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THE PORSCHE CLUB OF AMERICA,  
CHICAGO REGION



# Chicago Scene

MARCH 1999





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# Chicago Scene

March 1999 Volume 43 Number 3

## Chicago Region 1999 Calendar of Events

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

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**Cover Photo:** Team Petersen and Team Seattle GT3 911's ready for the Rolex 24 Hours of Daytona

Photo by Steve Rashbaum

**Editors:** Susan Shire and Steve Rashbaum

9507 North Central Park Avenue, Evanston, IL 60203-1103

847.674.2285 • Fax: 847.679.8973 • e-mail: ChiScene@aol.com

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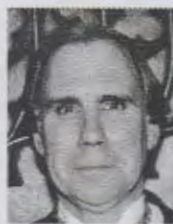
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# Aungahh!

Steve celebrated the half-way through winter mark by going to the Chicago Auto Show this past week. It had been quite some time since his last visit and would not have gone this year except he had promised to meet a friend for lunch and this was a convenient place. His lack of attendance is certainly not a reflection of disinterest in things automotive but rather a disdain for large crowds. He found it, though, an enjoyable midday/midweek experience. To wander about a very large hall filled with new and very shiny automobiles - the mundane to the very exotic, the reiteration of current models to new concepts - brought a smile to his lips.

Present at the show was the new Thunderbird. It was so strongly reminiscent of the beautiful roadster of the '50's that the sight of it brought back fond memories of his youth. The new Cadillac SUV was there as was the 5-series based BMW SUV and Mercedes brought the oh, so fast M55. The Audi exhibit was very well setup and attended. Beyond the current model range was a mock banked turn on the 'walls' of the booth. On the banking were three silver TT's - so much better in person than the photos. Panoz had his GT1 car (looks like the batmobile to Steve, pardon the editorial comment), a coupe and a roadster; he had known that the road cars existed but was surprised to see them at the show. His favorite? ... the rich, red BMW M5. If funds were unlimited, this might be the desired daily driver. Not surprisingly, he visited the Porsche booth several times.

Steve returned home in an odd mood. Unlike previous years, there was no real lust. He was surprised

to feel that way since he is always talking about how nice it would be to have a 7 car garage, filled with cars for different moods. It was also surprising as he religiously reads several automotive journals and 'shares' his feelings about new models with Susan. (Wow, look at this ... it would be sooooo cool to have one ... great for a nice Spring ride. Susan humors him with 'that's nice, honey'.) He thought more than a bit about his feelings and realized that his reaction may well be due to the satisfaction experienced this past year enjoying the 951. Many, if not most, of the automotive activities that he enjoys were enjoyed with the PCA and the 951. These ranged from enjoying the company of friends, to spending communicative time with Susan on rallyes, to driving quickly in auto-crosses, to driving fast on the track during Drivers' Ed and Club Racing. Maybe it is, after all, the lust for new experiences with what we have, and not new sheetmetal, that is so satisfying.

Susan celebrated the half-way mark by making the hotel reservations needed to through the driving season events. One of her New Year's Resolutions was to pre-register and reserve, whenever possible, for events. One would think that since we 'do' most of the registration forms in this magazine that we would be 'on top of things' but, like everyone else, we tend to put registrations and reservations off 'until later' and then have to 'scramble'.

After a relatively quiet January and February, the Chicago Region calendar is now full of event dates. There are several events - both old and new - coming up that we are looking forward to. The new plan for the Chili Tasting/Edible Art/Concours and Rallye Schools on March 21st make it look as if that Sunday is going to be a full day. While the Chili and Edible Art are always outstanding, we are looking forward to the Concours Judge's School in the hope that it will shed light on what we should be doing to score better at concours. We are also

very excited about the 'hands on' mini rallye that is planned in the hope that it will 'rope in' another rallyist or two to play with us on rallyes. Please note that Ed Napleton will host us at the 'old location' in Elmhurst.

The Safety Tech Session at Northstar is an important event as it will help to demystify the new safety standards for Club Racing and our own Drivers' Ed events. Jeannie Ruther also mentioned that she just got in a huge shipment of Porsche jewelry so it's safe to say that there will be something there for everyone!

And then, it will be time to rallye on April 11th - the first driving event of the season! Enough said!

A new event is planned for April 18th. Myra Knoblauch has secured lunch reservations at Walter Payton's Roundhouse Complex in Aurora. While this is still more than a month away, this is a reservation only event and we urge you to call her today with your reservation. All of the details for these events can be found elsewhere in this issue.

And finally, a word to the ladies. Many of us, Susan included, have lobbied for a 'women's only' group at track drivers' ed events. We have argued that we would like the opportunity to learn at our own 'speed' with instructors of our choice. Well, the Board has agreed and we will have our own group at the Blackhawk Novice Drivers' Ed Saturday session. OK, now it's time to 'sign up or shut up'. The registration form is in this issue. Susan has already sent hers to the Gallaghers. So ladies, as she doesn't want to be there alone, let's get those forms filled out and sent in.


In the meantime, the 951 has new 'shoes' and is, as are we, ready to rallye and go fast, sure, and smooth.

*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.



# March 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5 Board Meeting	6
7	8	9	10 Scene Deadline	11	12	13 St. Patrick's Day Party
14	15	16	17  St. Patrick's Day	18	19	20
21 Concours & Rallye Schools Chili Tasting & Edible Art Contest	22	23	24	25	26	27 CR/Texas World Speedway
28 Safety Tech Session at Northstar Motorsports CR/Texas World Speedway	29	30	31			

# April 1999

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



## Briefly Brenkus

Things are getting revved up for the 1999 season in the Chicago Region. Coming up March 21 is the fourth annual chili tasting and edible art contest hosted by Ed Napleton Porsche in Elmhurst. Along with good food and incredible desserts, we will be holding a Concours School put together by our Concours Coordinators Jim Jacisin and Pat Yanahan. If concours is something that has interested you, this is a great opportunity to come out and get some hands on experience, and get answers to your questions about all the various products out there for cleaning your car. I understand from Jim and Pat that they are also planning on a holding a clinic for those of you who might be interested in learning how to judge at a concours. If you've been looking for a way to get involved with the club, judging at a concours is a great way to meet other club members and scrutinize some great cars.

In addition, at the Chili Tasting event, we will also be holding a rallye school to help demystify this activity for those of you who may not have tried it in the past. Our Rallye Coordinator, Dan Gallagher will hold a short clinic on interpreting general instructions which are at the heart of a rallye, and then we will be taking out people in our own vehicles on a short rallye to get some hands on experience in interpreting rallye instructions in the heat of the moment, so to speak. This is a no-pressure opportunity to learn more about rallying and I promise, you will not get lost.

On March 28, John and Jeannie Ruthers have invited us to Northstar Motorsports to learn about safety equipment that you may want to consider for yourself and your vehicle if you plan on driving at any of our events this year. This event will help you put together that all important checklist needed to insure you and your car are up to at least the minimum mandatory requirements to drive at Blackhawk, Gingenman and Road America with the Chicago Region in 1999. I also un-

derstand John and Jeannie have invited a representative from Stand 21 USA to share their knowledge of safety with us. We hope you can come out and join us for this kickoff to the driving season. An RSVP to Tech Coordinator Pete Hackenson would be appreciated prior to the event so that we may give John and Jeannie a head count.

April 11 will finally get us out on the streets in our Porsches for the first rallye of the year put on by Tom and Phyllis Harwood. I know Tom and Phyllis have been working hard on this rallye, and I'm sure they will put us on some very scenic roads. Come on out and apply what you've learned at the spring rallye school, as well as showing the Rallyemasters your appreciation for their hard work.

Myra Knoblauch has planned a very special outing for us on April 18th. We will gather for lunch at Walter Payton's Roundhouse Complex in Aurora. The details are elsewhere in this issue, but not only will we have lunch, we can also visit the Brewpub, the Cognac Cigar Bar, and the Walter Payton Museum. For those of you who wish to tempt 'Lady Luck', the Hollywood Casino is within walking distance. This is a reservation only event, so please give Myra a call.

Registration forms for the Blackhawk Novice Weekend and Road America Memorial Day Weekend are in this edition of the Scene. I would suggest you stop whatever you're doing and fill them out NOW! These two events will fill up quickly, and we'd hate for you to miss out on any of the fun. There has been one change from what we've been advertising for the Memorial Day event at Road America. Due to the Indy cars earlier arrival at Road America this year, we lost the third day we were originally planning in order to hold a one-day driver's school. So, we will be run this event in the usual Memorial Day format with Skip Barber instruction Saturday morning for novices. Our event chair, Chris Inglot, is already working with Road America for 2000 to try to get a three-day event back on the schedule. Please see the event articles and registration forms elsewhere in the Scene for more details.

This is the time of the year for you to come out and learn more about what the various activities in the Chicago Region, we hope you'll find time to come out and join us.

Susan

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## Psst! Did You Hear About ...

### Attention All Female Drivers!!!

by Darlene Gray

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

be Sebring, Florida or Laguna Seca, California.

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

You can check out Skip Barber at their website at [www.skipbarber.com](http://www.skipbarber.com). My contact person at Skip

Barber is Jason Bannerman who can be reached at 800.221.1131, ext. 256.

While the date for the school is a year away, we need to 'nail down' a reservation. Please contact me via email at [porschegirl@earthlink.net](mailto:porschegirl@earthlink.net) if the school is of interest to you or contact Chicago Scene editor Susan Shire who will forward your name and number on to me.



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# 1998 Charity Raffle Winners

## The Lucky Ones by Pat Yanahan

Bonnie and I were at Nives Rizza Porsche on Saturday January 2nd and had the ceremonious duty of presenting the new cars to the 1998 Charity Raffle Winners.

The Boxster winners are Bob and Linda Stewart of Lemont, IL. Bob and Linda are in the middle of restoring a 1961 Cabriolet. They were very excited and Linda was specifically enthused about having a convertible for their winters in Arizona. They are members of the Chicago Region so it is fortunate that one of our region members won this year.

The 996 went to Harvey and Lila Hensley of Platteville, WI. Harvey and Lila presently own a 1994 Speedster. They were both absolutely euphoric about winning this car and clearly it will remain in the family.

Congratulations to Tray and Danita Anderson for all of their hard work during the year and our appreciation for a splendid job.

*Ed, note: After receiving Pat's article and pictures, we received pictures and suggested captions from Harvey Hensley as well as an ad for The Mart to sell a 1994 Speedster.*

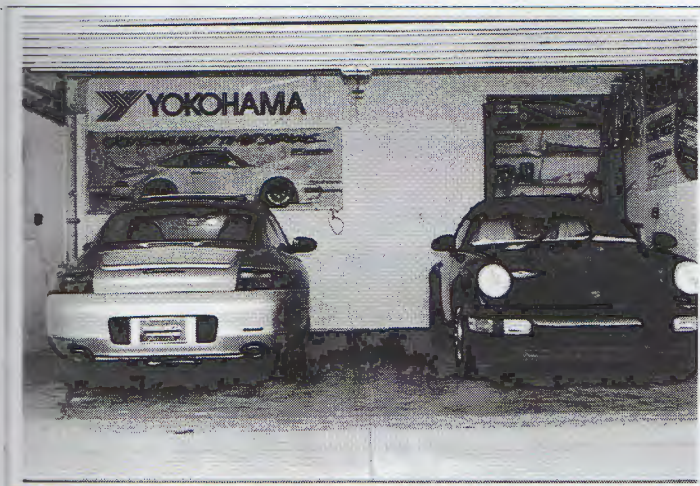


Chicago Region members Linda and Bob Stewart and their new Boxster.



Lila and Harvey Hensley with their new 996.

Photos from Pat Yanahan



In with the new and out with the old.



Once a day Harvey sits in his new Porsche. He says that even though the snow and winter are pretty bad in Platteville, the 996 is great!

Photos from Harvey Hensley



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# Concours & Rallye Schools

## Chili Tasting & Edible Art Contests

Sunday, March 21, 1999

Open: 10:00 am Judging: 11:30 am Lunch: Noon

Ed Napleton Porsche  
745 W. Lake Street \*  
Elmhurst, IL

\* located at the intersection of Lake St. (Route 20) and Grand Ave.

Back by popular demand! - the Chili Tasting and Edible Art Contests and Concours School at Napleton Porsche ... and, we've added, this year, the Rallye School!

For the gourmet Porscheophile, we will have our Chili Tasting and Edible Art Contests. Entrants need to provide chili and a crockpot, or your own unique version of Porsche Edible Art (dessert with a Porsche theme). We will provide chili toppings - cheese, sour cream, onions, crackers, and Maalox, if necessary - tableware, beer, wine, and soda. The Chili will be judged in the following categories: meatiest, beaniest, tomatoiest, hottest, and best overall. The Edible Art will be judged on originality, taste, and best overall. Trophies will be presented in all categories. If you plan to enter either the Chili Tasting or the Edible Art Contest, please call Nick Brenkus at 630.529.0911 so we know approximately how many entrants to plan on.

For the Clean-Car Aficionados, we will have our Concours School put on by Region's very best when it comes to cleaning, restoration, and preservation. There are several Chicago Region members who have concoured (and done very well) at the national level who will be present to give you tips on how to

best prepare your car (interior, exterior, trunk, and engine) and present it at local and national competitions. New this year will be a Concours Judges' School for those members who want to learn how to judge a concours car.

Also new this year at this event will be the Rallye School which will include classroom instruction on rallye generals, definitions, and route instructions. There are several Chicago Region members who have rallied (and done very well) at the national level who will be present to answer questions. In addition, weather permitting, we're hoping to include an opportunity to "hit the road" with some of our experienced rallyists to help you learn how to interpret rallye instructions on a short (15 - 20 minute) rallye.

Join us for what has become a Chicago Region Spring Tradition and a great kick-off to the 1999 season.

### Questions ???

Concours	Jim Jacisin	630.279.4835
Rallye	Dan Gallagher	708.784.0784
Chili/Edible Art	Nick Brenkus	630.529.9011



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# Track Scene

## Don't Brake Backwards

by Paul Weston,  
Weston MotorSports  
(from THE BAHN STORMER)

It was a couple of years ago when I first heard that expression used. Bob Russo, long time PCA driver and chief instructor, was speaking to a meeting of the Delaware Region PCA and some of the points he made have really helped me on the track.

Track driving is not just street driving at higher speeds. Street driving calls for gradual application of the brakes. You slow gently so the guy behind won't be caught off guard. Many beginning drivers (and quite a few experienced ones I've noticed) take that same technique to the track. Basically, they enter the braking zone, put their foot onto the brake and press firmly. The car slows but not enough. As they begin to run out of braking zone, they press harder on the brake to get slowed down for the corner in time.

Pressing harder toward the end of the braking zone is bad in several respects. First, it pitches the car forward and unloads the rear tires at the critical moment before the turn. This robs the rear of grip and can contribute to spins. Clearly it's not smooth. Second, it's harder on brake pads and rotors. The rotors are heated in the early part of the braking zone only to be really tortured at the end. This contributes to stress cracks and can dramatically shorten rotor life. Finally, it's not the quick way around. "Backwards braking" takes a longer braking zone and requires slower corner entry. That can really add to lap times.

The right way to brake on the track is almost the opposite. Proper technique calls for high initial pedal pressure at the very beginning of the braking zone tapering to slightly less pressure as the car slows, and tapering off completely as the car enters the turn. This is what driving instructors mean when they talk

about "threshold braking". Keeping the tires at the limit of braking grip throughout the braking process, not just at the end. The goal is to maintain a consistent rate of deceleration throughout the braking zone.

Consider the typical example of a third-gear, 45-mph corner at the end of a long straight. A car traveling 130 mph at the start of the braking zone needs to convert the energy equivalent of 85-mph times the weight of the car from motion into heat. (This formula also explains why lighter cars stop better, but that's another article). If the braking zone in our example is 10 seconds long, correct technique would convert roughly 1/10 of the motion into heat each second. Backwards braking probably converts less than 20% of the energy in the first half of the distance leaving 80% for the final five seconds. Clearly the rotors cannot generate, absorb and then give off all of that heat to the air in such a short time.

Proper technique spreads the workload over the full braking zone. The rotors don't see the extreme temperature spikes and last longer. Pad life is extended as well. This helps to explain why drivers can run faster laps with smaller brakes while beginning drivers are warping rotors and wishing for additional brake ducts. Many drivers find that the braking zone distance can be shortened with proper technique and that corner entry speed can increase a bit since the car has better balance, all of which contributes to better lap time.

To practice proper braking technique, start with the same braking point for a given corner. Try to bring the tires to threshold braking very quickly and maintain that threshold as the car slows. Pedal pressure must be reduced gradually as the car slows to maintain the constant rate of deceleration and to avoid locking the tires as you approach the turn. Only after several laps when you are

confident that you have learned the proper method should you begin to gradually move the braking point.

Take your time. Years of street driving experience will not be relearned in a single session on the track. Try to concentrate just on the braking until you feel comfortable that you won't forget and lapse back to the old habits.

## Improve Your Track Skills - Let The Snow Show You How

by Len VanderJagt,  
Motor-Stadt Region  
(from MOTOR-STADT MADNESS)

So, how does one engage in lap dancing, or at least lap dancing practice, in the dead of winter? In your "other" vehicles, of course. And the more snow, the more you can learn. Let's look at some examples.

Tina, the Wonder Truck. Take an '84 Toyota pickup with a wooden bed of tubatens over fourbafours, and you are ready for big-time lap dance training. Nice hard tires with about a 90 aspect ratio, and virtually negative weight in the back. What to learn? Feed in the gas. Overdo it. Feel the rear end start to slip, the truck start to rotate around the front-end. Practice counter-steering. Virtually any throttle will produce these results in the snow. This is just like driving an early 3-series BMW, without the expense. In addition, there is plenty of room to maneuver, since all the other drivers imagine that they see a sign on the back that says something like "I'm uninsured, violating my parole six ways at once and just don't care." You are always going so slow, you can't possibly get into big trouble. Fundamental practice with power oversteer and related throttle control. This will work with any rear-drive car. Cheaper is better.

Elliot, the 635. Think 325, double the apparent mass, raise the polar moment of inertia by a factor of two (I am not making these words up),



## Track ...

pay your insurance, make sure the check cleared, then head on out. Until you are reported to Bimmer Coupe Protective Services and they come and shoot you, you can experience the Tina Truck stuff at a much higher linear speed, but slower rotational speed. This entire exercise should be reserved for when you get caught out accidentally in a sudden snow storm. Not for the faint of heart or thin of wallet. It will help you strengthen your nerves and concentration. By the way, both the Great Unwashed and the Bimmer-Heads hate you on site, for entirely opposite reasons.

Van Gogh, the all-wheel-drive midi-van. Now the real fun begins. This GMC van is so much fun in the snow I can't stand it. But stand on it, do. Away you go, no fuss, building up speed. Brake, and the ABS kicks in, and you sure aren't going to stop, so it's time to steer! Turn in, and it's neutral as you set up the balance. Lift a bit and you push, feed in moderate throttle and it's back to neutral, then get on it and the tail comes out just so, stays in place, and all four tires go clawing their way through the turn. Maybe use just a touch of opposite lock, and away you go.

The point of all this is that you can experience vehicle dynamics at rather low speeds that only occur on a dry race track long after your Pucker Factor has shot over the top like an Internet stock. And you are just as scared of the crash potential. This makes it very hard for folks learn about and experience a Porsche's handling limits. Our Porsche's are so much more competent than we, that to find the car's limit we must go well past our own. Not good. This leads to the old situation of Macho Men driving into the turn "until they run out of talent."

In the snow, you can prudently go to school on oversteer, understeer, throttlesteer, rotation, and skid control, without putting yourself or others at risk. I believe

this is why God gave us huge plowed parking lots. Rear wheel drive cars are by far the best, with all-wheel or 4x4s next. Spend some time with this, preferably with a friend. Swap cars and feel the differences. When you get to the point that you can accurately predict the results of your inputs, and can control them, you have taken a giant step towards doing a good lap dance in the dry. And remember, when you approach your limit in the dry, what happens next won't be baffling to you, just much faster.

Have fun, be safe, and learn a lot. Hope for more snow, and Spring will be here before you know it.

## Helmets – How Does Yours Rate?

by Larry Woscyna,  
Great Plains Region  
(from DER SKOONER)

What does the SNELL sticker mean in your helmet? And why do you want it? In 1956, William "Pete" Snell was involved in an amateur road racing accident and died of head injuries. His friends, in his memory, formed the SNELL Memorial Foundation to develop and promote the use of modern technology protective headgear. As we all know, motorsports of all forms have risk of head injuries. A quality helmet is one of the important factors of reducing or preventing these injuries.

Modern helmets can receive any one or multiples of three popular certifications, DOT, ANSI or SNELL. The SNELL test procedures are the most demanding and is the certification specified for PCA Driver Education and Club Racing. The SNELL certification not only identifies pass/fail performance standards for helmet manufacturers, but the SNELL Foundation buys helmets from retail stores and tests these helmets to insure they meet the certification standards. The SNELL certification sticker is located inside every approved helmet and is typically located on

the rigid foam just under the fabric.

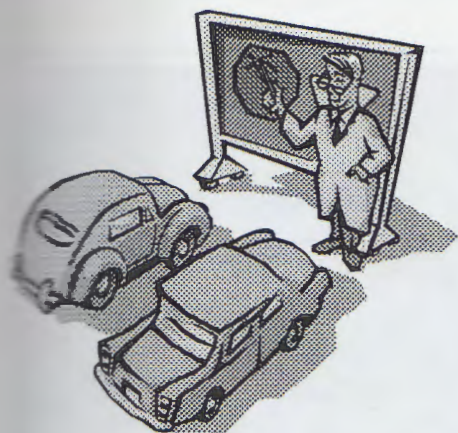
Helmet construction typically consists of three parts: outer shell, crushable liner, and chin strap. The outer shell distributes impact loads and prevents objects from penetrating the helmet. The liner absorbs the energy of an impact. The chin strap aids in retaining the helmet in position during an impact. The more common helmets you will see are rated either SA95 or M95. The "SA" stands for Special Application and is designed for auto racing use and "M" is for Motorcycle applications. There are some significant differences between these two ratings! SA-rated helmets are tested to withstand a simulated impact with a roll bar and have flame retardant interior materials. Both very important features for automotive activities, you probably would agree. The M rating is designed for motorcycle applications and are not tested for flame retardant materials and have a wider visual field or eye opening to allow better peripheral vision.

One item that might frustrate Club Racers and Drivers' Education participants is that helmet manufacturers recommend replacing helmets every five years! Even if it is not subjected to unusual impacts or abuse. The reasoning behind this is off-gassing of glues and adhesive materials used in the manufacture of helmets as well as liner material degradation due to hair oils, sweat and normal wear and tear. Additionally, improvement in helmet standards and protective levels are generally incorporated in certification updates on a typically five-year cycle.

Helmets can be purchased from mail order sources as well as automotive speed and performance shops. It is a best bet to try on several helmets from different manufacturers to find the best fit and features.

*Ed. note: The Chicago Region currently requires 1990 Snell SA helmets for all track events and 1985 Snell SA or M helmets for all autocross/gymkhana events. Club Racing requires a 1995 Snell SA helmets.*





## SAFETY TECH SESSION

**March 28, 1999**

**11:30 a.m. - 4:30 p.m.**

### **Northstar Motorsports**

28144 W. Industrial Ave.

Suite 108

Barrington, IL

847.304.5515

**\$5.00 per person**

Beer, Wine and Soda

Hors d'oeuvres

Jewelry Raffle

#### **Directions to Northstar Motorsports:**

**From the East:** Route 22 West to Kelsey Rd., Left on Kelsey to Pepper Road (approx. 1/2 mile), Left on Pepper Road to Industrial Avenue, Left on Industrial, 2nd building on left.

-or-

**Route 14** (Northwest Highway) West to Pepper Road (approximately 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue, Right on Industrial, 2nd building on left.

-or-

**I-90 West** to Barrington Road Exit, Exit Barrington Road North, West on Rt. 14 (Northwest Highway) to Pepper Road (approx. 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue, Right on Industrial, 2nd building on left.

## Countdown To The 1999 Track Season

### **Featured Speakers:**

**Helene Axelsson** Manager STAND 21 USA will present an in depth look at Safety Equipment at large. What makes protection and value. STAND 21 is the premiere provider to race teams world wide.

### **John Ruther**

Our host, Chicago Region Chief Driving Instructor, Road America Co-Coordinator, USRRC, SportsCar, Daytona, Sebring, and PCA Racer

### **Other Experts**

A number of other experts covering track, autocross, drivers' education and racing events and Porsche set-up will be on hand. Knowledge is the KEY and it is well shared within our PCA Chicago Region community.

The 1999 driving season is about to begin and it is important to make sure that both the car and the driver's equipment are up to the job. This tech session will provide drivers with important checklists of what equipment is mandatory and what is optional. We will discuss equipment expiration dates as well as what works, and what doesn't. In addition, we will discuss the 1999 Club Race rule changes and what they mean.

Two Porsche factory race cars will be on display to demonstrate what equipment the factory uses, as well as a complete discussion of drivers' personal safety equipment.

John Ruther's in-car videos will be shown.

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Safety equipment will be available for inspection and purchase as will Northstar's collection of Porsche jewelry. In addition, a pair of 14k gold Porsche crest studs will be raffled off to a lucky attendee.

---

Pre-registration for the Safety Tech Session is not required, but a call to Tech Coordinator Pete Hackenson would be appreciated so that we may give our hosts, John and Jeannie Ruther at Northstar Motorsports, a 'head count'. Pete Hackenson: 630.655.1629 (before 9:30 p.m., please)

**From the North:** Rt. 59 South, to Rt. 14 (Northwest Highway) West to Pepper Road (approx. 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue, Right on Industrial, 2nd building on left.

**From the West:** I-90 East to Route 59, Exit Rt. 59 North, to Rt. 14 (Northwest Highway) West to Pepper Road (approximately 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue., Right on Industrial, 2nd building on left.

**From the South:** Rt. 59 North, to Rt. 14 (Northwest Highway) West to Pepper Road (approximately 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue, Right on Industrial, 2nd building on left.



# Bowling And Dinner



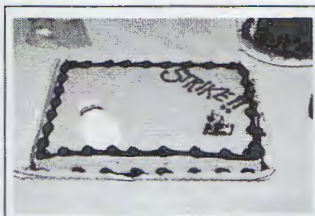
"A spare ...  
isn't that the  
extra tire?"







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than  
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*Photos by Steve Rashbaum*







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**Southeastern Michigan Region**  
*July 3-4-5*  
\* P.C.A. Club Race

**Ralley Sport Region**  
*August 28 & 29*  
\* Friday Open Practice

**Michiana Region**  
*October 2-3*  
\* Friday Open Practice

**"Roar on the Shore"  
Vintage & Classic Festival**  
*October 16 & 17*  
\* Friday Open Practice



# Rallye Scene

## Rallye Tips

by Sharif and Faris Nijim  
Chicago Region, PCA

Greetings to all you would-be rallyists! Some of you may have heard that rallyes are awful, confusing things. And that the chances of getting hopelessly lost are high. Untrue, untrue!! Rallyes are wonderful, confusing events, during which there is a possibility of getting lost. But please, do not allow the prospect of getting confused or lost to stand in your way of entering one!

In hopes of enticing new rallyists, we have compiled a list of rallye tip that we have picked up along the way. We found them pretty useful in our extensive rallye experience (all four of them!), so take them for what they are worth. Note: These tips are bound to change over time and are by no means intended to be the definitive list of secrets to rallye success.

### General tips:

- **Do not be intimidated** by a rallye. Rallyemasters typically provide a Touring Class set of instructions that are a bit more detailed than the SOP class. If you feel uncomfortable running in the SOP class, go for the Touring Class. And, if you do get "hopelessly lost," go to the stopping point and attend the dinner and debrief. Do not get discouraged your first time out!
- **Just try it.** Rallyes are a lot of fun. They are exciting. True, they can be frustrating, which can lead to intense in-car debate (shouting). But that's part of the excitement! We could go on and on about how to balance adrenaline, teamwork, and reason to not get lost. But we haven't figured out how to do that quite yet. Does it matter? No - just try it, and you'll see what we mean. It really is a lot of fun!
- After your first one, **try it again.**

After getting completely lost in Kane County Cool Car Classic Caravan (rallye) in April of 1998, we learned a lot. As with all things, the more you do it, the better you get. Familiarity with rallye terminology definitely helps.

### Car and equipment tips:

- **Wax your car/put on a bra** before the rallye. This tip is optional but highly recommended. Apart from making your car look fantastic, waxing tends to make it easier to clean up after the rallye. Treat your windshield with RainX. Also makes cleaning up easier. Bugs tend to hit pretty hard when you're making up time.
- **Get a highlighter.** Very useful when going over the General Instructions.
- **Get a clipboard.** Very useful to hold the General Instructions, Route Instructions, and Special Instructions during the rallye.
- **Get Post-It Notes.** Write the MRRs on individual slips and stick them to the dashboard. This is helpful because it keeps the order of execution precedence in plain view. Special instructions can change MRRs. When MRRs change, it is pretty easy to swap the sticky notes around on the dash, making you, as a team, less prone to mix them up.
- **Get a pen.** I know this may seem silly, since a pen is a fairly common and simple piece of equipment. But, without one, those Post-It Notes are pretty useless.
- **Get a digital watch that has a stopwatch.** Despite being better prepared this time, in our haste to get to the drivers' meeting on time, we forgot ours at home the day of The Road Not Taken Rallye last summer. Luckily, Wal-Mart has a ready supply of watches that meet this description for \$6.96, plus tax. Now we've learned, just leave it in the car so

you'll never forget it. Of course, the next step is a stopwatch that measures time in hundredths of a minute.

### Pre-rallye tips:

- **Fill up with gas** before the rallye. We know this seems like common sense, but it's good to get down on paper. The fewer things you have to worry about while rallying, the better.
- **Show up early** the day of the rallye. Talk to people who have participated before. Don't be bashful!
- **Ask questions.** If an MRR is unclear to you, make sure you bring it up at the driver's meeting.
- **Become as familiar** as possible with rallye terminology. The more comfortable you are with the terms used in the RIs and SIs, the better.
- **Synchronize your watch** with rallye time. Remember that cheap little digital watch you always leave in your car? Find the official rallye time clock and match your watch to it.

### When rallying:

- **Drive safely** at all costs! Remember, you are out to have a good time. If you're putting yourself or your partner in danger, then it's doubtful that you are having a good time.
- **Concentrate** on what you are doing. Since rallyes are run on beautiful roads, it is very easy to get lulled into complacency, hypnotized by the scenery. Not being focused is a sure recipe for making an error. On the Rallye To New Glarus in October of 1998, the first instruction took rallyists around the track at Blackhawk. It was our first time on any track. Still pumped full of adrenaline from the brief but exhilarating track experience, we were not yet in "rallye mode"



## Rallye ...

and failed to acknowledge the first right turn as part of the MRRs - right at T.

- **Do not get stressed.** It's easy to do! But remember, you're out there to have fun ... so relax a little bit and enjoy the ride.
- **If you go off course, stop** the car. Return to the last point at which you were sure you were on course. Proceed to figure out the successful execution of the instruction that fooled you. Then, once you have found the correct road, make up time as appropriate.
- If you get lost and max a segment, don't let it phase you. **Remember that each leg is judged separately!** You cannot let performance on past segments dictate your performance on those to come. We made that error in April of 1998. We thought, "Well, since we were 20 minutes behind on the second segment, we can make that time up by not waiting in the transit zone." Clearly, we didn't understand that each segment is timed individually, and ended up completely blowing two of them.
- **Drive your own rallye.** Do not second-guess yourself because of what you see others do. Especially if you see us. It's entirely possible that we are frantically trying to make up time ... perhaps in the wrong direction. Remember, just because that Boxster turned left, that 911

turned around, and that 944 went straight, it doesn't mean that any of them were correct. They may not even be working on the same instruction you are. You may second guess your decisions, but make sure that you drive your own rallye.

- **Assume that you're late.** Or that you will be. Drive a bit faster than the CAST. You will hit traffic, you will hit stoplights, and, more likely than not, you will make a wrong turn ... or two.
- **Make appropriate use of your vehicle.** Porsches have excellent brakes. Aggressive use of them when approaching stop signs on county roads will help you stay below the CAST for a minimum amount of time. Especially if you use the throttle to quickly get back up to CAST.
- **Use "correct" to mean correct** (yes, precisely, etc.) and "right" to mean turn right.
- **Keep track of your mileage** between route instruction executions. If you make a wrong turn, you know how far back you have to go.
- **Think ahead.** Do not focus only on the route instruction you are currently working on. It's a good idea to be aware of the next instruction as it may be executable immediately after the completion of the current instruction.
- **Talk a lot.** Talk with your partner ... about the current instruction, the next instruction, the current CAST, the next CAST, the MRRs,

SIIs, and the GIs. Generally, the more communication that occurs inside the vehicle, the less likely you are to make errors.

- **Don't fight.** Nothing is made better by yelling at each other ... especially at speed. If you disagree, pull to the side of the road, make a mutual decision, and 'move on'.

## Post-rallying:

- **Thank the Rallyemasters.** Putting on a rallye is an incredible amount of work. The time commitment is enormous. If you think you had a hard time finishing it, imagine how difficult it was for them to create it!
- **Stay for the dinner and rallye debrief.** This is perhaps the most important tip of all. In April, we were unable to do this. For the September The Road Not Taken Rallye, we promised ourselves that we would. It transformed an ordinary rallye experience into a fantastic one. Commiserating with fellow rallyists over a cold beverage bleeds off any remaining stress. Plus, it gives you a chance to get to know your fellow PCA members.
- **Total your score sheet.** If you don't know how, ask someone to teach you how. The more you learn, the better.
- **Thank the Rallyemasters again.**
- **Check the calendar** on page one of the Chicago Scene and **register for the next rallye!**

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**Sunday, April 11, 1999**

## Schnitzelbank Rallye

Registration Opens	11:00 am
Drivers' Meeting	11:30 am
First Car Off	12:01 pm

Rallye Registration Fee      \$20.00

Carson Pirie Scott parking lot  
Spring Hill Mall\*  
West Dundee, IL

\*Take 1-90 to Route 31 North,  
approximately 1 1/2 miles to the mall.

Come join us for the first rallye of the year. It will have easy-to-follow-route instructions and take you over some of the greatest roads west and northwest of Elgin.

There will be **Seat of the Pants (SOP)** and **Equipped Classes**. A **Touring Class** will be provided for those who are not so serious about taking part in a rallye but want to learn and not get lost or aggravated. The rallye is designed to teach basic fundamentals and we aim to make it enjoyable for everyone.

You will not want to miss the scenic drive through the northwest 'boonies' over roads that some of the PCA rallye enthusiasts have seen before but with entirely new route instructions.

After approximately 100 miles of little-pressure driving, we will all end up at the Gasthaus zur Linde at 15 North Grove in downtown Elgin for dinner and trophy presentation. Non-rallyists are welcome to join us for dinner at 5:00 pm. Please give Tom or Phyllis a call to let them know your entrée choice.

Dinner Entrée choices:      (includes tax and tip)

Beef Rouladen	\$13.00	
Roast Pork	\$13.00	Cash bar
Wienerschhnitzel	\$13.00	

QUESTIONS ? Tom or Phyllis Harwood,  
Rallyemasters  
847.742.6804 (before 9:00 pm please)

Mail to: Tom and Phyllis Harwood, 1142 Florimond Drive, Elgin, IL 60123

Driver \_\_\_\_\_  
Member \_\_\_\_ Guest \_\_\_\_ Applicant \_\_\_\_

Navigator \_\_\_\_\_  
Member \_\_\_\_ Guest \_\_\_\_ Applicant \_\_\_\_

Car Model \_\_\_\_\_ Car Color \_\_\_\_\_ SOP Class \_\_\_\_\_

Beef Rouladen	# _____	@ \$13.00	\$ _____
Roast Pork	# _____	@ \$13.00	\$ _____
Wienerschhnitzel	# _____	@ \$13.00	\$ _____

\_\_\_\_\_ Equipped Class  
\_\_\_\_\_ Touring Class

Rallye Registration Fee      \$ 20.00

\_\_\_\_\_ Are you a 1st time rallyist?

Total \$ \_\_\_\_\_

Please make checks payable to PCA Chicago Region



# Letters, Faxes, & e-mails

## **Louise Piech-Porsche Dies** (PCA Editors News Service)

VIENNA, Austria, February 10 -- Louise Piech-Porsche, co-founder Porsche AG, died Wednesday in the family's vacation home in the Austrian mountain resort of Zell am See, according to Porsche Holding, the Salzburg-based car importer and dealer. She was 95.

Together with her brother Ferry Porsche, who died last year at age 88, she founded the Porsche construction company in Austria in 1947, which made 53 cars before moving to Stuttgart in 1950. Piech-Porsche also established Austria's main importer of Volkswagen cars, now known as Porsche Holding, creating one of the country's most successful private companies.

The daughter of automobile pioneer Ferdinand Porsche, Piech-Porsche was an early car enthusiast, racing cars in the 1930s. "First I drove my father's car, then my brother's sports cars and now my son's," Piech-Porsche was often quoted as saying.

She was born in Vienna in 1904 and married Viennese lawyer Anton Piech in 1928 with whom she had four children. Her son Ferdinand Piech is chairman of Volkswagen. Like other family members, Piech-Porsche owned 10 percent of both Porsche Holding and Porsche AG.

## **Recall on Selected 1996 Porsche 911 Models**

ATLANTA, January 29 -- Dr. Ing. h.c. F. Porsche AG in Stuttgart, Germany, today announced a recall of selected 1996 Porsche 911 Carrera, 911 Carrera 4, 911 Carrera 4S, 911 Targa and 911 Turbo models for electrical system inspection. The recall involves 5,383 cars worldwide, including 1,968 in the U.S. and 119 in Canada.

A possibility exists that voltage peaks from diverse electrical equipment, such as the horn relay,

may cause unintentional triggering of the driver's airbag on these affected 911 models. The recall involves an inspection of the vehicle's airbag system and the installation of a special filter horn relay that protects the airbag unit from voltage peaks, thereby preventing unintentional triggering.

Unintentional triggering of the airbag can cause serious injury to the hands and arms from the deploying airbag. As a precautionary measure, owners of the affected 911 models are advised to monitor their airbag warning lights and not drive their cars or activate the horn should the airbag warning light be illuminated. In the event the airbag light is illuminated, owners are advised to immediately stop the car and utilize Porsche's Roadside Assistance Program to have it towed to an authorized Porsche dealer where the necessary inspection and repair will be made.

(courtesy Porsche Cars North America, Inc.)

## **Porsche Engineering Names New President**

ATLANTA, February 9 -- The Executive Board of Dr. Ing. H. c. F. Porsche AG in Stuttgart, Germany, has announced the appointment of August Hofbauer to the position of President and Chief Executive Officer of Porsche Engineering Services, Inc. in Troy, Michigan, effective Jan. 1, 1999.

Hofbauer, 41, has served as Chief Engineer and acting CEO of Porsche Engineering Services in the United States since June of 1996. Previously, he was Program Manager for Customer-Related Projects at Porsche AG in Germany, and a member of the Engine Development Group at Porsche's Research and Development Center in Weissach, Germany.

Porsche Engineering Services opened its U.S. office in 1991. It offers unique design and engineer-

ing expertise requested by both OEMs and their tier suppliers. As a 100 percent owned subsidiary of Porsche AG, it can draw on the vast knowledge base developed at the Weissach R&D Center to support customers' international requirements.

Porsche Engineering Services has established a reputation as a specialist in the development of advanced-vehicle concepts and body systems. Along with the automotive industry, it has extensive programs supporting the OEM heavy truck market as well as the tier one and tier two customer base.

(courtesy Porsche Cars North America, Inc.)

## **Porsche's Alwin Springer Resigns From USRRC Board**

ATLANTA, GEORGIA, Feb. 16, 1999 -- Alwin Springer, Director of Porsche Motorsport North America (PMNA), today announced his resignation from the Board of Directors of the United States Road Racing Championship (USRRC) effective immediately. Springer stated his reasons for leaving the USRRC were the organization's failure to unify sports car racing in North America by not adopting international Le Mans regulations, and its creation of new rules for 1999 that prohibit Porsche from competing for overall victories in its races.

"USRRC rules for this season are quite different from those of Le Mans," Springer commented. "Their creation further widens the gap in professional sports car racing both in North America and internationally. By eliminating the GT1 Class and placing an unrealistic price cap on the Can Am class, they also prevent Porsche from contesting for overall wins. For the most successful manufacturer in the history of international



sports car racing, this is simply unacceptable."

Springer has been Director of PMNA, Porsche's official factory racing division in North America, since 1990. In addition to representing the company with North American sports car racing sanctioning bodies, PMNA provides technical and parts support to Porsche's North American racing customers.

## **Porsche In The News**

(PCA Editors News Service)

### **Search Bots for Boxster Parts**

LOS ANGELES -- According to Ashley Dunn, Los Angeles Times Staff Writer, web search engines called shopping bots have emerged to simplify electronic shopping from e-shops on the internet. Dunn says in the Times January 11, 1999 edition, "They are selling everything from Porsche Boxster wheel bearings to Escudo Cubano Gran Corona cigars."

Dunn recommends these general-purpose shopping bots: Jango, part of the Excite search site (<http://www.jango.com>), Junglee, now part of Amazon.com (<http://shoptheweb.amazon.com/stw/template/home.html>), My Simon, Bottom Dollar Shopping Agent (<http://www.bottomdollar.com>) and Shopfind (<http://www.shopfind.com>).

### **Ford's J Mays Likes The 911**

DETROIT, January 14 -- Interviewed at the Detroit Auto Show, J Mays, chief designer at Ford Motor Company, said the philosophy for Ford, "Built Ford tough" is easy to visualize because he uses straight-forward design with robust sections.

But when asked to name his favorite vehicle of all time, Mays said, "My all-time favorite is the Porsche 911 because of its restraint. The car had every opportunity to grow out of control and in every direction. If you look at the early concept from the early '60s and how

it evolved to the new one, it has ripened and matured over a 30-year period and still looks as good in the '90s as it did in the '60s. The longevity and staying-power of that design is what I admire, and a lot of that comes from the original design."

### **No Porsche In Providence**

NEW YORK CITY -- NBC's new medical show, "Providence," which debuted January 8, is the story of Dr. Sydney Hansen, a woman who returns from Los Angeles to Providence, RI to work in a place called St. Claire's Family Clinic. The doc went into plastic surgery with a pediatrics specialty, so she's plenty smart, but with one exception. When she left Los Angeles for Providence and to live with her dad, who is also a doctor, she left her Porsche behind in the plastic heartland.

### **Free Parking at Mom & Pop's**

OTTAWA, January 30 -- Elvis Stojko's powerful gold-medal freeskate in Saturday's Canadian Championships was described as "exquisite," "divine," and "heavenly." When the 26-year-old millionaire isn't figure skating, he's ensconced in a suite in the basement of his parents' home in suburban Toronto.

This makes sense, because they don't charge him for parking his Porsche 911 Turbo in their driveway. It's a great deal.

### **Red Porsche Helps Broncos Win**

MIAMI, January 31 -- Denver Bronco owner Pat Bowlen is the most superstitious man on the planet. He stays in the same hotels on the road if they won there last time, but will never return if they lost. He won't go back to a restaurant on the road if he ate there and the team lost. In Denver, he eats the night before a home game at the same restaurant, at the same table and orders the same meal: salad with blue cheese, tomato and onion, and splits a steak and potato with

his wife. And he must be served by the same waitress and drink the same wine.

But, for the Super Bowl, he had the bases covered. He rented the same type of car he rented last year when the Broncos won the Super Bowl in San Diego -- a red Porsche convertible.

### **Broncos' Cadrez Knows**

MIAMI, January 31 -- The Super Bowl-winning Broncos featured performers like John Elway distributing the ball to superstar running back Terrell Davis, wide receivers Ed McCaffrey and Rod Smith, and tight end Shannon Sharpe who went out early with an injury. Those skill-players lead an offense that the Broncos often liken to high-performance automobiles -- "our Ferrari," Sharpe has called it.

But linebacker Glenn Cadrez got it right, "When you've got a Porsche in the garage, you've got to drive it."

### **Valley Comes Up Short Despite Porsche's Help**

LOS ANGELES, January 5 -- Valley lost to Santa Barbara, 90-87, in overtime in a Western State High School Conference interdivisional women's basketball game at Santa Barbara. Valley, ranked No. 11 in the state, had 16 assists from Porsche McCallister, but were upset by the (11-2) Vaqueros.

### **Parade99 Update - Art Show**

by George Beuselinck,  
Hudson Valley Region

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.

All PCA members, affiliates and family members are eligible to enter their original Porsche related artwork or crafts in the Parade Art Show, regardless of whether or not the artist attends Parade99. The



## Letters ...

only restriction being that the art must be hand delivered and retrieved during Parade week (by whomever the artist designates). All artists are encouraged to consider entering their work in the many categories, with professional, amateur and children's divisions. Youth artwork is particularly encouraged this year. The trophies for 1999 will be stunning creations by Hoselton, a renowned Canadian artist who has also agreed to judge the show, with special trophies for all youth entries.

A unique feature of this year's show is the Charity Silent Auction to benefit the Charles Bruneau Foundation for cancer treatment and research. Artists are invited to submit art of all types and topics for this worthwhile charity event. Art Show entries may also be Silent Auction donations.

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!

## Special Interest Groups in PCA

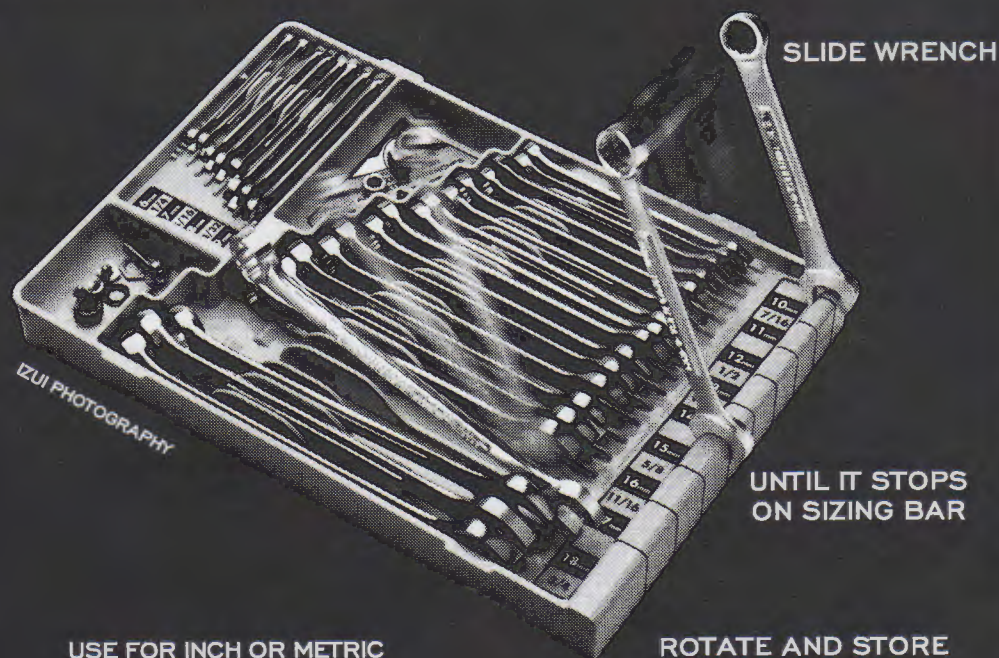
by Jim Pasha,  
PCA Special Interest  
Group Coordinator

One of the reasons we are all PCA members is the shared enthusiasm we have for the Porsche marque. We all started with but one Porsche and have become more aware of that car, or the one we currently own. And, perhaps, we've developed an interest in models that others own but we do not. Some members have interests far beyond the Porsche they own, and want to know more about other Porsche cars such as the 550 Spyder, the 959, or the 912E.

The purpose of the Special Interest Group program is to foster these interests and provide a method of communication between members who have a particular set of interests. We currently have a list of Special Interest Group Registers within PCA that represent interest from owners only. These owners may also benefit from internet groups that discuss a particular Porsche and other related subjects on a more timely basis than can be presented in printed form.

As the new coordinator for the PCA Special Interest Groups program, my primary goal is to have the present register groups continue as they have been and expand from there to more formally include internet interest groups and to develop them further. One idea is to have the groups, if they desire, socialize at the Parade, local Zone events, and perhaps at the regional level as well. As there is no format or precedent for this, we will be receptive to any suggestions for activities which can make this happen. A good example is the

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display group at the Parade Concours for Historical and Special Interest Porsches and Porsche-related vehicles.

PCA Special Interest Groups can be an excellent way of establishing points of contact beyond your local region for a model Porsche you own or have an interest in. Soon, I will be forwarding the points of contact for the existing model registers to all regional newsletter editors so members can see what we currently have to offer.

If you are interested in finding a group or starting one, please contact me, Jim Pasha at (925) 828-6810 6 to 9 pm PST or anytime by e-mail to [japasha@aol.com](mailto:japasha@aol.com).

### A "Must Have" Book For Wrench-Twirlers

by Ray Calvo,  
Allegheny Region  
(from RUNDSCHAU)

I just discovered a "must-have" book available from Porsche for all (well, maybe some) of you who occasionally get some grease under your fingernails. This is a nice, neat technical reference book entitled, The Porsche Parts and Technical Reference Catalog. This is a nice easy-to-read reference which includes great blow-up diagrams and all the part numbers for the more popular parts you may be repairing or maintaining on your Porsche. Running over 100 pages, this great reference includes not only most part numbers and blow-up diagrams, but some handy tech tips and the all important Porsche-issued Technical Bulletins for your vehicle. Best of all, the reference will only set you back \$10 at your friendly Porsche dealer!

There are two different manuals currently in print. One reference covering 1974 to 1989 911 cars, and another covering all water-pumpers through 1988. I am hopeful that Porsche will add others to cover the many other Porsche models as well as the newer models in the near future.

### Steel Consortium Commissions Porsche Engineering

(PCA Editors News Service)

DETROIT, February 1 -- The American Iron and Steel Institute announced today that representatives of the world steel industry recently gathered in Miami to hold the inaugural meeting of a new consortium formed to oversee an ambitious two-year automotive design and engineering program, a significant broadening of the ULSAB (UltraLight Steel Auto Body) series of initiatives.

Porsche Engineering Services, Inc. (PES) of Troy, Mich., USA, has been commissioned by the consortium to undertake the program. PES will be integrating automotive industry

feedback and the knowledge it acquired in the development of the ULSAB body structure into this new initiative.

The consortium, which consists of 26 steel producing companies, has been formed to support the automotive industry's search for steel-based solutions to its long-term challenges. This new program will reaffirm the steel industry's commitment to the automotive industry and further enhance steel's position as the material of choice in automotive applications.

#### Chicago Region Home Page

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

### Drivers wanted ...

#### Mid-Ohio Region Drivers' Education

#### Mid-Ohio Sports Car Course

May 13 & 14, 1999

Mid-Ohio Region would like to invite you to Drivers' Education at the Mid-Ohio Sports Car Course on May 13 & 14, 1999. The event includes driving sessions Thursday all day and Friday morning. All drivers will be paired with one of our experienced and patient instructors until comfortable with the course and driving in a safe and confident manner. This is an opportunity to learn more about your car and enhance your driving skills. Early registration will ensure you an opportunity to drive this beautiful 2.5 mile, 15 turn road course. Applications will be accepted beginning February 20, 1999. **This is not a racing school.**

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

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

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

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

Please contact Ed or Norma Zurich at 614.844.6982 or 614.840.0409 or e-mail: [terriercorp@compuserve.com](mailto:terriercorp@compuserve.com) for further information or registration forms.



# Board Meeting Minutes

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

### Voting members present:

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

### Voting members absent: Yanahan.

**Coordinators present:** Clark, D. Gallagher, P. Gallagher, Rashbaum, Shire, Jacisin, Ruther, Janecek, Barnicle, Inglot, S. Lynn, G. Knoblauch, M. Knoblauch, Hackenson, Bittman.

Meeting called to order by S. Brenkus at 8:00 pm at the Park Ridge V.F.W.

### Secretary - Keith Clark

- Bittman presented the minutes from the November meeting. Ruther moved, Inglot seconded, to approve the minutes as presented. Approved unanimously.

### Treasurer - Chris Inglot

- Inglot presented a financial report containing the following: 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; a prepaid expense report; and a cash flow report for the Dinner Dance. Janecek moved, Rashbaum seconded, to approve the Treasurer's report as presented. Approved unanimously.

### Vice President - Bill Murrin

- No report.

### Autocross - Jeff Girard & Keith Clark

- Clark reported that sights for Autocross I and the April Autocross Drivers' School have not been secured. If a sight for the Drivers' School is not found by the March board meeting, the Drivers' School will be removed from the 1999 calendar.
- Autocross V will be at the MGA Proving Grounds.

### Road America Drivers' Education & TRAC 99 Club Race -

### Chris Inglot & John Ruther

- Inglot reported that do to a schedule change by Road America, the Memorial Day Weekend event has been changed back to a two day event.
- The event fee will remain the same as 1998.
- No cancellation fees will be added to the event.
- There will be an early bird fee (\$250.00 before May 1, \$275.00 after May 1) determined by post mark only.

### Road America Drivers' Education Registration - Scott & Sharon Lynn

- No report.

### Road America TRAC 99

#### Registration

- No report.

### Road America TRAC 98/99

#### Sponsorship - Steve Rashbaum

- All 1998 sponsors have paid.

### Road America Volunteers -

#### Gary Knoblauch

- No report.

### Blackhawk Farms - Dan &

#### Peggy Gallagher

- D. Gallagher presented a cost increase for the 1999 season due to track rental and insurance increases. He proposed the increase as follows: prepaid fees from \$125 to \$130, gate fee from \$140 to \$145. S. Brenkus moved, Rashbaum seconded, to approve. Approved unanimously.
- D. Gallagher reported that the May Novice Weekend event will be scheduled as follows: Saturday will be for novices and instructors only. There is a scheduled ladies only group for Saturday. There will be a mandatory instructor change on Saturday. Ruther is working on the instructor planning. Sunday will be run in four run groups, no novices. The weekend fees are as follows: two days \$250, instructor \$125, Sunday only \$125. This event will be open to all members and guest cars.

### Chief Driving Instructor -

#### John Ruther

- Working on a instructor program

to teach the instructors.

### Insurance Coordinator -

#### Bruce Janecek

- All 1998 releases are accounted for.
- Janecek will contact Road America and GingerMan to verify their insurance requirements for 1999.

### Concours - Jim Jacisin &

#### Pat Yanahan

- Jacisin reported that the Concours School will be held at the old Napleton facility on Grand Ave. in Elmhurst.
- Air Classics is set as Concours I
- Navy Pier has been set as a concours site.

### Rallye - Dan & Peggy Gallagher

- Gallagher reported that all rallyes are accounted for.
- S. Brenkus to plan a short rallye for the Rallye School at the Chili Tasting and Concours School.

### Social - Myra Knoblauch

- The socials are set and ready to go.

### Membership - Ed Barnicle

- Barnicle presented membership applications to the board (5). Murrin moved, Janecek seconded, to approve the applicants as members in the club. Approved unanimously.

### Safety - Jeff Girard

- No report.

### Technical - Peter Hackenson

- The Safety Tech Session is set at Northstar and a special speaker has been arranged.

### Goodie Store - Linda Patterson

- No report.

### Charity - Susan Shire & Steve Rashbaum

- Board is waiting for a report to be given on the 1998 charity.
- The Rehabilitation Institute of Chicago (RIC) will be the charity for 1999. There will be a raffle in 1999, selling 1000 tickets at \$25 each. The raffle prize will be a trip, location to be announced when arrangements are finalized.
- The event chairs will determine how the proceeds will be distributed to RIC.



- Elizabeth Edgar has requested consideration for chairing the 2000 charity.

**Chicago Scene Advertising - Steve Rashbaum**

- Rashbaum presented 21 vendors advertising in January and February.

**Chicago Scene Editors & Photographer - Susan Shire & Steve Rashbaum**

- No report.

**Property - Ed Leed**

- No report.

**Historian - John O'Keefe**

- No report.

**Timing & Scoring - Susan Brenkus**

- Brenkus postponed discussing the new timing system until the March board meeting.

**Webpage - Chuck Bittman**

- Bittman is working on some new information, will be in place in the next few weeks.

**Old Business**

- Kelly Moss fine from Road America. This issue is to be further discussed with Kelly Moss and Road America.

**New Business**

- The year 2000 Dinner Dance will be chaired by Dan & Peggy Gallagher.
- Dan Gallagher asked to have the board consider a down payment for a club trip to Cancun this year. He asked for this to be discussed at the next meeting.
- Proposal for standardizing year-end points and overall points were reviewed, edited, and accepted as changed. Publication of the changes will be printed in the April Scene and the year 2000 Directory.

**Adjournment**

- S. Brenkus moved, Clark seconded, to adjourn. Approved unanimously. Next meeting March 5, 1999 at 8:00 pm at the Park Ridge V.F.W.

Respectfully submitted,  
Keith Clark,  
Secretary

# midwest EUROSPORT

**MOTEC ENGINE MANAGEMENT**

**PERFORMANCE ENGINES AND TRANSMISSIONS**

**RACE CAR BUILDING & PREP**

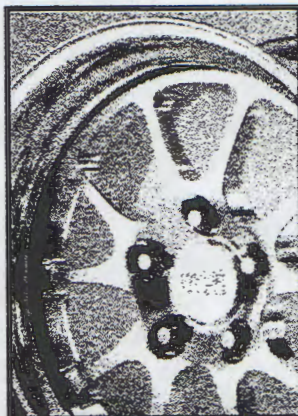
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**12:00 pm - Lunch**

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

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

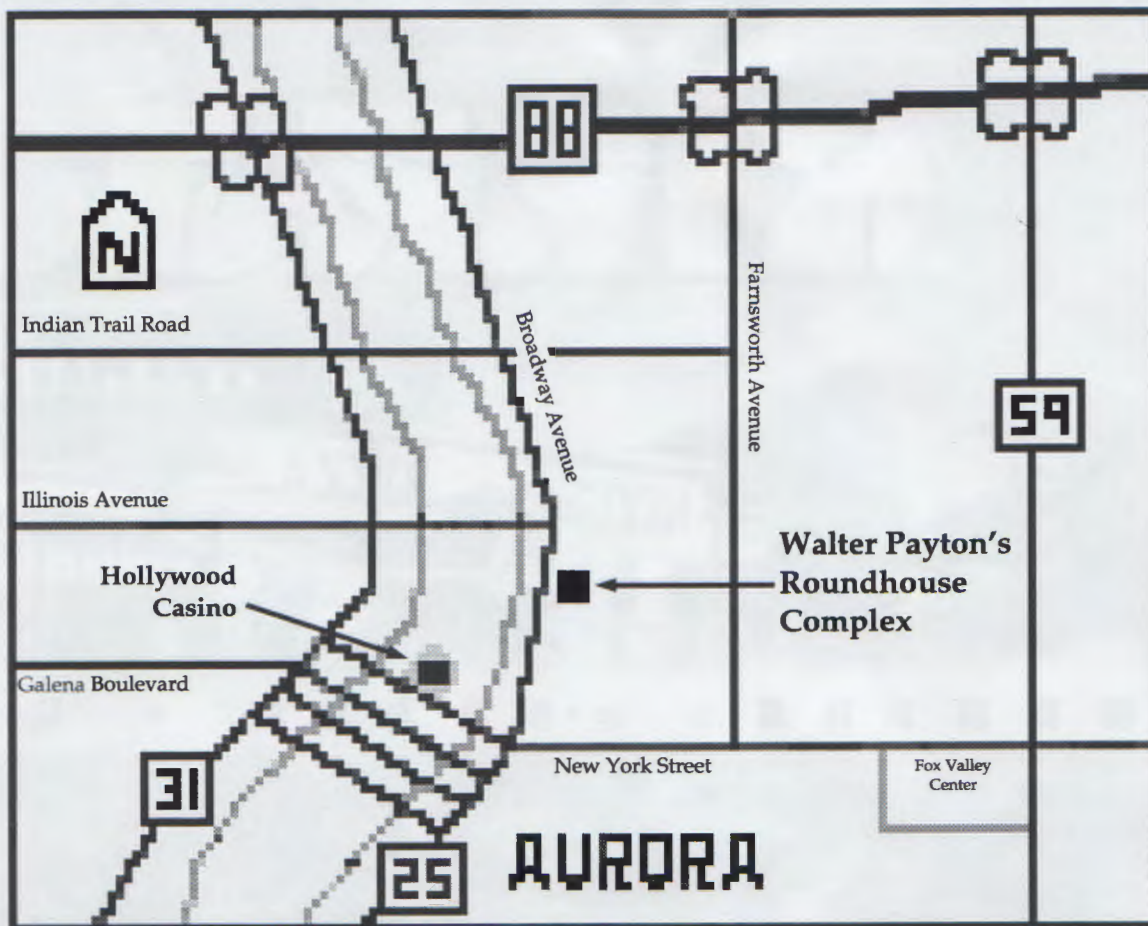
**Walter Payton's Museum** displays memorabilia from the astonishing Hall of Fame career of "Sweetness" - the 1985 Super Bowl ring, the NFL Hall of Fame bust, and fabulous career trophies. All these and more make Walter Payton's Museum a truly interesting trip down memory lane and an inspiration to any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

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

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

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





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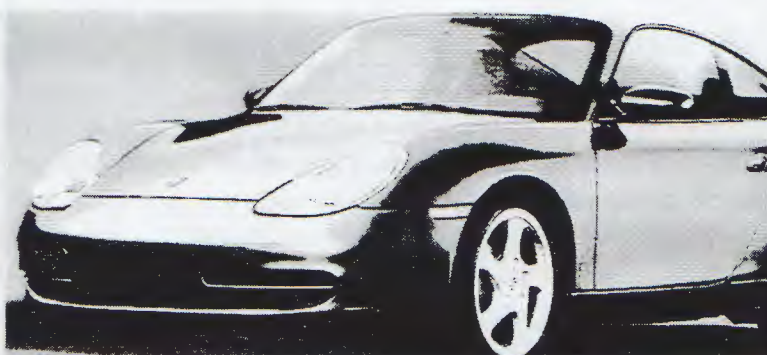
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# BLACKHAWK NOVICE DRIVERS' EDUCATION



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

**Blackhawk Farms Raceway, South Beloit, IL**

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

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

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

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

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

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

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

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

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

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





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

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

First Driver Name

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

Phone number (with area code)

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

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

Second Driver Name (same car)

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

Phone number (with area code)

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

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

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

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

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

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

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



# Concours Scene

## Concours Corner: The Bra

by Bev Frohm, Orange Coast Region  
(from PANDEMONIUM)

Let's talk about the bra this month. No, guys, don't get excited. This isn't about Victoria's Secret.

A lot of people do not like them (women don't either) but they are a necessary evil. Recently a gentleman asked me what to do for rock chips on the nose of his new 911. My first piece of advice was to get a bra; it will reduce the number of chips you get to a negligible amount.

That started our discussion about using a bra and the pro's and con's that go with it. On the pro side, the skin of the bra will protect the paint from the normal rock chip. If you have been driving any car on our highways and cross country, you know that pieces of gravel coming up to kiss your car are a fact of life. Even the local freeways are notorious for the amount of junk that is lying on them. If you doubt me, during a busy time of the day sit by the freeway for about an hour. Next, count how many different trucks carry gravel, cement, bricks, blocks, dirt etc. Unless the truck beds are completely and securely covered, particles of "stuff" are going to fly from the bed of the truck onto the freeway. Add to this the muck that gets in our tires from the roadway and you have a rock chip frenzy waiting to happen on the nose of your Porsche. For this reason alone, I faithfully put the bra on my 911E every road trip.

The bra will also minimize the more damaging chips that can occur. All it takes is for a small rock to get kicked up into the air and you traveling at a rate of speed much faster than said rock. Voila, a major chipping has occurred! If you had a bra on the car, chances are the damage may not be totally averted, but certainly minimized.

The bra is sometimes cumbersome and you need to know a few tricks not to damage your paint. First, never - never - never - never leave

the bra on the car when it is wet. The condensation and steam that builds up under the bra will damage your paint. Sometimes the paint turns an opaque color, sometimes the clear coat cracks and rarely do you get away unscathed. Get in the habit of taking the bra off as soon as it gets wet. Use common sense, but do it as quickly as you can. If the sun were to come out for just a bit, the metal will heat up and steam will occur. I don't think I need to go into the physics, but you get the picture - it isn't pretty.

Next, when using a bra on your Porsche, protect the fenders and hood from rubbing marks. Because a car in motion flexes, the metal and bra will move. Depending on the type of seams you have on the bra, this could cause surface scratches near the lights, fender and hood. To eliminate this, I use soft felt squares

anywhere there is a seam touching metal. I use six squares all together, one each for the headlight opening, one each for the top of the fenders and two side by side on the hood. On the hood? I have the type of bra that fits snugly on the hood, which with body flex could create rub marks.

Finally, keep the bra clean. Small particles of dust and dirt can get into the lining of the bra. You will want to make sure you clean it periodically on both sides. If you think some dirt has gotten on the underside of your bra, use a diaper or piece of felt between the paint and the bra until you can clean it.

If you are still in doubt about using a bra, ask around. I swear by them and at them - there is no easy way to protect your Porsche - but better safe than sorry.

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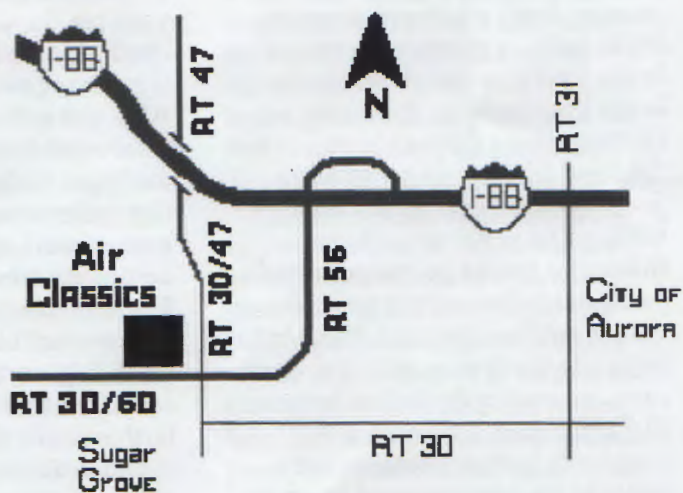
The first concours is finally here and we will return to the Air Classics Museum. If you weren't there last year, picture your Porsche parked under the wing of a classic WWII Navy T-28 or perhaps a B-25. Prefer a water cooled model? Try a P-51. How about a F-15, a F-4 Phantom, a Russian MiG or an A-7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

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- Class C: Exterior, interior, & trunk
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Class A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ Novice \_\_\_\_\_



# Tech Scene

## Bleeding 911 Brakes

by John Dunkle & Wayne Demsky,  
North Country Region  
(from NORTHLANDER)

The importance of the brakes really can't be overstated. Bottom line: putting the car in first and driving away is optional -- once moving, however, stopping at some point is a requirement. Fully functional brakes take care of this "stopping action." But, when was the last time you had your brake system flushed and bled?

If you are like some, it might have been several years ago. The problem with the "I'll get around to it" maintenance schedule for the brake system is that brake fluid is "hydropscopic" -- in other words, it absorbs moisture. Now, this really isn't a good thing for several reasons. First, when you press the brake pedal, a piston compresses brake fluid that travels down the brake lines and into the brake calipers. These calipers have "pistons" that force a set of brake pads against the rotor, stopping the car. The problem with this is that water (in old or contaminated brake fluid) compresses much faster than brake fluid giving a "squishy" feeling to the brakes, or in the worst case, can render the brakes inoperative altogether! The second, less commonly known problem, with water in the contaminated brake fluid, is that with the heat in the caliper from hard braking (as in aggressive street driving, autocross or driver's education events), the water can actually boil into steam! This boiling action not only renders your brakes totally useless, but the brakes tend to go away when you need them the most!

After talking to many owners, it would seem that the major headache is bleeding the brakes after flushing the system. However, it's really easy once you understand some simple concepts and the procedure. In this case, we'll take a look at bleeding brakes on a 911

specifically, but the same approach is practically the same for almost any car.

Also, there are a number of brake bleeding kits available in the market which include a pressure bleeder like an Ezi-Bleed System, a vacuum withdrawal system like the Mighty-Vac, or the optional "family plan" method (a family member who really owes you big time). Each of these systems is appropriate -- and typically, the "family plan" approach might be the most effective and cost efficient.

Bleeding your brakes is a messy job, so keep the brake fluid from spilling on the paint by covering areas with towels or paper napkins. Also, try not to bleed the system in tight garage -- there would be a pretty good chance of spilling fluid on yourself and then leaning against your car. So, with this in mind, first check that the brake reservoir is full if you have previously drained it. Also, you will most likely want to remove all four wheels of the car to easily get to the calipers. You can do this one at a time with a jack, or even more easily, put the entire car up on jack stands (standard Safety Disclaimers apply, so be careful!).

Now start bleeding the system itself. Begin with the right rear caliper, as that's the one located farthest away from the master cylinder. To do this, attach a clear 12" plastic hose to the bleed nipple, and place the free end into a jar containing about an inch of brake fluid. By doing this, it prevents air from re-entering the system. Next, ask your "family plan" member to repeatedly press on the pedal to force fluid into and throughout the system. Now, open the bleed nipple with a 7mm wrench by turning it counter-clockwise. As you open the bleeder, let the fluid start to escape out and you will notice air bubbles in the plastic tube as it runs down into the jar. After the bubbles stop, close the bleeder nipple (and check the brake fluid reservoir to see if you need to top it off!).

Great! That was easy, but you are not done on that caliper yet as you need to do the final bleed to be certain all the air is evacuated. To do this, you will tell your pedal-pushing partner to slowly push on the brake pedal as you open the bleeder. Before they release the pedal, close the bleeder valve -- again, to prevent air from entering the system. You will find that soon you and your partner are working in unison -- as they press down, you open the nipple; and while the pedal is fully depressed, you then close it; and then they release the pedal, drawing in fresh fluid from the brake reservoir. Continue this procedure until there are no more air bubbles coming from that caliper. Now, move to the next caliper.

The calipers should be bled in this order:

- 1 Right Rear Caliper
- 2 Left Rear Caliper
- 3 Right Front Caliper
- 4 Left Front Caliper

Again, make sure that you don't run out of brake fluid in your reservoir, or you will have to start over again. It is also wise to start with at least two 20 oz. containers of brake fluid (or more if you are flushing your entire system). Depending upon your car and the size of the reservoir, the length of the lines, the size of the calipers (and how many mistakes you may make), it's wise to have an ample supply.

After you have done all four calipers, let the car sit for about 10 to 15 minutes. This helps all the air bubbles that have been dispersed from the pressure in the system to collect themselves into larger air bubbles, typically in the caliper. Now, repeat the bleeding process at each corner. This will remove the rest of the air from the system. After the second bleed, the pedal



should now feel very stiff. So, remount the wheels/tires and try a road test. You'll appreciate both the difference and the satisfaction of doing this maintenance chore yourself!

### Troubleshooting Tips

If the pedal still feels spongy after this procedure, you may need a new master cylinder; have a caliper that is leaking; or have older rubber brake lines that are expanding and need replacing. These rubber lines are mounted between the caliper steel line and the steel lines as they come into the wheel wells. Yes, they should be replaced at regular intervals, too!

Be sure not to spill any brake fluid on any painted surface. It will remove or discolor paint. If you do, immediately rinse off brake fluid that has spilled on painted surfaces with water. Wiping it will only smear the paint more.

### Service Problems - Part 1

by Jay Barry,  
Northeast Region  
(from NOR'EASTER)

In this series of articles I would like to share the problems in diagnoses and the modern Porsche automobile. This is a story of two 928 Porsches.

**Car #1: 1985 Porsche 928** with 80,000 miles. The car has had moderate, but not the best, service.

**THE PROBLEM:** The car performs well for about 40 to 50 miles then begins to run very rich (as in too much fuel). Over 40 miles, the catalytic converter would get red hot! To make matters worse, the problem would only manifest itself in the summer heat of 80 degrees or higher weather.

After standard testing (fuel pressure, CO%, timing, vacuum leaks), all was found to be in order. Now the problem gets difficult. Does the "mechanic/tech" (I prefer mechanic. Old school, I guess)

leave the shop and drive the car 40+ miles to make the problem manifest itself? Fate being what it is, you know you will break down as far from the shop as possible. Then you must get the car back to the shop by tow truck and bill the owner for the distance and mechanic's time. And what if your best guess of the defective part is wrong? Another 40 miles? Another tow bill?

It's decided that the best procedure is to drive the car around for 35 miles, let it idle and hope to see the problem. After 45 minutes of idling, the car still runs just fine. Next, drive the car and stay close to the shop. Luck is with us. Close to the shop it starts to run badly. A quick check of the fuel pressure, engine temperature sender, Oxygen sensor are all OK. Time to take an informed guess of the offending part. Remember that most of these parts are electronic. Electronic parts are not returnable -- more unpopular bills!

**Step One:** The engine temperature sender is changed as this is the most common problem and the least expensive. During the road test, the car begins to run badly. Nurse car back to shop. Next day, drive car 35 miles then let it run in parking lot. Runs just fine. As a point of interest, we let the car run with its hood open. On a whim, the hood was closed. Five minutes later car begins to run badly. This test was repeated with same results.

**Step Two:** The next guess. Replace the mass air sensor. By way of a spider web-thin, heated wire, the mass air sensor is suspended in the intake air flow to measure incoming air and inform the control unit. The part costs approximately \$550. And, of course, being electronic, it's not refundable. An expensive guess, if you are wrong. This is where a good working relationship with your peers makes all the difference. We were able to borrow a test unit, so the \$550 guess was avoided. The test unit worked. In the end we found that with the hood open, the engine compartment just

would not get hot enough for the part to fail.

**Car #2: 1986 Porsche 928** with 40,000 miles. This is a nicely kept car, clean and well cared for.

**THE PROBLEM:** This car performs well for 40 to 50 miles then begins to run very rich. Sound familiar? No problem here, right? Mass air sensor, right? Sometimes it works that way...but not today.

Back to basic testing. All appears to be in order. Careful road testing still proved difficult. The problem appears only intermittently. Remember the clock is ticking and it's money no one wants to spend. This is not a profitable job for the shop as it eats time and incurs few parts. Everybody begins to get tense. "How much longer?" asked the customer. Who knows?

Different parts are tried to no avail. Now its time for the hard way. Start by having a long hard look at all the individual parts. After much time, the search leads to the ignition control unit and the fuel control unit. This car has two. The other 928, only one.

Careful investigation shows a slight corrosion on the fuel unit's lowest corner. Both of the control units are located in the right side passenger footwell about 5 inches off the floor. Removing the unit and carefully bending back the locking tabs, the cover is removed. At some point, water must have entered the unit about 15mm to 30mm deep. The circuit board showed signs of copper oxide. Try another control, right? This unit fits only this year's car. A new unit costs \$1100. Another expensive guess.

The call went out, but this time without success. No test unit is to be found. The customer was called and the problem explained. He decided that \$1100 was too expensive a guess. We had to agree. The other alternative was to buy a used unit.

A used unit is still 12 years old. Selling a 12-year old piece of one-of-a-kind electronics is not something we are comfortable with. The



## Tech ...

customer paid his bill. He was not happy, but who would be?

About six months later the customer returned for regular service. We asked about the problem. He had gotten out his trusty PANORAMA, took a chance and bought a used unit. It worked.

## Tires Are Beautiful

by Gerry Curts,  
Suncoast Region  
(from PORSCHE PROFILE)

It seems like every time I read a new car magazine, it contains an article on tires. Most of them are interesting, but don't provide much new information. I think I have learned more on the subject by attending tire tech sessions at Parade. Most manufacturers are represented and they really try to talk about pertinent stuff for Porsche owners. In this article, I want to share some of that information with special emphasis on safety.

In one of the Factory's promotional videos, Hurley Haywood makes a great statement: "You want to have the best possible tire you can to take all of this (Porsche) technology and put it down on the ground." Sure, the only thing that connects you to the road is four small patches of rubber about the size of your hand. Actually, when you need them the most, like during hard cornering or braking, you effectively are using only 2 to 3 contact patches due to weight transfer. Scary isn't it? — a 3,000 lb. car going through Turn One at Sebring with about half-a-square-foot of rubber keeping you out of the wall. Tires are a big part of being safe on the track.

Are your tires safe? How do you know for sure? How can you make them work better? First, look at the obvious stuff. Your tires should be free of cracks and delamination, have at least 4/16" of tread, no flat spots, no cord showing, a minimum of 30-psi (or so) of air pressure, and be properly mounted. Also, the

rubber in tires is attacked by ozone, so old (aged) tires are always suspect. Because the wheels are an integral part of this deal, inspect them as well. Look for structural faults like cracks and check out-of-roundness by raising the car and spinning the wheel by hand.

The best way to be sure the lug nuts are torqued properly is to start with clean studs and nuts. Remove the wheel and clean all that old gunk from the threads of the studs. Do the same with the threads and shoulder area of the nuts. Also clean the area of the wheel where the nuts seat. Then put it all back together using an anti-seize lubricant like Wurth CU 800 Copper Anti-seize, not grease or oil. Coat both the threads and shoulder of the nuts. This not only ensures that you get an accurate torque reading, but also reduces the chance of galling the metal where the nut seats against the wheel. If you think of the nuts being numbered around the wheel from 1 to 5, torque them in this sequence: 1, 3, 5, 2, 4. Also, be sure to keep your hubs rust-free where the wheel seats. If this area is rusted, you'll never get a snug fit, and the wheel may loosen over time.

For track use, less tread depth generally gives better traction, so use those most-worn tires (in the old days, the hot tire was Michelin XWX's worn down to almost nothing; you'd see sparks coming off the tires on the last runs as the steel belts became exposed). That's because deeper tread depth (and smaller tread blocks) produces more flex or squirm in the tread blocks. An exception is on a wet track, where the tire will hydroplane if there is not sufficient tread depth to allow the build-up of water to escape from the contact patch.

The size and shape of the tread also has a dramatic effect on the squirm of the tread. You'll note that race tires have no grooves; they essentially have one big tread block. Many ultra high-performance tires are now designed with quite large tread blocks to

reduce the squirm. The Michelin Pilot series tires use an ingenious method of interlocking tread blocks to optimize both wet and dry performance, and it works well.

It is often said that the most improvement you can make in your car's performance is to purchase "R" compound tires for the track. I personally don't think this is nearly as true today as it was five years ago. The ultra high-performance tires offered today for Porsches are very, very close in performance to "R" tires on the track, and substantially better everywhere else. If your budget allows, "R" compound tires do offer some advantages. Generally, they are less expensive than good street tires, and if you do a lot of track events, they may save you money in the long run. There are, however, three distinct disadvantages: 1) you must have a second set of wheels, 2) have a way to get them to the event, and 3) change wheels/tires at the event.

If you are thinking about getting "R" compound tires, here are some things to consider. Today several manufacturers offer readily available "R" tires that fit Porsches: B.F. Goodrich, Yokohama, Goodyear, Toyo, and Hoosier. The BFG R-1 is an excellent tire with a unique construction that produces negative camber during cornering. It is fairly forgiving and perhaps the easiest to drive of the bunch. R-1's do seem to "heat cycle" out before they wear out, so if you buy them, consider having them shaved to 3/32" tread.

If you're not already a member, join Team T/A. They have a nice newsletter and sell tires directly with no hassle. You can join by calling 1(800) RACE-BFG and there is no cost for membership.

Yokohama offers three different "R" tires. The A008RS, A008RS11, and the A032R. Yokohama tires are built on a carcass that is very similar to a pure racing tire. They (arguably) offer the best grip, but are more difficult to drive because they seem to "let go" with little warning. I don't know much



about the Hoosiers. Pirelli has a new P-Zero "R" tire that was run in the Porsche Cup cars last year. It is reported to be outstanding, but expensive.

Tire pressures are always a big topic at events. Assuming you are not testing with a tire pyrometer, for all but pure race tires, start with factory recommended pressures and adjust in increments of no more than 2 lbs. until you find a pressure that feels best. I think it's best to let air out rather than adding air. The goal is to adjust pressures front-to-rear so the car will have a neutral handling. Never deviate more than 4 lbs. over or under recommended pressures (an 8 lb. window).

All of the tire tech guys are adamant that you don't adjust pressures downward to compensate for pressure build up due to the heat. They say to set the pressures when the tires are cold and don't change them except to adjust the front/rear differential, if required. As the tire heats up, it becomes more flexible and even though the pressure has increased, the handling characteristics remain fairly constant. Nitrogen is an excellent alternative to air to fill tires. It's more stable and doesn't expand with temperature like air. I live by this method and believe it's best.

By the way, if there is standing water on the track, add 2 or 3 lbs. all around.

The idea that you can significantly improve cornering by adjusting tire pressures is somewhat of a myth (Boy, I can see the raised eyebrows on this one). What you can do is affect the oversteer/understeer characteristics of the car, thus making it fit your driving style. More pressure in the front increases oversteer and vice-versa. In truth, tire pressures are a small piece of the big handling puzzle that includes alignment, camber, toe, weight bias, spring rates, shock absorber settings, torsion bar adjustment, etc., etc. Don't even think about messing with this stuff on the daily driver unless you are ready to spend lots of time and money, and enjoy being frustrated. Talk to others who have done it and learn from their mistakes and successes, but remember it's all interrelated; change one thing and you effect everything.

All tire manufacturers publish a list of recommended wheel widths for each tire size. Try to fit the tire size to the widest wheel size on the list. This often means that you can't mount larger tires unless you go to wider wheels. You see some people who put the widest tire available on

their stock rims in the attempt to put more rubber on the road. They are actually hurting themselves because as the tire loads during cornering, the sidewall flex lifts the inside edge of the tire off the road, effectively producing positive chamber and less contact patch. Oddly enough, a smaller tire may produce more cornering force on a given width wheel on a car with stock suspension.

Many of today's tires are directional, so be sure yours are mounted properly on the car. There is always an arrow on the sidewall showing rotation direction for these tires. But be careful on this one, because some directional tires (like Bridgestone S-02's) should be mounted with the arrows rotating forward due to tread pattern design; and others (like Yokohama A008R's) are mounted with the arrows in the direction of driving force due to carcass design; i.e., the rears with arrows forward and the fronts with arrows backward (for rear-wheel drive cars), the reverse for front-wheel drive. This can be confusing sometimes; check with the manufacturer if you are not sure.

Have fun and drive safely.

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# 1999 Rolex 24 At Daytona

## Porsche Teams Rule GT At Daytona

(PCA Editors News Service)

DAYTONA, FL., January 31 — The Porsche factory team may have dropped out of the 1999 international GT scene, but privateer Porsche teams upheld the marque's honor by dominating the GT category results of the Rolex 24. The overall win at the 37th running of the Rolex 24 on Daytona International Speedway's 3.56-mile road went to the Dyson Racing Ford Riley & Scott ahead of the Doyle-Risi Ferrari 333SP and the Doran/Matthews Ferrari 333SP.

Finishing first among all GT cars, 6th overall and first in GT3, was the Alex Job Racing Porsche 911 RSR, which raced for charity and raised over a quarter of a million dollars during the 24-hour event. The AJR/Aerofab/Yokohama/Team Seattle Job Porsche, driven by Cort Wagner, Anthony Lazarro, Darryl Havens and Kelly Collins, went to the front and never looked back, scoring the team's first win at the Rolex 24. "Cort and I have been doing this for five years nearly winning several times," said Collins. "This year was serious, we never cracked a smile or let up. We kept our heads down for 24 hours." Porsche teams took the top four spots in GT3.

The Rook Racing Porsche 911 of Andre Ahrlé, Hubert Haupt and David Warnock won GT2 and captured the inaugural Daytona "Sports Car of the Year" award for Porsche. It was the largest GT2 field ever assembled at the Rolex 24. Finishing second in GT2 was the Schumacher Racing Porsche 933 of Larry Schumacher, John O'Steen, Martin Snow, and Dirk Mueller.

The expected threat from the factory Viper and Corvette GT2 teams fizzled as the 24 hour grind took its toll. The GT2 pole-sitting Team Oreca Viper led early in the race before damage from two separate collisions sent it into

retirement. Both factory Corvettes had engine and transmission problems, although the surviving team car limped home third in GT2 class with the crew putting in oil five and six quarts at a time during pit stops.

Heavy rain came to Daytona around 8:30 A.M. Sunday and continued for about three hours bringing everyone in for wet tires. Off-and-on showers kept the track damp with another downpour just before the end. In all, 78 cars started the event, with 44 running at the finish.

## We Were There

by Steve Rashbaum

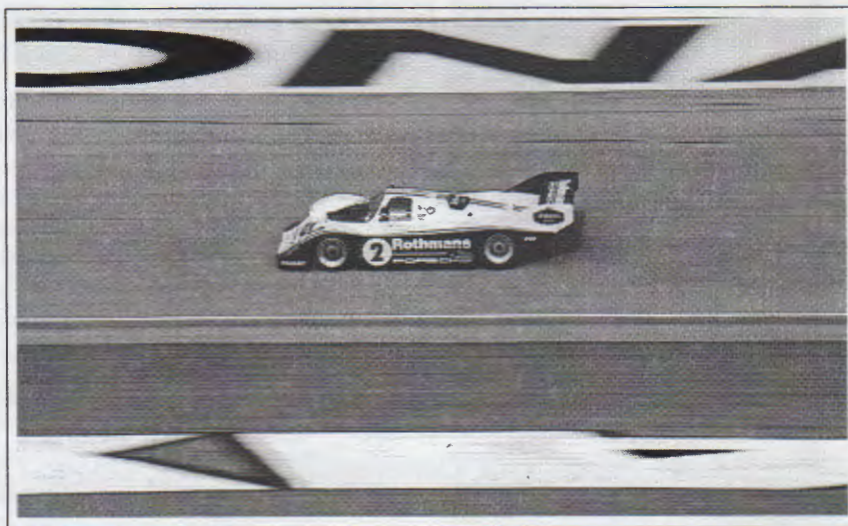
For as much time as Susan and I spend at various racetracks in the Midwest, we have never seen a professional race - sports car or otherwise. Once, on the way to visit Susan's eldest daughter at college in Ohio, we (accompanied by the three other children) did stop at Indianapolis for practice when CHAMP cars were still running at the 500. It was very disappointing though. Our two young males found it all 'oh so' boring and loud, preferring to play cards until it was time to leave. So much for an

automotive legacy. Making matters worse is the fact that Jason, now 18, desires a Lexus rather than a BMW or Mercedes. Where have I failed?

Last fall, John Ruther mentioned that he was 'probably' going to drive in the Rolex 24 at Daytona again. Susan and I looked at one another and said, simultaneously, "do you want to go? ... Sounds like fun! ... It'd be nice to have someone to root for ... A long weekend in Florida in the middle of winter ... Mom (Susan's, nicknamed 'Bear') lives near-by."

So, we talked with Region friends who had been to Daytona and particularly the 24 Hours. Everyone we spoke with was very positive: good weather (sometimes), good people, cool and fast cars, famous drivers (Susan, carrying a large bag, continues to look for Paul Newman), and fabulous racing. And, there are lots of Porsches. We decided to go, visit 'Bear', warm our 'Chicago winter bones', and cheer for John.

Flying into Daytona we could see the track on the landing approach. We could 'feel' the humidity even before we left the terminal. Our upper respiratory systems, dried by heated Chicago air, began to rehydrate and we realized that the bright light in the sky was just



*Historic 962 during the Enduro Race.*



the sun and not something to be feared. But, upon exiting the terminal, we HEARD the heavenly sounds of BIG hp. Stopping at the track only long enough to pick up our passes, we headed out for a short visit with 'Bear'. (A pleasant visit. I like her; she likes me, even if I accuse her of living in a trailer park - not true).

Still daylight at 6:00 pm, we arrived back at the track in time for night practice. It was overwhelming entering the track and finding a parking space. We finally found John, as well as Greg and Marla Turek, Sam Menegas, and, good Chicago Region friend from WMR, Rick Riley. Settling into a corner of

the pit, out of everyone's way, we got a good sense for the pit activity, racecars at night, the sounds (very loud) and smells. It was spectacular and we'd only seen the front straight and the pits!

Friday's sunshine and warmth found Susan with 'Bear' (who took her to, among other places, Mosquito Lagoon) while I spent the day at the track watching practice and final qualification. Enjoying the luxury of unscheduled time, I wandered leisurely around the pits, garages, and infield. I would like to say that I scouted in order to find the best vantage point for the race, but Daytona is over 3.5 miles in length and would have required a

considerable trek to get from the infield to the grandstands. (More about that later.) Still, by the end of the day, I was ready to sit down.

The Toshiba Ferrari 333 SP was pitted next to John, with Allan McNish as one of the drivers. As it was one of the favorites to win the race, there was always an amazing and amusing crowd around the pit as well as a flock of photographers. The proximity to the Ferrari allowed me to identify it's sound. And a heavenly sound it was: smooth, clean, over 10,000 rpm of music as opposed to the deep and throaty staccato sounds of the R+S Ford, the Vipers and the Corvettes. Bach vs. Led Zeppelin. And then there were the BMW's ... not as loud, but just as powerful.

For some period of time I watched practice from behind a chain-link fence at the International Hairpin. By happenstance it turned out to be a good observation (and photographic) point as there was a lot of passing through that section. The speed differentials were unbelievable. Some passes looked clean, some questionable, while others appeared to be just plain foolhardy. I was surprised that there were no "incidents", at least none that I observed although I saw a Ferrari F355 lock its brakes on several successive laps. And, with each successive lap my respect for all of the drivers improved by orders of magnitude.

Saturday was another "oh yeah, I'm in Florida in the middle of a Chicago winter" day (although several folks mentioned that it was really not usually so warm). We arrived at the track early (the race began at 1:00 pm) to experience the pre-race activities. Warned that it would be crowded and parking would be at a premium we drove into the infield, took the first right (to avoid traffic but had no idea where the road would lead), and were waved into an area right next to the garages. No moving the car until it was time to leave for the day - just like finding a parking spot in Hyde Park or Bucktown.



*John and Jeannie Ruther spend a few calm (and quiet) pre-race moments together.*



*Pre-race gridging and ceremonies.*



## Rolex ...

Making our way to John's pit through the much more crowded infield, we stopped to check out garages of the famous and not famous. With still hours before the green flag, Jeannie Ruther insisted that we continue our walk through the infield in search of the infamous Cinnamon Buns. Well worth the trip, we marveled at the sights and sounds of the carnival atmosphere. Later, outside the pit area we ran into Bob Neal and George Weathered. Nick and Susan Brenkus had joined our 'merry band' on Friday

and together we watched the pit get set-up, the car and the drivers readied, and the pre-grid festivities.

With 90 minutes before the green flag, Greg gave the order for the forced march out of the infield, through the tunnel under the banking and around the perimeter of the track to the grandstands. We walked forever ... and then climbed an unaccountable number of stairs until we found seats across the track from Turn 1. It was a great vantage point. We could see John's pit, the start/finish line, Turn 1, a good portion of the infield, and the banking at our end of the track.

We settled in and waited.

Ready? Green flag. It was quiet at first. We saw the cars. Then, we heard the noise. You could feel it better than you could hear it - seems the ears give way before the other senses. It was surprising to us that at a 24 hour endurance race, the racing was immediately close and furious. There was spectacular dicing between Allan McNish and James Weaver in their CanAm cars as well as racing all through the rest of the field. There was # 58, Westward Ho/M.P.I.E./P.A.W./UNIPCO Porsche 993 (Ruther's team) moving toward the front at a good pace. There was even one lonely 944T. I didn't count the number of laps with any precision, but I'd bet that within 5 or 6 laps, the CanAm cars were lapping the slowest of the GT3's.

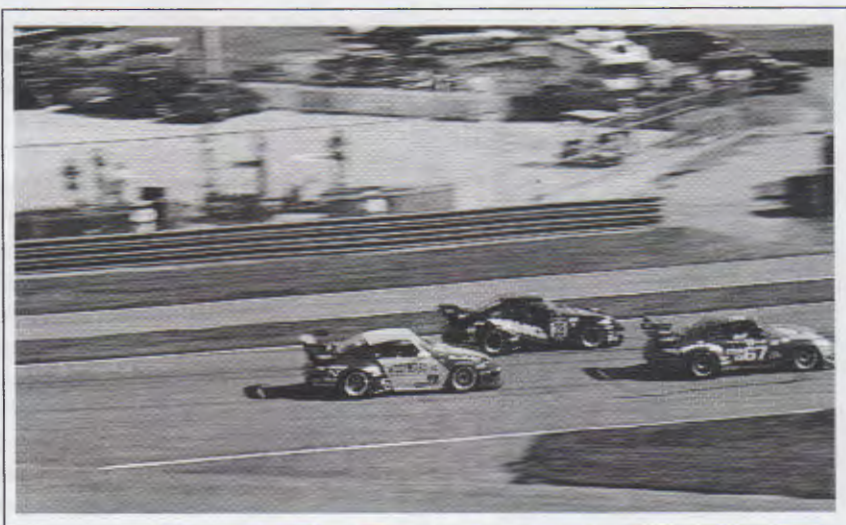
I was shocked when a close look at Turn 1 revealed cars, side by side, with no more than a few inches between them. It must have been that the distance between cars decreases as the race wore on as a later examination of the bodywork of many of the competitors showed signs of significant rubbing.

It was hard sitting there in the warm and sun, amid the race sounds, not to have a very large smile on my face. Joined by SEMR friends Pat and Jerry Door, lap after lap we sat, watched, (Nick had his video camera filming race noir), covered our ears with ear-plugs, and compared notes. About an hour into the race, Nick jumped up, pointed to the nearest banking and shouted "John's car just crashed". With no regard to whiplash, we turned towards the banking where Angelo Cilli was headed down the banking toward the infield, spun, then up the banking and into the wall with a big hit. Yellow flag. Angelo was quickly out of the car and appeared OK. The tow truck was summoned and we watched with heavy hearts as the car was towed away towards the garage area. Was this the end of the race for #58?

After another hour or so, Greg led another forced march back to the



*Across from Turn One ... our vantage point for the green flag.*



*Angelo Cilli (#58) making progress during Hour One.*



pits. At the garage we found the car in bits and crumbled pieces as Team Petersen worked on getting the car ready to run ... maybe. Not wanting to be in the way, we promised John that we'd check back after dinner.

Later, back in the grandstands to watch night racing, we learned that the car would not compete. Bummer. On the other hand, it was still pretty good to be there in shirt-sleeves in the cool of the evening. There is new lighting at the track, 20% of full illumination, just enough to see the cars but not enough to obscure the full effect of night running: the racing lights, the tail light trails, the explosion of non-combusted fuel. For us 'car people', it bordered on romantic. With my arm around Susan, I thought that "life couldn't get too much better than this." We watched for two or three hours before the effects of sunshine, forced marches, noise, and sheer automotive joy caught up with us and we said good night.

Anticipating an early Sunday morning in the grandstands to watch the last several hours of the race and the finish, we awoke to the very real threat of rain. We had packed for hot, for cold, for sun but not for rain. Examination of the parking lot showed just a few drops in the puddles and so we decided to go for it. Parking near the grandstands rather than in the infield, we had a short walk to our seats (at least compared to the forced marches of Turek). For a few minutes we watched the rooster tails, held our breath as the cars seemingly ran as fast as in the dry. Suddenly, the rains came and it rained hard ... too hard to remain in the stands. We took cover under them. But, there was no shelter there as the rain was sheeting off the seats and walkways. So a hasty retreat was made to the car. A cellular call later we joined the wiser, drier Tureks, Brenkus', and Ruthers for breakfast after which Susan and I returned to the hotel to watch the end of the race on TV.

'Bear' and I are already planning next year!



*Heavy traffic and hearty racing.*



*Post "wall incident" repair - to no avail*



*Porsche pilot Allan McNish in his blasphemous Ferrari*

*Daytona photo by Steve Rashbaum*



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## *"Memorial Before The Millennium"*

### *Road America I Drivers' Education*

*May 29 & 30, 1999*

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

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

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

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

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

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

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

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

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

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

As spaces for this event are limited, we highly



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

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

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

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

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

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

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

*Chris Inglot  
Event Chairman*

## Road America I Committee Members

Chris Inglot - Event Chairman  
Gary Knoblauch - Event Coordinator  
Scott & Sharon Lynn - Registrars  
John Ruther - Chief Driving Instructor  
Pete Hackenson - Tech Coordinator  
Jeff Girard - Safety Coordinator

847.559.1126 or cinglot@aol.com  
630.325.1086 or glkmkk@aol.com  
847.622.4483, 24-hour info or chicagopca@aol.com  
847.639.1094 or Norstar33@aol.com  
630.655.1629 or Pete.hackenson@compaq.com  
630.985.6739

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

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

or

Fax: 630.325.2286

**VOLUNTEER FORM**

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

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

Tech / Registration / Anywhere you need me

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





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

First Driver Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
( ) ( )  
Eve Phone \_\_\_\_\_ Day Phone \_\_\_\_\_  
PCA Member Yes [ ] Region \_\_\_\_\_ No [ ]  
Current PCA Membership # \_\_\_\_\_

Second Driver Name (same car)\* \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
( ) ( )  
Eve Phone \_\_\_\_\_ Day Phone \_\_\_\_\_  
PCA Member Yes [ ] Region \_\_\_\_\_ No [ ]  
Current PCA Membership # \_\_\_\_\_

**Requested Run Group**

<Fastest 1 2 3 4 Slowest>

**Requested Run Group**

<Fastest 1 2 3 4 Slowest>

Chicago Region (previously assigned) Permanent Car # \_\_\_\_\_

Chicago Region (previously assigned) Permanent Car # \_\_\_\_\_

If none, Requested Car # \_\_\_\_\_

If none, Requested Car # \_\_\_\_\_

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

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

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

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

\_\_\_\_\_  
\_\_\_\_\_

Porsche Model \_\_\_\_\_ Year \_\_\_\_\_ # of Cylinders \_\_\_\_\_ Displacement \_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_

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

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

**NO REFUNDS OR CANCELLATIONS AFTER MAY 22, 1999**

Mail pre-registration form and check to:  
**Scott Lynn  
Road America Drivers' Education  
1605 Keim Trail  
St. Charles, IL 60174**

**Questions:**  
**Phone: 847.622.4483 (24-hour info)**  
**e-mail: [chicagopca@aol.com](mailto:chicagopca@aol.com)**



## A Very Limited Offer ...

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

Arrival: Friday, May 28, 1999

Departure: Sunday, May 30, 1999

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

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

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

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# Places To Stay While Visiting Road America

## Lodging Establishments

52 Stafford  
Plymouth, WI  
920.893.0552

AmericInn Motel - Plymouth  
Plymouth, WI  
920.892.2669

AmericInn Motel/Suites  
Sheboygan, WI  
920.208.8130

Barefoot Bay  
Elkhart Lake, WI  
920.876.3323

Best Western Harborside  
Port Washington, WI  
414.284.9461

Boarding House Bed & Breakfast  
Elkhart Lake, WI  
920.876.3616

Breeze Inn/Chalet Motel  
Mequon, WI  
414.241.4510

Brownstone Bed & Breakfast  
Sheboygan, WI  
920.451.0644

Comfort Suites/Comfort Dome  
Appleton, WI  
920.730.3800

Cream City Bed & Breakfast  
Plymouth, WI  
920.893.8162

East Shore Inn  
Chilton, WI  
920.849.4230

Holiday Inn Express  
Sheboygan, WI  
920.451.8700

Holiday Inn - Holidome  
Fond du Lac, WI  
920.923.1440

Holiday Inn  
Manitowoc, WI  
920.682.6000

Krupp Farm Homestead B&B  
New Holstein, WI  
414.782.5421

Lakeland College  
Howards Grove, WI  
920.565.1248

Marian College  
Fond du Lac, WI  
800.262.7426

Oshkosh Hilton  
Oshkosh, WI  
800.365.4458

The Osthoff  
Elkhart Lake, WI  
800.876.3399

Pinehurst Inn  
Sheboygan Falls, WI  
920.467.4314

Pioneer Inn & Marina  
Oshkosh, WI  
800.683.1980

Plymouth Inn  
Plymouth, WI  
920.893.5623

Ramada Plaza Hotel  
Fond du Lac, WI  
920.923.3000

Red Forest Bed & Breakfast  
Two Rivers, WI  
920.793.1794

Rochester Inn Bed & Breakfast  
Sheboygan Falls, WI  
920.467.3123

Saukville Super 8 Motel  
Saukville, WI  
414.284.9399

Sheboygan Super 8 Motel  
Sheboygan, WI  
920.458.8080

Siebkens Resort  
Elkhart Lake, WI  
920.876.2600

Sippel House  
Elkhart Lake, WI  
920.876.3110

Starlite Motel  
New Holstein, WI  
920.898.4265

Village Inn - Motel  
Two Rivers, WI  
920.794.8818

The Washington House Inn  
Cedarburg, WI  
800.554.4717

West Bend Inn  
West Bend, WI  
800.727-9727

Wisconsin Aire Motel  
Random Lake, WI  
920.994.4501

Yankee Hill Inn Bed & Breakfast  
Plymouth, WI  
920.892.2222

## Campgrounds

Cedar View Camper Rentals  
Kiel, WI  
920.894.7884

Hoelt's Resort Campground  
Cascade, WI  
920.626.2221

Plymouth Rock Camping Resort  
Plymouth, WI  
920.892.4252

Mark & Dean's Camper Rental  
Kiel, WI  
800.894.7181

Westward Ho Camp Resort  
Glenbeulah, WI  
920.526.3407

## Referrals

Elkhart Lake Chamber of Commerce  
Elkhart Lake, WI  
920.876.2922

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



# THE GOOD NEWS *and* BAD NEWS!

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## Changes in O.N T.RACK C.OVERAGE for 1998

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

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

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

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

**The Good News:** Simple, one page application.

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

It's priced like the others, is easy to apply for, but it is far less restrictive.

We at CHASE & HECKMAN, INC. *still* call it the O.T.C. Policy. Because it's  
C. overage that's O. n the right T. rack.

We think you'll call it **The Good News**. Phone us today for a quote.

---

John D. Heckman, P.C.A. member since 1978

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## PCA Chicago Region Tech Inspection Sheet

NAME: \_\_\_\_\_ COLOR: \_\_\_\_\_ CLASS: \_\_\_\_\_

MODEL/YEAR: \_\_\_\_\_ ENG. DISP.: \_\_\_\_\_ PERM. CAR #: \_\_\_\_\_

Pass Fail TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- |     |     |   |
|-----|-----|---|
| ___ | ___ | 1. <b>WINDSHIELD</b> - No cracks. Functional wipers with good blades.   |
| ___ | ___ | 2. <b>MIRRORS</b> - At least one securely mounted rear view mirror.   |
| ___ | ___ | 3. <b>BRAKE LIGHTS</b> - Functional.  |
| ___ | ___ | 4. <b>PEDALS</b> - Free return and in good operating condition. Firm brake pedal.   |
| ___ | ___ | 5. <b>SEAT BELTS</b> - 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; <u>five or six point harnesses required for Classes 1 - 3 at Road America</u> and highly recommended for all other events.  |
| ___ | ___ | 6. <b>ROLL BAR</b> - All open cars except 914's, Targas, and cars in the Production class.  |
| ___ | ___ | 7. <b>HELMET, SNELL SA 1990 or later required for all track events</b> including Blackhawk, Road America, and GingerMan (sticker must be attached inside) and <b>HELMET, SNELL SA or M 1985 or later required for all autocross or gymkhana events</b> (sticker must be attached inside).   |
| ___ | ___ | 8. <b>BRAKE FLUID</b> - 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. <b>BATTERY(IES)</b> - Securely fastened and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.  |
| ___ | ___ | 10. <b>DRIVE BELTS</b> - Tight and in good condition.   |
| ___ | ___ | 11. <b>THROTTLE RETURN</b> - Freely operating and good springs. Check both throttle return springs on CIS cars.   |
| ___ | ___ | 12. <b>LEAKS</b> - No leaks of any fluid - oil, gas, brake, or coolant.   |
| ___ | ___ | 13. <b>RUST</b> - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.  |
| ___ | ___ | 14. <b>FRONT SUSPENSION</b> - 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. <b>REAR SUSPENSION</b> - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber.   |
| ___ | ___ | 16. <b>WHEEL BEARINGS</b> - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.   |
| ___ | ___ | 17. <b>ENGINE</b> - Check for odd sounds and satisfactory exhaust. (Remember 108db sound limit at Road America.)  |
| ___ | ___ | 18. <b>BRAKES</b> - 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. <b>WHEELS</b> - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hubcaps removed.   |
| ___ | ___ | 20. <b>TIRES</b> - 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. <b>FIRE EXTINGUISHER</b> - Recommended but not required. Securely anchored metal-to-metal in reach of driver BC or ABC rated and fully charged. Halon recommended.  |
| ___ | ___ | 22. <b>GAS CAP</b> - Gasket intact and cap tightened.   |
| ___ | ___ | 23. <b>LOOSE OBJECTS</b> - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc.   |
| ___ | ___ | 24. <b>APPAREL</b> - 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: \_\_\_\_\_



# Chicago Region Membership

## March Membership Anniversaries

1962	Dr. Robert A. White	Wilma F. White	1995	Gerhard Cless	Ruth I. Cless
1963	George LaCross	Claire LaCross		Charles R. Eble Jr.	
1967	Rod Gustafson	Sue Gustafson		Ezra S. Goldman	Ilan Goldman
1969	Ted Klint	Denise M. Klint		Lee M. DuQuette	Barbara DuQuette
1971	Todd J. Kaitis	Jean C. Kaitis		Patrick W. O'Neil	Sue O'Neil
1972	Louis E. Rapp	Eric S. Rapp		Martin R. Brown	
1973	John D. O'Keefe	Johanna O'Brien		F. Michael Martin	Roberta Martin
	Roger A. Knuth	Kathy Sue Knuth		Norman F. Chaffee	
1975	Rollin Polonitza	Barry Polonitza		Mary Norek	
	David E. Siembieda			Randy Stenson	
	Jerry Voigt	Sally Voight		Sam Collura	
1976	Jerry L. Quebe	Lisbeth Quebe		Bruce A. Malter	
1978	Thomas E. Beverly	Randee Beverly	1996	Eric C. Gehm	Sandy Harte
	Allen W. Seidel	Nancy J. Seidel		Andrew Glaister	
1982	Fred P. Bartlett	Pat Bartlett		Louis J. Caravetta	Patricia Caravetta
	Frank O. Koronkiewicz	Mary Ann Westell		Pedro Moriyon	Teresa Moriyon
1985	Lawrence A. Fik	Joyce Fik		Jeffrey Kupczyk	Keith Kupczyk
	John G. Ruther	Jeannie Ruther		James F. Long	James F. Long
1986	James Sadlon		1997	Keith A. Vakoc	
	Henry M. Estrada	Barbara Dolder		Myles E. Miller	Eric Birtch
	Gerald J. Butler			Mark D. Birtch	Barbara Steele
1987	Phil Koepke	Nadeen Koepke		William B. Steele	Steve Miller
	Mark W. Roter	Bonnie S. Roter		Michael I. Miller	Claire Kovar
1989	Rick Bowman	Julie Bartholomae		Donald P. Kovar	Nancy Schonberg
1990	John C. Carlson	Laverne Carlson		Jeffrey P. Schonberg	Patricia Myers
	Robert A. Rocque			Eric Myers	Denise Seminetta
	Jeanette Russo	Peter Gregg		Joseph T. Seminetta	
	Jeff J. Girard	Jill Girard		Scott A. McLaughlin	
	Hitoshi Nogami			George H. Binder Jr.	Cindy Binder
	George C. Weathered	Brian Weathered		Robert F. Follmer	Deanna Follmer
1991	Peter J. Kaplan	Chase Kaplan		James B. Smith	Michalene M. Smith
	Mark A. Basso	Penny D. Basso		Terry C. Neer	Michele Neer
	Carl D. Cucco MD	Marilyn Mitchell		Robert J. Nicolazzi	Christine Nicolazzi
	Timothy P. Daly	Dan Daly		Leonard Quartetti	Marijane Quartetti
	Karla M. Gerling	Tamara Gerling		Carey A. Buxbaum	
	Peter M. Kaludis	Olga Kaludis		Michael P. Haas	Anita M. Haas
	Michael L. Kenaga	Theresa S. Kenaga	1998	Frank L. Klapperich Jr.	Margaret Klapperich
	Michael J. Ksiazek	Susan Ksiazek		Ronald E. Lentz Jr.	Julienne Lentz
	Daniel C. Tynor	Marilyn J. Tynor		Douglas Gold	
	Jose M. Paredes			Darrell F. Voitek	Gail Voitek
1992	David V. Stori	Mary Stori		Sarita M. Massey	
	Robert J. Russell	Robb Russell		Richard R. Fitzherbert	Michelle Akers
	James V. Scardina	Scott R. Sharvan		Michael S. Lewis	Valerie Lewis
	Oda "Todd" Drake IV	Cynthia Drake		Jeffrey Arthur	Andrea Arthur
	Michael G. Metts	Sharon A. Hartzel		Glenn Watamanik	Erik Samelson
	Daniel M. Novak	Anne Marie Novak		Jeremy Goldberger	Leslie Goldberger
	Claude B. Reed	Judy Reed		Bruce Gracz	Jane Gracz
	Wendell E. Jelm			David S. Benson	
	Nicholas A. Lillig	Marie E. Lillig		Douglas Turnbull	Maryann Turnbull
1993	Karl N. Klockars	Sara Lynn Klockars		Trevor M. Merrick	Michelle Narva
	William R. Van Meter	Erin K. Van Meter		Theodore R. Chilcoat	Kay Chilcoat
	Eugene W. Wright			Nicholas T. Leftakes	Toni Leftakes
	David A. Dreyfuss			Jim Bachner	Cindy Bachnor
	David Erickson	John Erickson		Adam Koller	A. Stephen Koller



## Welcome To Our New Members In February 1999

Kevin Gill  
Bartlett, IL  
1987 924S

Predrag D. Dupor  
Chicago, IL  
1990 944S2

Vernon Thiel  
Frankfort, IL  
1975 914

**Correction:**  
Michael Getz  
Crystal Lake, IL  
1986 951 & 1986 951

Walt Bohren  
Geneva, IL  
1970 911

William J. Pross  
Hinsdale, IL  
1999 Boxster

*The editors regret the error in the  
February issue.*

### 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!)

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James Wright  
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PCA Member Vancouver Island Region

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McHenry, IL 60050

### In the April Issue ...

April 25th Autocross Driving School

May 23rd Autocross I

June 6th Rallye II

June 12th-13th GingerMan Raceway  
Drivers' Education

June 20th Concours II

June 27th Autocross II

July 11 Concours III

July 14th Blackhawk II  
Drivers' Education



# 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 911 Race Car** RSR bodywork (two sets), historic w/log book from 70's. 3.0 ltr. w/46 webers. Headers w/Supertraps. Case is boat-tailed w/Raceware studs & bolts. All inside casting seams ground smooth, heads ported & flowed. "Modified S grind" cams by Web-cam. 915 tranny w/Porsche limited slip & shortened gears. 930 brakes. Tilton duel master cylinder & assembly. Full NASCAR "semi-tube" roll cage. Fuel cell. Carrera coil-overs all corners. Two (2) sets wheels (9", 10", 11", 12" wide). 1980 lbs. wet before removing sunroof & tracking. Raced at Daytona 24 Hour in '81, PCA Club Raced in Class GT3R w/3 class 2nd's in '98. \$29,900. Dennis Howard, Baltimore, MD. RSAm@aol.com.

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

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

53092. 414.243.9012.

**1978 911SC Coupe** Kashmir Beige. 100K mi. Very well maintained. Extensive records. \$9750. Sam Peltzman 773.702.7457 or e-mail: sam.peltzman@gsb.uchicago.edu  
**1979 911SC Targa** Rare Prussian blue w/red leather. 108K mi. #9119211783. Drives/performs/looks very good. Most work last 4 years by Midwest Eurosport. New tires/clutch/brakes/fuel injectors. Always garaged. Non-smoker. Car in Libertyville. \$14,000/OBO. Joe 708.987.5964.

**1983 911SC Cabriolet** Burgundy/gray leather. 56,800 K mi. WPO#EA0915DS171125. Mint cond/always garaged/non-smoker. Comp. Records. Chain tensioner. No accidents. \$23,000. John Marozsan 847.735.0785 or e-mail: marozsaj@cch.com.

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

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

**1987 911 Carrera Targa** Garnet metallic/tan. 43K mi. All records. No snow/smoke. Major recent service prior to winter storage. Targa top redone inside/out. AC/recent in-dash CD. Inc. flannel cover/Tonneau top. \$27,500/OBO. Larry 847.940.7346 or e-mail: lfinder@enteract.com.

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

**1993 RS America 911** Dark blue. 24K mi. You know this "Retro RS". A/C & LSD. Lowered/rollbar/electric cutoff by Perfect Power.

Colgan/magbra. Never raced/pro-rallied. Extra set of four (4) Cup wheels w/Comp T/A R-1's. Clean & fast/could be a contender. You, too, can go from "0" to hero for only \$39,750. Bruce Janecek, Post & Rail Farms, Palos Park, IL 60464. (d) 703.354.1901, fax 708.354.1903 or (h) 708.361.8421.

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

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

**1975 914-6 Conversion** White/blk 2.7. Street/track car. Club Race ready. Call for spec. \$12,500. Shawn Young (h) 630.616.0519 or (pager) 708.999.9135.

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

**1985 1/2 944** Red/blk Porsche cloth sport seats. Chip/lowered/Koni sport shocks. Orig. owner. WPOAA0940FN453959. Sunroof/turbo wheels. Blaupunkt AM/FM cassette. New tires/wheel alignment/oil change/brakes/etc. Great daily driver/perfect to get into Club Racing. Straight/no accidents. Asking \$6500/OBO. Nick Leicht (days) 815.943.1400 or (eve) 815.363.9479.

**1989 944S2** Blk/blk. 79K mi. Clean.



Non-smoker. Fresh rotors/tires. Lots of service records. \$12,500. Michael Ryan (w) 847.884.8949 or (h) 847.382.6227.

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

## OTHERS/PARTS

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

**24' Pace Shadow Enclosed Trailer** Black w/translucent fiberglass roof, ATP stone guard, black fiberglass air dome, white aluminum interior walls, black & white checked vinyl floor, beaver tail w/ATP extension, step-down side door. 21' canvas awning. Cam design self-centering, load leveling hitch. Aluminum roof platform w/removable ladder. 12V ceiling & loading lights. 12V electric tongue jack with light. 50 amp panel & GFI receptacle. Two under floor tire compartments, white overhead and base cabinets w/stainless steel countertop. Wall mounted aluminum tire rack & gas can storage. \$7,5000. Greg (eve & weekends) 630.904.0800.

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

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

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

**Fuchs Factory Alloy Wheels** Two 7x15 & 2 8x15 Fuchs factory alloys, \$750. Two 7x16 & 8x16 Fuchs fac-

tory alloys, \$750. Both fit all 911SC & Carrera up to 1989. Will sell as complete sets only. Nick Brenkus (days) 847.540.2258, (eve) 630.529.0911 before 9:00 pm please.

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

**17" 993 Cup Style Wheels 8" & 9"** wide Borbet wheels for C2/C4/RSA/etc - EC w/R1's, \$1,200/OBO. **Momo Mille Laghi** racing seat w/mounts, \$400/OBO. **Parts** Brey-Krause C2 harness bar, \$150/OBO. Sabelt 6pt harness, EC used 1 season, no wrecks, \$125/OBO. 20 steel lugs, \$20. Ted Arneson 847.651.4154. **Tires** 1 set **Pirelli P6000s** 195/60x15. Approx. 6K mi, like new, \$200. **Continental Contitouring Contact** 195/65x15, very good cond., approx. 10K mi, \$150. Mark Hellner 312.431.1055.

**Weltmeister Camber Strut Brace** Used one year. \$75. Nick Leicht (days) 815.943.1400 or (eve) 815.363.9479.

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

**911 Parts** '76S frt. & rr. bumpers \$100 /valances. Fog lights \$75. Tan door pockets. Later model black leather door panels \$100 and 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](mailto:dcoup@dnhmarketing.com).

**911 Engine Parts** 2.2T engine \$700. 901 trans \$500. 2.7S pistons 50K mi. \$50 each. CIS system complete \$250. 2.7 oil cooler \$75. Oil pump \$75. Cam tower covers 2.7, Jacobs Ultra Coil \$50. 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](mailto:dcoup@dnhmarketing.com).

**911/912 '65-'73 Parts** BFG Comp TA

tires 225x55ZR16. Surprise boxes of misc. 911/912 parts @ \$1.00 a lb. Other parts: inner fenders, doors, lids, 2.0, 2.2 & 2.4 engine & parts. **Escort radar detector.** Much more: engine, transaxle, body, interior, suspension, electric, etc. SASE for list/pricing or see WEB SITE at <http://members.aol.com/porschelvw>. Ricardo Gonzales, 8037 Lake Shore Dr., Gary, IN 46403-1339 or 219.939.9946.

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

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

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

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

**944 Parts** Harness Bars: Stable Energies \$150, Brey-Krause \$250. Water pump ('83-'85) #10602109 \$125. Jim Hopp (w) 630.801.7257, (h) 630.896.2569.

## WANTED

**1986-89 944** Sold 911 and nature abhors a vacuum. Will provide good home in spare garage to your well maintained 944. Keep this under your hat ... maybe if I play this just right Tena will never know bought another one. Ed Russ (days) 312.701.6004, (eve) 847.835.9119.

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



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## Build A House In GingerMan Woods ...

- 8 lots are available on 16 acres of gorgeous pine forest with a private pier on Silver Lake. Just 10 minutes by boat to Saugatuck and on to Lake Michigan and 20 minutes by automobile to the GingerMan Raceway.
- Included are 4 years of car storage at GingerMan Raceway and free life-time entrance to the Annual "Roar On The Shore" Vintage Festival and a front table at the Saturday night St. Julian Wine Tasting Party.
- There is something for everyone in the family at GingerMan Woods.

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## Oversteer ...

(Continued from page 56)

Having a parent sitting next to you while you drive can be most distracting, so be prepared to shut him up with the following responses to his unwarranted exclamations:

Dad: Slow down! You're taking this turn on two wheels!

You: Don't be silly, this car has four wheel drive.

Dad: Look out for that truck!

You: What truck?

Dad: You have to stop, he has right of way. Stop! He has right of way! STOP! Look out! Didn't you see that guy? He had right of way!

You: I know that!

Dad: Look out for that car!

You: What car?

So, Big Al, while there are other items I may have overlooked (mainly because I have my eyes shut much of the time while she is driving) these are the main ones I'd like to know about. I'll look forward to hearing from you.

Yours,

W. Bruce Cameron

*Ed. note: The Cameron Column, A FREE Internet Newsletter brought to you by W. Bruce Cameron. To subscribe, send a message to major-domo@cwe.com with the words "subscribe cameron" in lower case as the first line in your message*  
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## The Rules for Driving in Chicago (from the Internet)

- 1 When on a one way street, stay to the right to allow oncoming traffic to pass.
- 2 Never, ever, stop for a pedestrian unless he flings himself under the wheels of your car.
- 3 The first parking space you see

will be the last parking space you see. Grab it.

- 4 Always look both ways when running a red light.
- 5 Never use directional signals when changing lanes. They only warn other drivers to speed up and not let you in.
- 6 Making eye contact revokes your right of way.
- 7 Whenever possible, stop in the middle of a crosswalk to ensure inconveniencing as many pedestrians as possible. And if a pedestrian ahead of you steps into the road, speed up, honk or yell loudly and chase him back upon the curb. Pedestrians have no rights.
- 8 A right lane construction closure is just a game to see how many people can cut in line by passing you on the right as you sit in the left lane waiting for the same jerks to squeeze their way back in before hitting the construction barrels.
- 9 Turn signals are just clues as to your next move in road battle so never use them.
- 10 Under no circumstances should you leave a safe distance between you and the car in front of you no matter how fast you're going. If you do, the space will be filled in by somebody else putting you in an even more dangerous situation.
- 11 The faster you drive through a red light, the smaller the chance you have of getting hit.
- 12 Never get in the way of a car that needs extensive body work. (Remember no-fault insurance, he might not have much to lose, you do.)
- 13 Braking is to be done as hard and late as possible to insure that your anti-lock braking system kicks in to give you a
- 14 Construction signs tell you about road closures immediately after you pass the exit but before the traffic begins to back up.
- 15 The electronic traffic warning system signs are not there to provide useful information; they're just to make 294 look progressive.
- 16 Never pass on the left when you can pass on the right. It's a good way to scare people entering the highway.
- 17 Speed limits are arbitrary figures to make IL look as if it conforms with other state policies; these are given only as suggestions and are readily unenforceable.
- 18 Just because you're in the left lane and have no room to speed up or move over doesn't mean that the driver flashing his high beams behind you doesn't think he can go faster in your spot.
- 19 Please remember that there is no such thing as a shortcut during rush-hour traffic on 88
- 20 Always slow down and rubber-neck when you see an accident or even a person changing a tire. If you're lucky, you may see the unwitting breakdown victim get mugged, the proceeds of which are vested directly into the Democratic frontrunner's campaign for governor.
- 21 Learn to swerve abruptly. Chicago is the home of the high-speed slalom driving thanks to Streets and San who put pot-holes in key locations to test drivers' reflexes and keep them on their toes.
- 22 It is traditional in Chicago to honk your horn at cars that don't move the instant the light changes. The city is founded upon such traditions.

nice relaxing foot massage as the brake pedal pulsates.



# Oversteer

## Big Al's Budget Driver Training School by Bruce Cameron

*Having more than my share of teenage daughters (I have two, which puts me way over quota as far as I'm concerned) provides me with no end of material for my Column. The tough part is maintaining my sense of humor.*

*Few things are less funny than watching your 16 year old climb behind the wheel of a two ton machine and go rocketing down the street as if practicing for a career as an ambulance driver. The fact that I paid someone so that I could enjoy this perspective is particularly painful, leading to this particular column. I've received a lot of mail from parents whose comments essentially boil down to, Amen.*

### Big Al's Budget Driver Training School

Dear Big Al:

Recently you finished a six week training course with my 15 year old daughter, the result of which is that she now has a "learner's permit." This means by state law she can legally drive an automobile with me sitting next to her, though my cardiologist has strongly warned against it.

The grade she received was an "A", so I am going to assume that she learned some of her more innovative driving techniques from you. I would therefore be most interested why you taught my "A" student driver the following:

### Dangerous Situations

Dangerous situations, such as a horse trailer parked sideways across the country road in front of you, are best handled by applying pressure to the following (in order:) 1. The

radio control button. 2. The horn. If, despite the fact that you have changed radio stations and honked the horn, the horse trailer has not moved out of your way, your choice is to (a) press on the accelerator and aim for the space between the front of the horse trailer and the guardrail, a distance which can not possibly allow more than 4 millimeters clearance on either side, or (b) wait until the last possible moment and hit the brakes, painting deep black marks on the pavement. When your passenger, who happens to be your father, complains that he does not appreciate being so near death that he could hear long dead relatives urging him to "move into the light," point out very reasonably that he was never in any real danger because the vehicle has dual air bags.

### The Radio

Each time a song you enjoy comes on the radio, squeal "this is my favorite" and turn up the volume. Never under any circumstances turn the sound back down when the song is over, until incrementally you have advanced to the very limits of the capacity of the car's speakers to vibrate everything inside the vehicle. At this point, you will not be able to hear your father's terrified screaming anymore, so now you can relax and drive the way you want.

### Other Important Accessories

1. Aside from the radio, the next most important accessory in the automobile is the rear view mirror, which should be checked every few minutes to make sure your makeup is in good condition. The best time to do this is when you are merging traffic, because there might be someone you know in the car you are running off the road, and you want to look your best.

2. The horn is also important, because as you honk it and wave

at the group of boys at the corner it will alert other drivers to the fact that, as far as you are concerned, whatever happens to traffic over the course of the next few seconds is out of your hands. Your father may lunge for the controls and do his irritating over-reacting bit again; but you'll be twisted so far around in your seat to hold the boys in your gaze you won't be affected by his antics.

3. The ash tray is a good repository for used chewing gum, though your father will go berserk when he sees the size of the rock-hard mass you've accumulated there. Like, would he rather you be smoking? Besides, when the ash tray fills with gum it's time to get a new car.

### Stoplights

While it is not always necessary to run down pedestrians, you should take whatever means at your disposal to avoid stopping for a red light. Normally, this means accelerating aggressively when approaching a stoplight, particularly if the light has been yellow for more than a few moments. Shouting a joyful "hold on" to your father as you mash the accelerator is not really necessary, because his fingers are sunk so far in the dashboard he is practically inside the glove compartment. If you DO find yourself halted at a red light, busy yourself with the radio, searching for the song you've already heard three times in the past ten minutes. Don't worry, the cars behind you will honk in a friendly manner once the light has changed to green, though to be fair you should give everyone a chance to toot their horns before you right yourself and sail past the (now yellow) stoplight. And remember, whatever is the speed limit, you should be moving that fast just as soon as is mechanically possible, even if your father complains of blacking out from the G-forces.

### Final Thoughts

(Continued on page 55)





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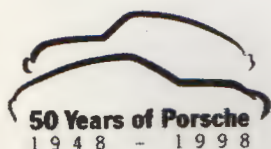
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