder) - only to waste the GUY through the corners! Soon he became a distant memory and she confidently (and happily) drove the track. She was so happy and is now anxiously awaiting the next event!

My second student had a much faster car and a lot of track experience. It was obvious from the moment I got into the car with her that she knew the basics. She lacked only lacked confidence. She told me how past instructors (mostly male) had yelled at her to go faster and were often abrasive that she wasn't getting it. I told her I understood how damaging that can be and that we were going to take a completely different approach. I again, shared my philosophy of track driving and after a few sessions I was able to hand her over to a fellow FEMALE instructor to take her to the "next level". By Sunday she was flying around the track (smoothly, of course!).

Hikari Racing has a school in April and in October. The next event is October 2nd and 3rd. If any of you are interested, please let Susan Shire know or email me at porsche-girl@earthlink.net. I think it's a great opportunity to get a lot of track time at one of the most safest and fun tracks around this area.

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NAVY PIER CONCOURS

FATHER'S DAY

SUNDAY, JUNE 20, 1999

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

Some things are worth the wait!

The Summer Solstice ...

Father's Day ...

The 2nd Concours of 1999 ... which will be held at one of Chicago's most recognizable and exciting landmarks, Navy Pier.

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

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

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

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

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

Parking will be available for non-concours Region members on the north side of the pier beyond the parking structure. Tell the guard that you are with PCA Chicago Region to be admitted beyond the gate.

QUESTIONS ? Jim Jacisin 630.279.4835

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

Navy Pier Concours Fee \$20.00 per car

Please make checks payable to: PCA Chicago Region

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

Name(s) _____

Address _____

City _____ State _____ Zip _____

Phone _____ Region _____

PORSCHE Model _____ Body style _____ Color _____

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

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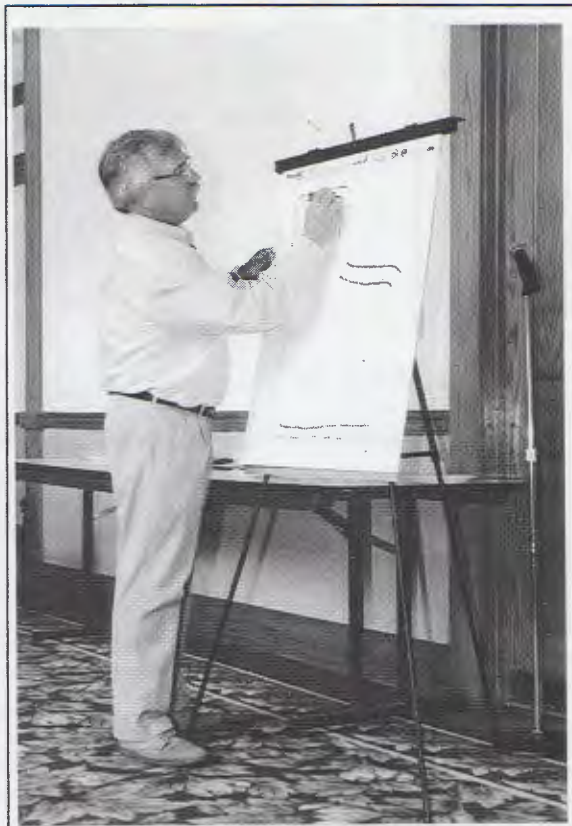
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The Instructors' School



Guest Instructor Carl Lopez from Skip Barber Racing (seated on the table center) and John Ruther (right) field questions from the instructors.



Carl diagrams his way around a track.



During the break, friends 'catch up' with friends.

Right: Discussions continued after the school as Carl takes questions from a small group.



Photos by Steve Rashbaum

IT'S BACK!

O.N T.RACK C.OVERAGE

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

Coverage for Drivers' Education Events!

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

Thanks for your patience!

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on its use? "Whadya mean I can't drive my Porsche to work once in a while?!" ***IT'S BACK!*** No drivers under age 21. No racing. (Drivers' Education is not racing.) No other restrictions.

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

IT'S BACK! Simple, one page application.

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

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Sunday June 27th

Rockford Speedway

Autocross II

is at

Autocross Requirements and Rules

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

Registration & Tech 9:30 - 10:30 am
Drivers Meeting 10:30 am
First Car Off 11:00 am

Directions to Rockford Speedway:

I-90 to Riverside Blvd exit, go west 2.5 miles to Forest Hills Road, turn right, 3 miles to track.

- The concession stand and restrooms will be open.
- A local establishment will be chosen for dinner.

Questions ? Jeff Girard 630.985.6739
before 9:00 pm please)

P1 356, 914 (except 914/6), 912, 924 (except S & T)
P2 924S, 924T, 944 (except S2 & T)
I1 Improved 4 Cylinders
P3 2.0, 2.2, 2.4, 911, 914/6, 928
P4 944 S2, 944T, 968, 930
P5 2.7, 3.0, & 3.2 911
P6 Boxster
P7 3.6 911

P8 996
I2 Improved 6 & 8 Cylinders
M1 Modified 4, 6 & 8 Cylinders
Masters Production Class only. Elective class.
Driver must be at least 55 years old.

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

Mail to: Jeff Girard 8630 Lemont Road Darien, IL 60561

Driver #1: _____ Home Phone : _____

☐ Member ☐ Applicant ☐ Guest of _____

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

Driver #2 (same car): _____

☐ Member ☐ Applicant ☐ Guest of _____

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

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

Concours Scene

Cleaning Wheels

by Matt Zakarian,
Metro New York Region
(from PORSCHE POST)

"Detailing" is not an art or some mysterious secret. It is a process of principles and tasks each designed to accomplish a specific goal. These tasks are going to be presented in the order that we at Detailing Dynamics perform them on a car.

The first task of detailing is to clean wheels since they are usually the dirtiest part of the car. They must be cleaned often because the heated dust particles from brake pads bombard the wheels and bake into the finish. If left on the wheel, a phenomenon known as "galvanic corrosion" sets in, which will eventually pit and destroy the wheels' appearance.

1. First and foremost, you must know your wheels. They could be painted steel, chrome, aluminum, magnesium (mag wheels) or plastic covers. Many of today's wheels (i.e., Porsche) are clear-coated with polyurethane enamel. The coating is very similar to the clear coat on your paint except that it is usually thicker. Its purpose is to protect the wheel and to make brake dust removal easier.
2. The next step is to choose an appropriate wheel cleaner to do the job for your specific wheels. Unfortunately, car wash soaps and general purpose cleaners are not strong enough to dissolve the bond between brake dust and wheel. There are two types of wheel cleaners: acid or non-acid (alkaline). Although we will use our own proprietary blends of cleaners, you can pick out an acceptable one at your local auto store or through mail order. A safe all-purpose wheel cleaner will have a pH of 8.5-9.5 (7.0 is neutral while <7.0 is acidic).

Always read the instruction label to make sure the product is compatible with your wheel finish. I strongly recommend you avoid acid cleaners; they pose health risks as well as possible wheel damage. Also, do not use acid cleaners on older wheels where the finish (clear coat) is pitted or flaking. And by the way, in all my years of detailing and trying dozens of cleaners, I realized that there is no such thing as a "no-touch" wheel cleaner. If there were, they would not be making wheel brushes anymore.

3. The final step is to choose your tools -- wheel brushes, spoke brushes and tooth brushes. I prefer to use brushes with the softer tampico natural bristles and wood/plastic handles. I do not use any steel wool and recommend you don't either, although you will see many detailers use it. The reason they use it is simple; to save time -- but at the risk of sacrificing the integrity of the clear coat.
4. Now that we have our chemicals, tools and basic knowledge, let's go through the steps you will be taking to clean your wheels:
5. Hose off the wheels with a strong stream of cool water to wash off as much dirt and dust as possible, and more importantly, to cool off the wheels. Never apply the cleaner to a hot or dry wheel. (Note: If you have just returned from finding out how much horse-power that chip added to your 911 and your wheels are glowing from the braking, let them air-cool first before hosing them off or you will risk cracking the clear coat).
6. Apply the wheel cleaner to one wheel at a time. Allow the cleaner time to dwell, per the instructions, but do not let it dry.

Scrub the flat surfaces of the wheel using the wheel brush wet with water and get the bristle into as many recessed areas as possible.

7. Use the spoke brush wet with water to clean the deeply recessed areas of the wheel. Do not use a brush with an exposed metal tip; one sudden slip could permanently gouge the delicate clear coat or polished metal. Rinse the wheel with clean water. If there is still brake dust in the recessed areas, I usually wrap a clean towel around my index finger and let my fingers do the walking, or use a toothbrush.
8. If some road tar still remains, use a liquid bug and tar remover (3M's "Adhesive Remover" does an excellent job). Allow it to dwell and then wipe off and buff with a clean towel.

Congratulations! You now have clean wheels. I recommend you clean your wheels at least weekly and stay away from automatic car washes. Most have hard silicon carbide rotating brushes to clean tires and white walls. These brushes, the accompanying corrosive chemicals and the tracks used to guide the vehicle can instantly cause permanent wheel damage. A high-quality car wash should always offer hand washing. If this service is not available, locate a reliable detailer or do it yourself if you are comfortable with the procedure.

Tip of the Month: Before using a metal polish on bare aluminum, or other metals, clean with a solvent/degreaser (i.e., Prep-Sol).

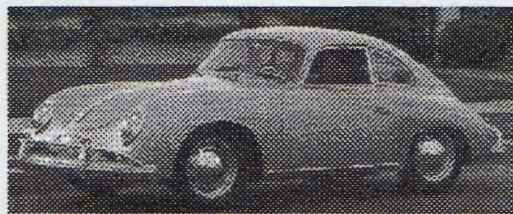
Cruisin '66 Festival



The *Cruisin '66 Festival* has grown into one of the biggest weekend events in Chicagoland. Exhibits, rides, food and games for the family culminates in one of the biggest Detroit iron shows in the Midwest.

Over 350 cars from the early Model T's to 1970 Detroit muscle cars competed last year.

This year, Porsche is the invited marque and the Chicago Region PCA will bring some real class to the show.



Invitational Concours
July 11, 1999
10 a.m. Sunday

Invitations Required ~
Register Early!

Space is limited to 40 Porsches. Entrants with pre-1980 Porsches will be given preference. Race and rally cars are welcome. Standard Chicago Region PCA rules apply and we will judge our own. Special trophies will be awarded by the Willowbrook - Burr Ridge officials. Bring the family for the day, judging will start at noon and awards will be given at approximately 3:30 p.m.

Pre-registration is required!

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Phone: _____

Year: _____ Color: _____ Model: _____

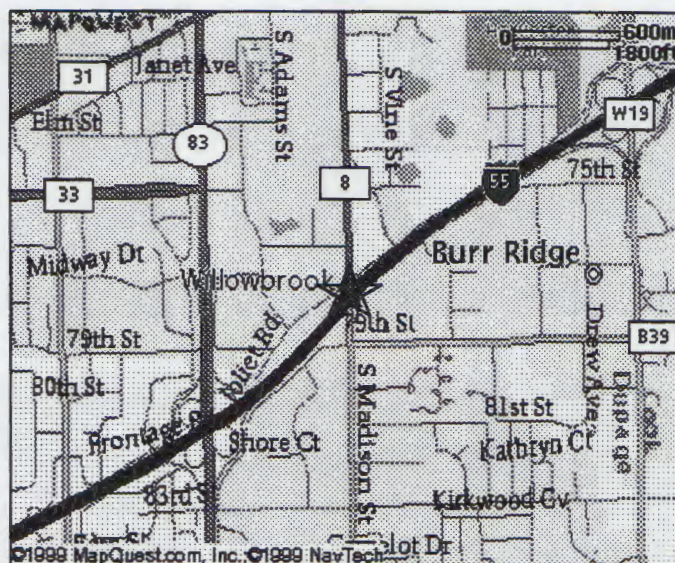
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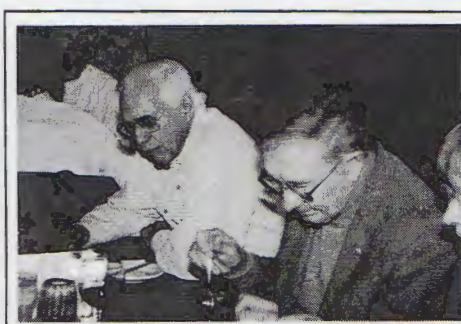
Walter Payton's Roundhouse Complex Restaurant Tour



Photos by
Steve Rashbaum



Happy Birthday
Bruce!



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BLACKHAWK FARMS RACEWAY DRIVERS' EDUCATION

Wednesday, July 14, 1999

Blackhawk Farms Raceway, South Beloit, IL

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

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

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

Last year every Blackhawk event was a sell-out and

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

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

8:30 am Registration and Tech Open
10:00 am Mandatory Drivers' Meeting for all entrants who have NOT run this event before.
11:00 am Registration closes
5:00 pm Track closes. Dinner site will be announced at the track.

QUESTIONS ??? Dan Gallagher 708.784.0784

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

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

Blackhawk Farms Raceway Drivers' Education, Wednesday, July 14th

Car Make/Year: _____ Car Model: _____

First Driver Name _____

Phone number (with area code) _____

☐ Member ☐ Applicant ☐ Guest of _____
☐ Novice ☐ Experienced Permanent Car #: _____

List Experience: _____

Second Driver* Name (same car) _____

Phone number (with area code) _____

☐ Member ☐ Applicant ☐ Guest of _____
☐ Novice ☐ Experienced Permanent Car #: _____

List Experience: _____

Fees per driver*

Pre-registered

\$ 130.00

At the gate

\$ 145.00

*Second driver free if family member

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

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

Autocross Drivers' School

Autocross School At Route 66

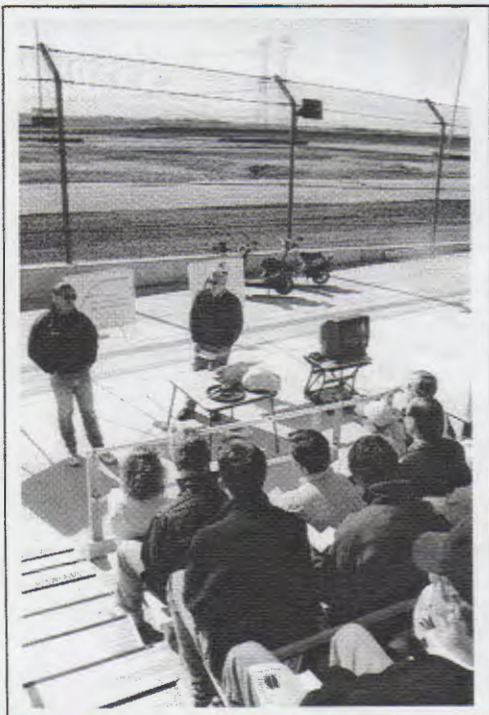
by Debbie Daly

I returned to work on the Monday 'morning after' refreshed and with a new sense of accomplishment. I couldn't stop telling my co-workers about my exciting Sunday afternoon ... just to watch their eyes widen with surprise!

Who would have thought I would give in to my husband's urging to drive his Porsche? It made me nervous just to watch him out there. I just never thought I could do it! This past April 25th I signed up for the Autocross School at Route 66, even though last year I was awful. This time I really wanted to put my heart into it. With my hectic schedule however, I only got out once to practice before the Autocross School.

A lot of my questions were answered by Ed Leed during the classroom session. This made me feel a lot better, and ready to get started driving.

Braking came first! How hard could it be step on the brake? Somehow when you do it, it doesn't seem so



Greg Turek (left) introduces Ed Leed (right) who taught the class(room?) session.



The braking zone



Into the 'cone zone'



The slalom

easy! With some coaching from Nick Brenkus and my darling husband, I finally got 'it' on my fourth try. Everyone applauded and was very supportive.

Slalom was the best!!! I really enjoyed it, which was soon very obvious to Chris Inglot by the grin on my face!

Next was the skid pad which took a lot of concentration I know I still need some work on my speed in that department.

At the end, when they put it all together in an autocross course, it was interesting to see how the car really handled. Everyone there was so supportive and informative that it really made me feel comfortable and accomplished.

Best of all, I loved hearing my grandson, Michael, on the sidelines saying "That's MY GRANDMA!!!"

Now I can't wait for the next Autocross event and I'm kicking myself that I didn't sign up for the ladies only event at Blackhawk. I hope that they repeat it next year so I have another chance at it.

I hate to say that my husband was right, but it's not (and never was) just for guys!

Photos by Steve Rashbaum



Tails of perfection!



Smooth



The skid pad



Around and around we go

A cobblestone drive leads to a bridge under which flows a meandering pond. It's the kind of introduction one might expect for the stately home located in the North Shore's most prestigious suburb. Two-plus acres of wooded grounds, some five-thousand square feet of English country architecture replete with contemporary turrets, lovely views of pond, woods, pool and spa. This beautiful English country manor is located at 1340 Abington Cambs Drive in the City of Lake Forest, Illinois.

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\$1,695,000. Viewing by appointment. Serious inquiries only, please.

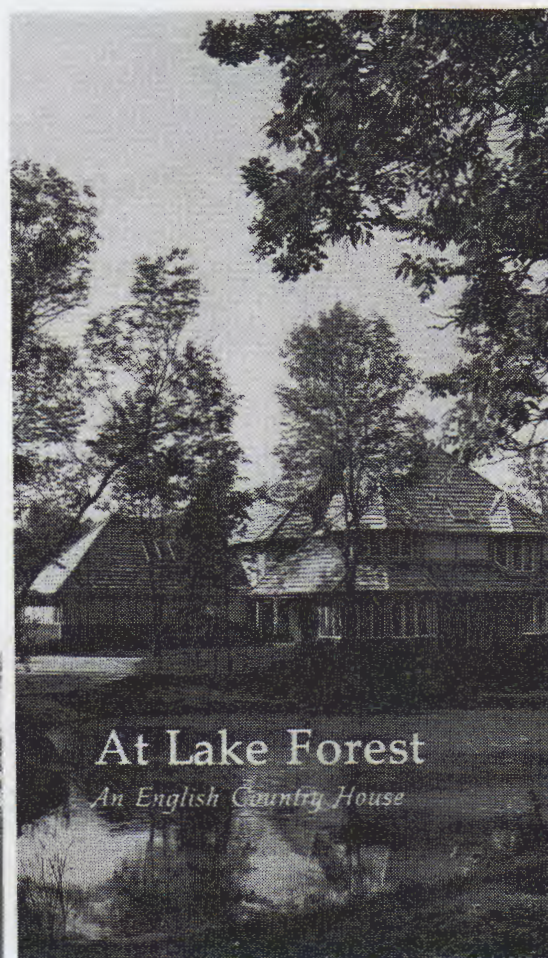
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The "Not For Ladies Only" Autocross

presented by

Tres Chic Racing

July 25, 1999

Registration & Tech: 10:00 am

Drivers Meeting: 11:00 am

First Car Off: 11:30 am

Lake Geneva Speedway, Lake Geneva, WI

Autocross Requirements and Rules

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

Tres Chic Racing has been asked to encore their *Not For Ladies Only* Autocross. Again, we promise one of the most exciting events of this (or any) year on the short banked track of the **Lake Geneva Speedway**. Last year, we were able to provide drivers with 5-7 runs and hope to do the same this year, depending on the numbers of drivers. The concession stand and restrooms will be available at the track. A local establishment will be chosen for dinner at the end of the day.

Directions to Lake Geneva Speedway:

Route 12 North to Route 50 (in WI). West/left to left on County H (Burger King on corner) to left on Bloomfield Rd. to track.

Questions? Please call (before 9:00 pm) the Event Chair 'hot shot' women:

Susan Brenkus 630.529.0911 • Jill Girard 630.985.6739 • Marla Turek 630.904.0800

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

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

Mail to: Jill Girard 8630 Lemont Road Darien, IL 60561

Driver #1: _____ Home Phone : _____

☐ Member ☐ Applicant ☐ Guest of _____

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

Driver #2 (same car): _____

☐ Member ☐ Applicant ☐ Guest of _____

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

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

Track Scene

Working A Corner Station

by John Mueller

At a Blackhawk or other track event, you may be asked to work a corner station during a run session. What does that mean? What do you do when you get to the corner station? This article will give you an idea of what to expect.

You may be assigned to work a corner station alone or with one or two others. When you get to the corner station (let's say five for sake of this article) look around and see what equipment is there. The things you'll probably find include: a radio, a set of flags, a broom, a shovel and some crushed clay aka 'kitty litter'.

Check that the radio works. There usually is a knob to turn it on, and a button for transmitting. Turn on the radio and hold the button down to call race control. Race control is the person at the start/finish line or in the control tower that coordinates and controls the work of the corner workers and the conduct of the race. Say, "this is a radio check from corner five". Release the button and race control will acknowledge your transmission which will confirm that the radio's working.

Now check that you have all the flags. Typically, you should have a yellow flag, a blue flag with a yellow diagonal stripe, a yellow flag with red horizontal stripes, a black flag, a red flag and a white flag.

Let's consider what might happen during a driving session. The primary function of the corner worker is to communicate with the drivers on the track and with race control. When race control is ready to begin the session she will check with the corner workers to see that all stations are clear and ready. She will ask for a course check over the radio. With the radios on, all corner workers and race control can hear everything that is said. Only one person can speak at a time and that person must be holding down the transmission button on their radio. The corner workers in sequence,

starting with corner one, will report their status. When it comes to corner five, after making sure that all the track you can see before and after corner five is clear of all cars and obstructions, report to race control that corner five is clear and ready. Race control will then tell the starter at the start-finish line to release the cars.

Often the first lap of the session will be under standing yellow. Race control will ask all stations to display a standing yellow flag. This means you take the yellow flag and hold it out without waving it. The yellow flag means no passing. The first lap is defined as the first lap for the first car out. The starter will give the number and color of the first car he releases. He might say, "first car out is 46 red". When the starter sees 46 red complete its first lap, he will wave the green flag at the start finish line. Race control will say the track is green. Then you'll take down your yellow flag.

If a car spins off at your corner station you will display your yellow flag and report to race control. You'll say on the radio, "this is five yellow" and wait for race control to acknowledge. She will typically say, "go-ahead five." You will say, "I have car off on driver's right." Remember that communication over the radio is designed to be short and to the point. It is also designed to keep race control in control. If a car goes off at your station, don't get on the radio with a torrent of excited speech. Such as, "this red 911 just went flying off the track and kicked up this big rooster tale of dirt and grass! He spun around three times and almost hit a tree! And then, this little bunny came running out from under his car! Thank God he didn't hit the bunny! Is that Bob's 911? I think it's Bob."

Bob should position his car to get back on the track and wait for your signal to re-enter the track when it is clear and safe for him. After Bob is on his way, you should take down the yellow flag. If Bob spun and

come to rest on the track you should have displayed a waving yellow flag. Often drivers will wave or flash their lights to acknowledge that they see the flag at a corner station.

If Bob left debris on the track, such as dirt and grass, you should display the debris flag (i.e. the yellow flag with red horizontal stripes). If Bob left oil on the track instead of dirt, you should report it to race control. She may order all stations to go to black. She may choose to close down the track until the oil is cleaned up. In this case, you display the black flag and wait till all cars have left the track. Race control will tell you when all the cars have left the track. Then you go out on to the track with your crushed clay and broom. Spread the clay out over the oil and sweep it up with the broom. Radio race control when you are done and return to your corner station. She will then re-open the track.

If several cars spun in the oil and completely blocked the track, you should wave the red flag and report to race control. She will have all stations go to red. All drivers will stop their cars in sight of the nearest corner station. In a situation like this, don't leave your corner station and go out to the blocked cars. It is important that you stay at your station and in communication with race control to prevent a bad situation from getting worse. When the blocked cars are moving again, race control will have all stations go to black. A cleanup procedure will begin as before.

Another flag you might have to use is the blue flag. If a slow car is holding up faster cars behind it, show him the blue flag. The blue flag is actually blue with diagonal yellow stripe. To let the driver know the blue flag is for him alone, point it at him furled; then unfurl it and wave it at him; then furl it again.

The last flag in your collection is the white flag. The white flag is to let drivers know there's a slow

moving vehicle on the track ahead of them. This may be a tow truck or disabled race car moving slowly.

At the end of the driving session the starter will wave the checkered flag at the start-finish line. Just before he waves the checkered flag he'll get the number of the last car to pass him. This will be the last car to see the checkered flag. After this car gets the checkered flag each corner station will report as this car passes their station. This way, race control will know when the track has been cleared.

After the checkered flag, the cars take one cool down lap before entering the pits. On this lap, it is traditional for the corner workers to wave to the drivers as they pass and for the drivers to wave back at the corner workers. When the last car has entered the pits, race control will tell all the corner workers that the track is closed. At this point, you can put down your radio and leave your station.

Hopefully this brief article will give you an idea of what happens when you work a corner station. As a driver, it hopefully it will give you an idea of what the corner workers are doing and trying to tell you.

Tires And The Seat Of Your Pants: Learning The Old "Toss & Catch"

by John Hajny, Central New York
(from THE REDLINE REPORT)

Let's talk about the ultimate characteristic that sets a really skilled driver apart from the norm. The fastest drivers all share certain attributes to one degree or another; fearlessness, "natural ability," concentration, experience, good equipment, etc. But there is one characteristic that sets the Schumacher's and the Senna's of this world apart: FEEL.

This is not an exclusive trait, and it can be learned by anyone; the level of one's drive and goals notwithstanding. This is the trait we are ultimately trying to develop in ourselves, as without it, a driver will never be as one with his or her means of conveyance and the

stretch of road in question.

Do some people inherently have a better sense of feel than others?

Good question. Perhaps it would be more accurate to state that certain individuals possess a higher innate sensibility where the dynamics of road feel are concerned. In the end, anyone can improve in this regard. Some just have to try harder.

Improved feel for the road also generally leads to a heightened sense of overall awareness. That's really what Drivers' Ed. is all about.

You might have heard it said that a driver's most sensitive organ must be his or her backside. This is not as flippant as it may initially sound. One's nether regions, in conjunction with the ears, eyes, hands, and a healthy dose of intuition born of experience, make up the proverbial "seat of the pants" feel that we are striving for. Without it, one can never progress beyond merely driving well mechanically. How can we accelerate our acquisition of this all-important sense?

At this juncture, I want to focus on one basic component of feel, and lend some advice for the novice Drivers' Ed. student. Let's talk tires. Tires are a big part of what we do on the track. I might imagine that drivers spend more time discussing tires and their effective deployment than any other topic. This has the unfortunate tendency of making people, particularly the novice, believe that tires are the most important part of the driving equation. If one has progressed to the higher levels of performance driving, then tires are indeed a valid concern. However, to start thinking about the "fastest tire" before one has learned the how and why of their usage will actually retard one's learning of the most important lessons; mainly that of feel and car control.

As previously stated, the goal of Drivers' Ed. is to teach you car control. You will coincidentally develop a greater sense of feel, and a heightened sense of what the car is doing and what it needs in order to go faster in a smoother and safer fashion. There are many things that contribute to the learning of feel:

how deeply padded your seats are, how stiff the suspension, whether your tires squeal a lot, etc. However, how much cornering grip your tires have is the biggest factor.

Unless one is Idiot Savant, one cannot play Chopin without learning where the notes are on the keyboard. You can't learn to drive well by going fast first! You need to learn what to do, and what the car will do, gradually, and the easiest most effective way to accomplish this is to do it at a speed that will allow you to access your and your car's limits repeatedly. A speed where you reach the abyss...and learn through experience how to return from it safely. A speed that won't land you in deep do-do without your knowing how to wield the shovel first! It's in the tires, you know?

R-compound tires are great fun and allow you to really fly, but you have to earn those wings. Below the R-tire's limits, they will lull you unto a false sense of security and make up for many inappropriate driving habits. When you push it, the super-high grip of these tires is accompanied by a more sudden loss of that grip; they are far less forgiving than street tires. On top of that, if you've got the tires without the talent, you won't have the ingrained instinctual reactions available to help you deal with sudden cornering distress.

Think of some of the great drivers: A.J. Foyt, Mario Andretti, Jeff Gordon. They cut their teeth on dirt tracks where sliding is control. Most every F-1 and CART pilote has at least some karting experience -- the better the driver, likely the more karting he's done. Learning with a car that moves around a lot will speed your ascension into the ranks of the skilled drivers. Street tires allow a car to slide around a lot compared to their R-compound siblings. The lessons learned while sliding about are as important to the equation as making sure the car has gas. If you've been coveting a set of R1s...wait. Learn how to boil water before you try your hand at real cooking.

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PCA Register Program

by Jim Pasha, PCA Special Interest Groups Coordinator

This is an opportunity for members interested in networking with owners of specific Porsche models. Since the last posting of the current PCA Registers, the number has grown to include Registers for the 1969-73 911T, the US 1974-75 911 Carrera, the 924/931 and the 914 2.0. Quite a change from Don Spaulding's last article in the December 1998 PANORAMA. I'd like to thank Don for his work in getting the ball rolling for the special interest groups. Most of these new Advocates were already inquiring with Don when I became Coordinator.

The new groups cover some important areas for PCA. These registers are headed by people with a good feeling for their respective models and a passion for doing more than being curators of a list. In the case of the 924/931 list, they have a good website on the Internet (www.924.org) and it's well worth the effort to go for a visit and see what this group is doing. Excepting restrictions on commercial activities, the registers can setup websites, newsletters and activities as outlined in the normal list of PCA activities. If you or your region has an interest in doing events with any of the register groups, please contact the Advocate of the register and talk to them. Parade get-togethers are encouraged.

If you own or are interested in participating in a PCA Register for the following models, please contact me: 912/912E, 951, 911 1965-1968, 914/6, 996, 993, 944, 944S/S2. If you have any questions, contact me either by mail, e-mail or phone.

Jim Pasha, PCA Special Interest Groups Coordinator
316 Ethan Court
San Ramon, CA 94583
(925) 828-6810 [6 to 9 PM]
e-mail: japasha@aol.com

NEW REGISTERS:

914 2.0 1973 to 1976 Register
Charles Davis, Advocate,
Maverick Region
P.O. Box 213
Weatherford, Texas 76086
(940) 687-4719

911 Carrera, 1974 to 1975
US Register
Rich Tilletson, Advocate,
Sun Coast Region
35246 US 19N #203
Palm Harbor, Florida 34684
(813) 789-0691
e-mail: uscarrera@aol.com

911T 1969-1973 Register
Michael Lancial, Advocate,
Nord Stern Region
3029 Georgia Ave S
St. Louis Park, Minnesota 55426
(612) 929-2762

924/931 1976-1982 Register
John Brown, Advocate,
Potomac Region
604 Cherry Lane NE
Leesburg, Virginia 20176
(703) 777-2326
e-mail: webmeister@924.org

PREVIOUSLY ESTABLISHED REGISTERS:

PCA D'Leeren Roadster Register
Peter Dicks, Advocate
161 Nelson Street #1507
Sarnia, Ontario
Canada N7T 7T4

PCA 930 Register
Lorenzo J. Gonzalez, Advocate
Calle C #E7
Villas de Caparra
Guaynabo, Puerto Rico 00966
(787) 783-3771

PCA RS America Register
Bob Shuster, Advocate
22155 Martella Ave.
Boca Raton, FL 33433
(561) 852-9264

PCA 986 Boxster Register
Ted Kelly, Advocate

11213 S. 91st E Ave.
Bixby, OK 74008
(918) 369-2001

PCA 928 Register
Edward Ruiz, Advocate
426 Old Dominion Ave.
Herndon, VA 20170
(703) 481-9252

PCA 968 Register
Dennis Wheary, Advocate
6733 NW Cornell Rd.
Portland, OR 97229
(503) 292-6265

Maumee Valley Region To Hold Drivers' Ed At Mid-Ohio August 21st - 22nd

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

For more event information please contact Jeff Vollmar at 810.268.1781.

Two Wheels Can Tread

by Linda Duke, Redwood Region

It always amazes me to see businesses successfully diversify their product lines by spinning out related products, but not quite what they are known for. For instance, Dilbert. It's a comic strip and about 100 other related products, and one of the most successful multi-product businesses. However, it amazes me even more to see a business like Porsche come up with related products that are just as amazing as their cars ... Porsche Bikes.

Not unlike Porsche automobiles, Porsche Bikes are made with the

Letters ...

optimum pairing of high performance and quality, along with uncompromising attention to detail. Porsche's creative directors went all out when trying to describe their bikes, "Everything you expect from Porsche ... in areas where only two wheels can tread." Not to mention the coolest logo you can have on a bike. It's not like Porsche needs to sell bikes to make a profit, but more about there is no substitute.

There are three Porsche bike models: the Bike S, Bike FS, and the Bike FS Evolution. To describe the bikes is much like comparing a 911, a 911 Carrera and a 911 Carrera 4S. All three are fantastic, and the FS is even more than fantastic, and the FS Evolution is incredible.

Porsche Bike S is outfitted with technologies that empower your legs to go farther and faster. The Sachs Centera and Plasma gear transmission assembly, which includes an 8-speed oversized rear derailleur and a newly developed cable entry guide system on both the front and rear derailleurs (Di.R.T. Technology), allowing for rapid shifts even under full load. Bike S even has the classic Porsche Guards Red color which has been applied using chip-resistant powder paint.

Porsche Bike FS is anchored by a Votec GS III fork with oversized specialty elastomers, and devours every jolt ... keeping the rider on the edge. The Fox Alps 5 telescopic strut rear suspension adjusts to the most challenging terrain and ensures neutral power transmission characteristics without pedal kick-back. The air pressure in the rear shock can be adjusted by a small air pump, while adjustable oil valves handle the task of shock absorption. So, your rear wheel stays where it belongs. Bike FS is powder painted in Black with red logo.

Porsche Bike FS Evolution uses state-of-the-art components including three spoke composite wheels that synergize aesthetics with aerodynamics. Developed especially for Porsche by the Sprengle Company

in Germany. The list goes on and on. Massive Hope Hydro disc brakes, developed by one of the hottest new manufacturers in the world. The Sachs Plasma gear system, with quartz inverse derailleur and Power Grip Twist Shifter, offers precise, trouble-free shifting under all conditions. Bike FS Evolution is the best of the best, and comes in Porsche's Speed Yellow with black logo.

For those whose passions take them along the paths less traveled—winding, remote trails that relentlessly push man and machine to the extreme—there is Porsche Bike S, Porsche Bike FS and the FS Evolution: bikes for which there is no substitute.

To check out Porsche's Bike S, Bike FS, and Bike FS Evolution, see your local Porsche Dealer.

Porsche Virtual Factory Tour (PCA Editors News Service)

A factory tour at Zuffenhausen is a dream of many, but Porsche has tried to bring you a bit closer to this dream by designing brand-new pages for their website -- a virtual tour of the factory. These new pages will guide you through the entire production of a Porsche sportscar. You can browse around all the stations, from body work up to the test block. The factory tour may be found at <<http://www.porsche.com/english/company/onlinefactorytour/default.htm>>

On-Line Interactive Learning For Porsche Dealers

ATLANTA, March 2 -- Porsche Cars North America recently launched an interactive web site that ties all of its dealers together via the Internet. The endeavor is designed to improve communication with dealers and thereby provide better service to Porsche's customers.

Complete with a reference library, video collection, chat rooms and links with Porsche engineers, the web site replaces all of the

company's print and video training and reference materials. In addition, information is now updated on both sides of the Atlantic, and factory planners can communicate with dealer showrooms.

The company will soon offer an on-line basic certification program for every dealership employee, from vehicle detailers to administrative staff. The objective is to enable each employee to confidently discuss Porsche's product range and rich heritage. The web site went online Jan. 1, 1999.

(Courtesy Porsche Cars North America, Inc.)

PCNA Names New Marketing Chief

ATLANTA, April 30 -- Porsche Cars North America today announced the appointment of Timothy J. Mahoney to the position of General Manager, Marketing. Mahoney, formerly Director, Marketing for Subaru of America, will oversee product planning, research, advertising, collateral, promotions, events and brand merchandising.

(Courtesy Porsche Cars North America, Inc.)

Porsche In The News (PCA Editors News Service)

Mobil 1 Formula In New Porsches

FAIRFAX, Va. -- Mobil Corporation announced that it has upgraded its Mobil 1 synthetic motor oil to a new formula that combines three highly advanced synthetic polymers with an innovative anti-wear additive package to improve wear protection and engine cleanliness.

"Leading auto manufacturers, including Porsche, fill their high-performance car engines with Mobil 1 at the factory and recommend their customers continue to use it for premium car performance," said Nancy Carlson, Mobil's automotive lubricants manager.

Boxster In Car and Driver's 10Best

ANN ARBOR, Mich. — Car and Driver magazine named the Porsche Boxster among the winners of its 17th annual "10Best" award given to the manufacturers of the 10 best vehicles sold in America. After a series of elimination and scoring tests by Car and Driver staff, 175 cars made it through the first round of competition to the finals. The 10Best awards are given each year to those models that best address the driving habits, lifestyles, and budgets of their intended buying audience. Car and Driver's \$59,000 price cap for nominees this year included the base price, freight, dealer prep, luxury and gas-guzzling taxes.

Other 10Best winners for 1999 are BMW 328i, BMW 5-Series, BMW M coupe, Chevrolet Corvette, Chrysler 300M, Dodge Intrepid, Honda Accord, Lexus GS300, and Mazda Miata.

Porsche Built To Win

AUSTRALIA, May 3 — The 1995 Porsche 911 Turbo of Peter Fitzgerald and Michael Mansour claimed its fourth consecutive overall win at the May 2 conclusion of the annual Targa Tasmania, a six-day, 2,000-kilometre event combining rally and speed stages around the Island of Tasmania. The car's previous three Targa Tasmania wins came at the hands of Jim Richards and co-driver Barry Oliver.

Porsche museum cars have also done well in the event which regularly attracts a 280-car entry including many international competitors. In 1996, Worlds Sports Car Champion Jochen Mass drove a Porsche Spyder RS60, flown to Australia from the Porsche Stuttgart Museum, to victory in the Handicap Classification. In 1997, twice World Rally Champion Walter Roehrl drove another Porsche Museum car, a 1982 Porsche 911SC RS, against the most modern machinery to take fifth overall in the general classification.

The Targa date for next year is Monday, May 8 to Sunday, May 14, 2000.

Lady Luck Lures Boxster Winners

LULA, Miss., May 3 — The Lady Luck Gaming Corporation celebrated the opening of a new hotel at its Lady Luck Rhythm & Blues and Country Casino complex by giving away a new Porsche Boxster every Friday during the month of May. The attraction of the Boxster and special entertainment, including Sawyer Brown and Waylon Jennings, filled the complex to its capacity. Overlooking the Mississippi River, the complex is located at the U.S. Route 49 bridge, across the river from Helena, Ark.

Powers Likes The Boxster

AGOURA HILLS, Calif., May 5 — J.D. Power and Associates released its 1999 Initial Quality Study 2 and named the Porsche Boxster among the top three sports cars. The Study is based on 41,004 owners of 1999 model-year vehicles and monitors the number of problems new-vehicle owners face during the first three months of ownership. The study is the industry standard benchmark of initial vehicle quality and is based on problems-per-100 vehicles covering 135 specific problem areas across nine problem categories.

Jesse Needs Drivers Ed

CAMP RIPLEY, Minn., April 29 — After Gov. Jesse Ventura performed a hands-on review of Minnesota's public safety training at Camp Ripley, he told the State Patrol he was eager to drive his Porsche on their training course. "And you can pursue me," Ventura told state patrol officers. "I'd have the mechanical advantage, and you'd have the training advantage."

Ventura did take a few laps on the high-speed training facility, not in his Porsche, but in the passenger seat of a State Patrol car, as the sirens wailed. "It's exciting,"

Ventura said after the high-speed exercise, perhaps planning a return visit to realize his dream of a Porsche pursuit.

Porsche Expands Investor Information

STUTTGART, Germany — Porsche AG has expanded its website to include better information for shareholders and investors. According to Porsche's online newsletter, the new pages, "Investor Relations," are designed to give a better overview of the financial structure and financial situation of the company and will provide information on current business activity that can be accessed online.

The page, Investor Relations, can be found at <http://www.us.porsche.com/english/company/default.htm>.

The Porsche Online Newsletter is available by subscribing at <http://www.porsche.com/english/dialog/newsletter/default.htm>. The company says it will provide the latest offers, important dates, events, new products and services, and it will be short and to the point.

Pfeiffer And His Porsche Drive Off Into Sunset

HOUSTON, Texas — Former Compaq chief Eckhard Pfeiffer walked away with a \$278 million severance package after being ousted for losing ground to rival PC-maker Dell, according to the NEW YORK POST. Despite his abrupt removal by Compaq's board, the POST reported that Pfeiffer will get all his options, including those not yet vested, another \$5.9 million in basic severance pay, all of last year's deferred \$1.6 million bonus, and an annual pension of about \$888,000.

The POST reporter added that Pfeiffer was imported from Germany to Compaq, was a workaholic, and drove his staff as hard as he raced his Porsche.

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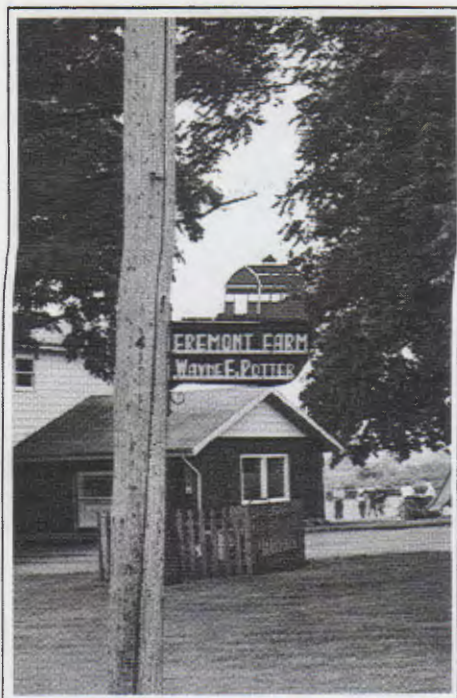
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SHOWROOM: Daily 9-9:30, Sat. 9-6



Back again this year ... because it's how the Chicago Region celebrates Summer!

POTTER'S PICNIC

and

CONCOURS IV

PICNIC QUESTIONS ?

Rip and Linda Patterson
847.740.3562 (before 9:00 pm please)

THE PICNIC

Noon to 5:30 pm

\$8.00 each adult

\$4.00 each child (ages 4 - 17)

Free Mini-kids (3 and under)

With warm weather comes the opportunity for outside activities. As all of you 'gear heads' are bleeding brakes, tuning carbs, and checking the Snell approved date on your helmets, Rip and Linda Patterson are thinking of beer, brats, soda pop, and water games for kids of all ages. It's time for the traditional Chicago Region Porsche Club Picnic. And while we know that there are lots of activities planned for this summer,

there is only one Potter's Picnic. We expect to see all of you with family, friends, and pit crews at the picnic to kick back and relax.

Location: We'll stick with tradition as Wayne Potter and family have once again offered the use of their farm where there is lots of grassy lawn for concouring your Porsche, playing games, collecting frogs, and just relaxing with friends. See the map for directions to Potter's farm.

Bill of Fare: Veal Bratwurst or Hot Dogs grilled to perfection by happy, smiling volunteer cooks. Cold tap beer, iced soda pop, potato chips, condiments, etc. First brat off the grill at about 12:30 pm.

Games: As always, for kids of all

ages, everybody's hot afternoon favorite, there will be the Water Balloon toss. We promise there will be plenty of things to do with family and friends. Soccer, volleyball, and horseshoe equipment will be available as well as a swing and slide set. Feel free to bring radio controlled cars, roller blades, or roller skates, but please no family pets.

Volunteers to help with grilling (on the spot training will be provided) and games are required. Those who wish to help should call Linda at 847.740.3562.

Concours: See the Concours Registration form for details.

Please use this registration form for **Potter's Picnic ONLY** (requested, but not required)

Mail to: Linda Patterson, 24397 Cherokee Trail, Grayslake, IL 60030.

Name(s) _____

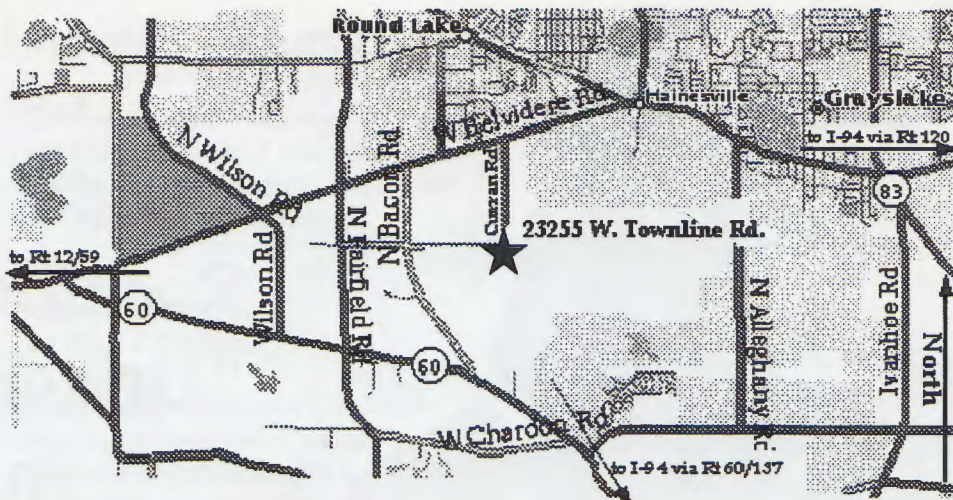
_____ PCA Member	_____ Applicant	_____ Guest of	_____ Region (if not Chicago)
_____ Number of Adults	@ \$8.00 each	\$ _____	
_____ Number of Children (ages 4-17)	@ \$4.00 each	\$ _____	
_____ Number of Mini-Kids (ages 0-3)		\$ FREE	
_____ Total Picnickers	Total enclosed	\$ _____	

Checks payable to **PCA Chicago Region**

Separate form required for Concours Registration

Wayne Potter's Farm
23255 W. Townline Road
Grayslake, IL

SUNDAY
AUGUST 1st



CONCOURS QUESTIONS ?

A. J. Tiller
708.957.8262 (before 9:00 pm please)

THE CONCOURS

11:00 am Cars may arrive at
farm for final prep

1:00 pm Judging begins

The summer tradition continues! For 32 years families and friends, along with their fabulous very Porsches, have gathered at the Potter's lovely farm in Grayslake for this midsummer classic. You know you want to go to the picnic, you want to eat the brats, you want to

toss the water balloons, you want to work on your tan, and you want to drive your Porsche there. So why not do it? Come on out, park your Porsche and yourself on the big grassy lawn and be part of the summer tradition!

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

Class B: Exterior; Interior; Trunk & Engine

Class C: Exterior; Interior & Trunk

Class D: Exterior & Interior

Class E: Exhibition Style of Exterior & Interior. Visual Inspection Only

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

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

Please use this registration form **For Concours ONLY**

Mail to: **A. J. Tiller**
1828 Idlewood Lane
Homewood, IL 60430

Make check payable to **PCA Chicago Region**

Name(s) _____ Phone _____

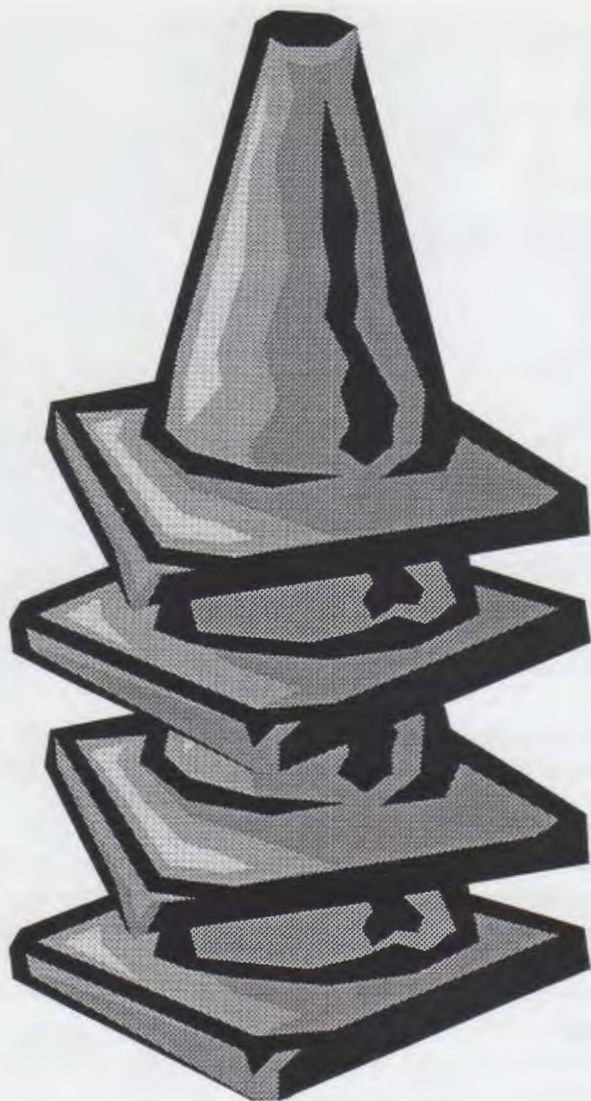
Address _____ City, State & Zip _____

Member _____ Applicant _____ Guest of _____

Region _____

PORSCHE Model _____ Body Style & Color _____

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



The plans for the
Rockford Speedway
"Under The Lights"
Autocross

on
Friday evening August 13, 1999

are not quite complete.

Please check the July Chicago Scene
 for full details.

BIG REDUCTION in insurance costs
 for many high performance cars

(See lists below)

PREMIUM REDUCTION

NO LONGER RATED AS HIGH PERFORMANCE

Acura Legend Coupe	Lincoln Mark VII
Audi Quattro	Mazda 323 GT
BMW (all models)	Mazda 626 Turbo
Cadillac Allante	Mazda MX-6
Chevy Beretta GTZ	Mercedes - all models
Chevy Lumina Z34	Merkur XR4Ti
Chrysler LeBaron GTC	Mitsubishi Eclipse
Chrysler TC Turbo	Mitsubishi Mirage Turbo
Dodge Lancer Shelby Z	Olds 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
Infiniti Q45	Saab 900
Isuzu Impulse	Toyota Celica Turbo - all types
Jaguar XJS	Volkswagen Corrado



JAMES CADY AGENCY
 525 W. Higgins (at Golf)
 Hoffman Estates, IL 60195
847.490.1200

STILL RATED HIGH PERFORMANCE

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

Auto, Home, Life, Commercial, Renters, Condo-Owners, Cycles, Boat, Etc...

Blackhawk Novice Drivers' Education Weekend

Women Invade Blackhawk by 'Mad' Martha Kuffel

"Oh, my Lord, what am I doing?" were my first thoughts as I entered the track as a Porsche passenger, driven by my Novice Instructor, Tim Wiese. But, Ron Micek had so generously lent me his Porsche for the weekend ... plus I had a brand new helmet ... how could I back out now?

Tim and I drove many times around the track before he convinced me to take the wheel. By the end of the first day, my trembling had stopped, and I was just starting to learn the 'lines' around the track.

The second day, Dan Daly reinforced the "lines" by allowing me to be a passenger in his car during his B1 Class run. But, it was finally Bob Neal who's GENTLE COERCION convinced me to drive it alone. (HA! He made me pull over and jumped out of the car!). But by the end of the day I was feeling much more at ease.

The clincher for the weekend was as the Novice Women were driving into the pit lane after our last run, everyone was clapping and cheering in congratulations of our accomplishments!

As I released my white-knuckled grip from the steering wheel for the last time, and the hand numbness started to dissipate, my parting thoughts were "WOW, What a RUSH!" When is the next ALL WOMEN'S EVENT!!

My First Time by Tom O'Brien

Saturday May 1st was my first time on the track and my first PCA event. I want to compliment Dan Gallagher on the outstanding job he did keeping things on time and moving. In talking to my wife afterwards I told her it was like Swiss trains: when the second hand hit the appointed time, wheels rolled.

Congratulations Dan on your 30th year of safe events. I had a blast, learned lots from my instructor Sam Menegas, and was safe.

Great Event by Scott E. Jordan

The Blackhawk Novice Weekend was an amazing time! Thanks to Dan and Peggy Gallagher for all your time and effort. See ya at Road America and the subsequent Blackhawk events.

Thanks For A Terrific Time by Dave Brearley

The Blackhawk Novice Weekend was my first time on the track. Dan and Peggy Gallagher did a magnificent job of organizing a really nice weekend. I was impressed with the organization of the whole event and the attention to safety.

I drew Bob Neal as an instructor. He was GREAT! I really appreciate the enthusiasm that experienced Porsche people share with novices like me. This is, for me, is the real strength of the Chicago Region.

I really enjoyed the experience. You'll see me and my silver Boxster at subsequent Drivers' Ed events. I hope to bring my son from Virginia to share the experience at GingerMan.



Assembling for the very early and very MANDATORY Drivers' Meeting

Photos by Steve Rashbaum



The Drivers' Meeting conducted by Dan Gallagher (left) with 'stand-by' Rusty Wallace available for pointers.

Blackhawk ...

Novitiate

by Mark Sullivan

Novitiate -- the state or period of being a novice

Having grown up in a military family, I got to see a lot of the world before I was 18. Certainly the best part was going to high school in Germany and getting my first driving experience on the Autobahn. Shortly after getting my license, my dad let me drive his 1971 Ford Thunderbird on the Autobahn. I thought I was really cool - and then it happened, a bright red 911 blew by me so fast, I could barely tell what it was. That day I said - someday that will be me!

Well, it took almost 20 years, but I finally got the red 911! Unfortunately, driving it around in traffic wasn't nearly as exciting as the Autobahn (although, just sitting in it is pretty exciting)! Knowing that the PCA would allow me to really find out what my car could do, I joined. I wasn't quite sure which events I wanted to do, so I figured I'd try them all.

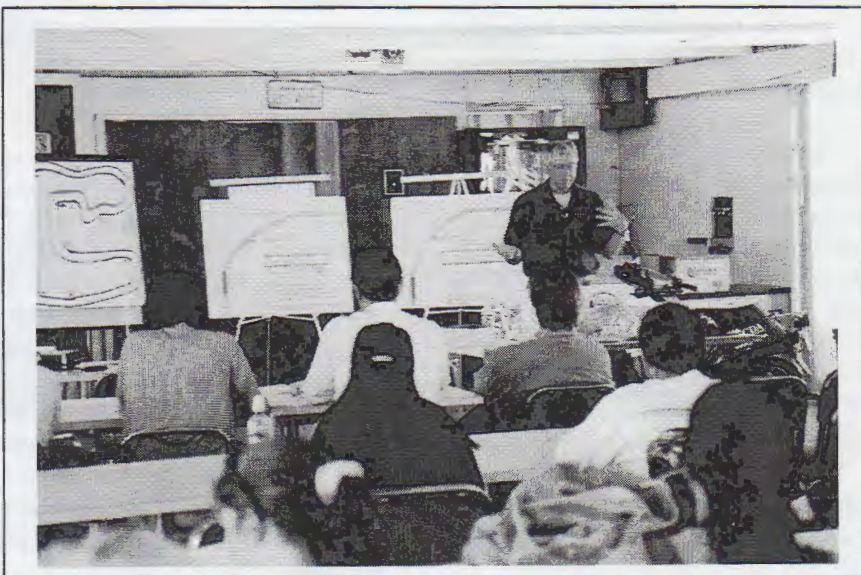
My wife Christy and I had a great time at the first Rallye. We were really excited to hear that we came

in first in the non-trophy group at our first Rallye. What an interesting way to find out you came in 16th place! I think we'll be ready for the next one.

Next I attended the Autocross School. I had a great time learning what I could do with my car at the Autocross school. It was a great way to learn how my Porsche would handle. I thought I knew the limits of the car, but once again, it exceeded my expectations. And as much as I tried, I just couldn't get my car into a spin on the skid pad like Bill Murrin wanted me to! I was really amazed at how many people

volunteered their time to put on an event like that, and never even drove their own cars that day.

Then came Blackhawk. What a rush! I always thought I would like to drive on a track, but I never really knew what it would be like. I think it could have been pretty scary without some great help and coaching from Mike Glish and Keith Clark who volunteered their time to work with me. I was amazed at how much time Keith spent with me on Sunday. He only needed to make one run with me but was willing to go out with me every time and help me improve. And then, even though



Ed Leed led the Novice Groups through the AM classroom session and then a follow-up session in the PM after track sessions were complete.



Instructors Nick and Susan Brenkus



Note the sign above Glenn Sapa's car.

he was there with his family, he gave up more time to take me out in his car and showed me how it was really done. He didn't have to do that. (Now that I think about it, maybe I really stunk at driving and he was afraid to let me out alone). Anyway, Keith showed me what FN Flying, Inc. was all about. Maybe someday, I'll join that group!

This club does a lot to make a new-comer feel welcome. Thanks to all of you 'regulars' that I've seen at every event ... even Gallagher who made things simpler by combining rules 2-10 into one!



Some paddock in the area by the fence



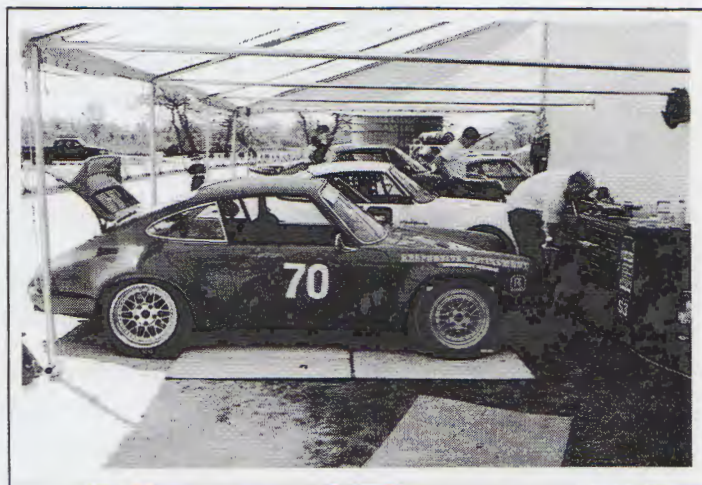
We use volunteers of any age - Flag wavers Rachel (left) and Victoria Lynn



Others paddock under the trees



Chief Driving Instructor John Ruthier (on scooter)



John Bonnet's car under the canopy at the Midwest Eurosport trailer.

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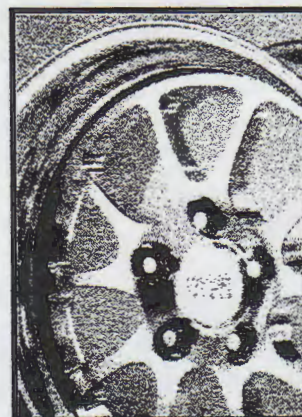
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BLACKHAWK FARMS RACEWAY DRIVERS' EDUCATION

Wednesday, August 18, 1999

Blackhawk Farms Raceway, South Beloit, IL

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

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

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

Last year every Blackhawk event was a sell-out and

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

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

8:30 am Registration and Tech Open
10:00 am Mandatory Drivers' Meeting for all entrants who have NOT run this event before.
11:00 am Registration closes
5:00 pm Track closes. Dinner site will be announced at the track.

QUESTIONS ??? : Dan Gallagher 708.784.0784

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

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

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

Car Make/Year: _____ Car Model: _____

First Driver Name

Phone number (with area code)

☐ Member ☐ Applicant ☐ Guest of _____
☐ Novice ☐ Experienced Permanent Car #: _____

List Experience: _____

Second Driver* Name (same car)

Phone number (with area code)

☐ Member ☐ Applicant ☐ Guest of _____
☐ Novice ☐ Experienced Permanent Car #: _____

List Experience: _____

Fees per driver*

Pre-registered

At the gate

\$ 130.00

\$ 145.00

*Second driver free if family member

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

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

Board Meeting Minutes

Porsche Club Of America Chicago Region Board Meeting Minutes May 7, 1999

Voting members present:

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

Voting members absent: Yanahan

Coordinators present: Clark,

D. Gallagher, P. Gallagher, Shire,
Rashbaum, Jacisin, Ruther, Janecek,
Barnicle, Leed, Inglot, Knoblauch,
Hackenson, Bittman

Meeting called to order at 8:17 pm
at Pazzo's.

Secretary - Keith Clark

- Clark presented the minutes from the April Board Meeting. Murrin moved, Inglot seconded to approve the minutes as presented. Approved unanimously.

Treasurer - Chris Inglot

- Inglot presented a treasurer's report including a balance sheet showing positive account balances and total assets; a cash flow report showing receipts and expenditures, giving a net surplus for the period; and a prepaid expense report; a cash flow report for Rallye I.
- Inglot reported that a transfer was made to the charity account to keep the account active. Ruther moved, Rashbaum seconded to approve the treasurer's report as presented. Approved unanimously.

Vice President - Bill Murrin

- No report.

President - Susan Brenkus

- No report.

Autocross - Jeff Girard & Keith Clark

- Clark reported that the autocrosses are all OK.

Road America Drivers' Education & TRAC 99 Club Race -

Chris Inglot & John Ruther

- Inglot reported that they are all set for Memorial Day.

- Inglot reported that there will not be an Enduro Race added to the September event.

Road America Drivers' Education Registration - Scott & Sharon Lynn

- Inglot reported that the event is receiving applications at a steady pace.

TRAC 99 Drivers' Education Registration - Mary Anne & Wes Nowakowski

- No report.

TRAC 99 Club Race Registration - Scott & Sharon Lynn

- No report.

Road America Club Race Sponsorship - Steve Rashbaum

- Rashbaum is contacting past and prospective sponsors.

Road America Volunteers - Gary Knoblauch

- Knoblauch reported that lining up volunteers for the Memorial Day is going well.

Blackhawk Farms - Dan & Peggy Gallagher

- D. Gallagher presented a report for the Blackhawk Novice Weekend. All went very well.

Chief Driving Instructor - John Ruther

- Ruther reported there was a good turn out for the Instructors' School and that all went well.
- Ruther reported that the Blackhawk instruction went well and thanks go out to all the instructors.
- Ruther motioned to purchase 20 intercom units. S. Brenkus moved, Rashbaum seconded. Approved unanimously.

Insurance Coordinator - Bruce Janecek

- Janecek reported that insurance requirements for all 1999 events are set up.
- Janecek requested that all event chairs get their insurance requirements in early.

Concours - Jim Jacisin & Pat Yanahan

- Jacisin requested money for both the Air Classics and Navy Pier Concours for the purchase of trophies.

Rallye - Dan & Peggy Gallagher

- No report.

Social - Myra Knoblauch

- The socials are set and ready to go.

Membership - Ed Barnicle

- Barnicle presented 43 membership applications to the Board. Janecek moved, Murrin seconded to approve the applications as members in the Chicago Region. Approved unanimously.

Safety - Jeff Girard

- No report.

Technical - Pete Hackenson

- Hackenson reported that all is set up the up coming events.

Goodie Store - Linda Patterson

- No report.

Charity - Ken Pesavento

- Shire reported that the sale of Raffle tickets is going well.

Chicago Scene Advertising - Steve Rashbaum

- Rashbaum reported 32 ads for the May Chicago Scene and they are soliciting new advertisers.

Chicago Scene & Photographer - Susan Shire & Steve Rashbaum

- May issue has been mailed.

Property - Ed Leed

- No report.

Historian - John O'Keefe

- No report.

Timing & Scoring - Susan Brenkus

- S. Brenkus reported the new timing equipment has been ordered. It may be in our possession for the May 23rd Autocross.

Webpage - Chuck Bittman

- Bittman reported that the Web Page was updated with current information.

Old Business

- N. Brenkus and Inglot proposed to the Board the following helmet rating changes for the year 2000: for Autocross/Gymkhana events the SA85 will change to SA90, for track events the SA90 will change to SA95. This will be mandatory as of January 1, 2000. S. Brenkus moved, Rashbaum seconded. Approved unanimously. Ruther abstained.

New Business

- S. Brenkus questioned the Board on where the future Board Meetings should be held. It was proposed that M. Knoblauch search for other possibilities. S. Brenkus will notify the members before the next meeting.
- D. Gallagher asked for deposit

money to hold 10 spaces for a winter cruise. Janeczek moved, Ruther seconded. 3 votes for/4 votes against. The motion was defeated. D. Gallagher and P. Gallagher abstained.

Adjournment

- Rashbaum moved, S. Brenkus

seconded to adjourn. Approved unanimously. Next meeting June 4th at a site to be determined at 8:00 pm.

Respectfully submitted,
Keith Clark, Secretary

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Saturday August 21, 1999 *

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Countryside, IL 708.246.3336

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

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

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

DIRECTIONS:

From the North:

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

From the South:

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

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

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

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

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

QUESTIONS ?

Ed Barnicle 708.579.0313



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

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

Name: _____ Phone # _____ N S O H _____
Member ____ Applicant ____ Guest ____ of _____

Name: _____ Phone # _____ N S O H _____
Member ____ Applicant ____ Guest ____ of _____

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

Please make checks payable to: PCA Chicago Region

Registration deadline: AUGUST 11th

Tech Scene

911, 928, 944, 968

Key Light Replacement

by Paul Lighthill,
Riverside Region
(from PORSCHE GEDANKEN)

If the keylight has failed or if the light housing is broken or deteriorated, Porsche offers a replacement housing for about \$15 under part no. 944.538.041.00.

To replace the light housing, remove the key itself from the plastic housing. Take care not to damage the key, but don't worry about the housing. With the key removed, use an old toothbrush and a mild cleaning agent to thoroughly clean it. Then simply snap the key into the slot in the new light housing.

Driver's Seat Brake Diagnosis

by Don Vidoli,
Connecticut Region
(from CHALLENGE)

This article provides some practical information you can use on understanding feedback that your car is giving you when braking. Generally, brake feedback from your car comes in two types -- noise and sensation.

I will cover noises first. There are three types of noise that we identify and should only occur when the brakes are applied.

*** High Pitch Squeal** - This type of noise is more of an inconvenience than a real problem. There are several possible causes: contamination between the brake pad and rotor faces, light grooving of the rotor face with new pads, or improper brake-in of new brake pads. The noise usually occurs at the end of your braking or during high speed braking. If a high-pitched squeal occurs, try to determine the offending brake (front or rear, left or right) by having a friend stand outside the car and listen for the origin of the squeal. Inspect the offending brake(s) and look at the rotor faces.

If slight grooving is present, burnish the rotor face by hand. Clean the brake pad face by running it across a piece of emery paper on a flat surface and put a slight chamfer on the leading and trailing edges of the brake pad. If a brake pad softening agent is available, treat the pad at this time.

*** Low Pitch Growl** - This type of noise is more serious, generally indicating a problem with the brake pads -- the brake pads have a bad compound, have been overheated, or are de-bonding from the back plate. This noise occurs under moderate and heavy braking. Repair involves replacement of the brake pads, however while replacing the pads, inspect for signs of overheating and try to determine the cause (sticking caliper, cooling problem, and driving habits). If overheating is apparent, check the caliper dust boots and the condition of the grease in the wheel bearings.

*** Heavy Scraping When Brakes Applied** - Usually this type of noise indicates a very serious situation where the brake pads have worn down to the metal back plates, or it may also be a pebble caught in the brakes. In either case, the brakes need to be checked right away. If the pads have worn away, the pads and rotors will need to be replaced. Also, the brake calipers should be checked for possible damage.

Sensations fall into four different types and usually occur when braking.

*** Pulsation** - Usually this indicates warped rotor(s), and if you pay attention to the feedback from the car you can determine if it involves the front or rear rotors. If you notice under braking that the entire car shudders, then most likely the rear rotors are warped. If you notice that the shudder is more pronounced in the steering wheel than the rest of the car, then most likely the front rotors are warped. To identify the

offending rotor(s), measure the run-out using a dial indicator and replace as necessary. I do not cut rotors once they have warped. The reason that I don't cut warped rotors is that by removing material from a rotor that has warped once will only cause it to warp quickly again. One word of caution on brake pulsation; if the car is equipped with ABS, make sure that the pulse is not the result of the ABS activating.

*** Pull** - This symptom is trickier to identify because the problem may be tire-related instead of brakes, even though it presents itself when you brake. If the pull is very pronounced, the problem is most likely in the front since weight transfers to the front under braking. To rule out tires, swap the tires from left to right. If the pull does not change, then the problem is most likely in the front brakes. Check both brake calipers to make sure that the pistons expand and retract freely. If both calipers work correctly, check the brake hoses to see if they are restricting the flow of brake fluid. If no problem is found in the front, check the rear in the same way.

*** Soft Pedal** - Typically this indicates a car that needs to have its brakes bled. The repair involves bleeding the brakes. While bleeding, check the condition of the brake hoses. If the soft pedal soon returns, then you may need a new brake master cylinder. Repair is by replacement.

*** Brake Lockup** - Assuming that the brake system hasn't been modified, if you experience unexpected brake lockup in the rear, begin by checking the function of the brake calipers both front and rear. If the brake calipers are functioning properly, then check the proportioning valve if equipped. If the car is equipped with ABS, then try bleeding the system as called for in the manual for your car. If the problem is

Tech...

still not corrected, take it to your favorite repair shop.

Even if you don't work on your own car, by providing the shop with your observations you may help in the correct diagnosis of your problem. You will also be a better-informed consumer, and that's the brakes.

944 Oil Pan Gasket Failure (And Prevention)

by Steve Grosekemper,
San Diego Region
(from WINDBLOWN WITNESS)

Oil leak and Porsche. When these two words are used together most people think of air-cooled cars -- that old 356, 911 or 914 with a perpetual lubricant mist which seems to be doubling as an anti-corrosion coating (at least for the rear of the car!).

While it is true that these models have had a history of oil leaks, they are not alone. They have now been joined by their water-cooled brethren. 944s have had their share of oil leak problems -- from leaking front

engine seals to leaking cam housing gaskets. They are no different than other Porsche models in that some oil leaks just happen, and others are preventable. This prevention is what we are after. Spend a little now to save a lot later.

Starting with 944 Turbo models, Porsche discovered that the exhaust manifold runs so close to the oil pan gasket, that it can be severely heat damaged. This heat will eventually destroy the gasket causing a huge oil leak. To prevent this from happening, Porsche designed a small heat shield to be bolted onto the engine block. These heat shields soon appeared on other 944 models as time went on. After several updates Porsche finally decided on a very large heat shield for all model 944s. This newest piece is about four times the size of the original early turbo piece, and does an extraordinary job of protecting the oil pan gasket. If your car has no heat shield or has an early smaller piece installed, this update should be moved to the top of your to-do list.

The installation is as easy as 1-2-3 and is as follows:

1. With the car in the air, check

the right rear corner of your oil pan. This is where the heat shield resides.

2. Remove the 6mm oil pan bolt at the right rear corner of the oil pan.
3. Hold the new heat shield in place and reinstall 6mm oil pan bolt, finger tight.
4. Install two 8mm bolts with lock washers through the top mounting holes. Now tighten all bolts.

NOTE: Very early 944s will have 10mm threaded mounting holes in the block instead of the standard 8mm holes. For these cars simply drill out the heat shield mounting holes to accept the 10mm bolts, before installation.

PARTS LIST

1. 944.100.100.00 - Heat shield - \$48.86
2. 8x12mm bolts
3. 8mm lock washers



Street and Race Prep

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



UTICA AUTOCROSS

Sunday, August 29, 1999

**Utica Speedway
Utica, IL**

Registration/Tech at 9:00 am

Timed Runs start at 10:30 am

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

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

Directions to track:

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

P1 356, 914 (except 914/6), 912, 924 (except S & T)
P2 924S, 924T, 944 (except S2 & T)
I1 Improved 4 Cylinders
P3 2.0, 2.2, 2.4, 911, 914/6, 928
P4 944 S2, 944T, 968, 930
P5 2.7, 3.0, & 3.2 911

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

Questions ? Call Bill Murrin 708.352.5719

P6 Boxster
P7 3.6 911
P8 996
I2 Improved 6 & 8 Cylinders
M1 Modified 4, 6 & 8 Cylinders
Masters Production Class only.



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

Driver #1: _____ Home Phone : _____

☐ Member ☐ Applicant ☐ Guest of _____

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

Driver #2 (same car): _____

☐ Member ☐ Applicant ☐ Guest of _____

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

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

Chicago Region Membership

WELCOME To Our New Members In May 1999!

Antonio Abrego
Chicago, IL
1999 Boxster

Clifton M. Horn
Barrington, IL
1989 911

Nicholas L. Marovich
Lake Forest, IL
1990 911 C4

Sandra Principe
Hanover, IL
1998 Boxster

Richard R. Angelica
Riverside, IL
1986 944 Turbo

Cindy Jacisin
Westchester, IL
1992 968

Roger Marshall
St. Charles, IL
1995 993C4

Herman J. Rajcevac
Fox River Grove, IL
1979 928S

Ted Borys
Warrenville, IL
1987 930

Thomas J. Johnston
Lake Forest, IL
1995 993C4

John F. Martoccio
Hinsdale, IL
1996 993TT

Thomas J. Ryan
Chicago, IL
1999 Boxster

Kristine K. Burge
Bartlett, IL
1999 Boxster

Charles F. Kirgis
Crete, IL
1999 Boxster

Virgilio A. Mazzeo
Bloomington, IL
1997 993C4S

Loren S. Schechter
Chicago, IL
1999 Boxster

Donald Conley, Jr.
Lake In The Hills, IL
1983 911SC

Mark Kiwior
Tinley Park, IL
1986 911

Jerry W. McNeil
Wayne, IL
1999 996

Dennis Sjodin
Barrington, IL
1999 Boxster

William H. Economos
Elmhurst, IL
1999 996

David Krajny
Chicago, IL
1999 C4 Cabriolet

Stephen Mecklenburg
Winnetka, IL
1989 944 Turbo

Dennis Snyder
Western Springs, IL
1995 968

C. Donald Emery III
Crown Point, IL
1986 944 Turbo

Peter Lantosz
Willowbrook, IL
1978 911SC

Steven E. Neely
Flossmoor, IL
1989 911C4

Tony G. Trowse
Bartlett, IL
1999 996

Jack C. Fahey
Lake Forest, IL
1986 911

Brian Loeffler
Barrington, IL
1987 911

Guido C. Neri
Park Ridge, IL
1987 928S4

Karl Urban
Monmouth, IL

Michael J. Fogarty
Lockport, IL
1991 911 Targa

Ross W. MacLennan
Valparaiso, IL
1987 911 Cabriolet

Randy Neubauer
Mindelein, IL
1986 930

David P. Wyman
Chicago, IL
1992 968

Bruce L. Frankenberg
Barrington, IL
1999 Boxster

Robert Mahonjey
Elm Grove, WI
1997 993TT

Mark D. Palmer
St. Charles, IL
1985 911

Samuel C. Zehr
Des Plaines, IL
1985 911

Joshua Green
Chicago, IL
1996 993 Targa

Daniel T. Manoogian
Wilmette, IL
1999 996

John M. Philpot
McHenry, IL
1990 911 Cabriolet

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

Are You Moving? Has Your Area Code Changed?

Name(s): _____

Old Address: _____

New Address: _____

Phones: (H) _____

(Area Code) (New ?)

(W) _____

(Area Code) (New ?)

Send to: Debby Leed 37 Lakeview Drive Barrington, IL 60010-1949
fax 847.382.3562 (8:00 am - 8:00 p.m. only please!) or e-mail: Leedlast@hotmail.com

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

June Membership Anniversaries

1959	Robert D. Gummow	Virginia Gummow	Timothy C. Pfeiffer	J. D. McKerr
1965	Thomas B. Funk	Kristin Funk	Robert Von Halle	Robin W. Von Halle
1968	Ronald R. Tanton	Sherry Tanton	Donn A. York	Sally York
1973	Lawrence W. Lesniak	Laurel Lesniak	1995 Peter Kowalski	Cynthia Wolanski
1975	Robert M. Casey		Scott E. Lynn	Sharon Lynn
	Owen C. Johnson Jr.	Gaile Johnson	Richard O'Brien	Betty O'Brien
	Lee R. Kass	Susan J. Kass	James M. Beck	Pam Horn
1980	Dale A. Block	Michelle E. Block	Armando Almazan	
	Peter Brink	Connie Brink	Robert C. Stewart	Linda G. Stewart
	Walter Danes	Marie Krupickova	1996 Terence L. Kothe	Brian R. Kothe
	James P. Dorfman	Michael Dorfman	Ron Molk	Elizabeth Ebling
1982	Douglas Phinney	Kerry Phinney	Duane Stanek	Sandy Stanek
	Bruce L. Dandrew	Sharon Dandrew	Scott Holtz	Wendy Holtz
1983	Robert Nelson	Barbara H. Nelson	Steven Gibson	Elizabeth Gibson
	James A. Becker	Brian Becker	Rizaldy P. Billedo	Maribel Billedo
	Dennis J. Raucci	Jackie Raucci	Barry K. Allen	Linda P. Allen
	Robert L. Hoffman	Lauren Hoffman	Roy P. Olson	Kristin Hoekstra
1984	James B. Cady	Rhonda Cady	Robert W. Morrison	
1986	Richard L. Wellek	Jeffrey A. Wellek	David F. MacNeil	Brenda MacNeil
	Sol Snyderman	Beth Snyderman	Lee S. Brownstein	
	Robert T. Soske	Edward Soske	Sean T. Murphy	Denise Robison
	Edward Stencel		Bryan S. Larson	Robin J. Larson
1987	Richard M. Glau	Marcia Glau	1997 Timothy Milani	Mike Milani
	Steve Rashbaum	Susan Shire	Jack Gaggini	
	Gregory J. Turek	Marla S. Turek	Mark McBain	
1988	Robert A. Wielgus		Scott Adleman	Maria Adleman
	Scott D. Sheffer	Beth Sheffer	William Curths	
	Bjorn Forsell	Birgitta Forsell	Josh Lederman	
1990	Thomas H. Dittmer	Jason Dittmer	Douglas J. Wakely	Cora Sandberg
	Scott R. Sherwan		Daniel F. Burns	Joanne Burns
	Norbert Becker MD	Suzanne Becker	Kendall L. Smith	Suzanne Smith
	Stephen T. Elrick	Sandra K. Elrick	Mark A. Jornd	
1991	Bruce A. Clay	Louise Clay	Norbert Ertel	Carolyn Ertel
	Ted Koziol	Tom Koziol	Arnold Klein	Marci Klein
	David H. Mathews	Judith A. Mathews	Lawrence S. Ross	Marcia S. Ross
	Paul R. McClure	Robert McClure	Martin T. Myers	
	Gary Stanko	Gary Jon Stanko	Jason M. Brown	Steffan Memmen
	Brian Murphy		1998 Randall S. Yessenow	
1992	Stephen R. Olson	Judith K. Olson	Patrick Bye	Valerie Bye
	Steven A. Wagner		Andreas J. Fischer	Erica Fischer
	Charles H. Stevens	Eileen Stevens	Maurice A. Patterson	Gloria Patterson
	James L. Vail	Mary Ann Vail	Nick Andriacchi	Steve Gelsomimo
	Daniel A. Burkhardt	Ellen Burkhardt	Gary A. Egan	Vasithee Egan
	Thomas R. Phelan		James C. Jackson	Kelly Jackson
1993	Lawrence J. Kreiter	Erica Kreiter	Jeffrey M. Mohl	Anne Mohl
	Ronald C. Leidiger		Jonathan S. Buka	
	Walter C. Koblenz	Cheryl Koblenz	Dr. James Beard	Florentina Ramniceanu
	Bohdan J. Krocze	Krystyna S. Krocze	Brian Donovan	Connie Donovan
	Douglas W. Anderson		Jeff Newman	Monica Newman
	Dr. Bruce Farkas	David Farkas	William L. Rutherford	Janice Rutherford
	Denise Evans	Terry Crase	Patrick C. Sommers	Barbara Sommers
1994	Peter B. Hackenson	Karen Hackenson	Shahriar Dadkhah	Mohammed Dadkhah
	Stacey Zann Scott	Matthew E. Scott	Robert N. Pollack	Frank S. Pollack
	David M. Wilson	Sherry Wilson	Bradley J. Bennett	Carol Bennett
	Jeff Neistein	Heather Hassig	James Matta	Timothy Matta
	Ronald D. Bean		Kenneth J. Collen	
	Jeffrey G. Davis		Vince Settineri	Roz Settineri
	William R. Linhares		Dave Matzen	Tom Matzen
	John R. Mueller	Patricia Foltz	Subhash Desai	



Labor Day Weekend 1999 marks the Seventh Annual PCA Chicago Region's TRAC (The Road America Challenge) 99 Club Race and Drivers' Education at Elkhart Lake, Wisconsin. We anticipate another sellout of over 300 participants. Road America's fourteen turns, three long straights, and four miles of winding track through the Kettle Moraine make it one of the most challenging racetracks in North America. In previous years, this event has drawn entrants from the continental U.S. and Canada.

Last year, Road America spent over a million dollars in safety improvements with the addition of concrete walls and catch fencing along with a new registration building. This year, the media center has been remodeled.

The TRAC 98 Committee so enjoyed its labor of love last year that we decided to do a repeat performance as TRAC 99. Our main objective again this year is for all entrants (club racers and drivers' ed alike) to have a fun filled, hassle-free, and safe weekend.

The event will be divided into five run groups; two for drivers' ed and three for club racers. Due to space limitations drivers may register for only one group – either drivers' ed or club racing – as we will be restricting the run groups to 60 cars each. As with the May event, it will fill quickly. **PLEASE SEND YOUR APPLICATION IN EARLY IF YOU WANT TO ATTEND.** At the same time, make your hotel reservations as they too fill due to the holiday weekend. You will be notified by mail of your acceptance. Included in your acceptance packet will be a copy of the Rules of Road America. Please take a few moments to review them before coming to the event so you can ensure that you, the driver, your family, crew, and friends are familiar with and will comply with these rules.

All cars participating in this event (club race and drivers' ed) must not exceed the Road America noise restriction of 108 dB. Please ensure that your car is in compliance with this limit. There are residential areas near the track and Road America personnel will be monitoring our cars throughout the weekend.

Registration opens at the Road America Registration Building at 3:00 pm on Friday, September 3rd. Tech will be at Road America on Friday from 3:00 pm to 7:00 pm and again on Saturday starting at 7:30 am.

On Saturday night we will host a Concours and "German Fest" Dinner and Party at Siebkens, complete with a German band to get everyone in a festive spirit. At 4:00 pm, the streets surrounding Siebkens will be closed off for what promises to be the best Concours of the season. In addition to the regular five Concours classes, there will be a special Concours class for race cars. The race cars, will arrive at Siebkens in parade with a police escort at approximately 6:00 pm and return to the track in a parade with police escort promptly at 9:00 pm. All drivers and volunteer workers will have the Concours Registration Fee waived as well as be the guests

of the Chicago Region at the dinner and party. Additional tickets are available at \$18 for adults and \$9 for children 12 and under.

The Drivers' Ed portion of this event will again be on all three days. The run groups will be half hour sessions alternating with the race run groups. Passing will only be allowed in designated areas. Racecars will not be permitted in the drivers' ed run groups. Only experienced drivers may participate in these groups, since there will be no novice run groups or instructors available at this event. All cars running in the Drivers' Ed portion of this event must be equipped with a five or six point harness. All cars must display numbers on each side and on the hood. Shoe polish is not acceptable. Numbers must be 6-8" tall so the corner workers may easily read them.

Please check to see that your car will pass Tech Inspection using the Chicago Region Tech Sheet. Be sure to pay close attention to the specifics on the Tech Sheet concerning brake fluid and brake pads. Mandatory clothing requirements for Drivers' Ed participants include: a SNELL SA 90 or later helmet, long sleeved shirt, long pants, and socks, all made out of non-synthetic materials; and closed toe shoes. Very strongly recommended, but not mandatory are a fire extinguisher, and driver's suit, gloves, shoes, and neck brace made of fire retardant material.

There will be 24-hour security at the track on Friday, Saturday, and Sunday nights. This means that all the moonlight mechanics can do their final adjustments. As a reminder, the track gates will close promptly at 7:00 pm on Monday evening. **Everyone must be off the premises by 7:00 pm.** Please remember to remove old tires and debris with you and leave Road America as we found it.

We think you will find this Road America event to be one of the best weekends of the Summer.

Chris Inglot & John Ruthner
TRAC 99 Co-chairs



PCA Chicago Region presents TRAC 99



September 4 - 6, 1999

Event Co-chairs: Chris Inglot and John Ruther



Driver's Name _____

Street Address, City, State, Zip _____

Day Phone _____ Evening Phone _____ e-mail _____

PCA Region _____ PCA Membership # _____ Expiration _____

Racing License Status: (circle) Full Provisional 1st Time Provisional Rookie Rookie Candidate

Drivers are required to have a PCA Club Racing License (complete license application must be in the National Office three weeks prior to this event)

Attending Friday Night Orientation Meeting? *Rookie Candidates and 1st Time Provisionals must attend* (circle) Yes No

Porsche Model _____ Year _____ Color _____ Engine Displacement _____ PCA Club Racing Class _____

Car # Request: 1st _____ 2nd _____ 3rd _____ 2nd Driver registered for this car? (circle) Yes No

AMD Transponder # _____ Participating in Saturday Night Concours Special Exhibition Class? (circle) Yes No

There may be reserved parking spaces set aside for some participants based on size requirements. Please help us by specifying your parking needs. No other reservations will be honored. Participants using spaces assigned to someone else will be required to move.

Parking Space Size Needed: Semi _____ Trailer _____ Other (specify) _____ Dimensions _____ ft x _____ ft

With Group? No Yes - Group Name _____ Contact _____ Phone _____

THIS EVENT IS HELD UNDER THE CURRENT PCA CLUB RACING RULES

FEES: (Includes 1 Concours Fee & 1 Dinner ticket for Saturday Night Dinner and Party per fee-paying driver.) **NEED EXTRA DINNER TICKETS?** Payment for additional dinner tickets for family members, crew, and friends may be included with this registration.

One Driver	\$350.00	\$375.00 if postmarked <u>after</u> August 7, 1999
Second Driver	\$200.00	PCA Family Member in same car - use separate registration form.
Extra Dinner Tickets	_____	\$18.00 per adult, \$9.00 per child 12 and under
AMOUNT ENCLOSED	_____	Make checks payable to PCA Chicago Region

\$25.00 Processing Fee for all CANCELLATIONS (must be in writing)

NO REFUNDS OR CANCELLATIONS AFTER AUGUST 21, 1999

In an EMERGENCY CONTACT _____ Phone _____

Relationship _____ At the track? (circle) Yes No

POLICIES: Your signature below signifies acceptance of these policies.

- The PCA Chicago Region reserves the right to deny registration for or admittance to this event or request the removal from this event of any person as it sees fit.
- Incomplete Registration forms will not be accepted and will be returned with no registration place held. Late fees will apply.
- Road America requires that we exit the track by 7:00 pm Monday September 6, 1999.
- The Chicago Region's policy regarding fees incurred and damage caused at the track is that the party or parties responsible will be required to reimburse Road America for any fees or physical damage caused to the track or its facilities, including (but not limited to) the clean up and removal of any spilled oil, coolant, brake fluid, discarded tires, or late exit. These are not covered in your registration fee.
- I agree to indemnify and hold harmless the organizers of this event and their agents with respect to the condition and preparation of my car or any subsequent failure or damage to my car or its occupants as a result of such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car.
- I hereby certify that I will have successfully completed all PCA Club License requirements prior to coming to this event and I have no known physical or mental problems which might jeopardize myself or others if I participate in this event.

Driver's signature _____ Date _____

Registrations postmarked BEFORE July 1, 1999 will NOT be accepted.

Please send completed form with check to: **Scott & Sharon Lynn**
1605 Keim Trail
St. Charles, IL 60174

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



PCA Chicago Region presents TRAC 99 Drivers' Education

September 4 - 6, 1999

Event Co-chairs: Chris Inglot and John Ruth



First Driver's Name _____		Second Driver's Name (same car) _____	
Street Address _____		Street Address _____	
City, State, Zip _____		City, State, Zip _____	
Day Phone _____	Evening Phone _____	Day Phone _____	Evening Phone _____
PCA Region & Membership # _____		PCA Region & Membership # _____ Non-member _____	
Requested Run Group (fastest) 1 (slowest) 2		Requested Run Group (fastest) 1 (slowest) 2	
Porsche Model _____	Year _____	# of Cylinders _____	Displacement _____ # of crew members _____
Please list other performance enhancing modifications to help us classify your car _____			

Chicago Region (previously assigned) Permanent Car # _____	Chicago Region (previously assigned) Permanent Car # _____
If none, Requested Car # 1 st _____ 2 nd _____ 3 rd _____	If none, Requested Car # 1 st _____ 2 nd _____ 3 rd _____

There may be reserved parking spaces set aside for some participants based on size requirements. Please help us by specifying your parking needs. No other reservations will be honored. Participants using spaces assigned to someone else will be required to move.

Parking Space Size Needed: Semi _____ Trailer _____ Other (specify) _____	Dimensions _____ ft x _____ ft
With Group? No _____ Yes - Group Name _____	Contact _____ Phone _____

All drivers must have attended the Skip Barber classroom instruction at a previous PCA Chicago Region Road America event or have very strong driving credentials and receive approval from the Event Co-chairs or Event Chief Driving Instructor Greg Turek.

Yes _____ No (circle one) _____	Did you receive Skip Barber instruction at a previous PCA Chicago Region Road America event? Yes _____ No (circle one) _____
---------------------------------	--

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

FEES: (Includes 1 Concours Fee & 1 Dinner ticket for Saturday Night Dinner and Party per fee-paying driver.) **NEED EXTRA DINNER TICKETS?** Payment for additional dinner tickets for family members, crew, and friends may be included with this registration.

First Driver	\$250.00	\$275.00 if postmarked <u>after</u> August 7, 1999
Second Driver	\$ 75.00	Family or affiliated PCA member only
Second Driver	\$250.00	Non-related PCA member, non-family, non-affiliated, or non-PCA member
Extra Dinner Tickets	_____	\$18.00 per adult, \$9.00 per child 12 and under

AMOUNT ENCLOSED _____ Make checks payable to PCA Chicago Region

\$25.00 Processing Fee for all CANCELLATIONS (must be in writing)

NO REFUNDS OR CANCELLATIONS AFTER AUGUST 21, 1999

In an EMERGENCY CONTACT _____	Phone _____
Relationship _____	At the track? (circle) Yes _____ No _____

POLICIES: Your signature below signifies acceptance of these policies.

- The PCA Chicago Region reserves the right to deny registration for or admittance to this event or request the removal from this event of any person as it sees fit.
- Incomplete Registration forms will not be accepted and will be returned with no registration place held. Late fees will apply.
- Road America requires that we exit the track by 7:00 pm Monday September 6, 1999.
- The Chicago Region's policy regarding fees incurred and damage caused at the track is that the party or parties responsible will be required to reimburse Road America for any fees or physical damage caused to the track or its facilities, including (but not limited to) the clean up and removal of any spilled oil, coolant, brake fluid, discarded tires, or late exit. These are not covered in your registration fee.
- I agree to indemnify and hold harmless the organizers of this event and their agents with respect to the condition and preparation of my car or any subsequent failure or damage to my car or its occupants as a result of such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car.

Driver's signature _____ Date _____

Please send completed form with check to: **Mary Anne Nowakowski**
527 South Rammer Avenue
Arlington Heights, IL 60004

Questions ?
847.622.4483 (24 hour info)
e-mail: nowakowskim@permapipe.com



TRAC CONCOURS

Drivers' Education



Saturday September 4, 1999

Begin your TRAC 99 Weekend Saturday evening festivities with the TRAC 99 Concours to be held streetside at Siebkens in Elkhart Lake, WI.

Concours Fee: \$20.00 per car *

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

Questions ? Mary Anne Nowakowski

Work: 847.966.2235 x2831

Home: 847.670.0683 (before 9 pm please)

Fax: 847.470.1204

e-mail: Nowakowskim@PermaPipe.com

4:00 pm Concours Participants arrive and begin finals preparations

5:45 pm Race cars police escorted in parade to Siebkens from the track

6:00 pm Judging begins, trophies awarded immediately after judging is completed

6:30 pm Dinner and Party begin at Siebkens

9:00 pm Race cars police escorted in parade back to the track

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

Class B: Exterior; Interior; Trunk & Engine

Class C: Exterior; Interior & Trunk

Class D: Exterior & Interior

Class E: Exhibition Style of Exterior & Interior.
Visual Inspection Only

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

Exhibition: Class for all participating PCA Race Cars
No entry fee required for Exhibition Class

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

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

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

Name _____ Phone _____

Address _____ City, State & Zip _____

Member _____ Applicant _____ Guest of _____

Region _____ Drivers' Ed _____ Club Racer _____ Volunteer _____

PORSCHE Model _____ Body Style & Color _____

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



We Need You!

We need your help to make the **Chicago Region's TRAC 99 Weekend - September 4 - 6, 1999** - the best it can be. Your help in the past has done just that. All volunteers will have their entry fee for the TRAC 99 Concours waived and be the guests of the Chicago Region at the Saturday evening Dinner. Please help out again this year. If you are interested, please send your work assignment preferences, name, address, and phone and/or fax number to:

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

or

Fax: 630.325.2286



One of our most meticulous tech volunteers at TRAC 98

Photo by Sue Wesa

VOLUNTEER FORM

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

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

Timing / Grid / Start / Tech / Registration / Anywhere you need me
 Friday pm / Saturday am / Saturday pm / Sunday am / Sunday pm / Monday am / Monday pm

A Very Limited Offer ...

The staff of **The Osthoff Resort** is pleased to have the opportunity of hosting the Chicago Region PCA. We will hold the following block of rooms until **August 4, 1999** at the quoted prices. Any rooms left in the block that have not been reserved will be released on August 4, 1999.

Arrival: Friday September 3, 1999

Departure: Monday September 6, 1999

<u>Room Type</u>	<u>Quantity</u>	<u>Nights</u>	<u>Rate</u>
1 Bedroom Woodland Suite	18	3	\$ 150.00
2 Bedroom Woodland Suite	17	3	\$ 170.00

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

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

Places To Stay While Visiting Road America

Lodging Establishments

52 Stafford
Plymouth, WI
920.893.0552

AmericInn Motel - Plymouth
Plymouth, WI
920.892.2669

AmericInn Motel/Suites
Sheboygan, WI
920.208.8130

Barefoot Bay
Elkhart Lake, WI
920.876.3323

Best Western Harborside
Port Washington, WI
414.284.9461

Boarding House Bed & Breakfast
Elkhart Lake, WI
920.876.3616

Breeze Inn/Chalet Motel
Mequon, WI
414.241.4510

Brownstone Bed & Breakfast
Sheboygan, WI
920.451.0644

Comfort Suites/Comfort Dome
Appleton, WI
920.730.3800

Cream City Bed & Breakfast
Plymouth, WI
920.893.8162

East Shore Inn
Chilton, WI
920.849.4230

Holiday Inn Express
Sheboygan, WI
920.451.8700

Holiday Inn - Holidome
Fond du Lac, WI
920.923.1440

Holiday Inn
Manitowoc, WI
920.682.6000

Krupp Farm Homestead B&B
New Holstein, WI
414.782.5421

Lakeland College
Howards Grove, WI
920.565.1248

Marian College
Fond du Lac, WI
800.262.7426

Oshkosh Hilton
Oshkosh, WI
800.365.4458

The Osthoff
Elkhart Lake, WI
800.876.3399

Pinehurst Inn
Sheboygan Falls, WI
920.467.4314

Pioneer Inn & Marina
Oshkosh, WI
800.683.1980

Plymouth Inn
Plymouth, WI
920.893.5623

Ramada Plaza Hotel
Fond du Lac, WI
920.923.3000

Red Forest Bed & Breakfast
Two Rivers, WI
920.793.1794

Rochester Inn Bed & Breakfast
Sheboygan Falls, WI
920.467.3123

Saukville Super 8 Motel
Saukville, WI
414.284.9399

Sheboygan Super 8 Motel
Sheboygan, WI
920.458.8080

Siebkens Resort
Elkhart Lake, WI
920.876.2600

Sippel House
Elkhart Lake, WI
920.876.3110

Starlite Motel
New Holstein, WI
920.898.4265

Village Inn - Motel
Two Rivers, WI
920.794.8818

The Washington House Inn
Cedarburg, WI
800.554.4717

West Bend Inn
West Bend, WI
800.727-9727

Wisconsin Aire Motel
Random Lake, WI
920.994.4501

Yankee Hill Inn Bed & Breakfast
Plymouth, WI
920.892.2222

Campgrounds

Cedar View Camper Rentals
Kiel, WI
920.894.7884

Hoeft's Resort Campground
Cascade, WI
920.626.2221

Plymouth Rock Camping Resort
Plymouth, WI
920.892.4252

Mark & Dean's Camper Rental
Kiel, WI
800.894.7181

Westward Ho Camp Resort
Glenbeulah, WI
920.526.3407

Referrals

Elkhart Lake Chamber of Commerce
Elkhart Lake, WI
920.876.2922

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

Mac Neil Automotive Products is pleased to
offer the finest in quality and performance...

WeatherTech® Floor Mats

Only WeatherTech® gives you all season protection you can rely on and much more. WeatherTech® Floor Mats...

- Offer truly effective carpet protection.
- Have deeply sculpted channels to trap water, road salt, mud and sand.
- Are made of up to 13 lbs. of pliable virgin rubber.
- Won't curl, crack, or harden, even in sub-zero weather.
- Come in **Black, Tan or Grey** to compliment virtually any interior color.
- Hold up to 1½ quarts of water without spilling.

All WeatherTech® Floor Mats come with a protective, non-stick finish which makes cleanup quick and easy.

WE HAVE MATS TO FIT ALMOST ALL DOMESTIC AND IMPORTED AUTOMOBILES, TRUCKS, MINIVANS, AND SPORT UTILITY VEHICLES:

Acura • Alfa Romeo • Audi • BMW • Buick • Cadillac • Chevrolet • Chrysler • Daewoo • Daihatsu • Dodge • Eagle • Fiat • Ford • Geo • GMC • Honda • Hummer • Hyundai • Infiniti • Isuzu • Jaguar • Jeep • Kia • Land Rover • Lexus • Lincoln • Mazda • Mercedes • Mercury • Mitsubishi • Nissan • Oldsmobile • Peugeot • Plymouth • Pontiac • Porsche • Renault • Rolls Royce • Saab • Saturn • Sterling • Subaru • Suzuki • Toyota • VW • Volvo

Available in Black, Tan or Grey.



Front Floor
Mat Set
\$44.95
Tan or Grey,
add \$5.00
plus \$8 shipping
2nd set ships FREE*

Front & Rear
Mat Set
\$79.95
Tan or Grey,
add \$10.00
plus \$8 shipping
Rear set ships FREE*

Grand Caravan Floor Mats Shown

New... CenterLoc™ Floor Mats Available for Most Popular Minivans!

WeatherTech® Cargo Liners

Explorer Liner Shown



Cargo Liners
Starting From
\$69.95

Tan or Grey, add \$10.00
plus \$9 shipping

FREE cargo liner
shipping when you
purchase floor mats*

And with WeatherTech® Cargo Liners you get even more protection.

They are designed...

- To protect the rear cargo area carpeting from all types of wear and tear.
- With a raised lip to help contain spills.
- In **Black, Tan or Grey** to compliment virtually any interior color.

- For either sub-zero winter or hot summer temperatures.
- To cleanup quick and easy.
- Not to crack or break as long as you own your vehicle, guaranteed.

WeatherTech® Cargo Liners are perfect for hauling gardening supplies, fishing gear, construction materials, golf clubs, or the family pet.

SPORT UTILITY LINER APPLICATIONS:

Blazer • Bravada • Bronco • Cherokee • County • CR-V • Denali • Discovery • Durango • Envoy • Expedition • Explorer • Grand Cherokee • Jimmy • Land Cruiser • LX450 • LX470 • ML320 • Montero • Montero Sport • Mountaineer • Navigator • Navajo • Pathfinder • Passport • QX4 • Range Rover 4.0 SE/4.6 HSE • RAV4 • Rodeo • RX300 • Sidekick • SLX • Sportage • Suburban • Tahoe • Tracker • Trooper • Wrangler • Yukon • 4Runner

VAN / MINIVAN LINER APPLICATIONS:

Aerostar (Ext.) • Astro (Ext.) • Caravan • Club Wagon • MPV • Oasis • Odyssey • Previa • Quest • Safari (Ext.) • Sienna • Silhouette • T & C • Trans Sport • Venture • Voyager • Voyager • Windstar

AUTOMOBILE LINER APPLICATIONS:

A4 • A6 • Accord • Altima • Avalon • Beetle • BMW 3, 5, 7 Series • Camry • Civic • CL • Concorde • Continental • Corvette • Crown Victoria • DeVille • ES300 • Eldorado • Escort • Golf/Golf III • GS300 • GS400 • I30 • Integra • Intrepid • Jetta/Jetta III • Legacy Wgn/Legacy Outback Wgn • LS400 • Maxima • Mercedes "C", "E", "S" Class • Passat • S70 • Sable • Seville • SC/SC2 • SL/SL1/SL2 • SW1/SW2 • Taurus • Town Car • V70 • V90 • Vision • 740/760/940/960 • 850 • 944

(TAN AND GREY CARGO LINERS AVAILABLE FOR SELECT APPLICATIONS)

WeatherTech® Wind & Rain Deflectors

Introducing our WeatherTech® Wind and Rain Deflector precision crafted in Germany, exclusively for Mac Neil Automotive Products.

- Maximizes your fresh air enjoyment
- Optically transparent
- Sleek-aerodynamic OEM styling and quality
- Reduces wind noise
- Installs quickly and easily inside the window channel using a precision-machined, micro-thin mounting flange
- No unsightly exterior tape
- Minimizes interior heat when parked

And with the WeatherTech® Wind and Rain Deflector being TÜV approved, it is clearly your finest choice!

WE HAVE DEFLECTORS TO FIT ALMOST ALL DOMESTIC AND IMPORTED AUTOMOBILES, LIGHT TRUCKS, MINIVANS, AND SPORT UTILITY VEHICLES:

Acura • Audi • BMW • Buick • Cadillac • Chevrolet • Chrysler • Daewoo • Dodge • Eagle • Ford • Geo • GMC • Honda • Hyundai • Infiniti • Isuzu • Jeep • Kia • Land Rover • Lexus • Lincoln • Mazda • Mercedes • Mercury • Mitsubishi • Nissan • Oldsmobile • Plymouth • Pontiac • Saab • Saturn • Suzuki • Toyota • VW • Volvo

We also carry products from these fine companies, see them on our website at www.weathertech.com:



Wind & Rain
Deflector
Front Set
\$44.95

plus \$8 shipping
2nd set ships FREE*

Wind & Rain
Deflector
Front & Rear Set
\$79.95

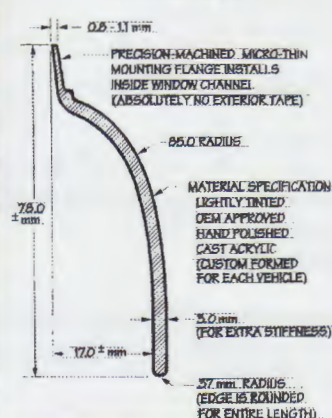
plus \$8 shipping
Rear set ships FREE*



Tahoe Deflector Shown

No Exterior
Tape Needed!

THE SECRET



*We pay regular shipping within the 48 contiguous states, when shipped to the same address on additional sets of floor mats or a cargo liner when purchased in combination with a set of front wind & rain deflectors. WE GUARANTEE YOUR SATISFACTION. If you are not satisfied with your order, return your unused product within 30 days for a complete refund, less shipping & packaging.

Photography by: Richard Izul, Chicago

Air Classics Concours

It's Concours Season!

by Cindy Jacisin

The evenings stay light longer. The Temperatures are warmer. The flowers are blooming. You know what that means? It's the Concours Season!

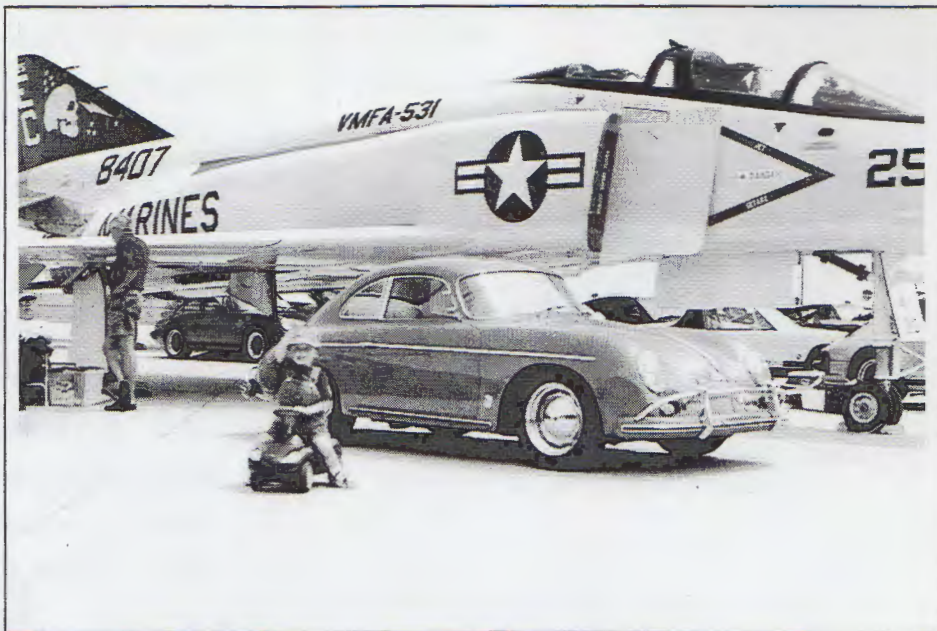
The first concours of 1999 was again held at the Aurora Municipal Airport at the Air Classics Museums. Fifty-seven cars 'flew in' from the surrounding suburbs and showed their 'stuff' in either A, B, C, D, Exhibition, or Novice Class.

The continental breakfast provided a welcome break during the preparations and an energy boost before putting the final touches on the cars. At noon the Q-tips and chamois were ordered put away and the real fun began. Many of the entrants were recruited as judges and had the job of critiquing their fellow club members/friends' cars.

The airport personnel grilled hot dogs and hamburgers while the veterans talked about the planes, the missions they flew, what the equipment was used for, and the history of the aircraft.

After the judging of the was finished, Bonnie Yanahan and Patty Jacisin tabulated all the points (as they do for every concours).

Jim Jacisin announced the results and handed each entrant their first trophy of the year. It's going to be a good summer!



Howard Yefsky's "Peapod" 356 Coupe

JUDGES' CHOICE

Howard Yefsky 356 Coupe

PEOPLE'S CHOICE

Joe Hollar 944 Coupe

CLASS A PLACES & POINTS

1	313.5	Bob Cook	911 Coupe
2	305.5	Jim & Patty Jacisin	944 S2 Cabriolet
3	296.0	Tom Funk	356 Coupe
4	291.5	Pat & Bonnie Yanahan	993 Cabriolet



(left to right) Tom Funk's 356 Coupe, Jim and Patty Jacisin's 944S2 Cab, and Bob Cook's 911 Coupe



F4 Starfighter



Jerry Matta's Slantnose 930



(left to right) Bob Heider's 968, John Diwick's 911 Targa, and Beth Luddy's 924S

CLASS C PLACES

- | | | | |
|---|-------|-----------------------|-----------------|
| 1 | 171.0 | Wes & Mary Nowakowski | 951 Coupe |
| 2 | 165.0 | James & Mike Levine | 964 C4 Widebody |



(left to right) Rich Swiderski's 930 Coupe and Harold Beach's yellow 911T

CLASS B PLACES

- | | | | |
|----|-------|-------------------------|---------------------|
| 1 | 249.5 | Andy Discher | 951 Coupe |
| 2 | 244.5 | Jerry Matta | 930 Slantnose Coupe |
| 3 | 241.5 | Beth Luddy | 924S Coupe |
| 4 | 239.0 | Ron Bean | 911 Coupe |
| 5 | 238.0 | John Diwick | 911 Targa |
| 6 | 238.0 | Rich Laurie | 993 Coupe |
| 7 | 236.5 | Sam Collura | 911 Coupe |
| 8 | 235.0 | Michael Haas | 911 Coupe |
| 9 | 233.0 | Robert Waterman | 928 S4 Coupe |
| 10 | 220.5 | Bob Heider | 968 Coupe |
| 11 | 216.5 | Cindy Jacisin | 968 Cabriolet |
| 12 | 201.0 | Kevin Schilling | 930 Coupe |
| 13 | 195.0 | William & Helen Prassas | 928 Coupe |



(left to right) A.J. Tiller's 914 S, Bob Waterman's 928S4, F4 Starfighter, and James and Mike Levine's 964 C4 Widebody

Air Classics photos by Jim Jacisin

CLASS D PLACES

- | | | | |
|---|-------|-----------------------|---------------|
| 1 | 150.5 | Mike & April Milhouse | 951 Coupe |
| 2 | 144.5 | Rich Swiderski | 930 Coupe |
| 3 | 144.0 | Harold Beach | 911T Coupe |
| 4 | 143.5 | Mark Basso | 911 |
| 5 | 140.5 | Maureen Hutton | 924 |
| 6 | 138.5 | Van B. Miller | 911 Coupe |
| 7 | 137.0 | Van Larson | 996 Coupe |
| 8 | 136.0 | Brian Jackson | 912 Coupe |
| 9 | 131.0 | John Malone | 911 Cabriolet |



(left to right) Fred & Daphne Beyerlein's America Roadster, Lee Lichtenstein's 968, and Howard Yefsky's 356



Paul Schiller's 964 and a 1950 Sabre Jet



Bird's eye view of power



Lined up and ready to fly

CLASS E PLACES

1	40.5	Howard Yefsky	356 Coupe
2	40.4	Dave Matthews	911S Coupe
3	40.3	Dave Matthews	356 Coupe
4	38.0	Lee Lichtenstein	968 Coupe
5	38.0	A.J. Tiller	911S Targa
6	38.0	Bill Murrin	911 Coupe
7	37.0	Kevin Werner	911 Coupe
8	36.0	Gerry Dunn	356B Roadster



An A4 Phantom kept company by (left to right) Howard Yefsky's 356 Coupe, Bill Murrin's 911 Coupe, and Kevin Werner's 911 Coupe

NOVICE CLASS PLACES

1	186.0	Jeff Folkerts	944 Coupe
2	175.5	Paul Becker	911 Coupe
3	175.5	Mark Sullivan	911
4	173.0	Michael Kenaga	930 Coupe
5	173.0	Fred & Daphne Beyerien	964 America Roadster
6	172.5	Dennis Costas	911 Coupe
7	171.5	Eric & Ellen Goodman	911 Coupe
8	167.0	Dan & Trowby Brockman	986 Cabriolet
9	162.0	Joe Hollar	944 Coupe
10	158.0	Bill Economos	911
11	156.0	Michelle Hollar	996 Cabriolet
12	151.5	Paul Schiller	911 Coupe
13	143.0	Walter Page	944S2 Cabriolet
14	143.0	Rick Angelica	951 Coupe
15	140.5	Marc Favard	911 Coupe

River Run Rallye

Saturday September 18, 1999

We've not only changed the date of the Rallye III, we've also increased the fun!

Rallyemaster Jack Stephensen has planned a route that will take us from Freeport to someplace out near the Mississippi River on Saturday September 18th.

More details in the July Chicago Scene

Starting Point

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

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

Times: TBA

Overnight Accommodations

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

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



Fischer Motors, Inc.

SPECIALISTS IN COMPETITION PERFORMANCE SERVICE

- High Performance Engine Work
- Hunter Wheel Alignment
- Race Suspension Tuning & Weight Balancing
- Transmission & Brake Conversions

Besides all sport related upgrades, we are a repair facility for German cars.

PORSCHE MERCEDES BENZ BMW VOLKSWAGEN AUDI

908 S. Northwest Highway (Rte. 14)
Between Lake Cook Roads & Dundee Road
Barrington, Illinois 60010
(847) 304-8822 - 8823

Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM

PCA Chicago Region Tech Inspection Sheet

NAME: _____ COLOR: _____ CLASS: _____

MODEL/YEAR: _____ ENG. DISP.: _____ PERM. CAR #: _____

Pass Fail TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- ____ 1. **WINDSHIELD** - No cracks. Functional wipers with good blades.
- ____ 2. **MIRRORS** - At least one securely mounted rear view mirror.
- ____ 3. **BRAKE LIGHTS** - Functional.
- ____ 4. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
- ____ 5. **SEAT BELTS** - Original factory installation; or securely anchored metal-to-metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five or six point harnesses required for Classes 1 - 3 at Road America and highly recommended for all other events.
- ____ 6. **ROLL BAR** - All open cars except 914's, Targas, and cars in the Production class.
- ____ 7. **HELMET, SNELL SA 1990 or later required for all track events** including Blackhawk, Road America, and GingerMan (sticker must be attached inside) and **HELMET, SNELL SA or M 1985 or later required for all autocross or gymkhana events** (sticker must be attached inside).
- ____ 8. **BRAKE FLUID** - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If an other high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.
- ____ 9. **BATTERY(IES)** - Securely fastened and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.
- ____ 10. **DRIVE BELTS** - Tight and in good condition.
- ____ 11. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
- ____ 12. **LEAKS** - No leaks of any fluid - oil, gas, brake, or coolant.
- ____ 13. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
- ____ 14. **FRONT SUSPENSION** - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition.
- ____ 15. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber.
- ____ 16. **WHEEL BEARINGS** - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.
- ____ 17. **ENGINE** - Check for odd sounds and satisfactory exhaust. (Remember 108db sound limit at Road America.)
- ____ 18. **BRAKES** - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh competition pads properly bedded in.
- ____ 19. **WHEELS** - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hubcaps removed.
- ____ 20. **TIRES** - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured.
- ____ 21. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver BC or ABC rated and fully charged. Halon recommended.
- ____ 22. **GAS CAP** - Gasket intact and cap tightened.
- ____ 23. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc.
- ____ 24. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials

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

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

DRIVER'S SIGNATURE: _____

DATE: _____

WITNESS TO DRIVER'S SIGNATURE: _____

DATE: _____

The Mart

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

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

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

FOR SALE

PORSCHEs

1970 911S Silver/black. Mild vintage racer/club racer. Kevlar racing seat, Simpson harness, Autopower roll bar. Gun drilled torsion bars, sway bars, 3 sets of wheels. RSR shocks. DS 11 pads. Braided lines, front oil cooler, fiberglass bumper/duck tail. Come see it. \$13,000/OBO. Jeannete Russo. 773.871.4363, e-mail: jrusso@@hotmail.com.

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

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

1973 911 RS Touring White w/red graphics. 85K km. Exc. cond. all

numbers match. #9113600937.

Asking \$60,000. Glenn Sapa, 27W506 Wallace Rd., Wheaton, IL 60187, (eve) 630.690.0667.

1979 911SC White/black 500 mi. since complete restoration. Spared no expense/best of everything. 40K invested. \$18,500 or interesting trades. Call for details. Pete Kowalski 773.585.4795.

1979 911SC Targa Rare Prussian blue w/red leather. 108K mi.

#9119211783. Drives/performs/looks very good. Most work last 4 years by Midwest Eurosport. New tires/clutch/brakes/fuel injectors. Always garaged. Non-smoker. \$14,000/OBO. John 847.680.0959.

1984 Carrera Cabriolet Silver/blue/blue body. Interior & top in exc. condition. #WPOEB0911ES171010. Engine 100K mi./very strong. Frt. & rr. spoilers/new battery/alternator. Short shift kit. Sport seats. Many extras. Must sell/starting own business. Pictures/records available upon requested. Invested \$25,000. Mike 815.786.6101.

1985 911 Targa Red/black. 86K mi. WPOEB0917FS160580. Garaged/covered/no winters. Exc. cond. Kenwood AM/FM stereo w/6 CD changer/new speakers. Also have orig. Blaupunkt unit. \$16,000. Bob (days) 847.925.6062 or (eve) 630.655.0821.

1986 911 Carrera Coupe Iris blue/taupe leather seats. Sport driver's seat. 51K mi. Sunroof. New Bilstein shocks. H4 headlights. Chip. Mobil 1. CD player. Frt. chin spoiler. Exc. cond. \$23,000. Ray Price 219.464.2837.

1986 911 Turbo Red/tan. Full leather. Sports seats. 29K mi. Completely stock/concours cond. 30K service done. New tires. Ready for summer. Serious inquiries only please. \$34,995. Joe 847.251.6149, e-mail J-Seminetta@nwu.edu.

1987 911 Coupe Guards red/blk part leather int. 54K mi. 2nd owner. #WPOAB0915HS122329. Factory spoilers. Cruise. Sunroof. 16" Fuchs w/Yoko A-509. Pwr. driver's seat. Clifford alarm. Sony 1-disc. Infinity/Bazooka Bass spkrs. Bra.

Mirror bras. Stored winters/no smoker. Exc. cond. \$26,500/OBO. Dan Jacob 233 Bym Brae, Waterloo, IA 50701. 319.234.2353, e-mail DLJacob@aol.com.

1988 911 Carrera Cabriolet Grand Prix white/navy top & full leather. 56K mi. Absolutely beautiful/rare color combo. 16" white Fuchs, Blaupunkt 10 disc CD changer. Carrera tail. Otherwise completely stock. N winters/smoking. Last of classic air cooled 911s. \$32,000. Tom Karkos (hm) 847.695.2377 (wk) 847.695.9889. Elgin area.

1991 911 Turbo Coupe Silver/blk leather. 32K mi. 2-door. 6 cyl., 3.3L Turbo. A/C. Dual airbags. Premium sound. 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, e-mail: JohnKuet@hotmail.com.

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

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

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

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(pager) 708.999.9135.

1984 DP935 Turbo Stage II Euro composite body. Red/black leather. 400+ Hp. 10K mi. Cockpit adj. boost. 9x15, 13x15 Fuchs. New P-7's. A real DP with all the DP features. Rare and wild! Will trade for 1996 Vipers GTS or \$56,000. Erik 847.223.0217.

1986 944 Turbo Guards red/blk leather. 45K mi. Auto Authority. New Turbo S clutch/timing belts/tune-up. Serviced by Midwest Eurosport. No winters/racing. Looks like new! Mike Ksiazek (days) 847.279.2710, (eve) 630.789.2257.

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

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

1989 944 S2 Black/black leather. Sunroof. Very clean. Lots of receipts. *7K mi. Exc. mechanicals. Must sell. \$11,000/OBO. Michael Ryan (w) 847.884.8949, (h) 847.382.6227.

1989 944 Turbo S Baltic blue (navy)/linen (cream) leather. Engine/turbo completely rebuilt 15K mi. ago. Head & block "O" ringed, Race-Ware studs - wide fire ring gasket. Auto Authority stage 2 chips (300 hp), M030 frt. & rr sway bars, corner weighted/competition alignment. Looks new/not been raced. \$18,500. Chuck Schank, Sandwich, IL 815.498.4600.

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

1997 993 Cabriolet Arctic Silver/

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

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

OTHERS/PARTS

1983 Reproduction Porsche Speedster - VW 4 Tip. Abarth. \$8,750.00. U Karl 847.426.3623.

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

24' Pace Shadow Enclosed Trailer Black w/translucent fiberglass roof, ATP stone guard, black fiberglass air dome, white aluminum interior walls, black & white checked vinyl floor, beaver tail w/ATP extension, step-down side door. 21' canvas awning. Cam design self-centering, load leveling hitch. Aluminum roof platform w/removable ladder. 12V ceiling & loading lights. 12V electric tongue jack with light. 50 amp panel & GFI receptacle. Two under floor tire compartments, white overhead and base cabinets w/stainless steel countertop. Wall mounted aluminum tire rack & gas can storage. \$7,500.00. Greg (eve & weekends) 630.904.0800.

1993 Anniversary Model Harley-Davidson FXLR Low Rider Absolutely perfect/as new two-

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

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

Trailer Hitch Reese load leveling hitch. \$300. Jim Hopp (w) 630.801.7257 or (h) 630.896.2569.

Fuchs Factory Alloy Wheels Two 7x15 & 2 8x15 Fuchs factory alloys, \$750. Fits 911SC & Carrera up to 1989. Will sell as complete set only. Nick Brenkus (days) 847.540.2258, (eve) 630.529.0911 before 9:00 pm please.

Fuchs Wheels (2) 7x15 & (2) 8x15 & (1) 6x15 w/red centers. Fabcar bolt-in roll Cage. Jerry Queue (days) 312.338.3203, (eve) 312.951.2662 or e-mail: jqueue@chi.rtkl.com.

Fuchs Wheels - Replicas Four (4) 7x15 w/mounted BFG R1's, 225/50/15. \$25.00 each. Stuart Acker (eve) 630.587.8250.

1999 Porsche Wheels & Snow Tires Complete set with 300 mi. usage on tires. Includes unopened Boxster car cover. Best offer. Irving Drobny 312.649.1818.

17" 993 Cup Style Wheels & Tires 7.5" & 9" wide w/Pirelli Winter 210 Asimmetrico 205/50 HR & 225/45 HR w/3K mi. \$900. Raoul Mosquera, Hinsdale 630.455.9494.

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

Wheels & Parts Complete set of '97 Twin Turbo wheels w/tires \$3900/OBO. Complete set of '92 C2 Turbo

The Mart ...

wheels Perfect \$1700/OBO. Complete set of '86 944T wheels Fuchs \$950/OBO. Complete set of '88 911 Turbo wheels \$900/OBO. For '90-'98 C2 993 carbon fiber dash \$1500/OBO, carbon fiber gear shifter and brake handle \$600/OBO, Burl wood dash \$1500/OBO. 993 Dark red wood leather steering wheel \$1000/OBO. Parts: '86 944Y, '89 944T w/ ltd. slip and engine, call with needs. '95-'98 w/out trip comp. Aluminum gauges \$1200/OBO. Lee (eve) 847.487.0430.

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

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

911/944 25mm Aluminum Wheel Spacers Pair. (1 inch). \$150. Curt Preissner 847.825.0316, e-mail: cpreis@uic.edu.

Tires Brand new/no track time. Yokohama Advan 032R's. two (2) 275/40R17, two (2) 235/R17. \$300 per pair. Glen Spiegler 847.884.0818.

Pirelli Pzero Porsche OEM Tires Very sticky. Two (2) 205/50 ZR17N1 & two (2) 255/40 ZR17N2. Took off new Boxster. 315 mi. Tena says "Get them out of the bedroom". \$675 for

all four (4). Ed Russ (w) 312.540.3638, (h) 847.835.9119.

Two (2) Porsche RS America Black Cloth Sport Seats Perfect shape.

Great compromise between stock and full race seats. Excellent for Drivers' Ed. Factory list \$3,000 each. Make an offer. Bill Murrin (w) 708.485.7742, (h) 708.352.5719, e-mail: Bill968@aol.com.

Magnecor 8.5mm Plug Wires '83-'89 924, 944, 951 (except 944S)

Used 3 mos. \$40. Scott Kroclic 630.469.4645 after 5 pm.

911 Parts '83 SC Cab original factory Whale Tail \$400. Complete '91 C2 factory CD player/system \$350. Tim Milani 773.832.9667.

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

847.426.8093. More parts at dcoup@dnhmarketing.com.

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

847.426.8093. More parts at dcoup@dnhmarketing.com.

911 Engine Parts for Rebuild 2.7 P/L, 9.3 to 1 compression, complete set.

All new main & rod bearings/standard size. All new intake/

exhaust valves and valve guides. Complete set new rocker arms and shafts. New timing chains. Int. and outer shaft bearings & #8 bearing. Complete gasket set. Valued at \$2826.65. Will sell for \$2,000. Firm. "Uncle Frank" 847.543.1843.

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

27 "7R" Case All work completed by Jerry Woods Enterprises 2/98. Resurface, line bore, case savers, anti-shuffle pins, clearance case for C2 oil pump. Case \$1560 (my cost). New C2 oil pump and drive \$735.09. Here's base for the perfect RS engine. Mike Southard 847.294.3689.

Club Racing Parts Rollbar fits '69-'77 Coupe, non-sunroof, no hardware. Recaro touring seat, blk cloth, like new. Seatbelts, quick release, multi-point, good cond. Package \$500. Brake rotors, new & used: 911 vented for '69-'77 fronts, \$25 each; 911 vented for '69-'77 rear new \$25 each; 911 vented for '69-'77 rear used \$10 each; 914-6 x-drilled front & rear \$25 each; 911 vented slotted rear \$25 each. Headers, 2.0-2.7 liter nice cond. w/stingers \$100. 911 tail lens, U.S., good cond. \$10. Uncle Frank 847.543.1843.

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

mikspahr@gateway.net

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630.505.4684.

'86 944T Parts Stock A'arms, torsion bars - best offer. Buyer pays freight. Steve 847.673.5218.

944 Parts 944 front Koni Gas sports struts KO-1136LS & KO-1136RS fits 944 '85-'89 and 944 Turbo '86-'88.

Also 200 lb. frt. springs for same application. Automotion list for setup is \$919.96. Will sell for \$600. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm).

944 Harness Bars Stable Energies \$150. Brey Krause \$250. Jim Hopp (w) 630.801.7257 or (h) 630.896.2569.

Carrera 2/4 (964) Necessary Parts

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

Porsche Performance Videos

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cassettes featuring Porsche cars, people, & events. Not sold in stores. Never before offered (by me).

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

WANTED

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

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Oversteer

Top Eleven Reasons Why Working On Your Porsche Is Like Sex

by Rich Herzog,
Sierra Nevada Region
(from DAS RUNDSCHREIBEN)

11. It's better when you're in the right mood.
10. You get such a feeling of satisfaction when you're done.
9. You can't really see what you're doing - it's all done by touch.
8. Having the right tool can make all the difference.
7. You can work on someone else's but it's risky.
6. Knowing where and when to use the right lubricant makes things better.
5. Even if it you did it right, you can do it again next weekend.
4. A professional might do it better, but they're so expensive.
3. You're never really sure how it will go until you're under the covers.
2. If you put it off too long, it'll cause problems.
1. If you don't take your time and do it right, it'll get expensive.

Things Not To Say To A Cop

(this version supplied by
Bruce Janeczek)

- I can't reach my license unless you hold my beer.
- Sorry, Officer, I didn't realize that my radar detector wasn't plugged in.
- Aren't you the guy from The Village People?
- Hey, you must've been doing about 125 mph to keep up with me! Good job!

- I thought you had to be in relatively good physical condition to be a police officer?
- I was going to be a cop, but I decided to finish high school instead.
- You're not gonna check the trunk, are you?
- Didn't I see you get your butt kicked on "Cops"?
- Wow, you look just like the guy in the picture on my girlfriend's nightstand.
- I pay your salary!
- Do you know why you pulled me over? Okay, just so one of us knows.
- I was trying to keep up with traffic. Yes, I know there is no other car around. That's how far ahead of me they are.
- What do you mean "Have I been drinking?" You're the trained specialist.
- Well, when I reached down to pick up the bag of crack, my gun fell off my lap and got lodged between the brake pedal and the gas pedal, forcing me to speed out of control.
- Hey, is that a 9 mm? That's nothing compared to this .44 mm magnum.
- Hey, can you give me another one of those full cavity searches?

Speeding Ticket Jokes

from the Internet

GOOD:

A policeman had a perfect spot to watch for speeders, but wasn't getting many. Then, he discovered the problem. A 10-year old boy was standing up the road with a hand painted sign which read "RADAR TRAP AHEAD." The officer then found a young accomplice down the road with a sign reading "TIPS" and a bucket full of change.

BETTER:

A motorist was mailed a picture of his car speeding through an automated radar. A \$40 speeding ticket was included. Being cute, he sent the police department a picture of \$40. The police responded with

another mailed photo, this one of handcuffs.

BEST:

A young woman was pulled over for speeding. As the motorcycle officer walked to her car window and was flipping open his ticket book, she said, "I bet you are going to sell me a ticket to the Highway Patrolmen's Ball."

He replied, "Highway patrolmen don't have balls."

There was a moment of silence while she smiled, and he realized what he'd just said. He then closed his book, got back on his motorcycle and left. She was laughing too hard to start her car for several minutes.

One Last (And Really Old) Joke from the Internet

A neighborhood kid was looking for ways to earn money. He knocked on the door of one house, and when the man answered the boy asked, "Hey mister, got any odd jobs I can do?"

The man, indeed, had a job for the boy to do. He handed the boy a can of red paint and a brush. "Paint my porch."

The boy was eager to do a good job, and the man went back inside. A couple hours later, the boy knocked on the door again. "Okay mister, I'm done painting; but I gotta tell ya, that's not a Porsche, it's a Lamborghini."

Chicago Region Home Page

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

PCA Home Page

<http://www.pca.org>



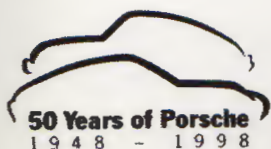
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