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THE PORSCHE CLUB OF AMERICA,  
CHICAGO REGION



# Chicago Scene

MAY 1999





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# Chicago Scene

May 1999 Volume 43 Number 5

## Chicago Region 1999 Calendar of Events

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

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**Cover Photo:** 40 years of grace! Dale Moody's 1959 356 Coupe. Photographed by its one and only owner in Arizona (with the Superstition Mountains in the background), the car was 2 months old.

Photo by Dale Moody, August 1959

**Editors:** Susan Shire and Steve Rashbaum

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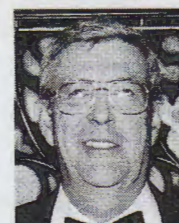
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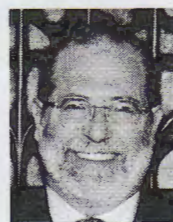
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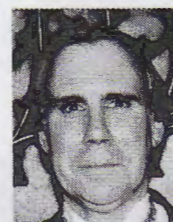
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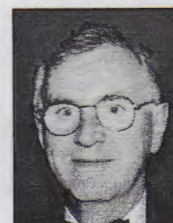
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# Aungahh!

What a busy month we've had since the last issue. The Chili Tasting/Edible Art/Concours & Rallye Schools at Napleton attracted a record crowd who were served chili and dessert and treated to several demonstrations and schools. The addition of the Rallye School and its mini rallye to this event proved very popular as well as a huge success as a 'teaching tool'. We were pleased to see so many Rallye School participants at the first rallye and hear their comments that the School and mini Rallye really helped them to understand and finish the Harwood's Schnitzelbank Rallye.

The Spring Safety Tech Session at Northstar was similarly well attended and informative. Many members took the opportunity to ask questions of the guest speaker Helene Axelsson from STAND 21 and acquire the latest in safety gear. Wanting/wishing for a new driving suit or helmet, Steve got a new anatomical collar. While not required racing/safety equipment for either our Region or Club Racing, Steve doesn't 'go out without it'.

At each event we gathered together in large and small groups to talk about what we've done to our cars over the winter. It was readily apparent that we are all ready to be in our cars again.

And then, at last, it was time and the 'driving season' finally began on April 11th with the Harwood's very terrific rallye through the 'wilds' west of Elgin. It was wonderful to see so many new faces as well as so many old rallye friends and to be 'on the road' again.

The lunch at Walter Payton's Roundhouse was very good and

allowed us the opportunity to sing "Happy Birthday" to Bruce Janecek and eat the blue frosted surprise Porsche cake that Jean Janecek provided. After lunch some members toured the Roundhouse, watched racing in the bar, or walked over to the gambling boat to try their luck. Not good odds.

Odds, did we say odds? You want odds? We'll give you odds! When you buy a Charity Raffle ticket the odds on winning the Trip to Germany are better the boat's. As we go to press, the Charity Raffle tickets are selling strongly. Many of you have, as suggested, requested 'your lucky numbers' and we have already sold close to 100 tickets. At this rate we will sell out before August. So, get your tickets now and you won't be disappointed later.

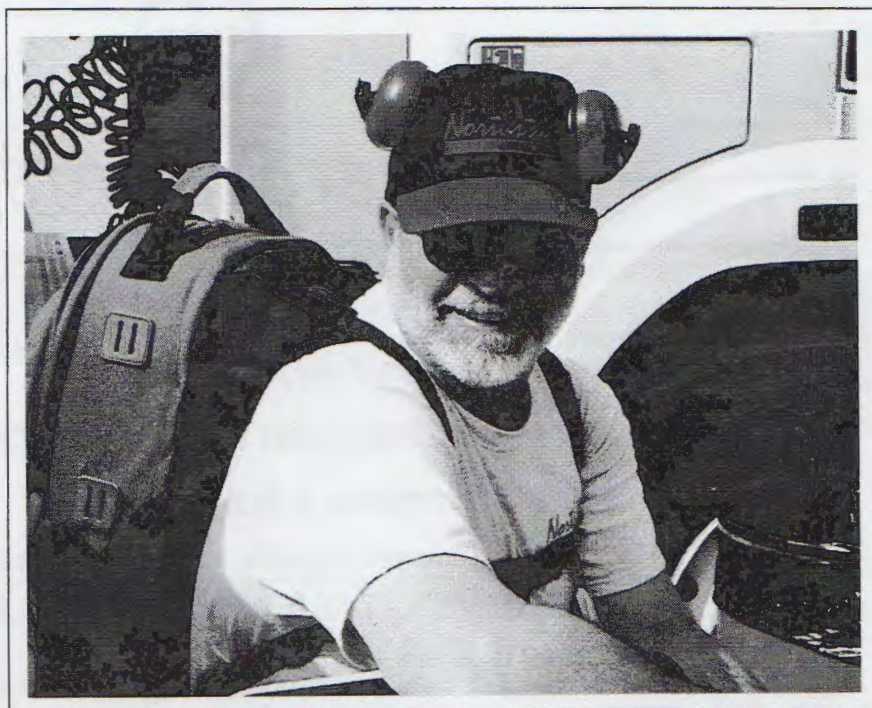
By the time that this issue arrives in your mailbox we will have been to the Autocross Drivers' School at Route 66 Raceway and the Blackhawk Novice Weekend and will be looking forward to the Air Classics Concours, Autocross I, the Memorial Day weekend at Road America, Rallye II, and the Ginger-

man weekend in South Haven. We strongly urge everyone to pre-register for events. The Blackhawk Novice weekend sold-out two weeks before the event and the Road America event is well on its way to selling-out.

Speaking of things in mailboxes, we were delighted to see and read Pat Yanahan's article in PANO about concours in the Chicago Region. But, we were disappointed that the photos (all taken by Steve) were miscredited and although PANO will run a correction, for the record, the proper photo credit should have been Steve Rashbaum!

We have also received our Parade packet and are getting excited about what looks to be an exciting National event at a very lovely site. We have never been that far north in Canada but friends who have been to Mt. Tremblant tell us that it is a beautiful locale. There will be 44 Chicago Region attendees at Parade this year - a large delegation to well represent the Chicago Region.

We've made our lodging reservations for Parade and now the only question that remains is



*The Chicago Region's Chief Photographer and occasional PANO contributor - correctly identified as Steve Rashbaum (or an Ewok).*

*Photo by Marla Turek*



**Aungahh! ...**

whether to drive or fly (and hope to borrow a car for the rallye). Susan votes for flying as the 951 is even more uncomfortable than she remembered. (The rallye in the 951 was a bone jarring, pencil bouncing treat!) It may be, as Steve claims, almost perfect for the track, but as a rallye or (heaven forbid) 'Sunday cruising' car, it makes even Susan wish for another Porsche.

What? Was that an 'out loud/on paper for all the world to see' wish for another Porsche? Be careful Susan ... be very careful what you wish for. Remember what happened the last time that you wished for something - for Steve to be happy with what seemed a 'harmless' desire to Club Race. Look where that got you and the 951 ... look at the 'state' that Steve is in now.

Crisis. It is the 'practical' versus the 'desire' and the Consequence of Unintended Consequences. Steve's mind is awash with conflicting emotions. This entire idea of a new Porsche for rallyes,

concours, autocrosses, and 'cruising' is so preposterous. After all, there is a perfectly good Porsche in the garage now. It is in terrific shape and is a dream on the track. Unfortunately, it is not a dream on the street. Steve would not go so far as to say it is the "Nightmare on Church Street" but it does leave a bit to be desired. On the other hand, the 951 is almost 100% race car now and it would be nice to finish the conversion, lose some weight (that can also be said for the drivers as well) and add more 'race stuff' to the interior. He could also add some graphics and have fun trying to find a name for the 'race team'. (Susan's daughter Taylor has some wonderful thoughts for names but most are not politically correct or printable!) But wait a minute, any new Porsche will be expensive and not be used much more than the 951 is used now. The money could be invested toward retirement. (We're getting closer to that magic age.) It could be used for exotic vacations. (Translation: any place that is not a race track.) It could be used to buy

500 tickets for the charity raffle. (We win!) It could be used to buy Susan some 'little baubles'. It could be used for new carpeting.

But, Steve is not a 'wait for later' guy, a 'vacation in exotic places' guy, and most definitely not a 'house' guy. Steve is a CAR GUY! More specifically, he is a Porsche guy. And, he would love to be a modern Porsche guy. A 'top down, cruising, wind in his hair' (OK Susan's hair), enjoying a sunny Chicago day in a convertible' guy. The 'sound of a six-cylinder behind him' guy. Oh, those Porsche sounds.

But this is crazy. So much money for something not needed ... only desired.

But ... life is short, own two Porsches. Oh, the agony!

*Steve and Susan*

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



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# May 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						<b>1</b> <b>Blackhawk Novice Drivers' Education</b> CR/Putnam Park CR/Las Vegas
<b>2</b> <b>Blackhawk Novice Drivers' Education</b> CR/Putnam Park CR/Las Vegas	3	4	5	6	<b>7</b> <b>Board Meeting</b>	8  Windige Stadt 356 Klub Auto-bration II Car Show
<b>9</b>  <b>Mother's Day</b>	<b>10</b> <b>Scene Deadline</b>	11	12	13  MOR Drivers' Ed/Mid-Ohio	14  MOR Drivers' Ed/Mid-Ohio	15  CR/Mid-Ohio
<b>16</b> <b>Air Classics Concours I</b> CR/64-Ohio	17	18	19	20	21	22  CR/Lime Rock
<b>23</b> <b>Autocross I</b>	24	25	26	27	28	<b>29</b> <b>Road America I Drivers' Education</b> CR/Hallet
<b>30</b> <b>Road America I Drivers' Education</b> CR/Hallet	<b>31</b>  <b>Memorial Day</b>					

# June 1999

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



## Briefly Brenkus

Looking at the turnouts for the first couple of events this year, it looks like we're going to break more records in 1999. The 4<sup>th</sup> annual Chili Tasting, Edible Art, Concours and Rallye Schools was a great success. A rough estimate of attendees was around 150 people with 26 chili contestants!!! Jim Jacisin and Pat Yanahan found themselves surrounded most of the day with curious onlookers interested in finding out what are the best waxes, polishes, cleaning solutions etc. to use on their cars. I hope most of you will use this knowledge to shine up your cars and join us at some of our concours this year.

After a short rallye school by Dan Gallagher, some of our experienced rallyists took people out in their SUVs on a seven mile rallye. Onto and redundancy were two of the concepts we attempted to make clearer to people. Hopefully those of you who took advantage of that school will come out and try a couple of our rallyes this year.

Thanks to the First Dude Nick for arranging the Chili Tasting and Edible Art Contest. If you've not been the recipient of one of Nick's very creative chili telemarketing calls, you don't know what you're missing. Thanks also to Napleton Porsche in Elmhurst for hosting this event for the fourth year. We are really looking forward to christening their new facility next year with the fifth annual Chili Tasting.

The next weekend took us up north to Northstar Motorsports. Again this year John and Jeannie Ruther hosted the Spring Safety Tech Session which is becoming a great spring tune-up before putting our cars out on the track. It was a great way for our newer members to find out how to prepare for the driving season ahead of us. Helene Axelsson from STAND 21 USA was there to talk about safety equipment. She and John conducted a lively Q&A session and we ended

the day with a raffle of some Northstar goodies. Jeannie Ruther delighted many attendees by showing off Northstar's collection of Porsche jewelry. I noticed many people, myself included, working on completing their own personal collections. Thanks go out to Pete and Karen Hackenson for coordinating the event, and John and Jeannie for being our hosts again this year.

April 11th was our first rallye of the season. Phyllis and Tom Harwood did an outstanding job of putting on a rallye that was challenging for both new and experienced rallyists. Using some great roads in Kane and McHenry Counties, Tom and Phyllis kept everyone on course throughout the day, albeit sometimes early to checkpoints if you didn't pay attention to the pauses throughout, or late if you didn't know how to figure out what "gain" meant. The roads they used were spectacular - if you've not driven your Porsche down the road behind Shireland, you don't know what you're missing! It was nice to see all the

smiling faces at dinner of the participants in 36 cars who started and finished the rallye. Way to go Tom and Phyllis! Thanks for all your hard work.

Well this weekend we're off to school again; this time for our region's driving instructors. John Ruther has arranged for Carl Lopez from Skip Barber Racing to spend a day with us to help us become more helpful to you. Carl is Skip Barber's Director of Program Planning. He wrote the Skip Barber textbook, "Going Faster, Mastering the Art of Race Driving," and spends much of his time instructing their instructors. We are looking at this as an investment in our instructors, as well as opportunity to improve the quality and consistency of the instruction we are giving our novice drivers. So, if you've been wanting to sign up for a driving event, now's the time as the instructors will be 'fresh' from school.

Continuing with our education theme for 1999, Pat Yanahan is putting together a Concours Judges Seminar on Saturday



*Susan and Nick Brenkus celebrate their 2nd Place finish in The Schnitzelbank Rallye.*

*Photo by Steve Rashbaum*



May 22<sup>nd</sup>. If you have an interest in becoming a judge, or maybe want to learn more about how your car will be judged, I strongly encourage you to get in touch with Pat and Bonnie Yanahan or Jim Jacisin to make reservations to attend the seminar.

By the time you're reading this, our first concours of the year at Aurora Airport, Autocross I at Route 66, and our Memorial Day event at Road America will be close at hand with the On The Double Rallye and Our Drivers' Ed event at GingerMan following quickly. Please pre-register for as many of the events as you wish to attend as it makes planning more precise for the event chairs.

I hope you'll take a look at the calendar and pick an event to join us for some of the fun the Board has planned for our members, as well as take advantage of all the knowledge we're looking to share with you.

*Susan*

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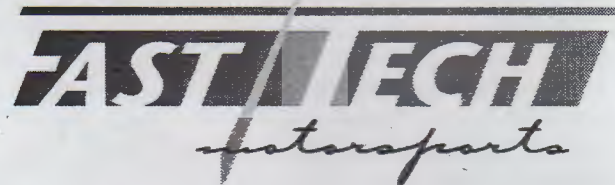
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# Psst! Did You Hear About ...?

## 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 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 with a 4<sup>th</sup> lapping day avail-

able for \$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.

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

## Trailer To The Parade

by Pat Yanahan

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

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Ford Mustang 5.0  
Ford Mustang GT  
Ford Probe GT  
GMC Sycamore  
Lotus-all models

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Mazda RX-7 GTUS  
Mazda RX-7 GTU  
Mazda RX-7 GXL  
Maserati-all models  
Mitsubishi 3000GT  
Nissan 300ZX  
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# A Year Of Planes, Cranes, And Automobiles

## 1998 Charity Review

by Tray Anderson

Our year began at the General Membership Annual Meeting on January 18, 1998. My wife Danita and I asked the Board of Directors and assembled members to be considered as 1998 Charity Coordinators to benefit Lincoln Park Zoo Children's Program. I made the statement, "be careful what you wish for, because you just might get it!" With the approval of the board, we began the charity season.

Our first goal was to attempt to get a celebrity to serve as a spokesperson for the event. We did not know if we could. While in California taking a tennis lesson I asked my tennis pro Bill McQuaid, "How hard are the women hitting the ball these days?" To my surprise, my tennis pro is a friend/training partner of Lindsay Davenport. He responded, "Lindsay hits the ball so hard, that I can't beat her anymore!" Obviously, he took out his frustrations on me and proceeded to run me off the court!

Back issues of Christophorus confirmed that Lindsay was, in fact, a previous winner of the Porsche Grand Prix tennis tournament. The Grand Prize ... a brand new 993 Porsche cab! Many of us have to work years to own a Porsche. Lindsay, travels to Filderstadt Germany (near Stuttgart), picks up a tennis racquet to work (?) one week, earns a six figure pay check and a new car. Tough life for a 20 year old! But, it could not have happened to a nicer person. I met Lindsay at the 1998 Indian Wells Tennis Tournament and she is as pleasant and courteous a young woman as I have ever met. She agreed to be our celebrity spokesperson. By the way, Lindsay ended last year winning the US Open and becoming the number one ranked tennis player in the world. First goal accomplished!

To capture the enthusiasm of our Charity Raffle we had to come up with a concept to "sell" the Raffle.

Chicago Region member Judd Blunk, Porsche Cars North America Regional Manager, suggested a theme around the Golden (50th), Anniversary of Porsche. I thought this was an interesting idea as Lindsay won the tennis gold medal in the '96 Olympics. Judd meanwhile convinced the Porsche factory in Germany to produce a gold color Porsche. Now called Mirage Metallic, our Charity Raffle is responsible for a new color now available around the world.!

Next, we needed a slick ad slick to visualize the theme. I remembered that at the first PCA event Danita and I attended, Potter's Picnic Concours, the first member to come up to us and welcomed us to the club was Pat Yanahan. We have been friends ever since. Pat and his wife Bonnie are the owners of USA-Chicago, an advertising agency. Pat volunteered to design the ad at no cost to the charity. He also arranged for all of the ads in the major car magazines and passed on all the discounts to the charity.

You can't have a raffle if you don't have raffle tickets. We asked another Chicago Region Member Bob Soske at PressTech to give us a quote on printing 4,000 raffle tickets. The price quote was no charge. (There seemed to be a pattern developing of incredible help and support from the Region members. We are fortunate, as a club, to have members with such generous spirits.) Maybe, we thought, this raffle thing will be easier than anticipated!

Planes, Cranes and Automobiles was the next progression of the charity. We kicked off the ticket sales at the Air Classics Concours in May, where the Tuskegee Airmen flew in for a visit - literally. In June we continued with cranes and other animals at the Lincoln Park Zoo Concours. With the help and blessings of Paul Nebenzahl, LPZ Vice President and Kevin Bell, President of LPZ, we broke every rule at the zoo, in order to have the Concours on the beautiful grounds of the Lincoln Park Zoo.



Chicago Region Co-chair Danita Anderson (left) with Chris Slyman of the Lincoln Park Zoo in front of the Children's Zoo.



Our two beautiful raffle prize Porsches were unveiled at the Nives Rizza Porsche Tech Session in November. Mark Berry and Dan McMillon of Nives Rizza Porsche are striving to be (mental picture - a lovely lady in an evening gown begins to sing in b-flat)

"Num-ber One, Num-ber One, Ni-ves Riz-za Por-sche is Num-ber One"

I worked with Nives all year long and I must say, they are extremely customer focused and a top-notch dealership. They paid for the transportation of the cars to and from the dinner dance, as well as, covered the cost of most of the options on the cars for the benefit of the charity. We thank them for their generous support.

"And the winning numbers are" (imagine a drum roll here) ...

"2314 for the Boxster and 2081 for the 996." The excitement of the drawing was magnified when we realized that the winners were local and almost-local: from Lemont, Illinois and Platteville, Wisconsin. Robert & Linda Stewart, Chicago Region Members are the enviable

winners of the Boxster. Harvey and Lila Hensley, Central Wisconsin Region members won the 996.

When I called the Stewarts to notify them that they had won the Boxster, they had a fax machine attached to the phone line. So, we did the logical thing: sent them a fax to notify them of their good fortune. A week went by and I still had not spoken to them. So we did the next logical thing, I called Robert at work: he was out-of-town on business. Should I leave Robert a message he won a Boxster? Perhaps such a message could cause Robert to have a heart attack and I would have to do the humanitarian thing and keep the Boxster for myself. Sounded like a plan ... NOT. Another week went by before Robert was back at the office and he was finally notified. Don't worry, the hospital diagnosed only a mild stroke!

Be careful what you wish for, because you just might get it. The PCA Chicago Region is proud to present a check to Lincoln Park Zoo for \$22,000. Danita and I would like to thank Roz Finkenhoffer for all the sorting and mailings and everyone

to offer their assistance in so many ways, as well as everyone who purchased raffle tickets in 1998. Without your support, we could not have accomplished what we set out to do - to provide a generous donation to a charity we love. We got what we wished for!

And now we turn the Charity Raffle over to Susan Shire and Steve Rashbaum. Danita joins me in asking you to support their charity, The Rehabilitation Institute of Chicago, with the same generosity of pocket, time, and spirit with which you supported us and the Lincoln Park Zoo.

## Raffle Riddles

by Tray Anderson

Let's play "Raffle Riddles". The following are vital facts and figures we (actually Danita) learned by entering all the names and addresses into the database for the 2,869 tickets that were sold. The answers are below. Don't peek!

1. Which famous movie character actually jumped into the future to purchase a raffle ticket ?  
a) Mary Poppins  
b) Rhett Butler  
c) Bambi Dere
2. Which happy-go-lucky town has a resident who purchased a raffle ticket?  
a) Smiling Wyoming  
b) Goodwill Texas  
c) Carefree Arizona
3. Which of the famous person below did not purchase a raffle ticket?  
a) George Lucas  
b) John Goodman  
c) Ron Pearlman
4. Which quantity was the single most purchase of raffle tickets?  
a) 18  
b) 30  
c) 110



WGN TV Anchor Bob Jordan assists Danita Anderson (right) in presenting the \$22,000 check to Chris Slyman (left) of the Lincoln Park Zoo. (That's a lion lying under the tree - just to the right of Danita.)

Photos supplied by Tray and Danita Anderson

Answers 1-b, 2-c, 3-a, 4-c



February 17, 1999

Harvey Hensley  
203 Tamarac Trace  
Plattsville, WI, 53818-1323

No 2081  
NAME JAMES H. HENSLEY  
ADDRESS 203 TAMARAC TRACE  
CITY, STATE PLATTSVILLE, WI 53818  
PHONE 608-348-9287

Dear Mr. Hensley:

We both had an exciting year-end  
year as the number one

and slam event and ended the

You won

city special edition gold  
as I have enjoyed mine.

February 11, 1999

Robert Stewart  
19w760 97th Street  
Lemont, IL, 60439

No 2314  
NAME ROBERT C. STEWART  
ADDRESS 19w760 97th St.  
CITY, STATE LEMONT, IL 60439  
PHONE 630-734-2414

of over \$20,000.

Dear Mr. Stewart:

We both had an exciting year-end in 1998. I won my first grand slam event and ended the  
year as the number one ranked player in the world!

You won the Porsche Club of America Chicago Region charity special edition 1999  
Porsche Boxster! Congratulations! I hope you will enjoy your Porsche as I have enjoyed  
mine.

With your contribution, the Lincoln Park Zoo will receive a donation of over \$20,000.

Enclosed, please find the matching stub for your winning ticket!  
Happy motoring!

cc: Kt  
Sus

Sincerely,

Lindsay Davenport

cc: Kevin Bell - President, Lincoln Park Zoo  
Susan Brenkus - President, PCA Chicago Region





# Lincoln Park Zoo

P.O. Box 14903  
Cannon Drive at Fullerton Parkway  
Chicago, Illinois 60614

Telephone 312.742.2000 Facsimile 312.742.2137

March 25, 1999

Ms. Susan Brenkus, President  
Porsche Club of America, Chicago Region  
408 Cardinal Drive  
Bloomington, IL 60108

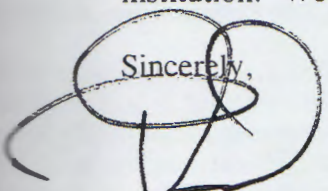
Dear Ms. Brenkus:

On behalf of Lincoln Park Zoo and the Women's Board, thank you so much for helping to make the Porsche Club of America's raffle such a successful fund raiser. The raffle raised \$22,000 to benefit the zoo's educational programming. Specifically, we wanted to acknowledge and thank you for the Governing Board's support and invaluable assistance with this effort. It would not have been so successful without your help and dedication.

As you may know, the Women's Board plays a large role in the growth and success of Lincoln Park Zoo. Your assistance in this effort helps the Women's Board secure funds to keep the zoo free and world-class. Private support helps provide special care and enrichment for our precious animals as well as essential maintenance for the beautiful grounds that makes the zoo such a unique urban oasis.

Thank you again for commitment to helping preserve Chicago's last free major cultural institution. We really appreciate the very special way you have supported Lincoln Park Zoo.

Sincerely,



Paul Nebenzahl  
Vice President for Development

cc: Tray and Danita Anderson  
Myra Reilly, Women's Board President  
Kevin Bell, President and CEO

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*"I must congratulate you on a superb job Peter, the Porsche Fest is indeed a class act. The choice and caliber of the hotels was nothing short of excellent, and the venues, too. The whole organization of this trip was flawless..."*

*~Ken and June Iles, Los Altos, CA*

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# The 1999 PCA Chicago Region Charity Raffle

will benefit the

## The Rehabilitation Institute of Chicago Free Care Fund

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

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

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

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

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

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

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

\*\*\*Final itinerary pending



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

Please make checks payable to PCA Chicago Region Charity

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone (w/area code): \_\_\_\_\_

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

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

Send check and completed form to:

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





# Air Classics

## CONCOURS ONE

Sunday, May 16th

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

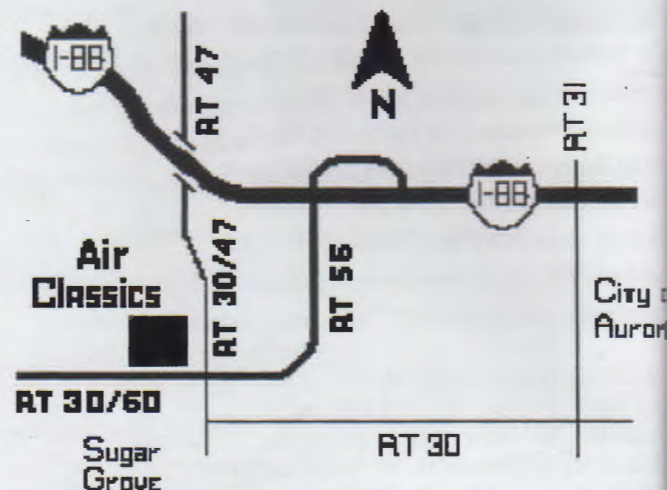
The first concours is finally here and we will return to the Air Classics Museum. If you weren't there last year, picture your Porsche parked under the wing of a classic WWII Navy T-28 or perhaps a B-25. Prefer a water cooled model? Try a P-51. How about a F-15, a F-4 Phantom, a Russian MiG or an A-7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

**\$20.00 Concours Fee**

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

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

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



**Air Classics Concours Fee \$20.00 per car**

Please make checks payable to: PCA Chicago Region

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

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Region \_\_\_\_\_

PORSCHE Model \_\_\_\_\_ Body style \_\_\_\_\_ Color \_\_\_\_\_

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





**Attention Air Classics Concours  
Participants and Attendees!**

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

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

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

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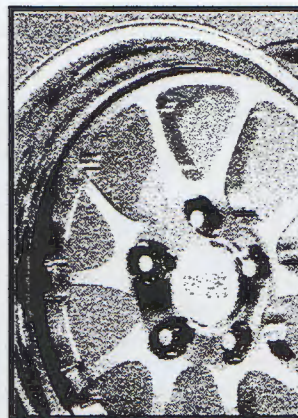
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# Chili Tasting • Edible Art Contest • Concours School

## Free Chili And Drink. We're There!

by Jim Jacisin and Susan Shire

How do you get members out to learn about events that are not what they think they are interested in? At one event, we've found what is proving to be a successful formula. Four years ago Nick Brenkus asked Ed Napleton Porsche in Elmhurst to host a Chili Tasting Contest with the idea that if you feed them, they will come. And while they're there, we could have a mini informal Concours Tech Session. And the members said "Hmmm. Free chili and drink. We're there!"

The next year Nick added an Porsche theme Edible Art Contest and a formal Concours School. And the members said "Free chili and drink. We're there!"

Last year two local vendors (DentBusters and Emmons Coachworks) were asked to join the fun and we had a huge turnout as the members said "Free chili and drink. We're there!"

This year's 4th incarnation of the Chili Tasting, Edible Art Contest, Concours School, held on March 21<sup>st</sup> and still hosted by Napleton Porsche, had 24 Chili entrants, numerous Edible Art creations, the Concours School, and, new this year, the Rallye School! And the members came ... "Free chili and drink. We're there!"

The hottest, meatiest, beaniest, tomatoiest, and best overall chilis were accompanied by all the trimmings. The Edible Art desserts ranged from replicas of Road America (with Hot Wheels and elevation changes), an autocross track with Jell-O racecars, a tire store with Porsche rims and tires as cookies, and a very realistic Porsche tire and wheel as an upright, free standing cake.

While sipping the beverage of their choice (beer, wine, or soda), the more than 150 members present took advantage of the opportunity to observe Stan Chewning from DentBusters painlessly remove those annoying and not so cute dimples.



Above: Dan Gallagher (in apron) leads the Rallye School students through the General Instructions of the mini rallye.

Top right: Concours Co-chair Jim Jacisin (far left) answers a concours cleaning question.

Bottom right: Larry Emmons (right) describes the right procedure.

Photos by Steve Rashbaum





## ● Rallye School

Larry Emmons of Emmons Coachworks showed us how to take care of our paint problems and interior troubles with Zymol, and Rick from Meguire's did a mini demo on the joys of using a power buffer (not for the faint of heart). After chili and dessert sampling, we 'grilled' John Takehara, Andy Discher, AJ Tiller, and Pat Yanahan on various special concours problems. Perusal of the literature provided by Car Care Specialties and Pegasus proved a quiet moment for those who needed to 'let things settle' before the Rallye School. As heartburn set in, many members took the opportunity to additionally suffer from 'new car lust' as they availed themselves of the chance to sample the seating in the several new Porsches on display.

Rallye Guru Dan Gallagher led the students at Rallye Class session through the General Instructions for the mini rallye written for the school by President Susan Brenkus. The classroom session concluded, the students piled into SUVs piloted by experienced rallyists/instructors for the 20 minute instructional mini rallye that was loaded with many rallye tricks (Ts, ONTOs, next available left, afters, etc) The instructors, who took the time to stop at each decision opportunity and discuss the 'whys and what ifs', returned pleased that their students seemed to have 'grasped' the concepts on this 'hands on' demonstration.

The day concluded with a raffle (prizes generously donated by DentBusters, Coachworks, Car Care Specialties, and Napleton) and the ribbon presentation for the Chili Tasting and Edible Art Contest. Our thanks again to Joel May and Graham Swidenbank of Napleton who have always make us 'feel at home' at the Elmhurst facility. We can't wait to visit the new 'stand alone' dealership soon to open in Westmont.

"Free chili and drink. We're there next year!" was heard as the members departed after a full day of Chicago Region fun.

### EDIBLE ART CONTEST RIBBON WINNERS

#### Best Tasting

Vanessa Inglot

#### Creativity

The Bittermans

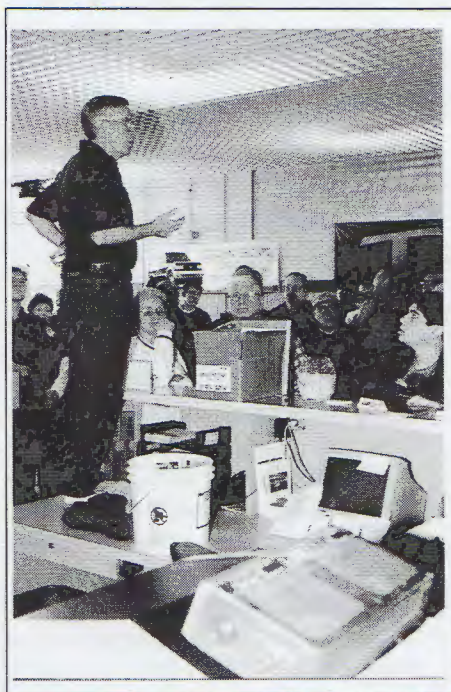
#### Originality

Jean Janecek



### CHILI TASTING RIBBON WINNERS

	Hottest	Beaniest	Tomatoiest	Meatiest	Best Overall
1st	Tom & Phyllis Harwood	Susan Shire	Lois Beach	Scott & Sharon Lynn	Dan & Linda Bacin
2nd	Jill & Jim Filgut	Nick Brenkus	Avis Bonnett	Bob & Shirley Cook	Michael Steele



Concours Co-Chair describes the up-coming Concours events.



DentBusters "Tools of the trade".



# Concours Scene

## Tips About Concours Judging

by Demetrios Mirissis,  
Metro New York Region  
(from PORSCHE POST)

### What Do Judges Look For?

1. Before judging begins, every car is "perfect." Judges look for imperfections and deduct points.
2. Preparation: Cleanliness, absence of scratches, dings and dents. A stone chip that was touched up will fare better than one on which no effort to repair had been extended. Stuff happens, but you can't ignore those chips. The judges won't overlook them.
3. PCA judging is "Hands On." Expect to have your car's engine probed, its seat cushions parted, and the storage compartment checked for dirt and debris.

### What Should, Or Should Not, Be In The Car?

1. Whatever came with the car from the factory should be in the car. This includes owner's manual, spare tire, tool kit, jack and air compressor (if factory supplied). Take out anything not supplied by the factory: After-market mats, maps, tissues, loose change, radar detectors, CDs, cellular telephones, etc.

### Most Common Mistakes

1. Lack of knowledge about what will be judged.
2. Not emptying the glove compartment, ash trays, console, and door pockets.
3. Attempting to prepare and clean the car the day before an event. You are supposed to be competing in a show, not trying to sell the car to a neighbor.
4. Too many novices focus 90% of

their efforts on polishing and waxing, and the other 10% on whatever they have time left to work on.

5. Spending too much time on the shiny areas and not enough in obscure places (e.g., pedal cluster).
6. Applying too much dressing to seats and tires (a huge pet peeve of mine). If a judge runs a hand across the dashboard and it comes up greasy, oily, or messy, expect points to be deducted.

### Human Nature And Judging

1. Properly trained judges tend to go to the same places on each car. Know your car, but more importantly, know your judges. Follow them around your car. Watch them at work. The judge will know you are focused and care about what's going on, not off looking at everyone else's car. You can learn much by watching a judge walk around your Porsche. But do not distract the judges, which might imply an attempt at deception.
2. First impressions count. Make sure your car is shiny as the judges walk up to it. This is the only time the shine will have a subconscious effect, since only the exterior judge will look at it carefully; and even then, really will be looking past the shine into the paint itself. When the doors are opened, does the interior smell like leather or will an aroma reminiscent of Kentucky Fried Chicken overwhelm the interior judge? This judge will appreciate it if you open the windows a bit to let the car air out. Judges do not like to be uncomfortable. After all, they are volunteers and not being paid to do this job.
3. Judges are human. They do occasionally make errors, so

check your score sheets when returned.

4. Be smart enough to avoid antagonizing the judges. Some of the same crew may judge at the next event you enter. Try to remember that this is a competition but still needs to remain on a friendly level. Many of the people against whom you compete are your friends.
5. Finally, be patient. At the end of the day, everyone is tired, anxious to get the award ceremony over and go home. Determining the winners does take time, but don't try to hurry the scorers. Let them work in peace. The sooner they can arrange the order of finish and give out trophies, the better.

*Ed. Note: Anyone wishing more information on Concours Judging should attend the Concours Judges Seminar on May 22nd at Pat and Bonnie Yanahans. Full details are on page 23.*

## Concours Corner - Cleaning the Engine: Part 1

by Bev Frohm,  
Orange Coast Region  
(from PANDEMONIUM)

Cleaning the engine at first looks like a daunting task, but if you take your time and have patience, the benefits will last for years.

Let's assume you have an older Porsche whose engine has never been touched beyond changing the oil and minor maintenance. You look at all the grease and gunk and want to say, "Forget it!" My 911E was like that. The car had been raced, rallied and toured to the point I had over 300,000 miles on it. The engine was well maintained and clean by those standards, but not where I thought a person could put their hands in there without



coming out with a grease trophy.

So, where do you start? With a good engine wash. Take a can of engine cleaner (GUNK or some other comparable product) and go down to the local "Do It Yourself" (DIY) car wash. Why the DIY? Because:

- The DIY tanks are set up for yucky engine junk and will not hurt the environment.
- Most of us do not have a high-pressure hose at home; you'll need it.
- The area around your car will be a mess afterwards.

Here are the following things you will need to take with you on your journey to the local DIY: tape, baggies, toothbrush, plastic wrap, rags, two plastic trash bags, towels, note pad, rubber bands, gloves and lots of quarters.

First thing to do is protect your electrical components. Take a baggie and put it over the distributor. Next, use the rubber band or tape to secure the baggie in place. Each model is unique on where the electrical components are located. My 911E has electronics on the left side of the engine. I use the plastic wrap to protect this area and tape to secure it. Look anywhere else the water may cause you car-starting problems. If you have exposed carburetors, use the plastic wrap or baggies to protect them.

Next thing I do is disconnect the coil wire; this way I won't pull a no-brainer of starting the car with plastic inside the engine. You can guess why I started doing this. Write yourself a note to reconnect the coil wire and put the note on the steering wheel. On the note pad, write down the places you put the plastic and tape/rubber bands. It may seem redundant, but better safe than sorry. Now, take the towels and place them over your fenders and the deck lid. This will protect your paint from any debris and chemicals that may over-spray. I suggest you wear old clothes while

cleaning your engine and use gloves to protect your hands from the chemicals (latex is best).

Now you are ready to attack the built up yucky gunk. Take your engine cleaner and spray it liberally in the areas of the engine that have the most built up grease on them. Let the engine cleaner soak for a few minutes; it will start eating away at the grease and dirt. Depending on how bad the build up is, this can take anywhere from a few minutes to 20 minutes. You probably will not get it all this first go around, so keep that in mind. While the engine cleaner is soaking, take the toothbrush and gently work the engine cleaner on the worst spots. If you have a severe build up, you may have to do this with a larger (not stiffer) brush. Once you have determined the engine cleaner has stopped working, you are ready to steam clean.

Set the DIY's wand setting to engine or steam-clean (it may be slightly different depending on where you live). Take care not to use the wand on the exterior paint of your car. The heat and pressure from the wand was not meant for your paint. Now, use the wand inside the engine compartment to steam away the engine cleaner and grease. Be patient and get the wand onto the nooks and crannies. Do not forget to get the sides of the engine compartments as well. Dirt gets kicked up into the engine from the fan and always seems to find its way onto the shelves of the engine.

While you are steaming the inside of the engine, make sure you do not get water inside your plastic covers. Once you are satisfied you have taken out as much dirt as possible (on this go around), set the wand to rinse. The rinse water usually has a softening agent and will rinse the chemicals out of the engine.

A word of warning, GUNK works great but smells horrible. If you use GUNK, do not do this on the same day you are going to use the car for a date or tour. It takes a couple days for the smell

to go away. There are other engine cleaners out there. I have tried the Citrus ones (they smell better) and GUNK. For the nasty jobs, I use the GUNK. For the easier ones (like a new car), I use the Citrus engine cleaners.

When you finish rinsing the engine out, shut off the wand. Now, take the rags you brought with you and wipe down the engine. Make sure you use some pressure on the rags while wiping it down. The grease has softened because of the heat of the water and will come off easily in your rag. When you are finished with one rag (because it is too dirty or wet), put it in one of the plastic trash bags. Keep wiping down until the engine is rather dry or you run out of rags. Next, take the towels off the deck lid and fenders. Wipe down the paint with the part of the towels that did not get wet or exposed to the chemicals. When done with the towels, put these in the other trash sack.

Now you are ready to get the engine ready for starting. First, take ALL the plastic, tape, and rubber bands out of the engine. Next, reconnect the coil wire and make sure there are not any other foreign objects in the engine like towels, toothbrushes, or gloves. Check your notepad to make sure you got all your protective wrapping out.

You may want to put a few more quarters in the machine and rinse down the area you have been working. Chances are, some of your greasy gunk might be on your shoes or get on someone else's. Be considerate.

Sometimes our Porsche does not want to start right away after a washing. Make sure you give it plenty of time to start and take care not to flood the engine. If you protected your electrical components from water, your Porsche should not have any problems starting up. If you should have a problem, push the car into the sunshine and open the deck lid. Within a few minutes, the components should



## Concours ...

dry out and you'll be on your way.

If your engine was really bad, you may have to do the engine wash a couple times to get the worst junk out. Bare in mind, the grease and gunk took years to get there and it will not give up its home easily.

Now that the engine is steam-cleaned, you'll want to get more grease and dirt out of the engine. There are four primary areas of your engine to attack at this stage. The sheet metal on the sides/front, the painted sides/shelves, the fan and fan shroud, and the trickiest -- the engine parts. There are many more areas to clean, but let's take this in stages or you might get overwhelmed. We will cover only the sheet metal and painted areas of the engine now, as cleaning the engine parts is an article in itself.

The sheet metal is probably the easiest to clean. You got most of the grease off when you steam-cleaned. A trick I found that works on removing old built-up grease is WD-40. This works as a great degreaser. Take some WD-40 and spray it on the sheet metal. WD-40 will not harm your engine, so don't worry about getting it on something. You will want to spray enough WD-40 to cover the grease, but not swim in it. However, if you do get too enthusiastic, too much doesn't harm anything except your pocket book.

Let the WD-40 sit there for a few minutes and then take one of the old toothbrushes I have talked about before and work the toothbrush on the liquid in small circular motions. This will loosen most of the old dried grease cohabiting in your engine. Work the toothbrush in the crevices and edges along the sides of the engine. Next, make sure you have plenty of paper towels, some disposable gloves (it is a dirty job) and a wastebasket. Take the paper towel and wipe the WD-40 from the sheet metal. Go over the area with a paper towel until you feel

you have gotten most of the grease. Grease can be very stubborn and you will probably have to go over the same areas once or twice again to get all the old grease. Now take a citrus or Simple Green cleaner (others work too, but I like these two products) and spray the area. Take another old toothbrush and use the same circular motion on the liquid. Use paper towels to wipe the area down, making sure you get the crevices and under the lips of the metal. This will pick up more "stuff" and remove the oily sheen from the metal. This is probably the most gratifying part of the job. The metal gleams and you can wipe your fingers along there and not have to wear gloves. If your metal paint is in bad shape, you may want to entertain the thought of painting it. This is what we did, however you have to take the engine out in order to do it properly.

You can use products other than WD-40 and some work pretty good. I have had such good luck with it, I do not use anything else on old dried stubborn grease. By the way, WD-40 works great on cleaning door hinges, latches, pins, etc.

The next area of attack will take longer and needs more patience. You steamed cleaned the engine and tried to get most of the yucky greasy stuff off the painted areas. Don't be too concerned if you did not get it completely clean. The rough paint and crevices make this a bear to clean and maintain. The toothbrushes are especially handy for these rough areas. Spray the citrus or Simple Green cleaner on the paint, let it sit for a few minutes before putting your toothbrush into action. Use the same circular motions we have discussed before to work the dirt and grease from the paint. Be careful not to rub too hard, the paint may be old and can chip off.

It is always a good idea to have some touch up paint in the garage, just in case. If you need touch up paint, go to a good automobile paint store and they'll do a color match for you.

As you work the toothbrush, spray more cleaner on the area. This will add new cleaner to attack recently uncovered dirt and grease. Paper towels do not work that great on this part of the engine except to mop up the excess cleaner. Do not try to rub the paper towel as it will shred and become a big mess. Use an old towel or Handy Wipe that you can dip in a bucket to rinse and use again.

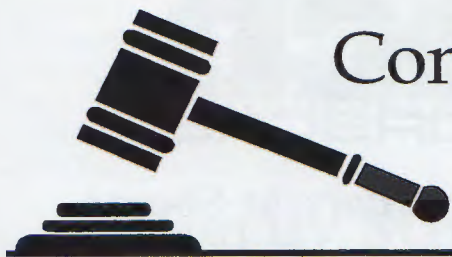
Make sure you get under the motor mounts and way in the back. The area under the oil filler is a perfect hotel for grease and dirt kicked up from the fan.

Another area that gets forgotten is under your deck lid. This gets an oily film on it from the engine as heat, water, dirt, and other materials are mixed together and then rise up to rest under the deck lid. Once you have gone over the painted surfaces, go over them again. The second pass will clean up any old debris that was not picked up the first time and you will be surprised how much cleaner it will look. If any paint flaked off, this would be a good time to touch up the paint. The area is clean of dirt and grease so the paint will adhere to the surface much better and will not flake off the next time you clean it.

You may have noticed that I did not say to use WD-40 under your deck lid. I do not use the WD-40 on these areas because the rough surface traps more WD-40 than I am able to clean up. If you have nothing to loose, and the surface is a mess, give the WD-40 a shot. Just make sure you use the soapy cleaners to clean it all up. WD-40 has a petroleum base, which could keep new paint from adhering and attract more dirt in the long run.

Next time, we'll talk about cleaning the fan and fan shroud area. The fan is an area that needs constant attention and I will cover some of the moving parts around the fan shroud as part of the article.





# Concours Judges Seminar

*Saturday, May 22, 1999*

*9:30 a.m. to 12:00 noon*

Join us in a special event for the Chicago Region members who judge at our Regional events! We also invite members who wish to observe how Porsches are judged. Find out what are the common areas that Judges look for during these events. Several National PCA Judges [and Chicago Region members] will be presenting, based on their many years of experience. The Chicago Region score sheets will be used as an example and each student will be given a judging guide. Bring your questions and your Porsche—we may use it as a sample vehicle.

## REGISTRATION REQUIRED:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

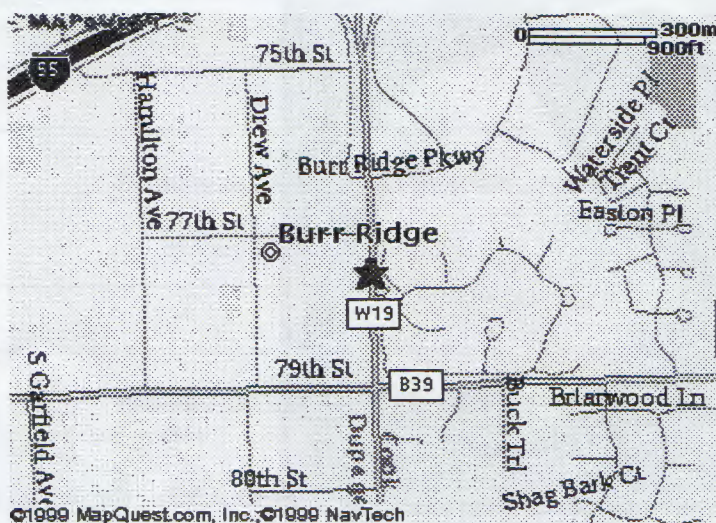
Year: \_\_\_\_\_ Color: \_\_\_\_\_ Model: \_\_\_\_\_

License #: \_\_\_\_\_

*Send form to the address below*

## Event will be held at:

Pat & Bonnie Yanahan's Garage  
7754 County Line Road  
Burr Ridge, IL 60521  
Telephone: 630-920-1929  
Fax: 630-920-1935







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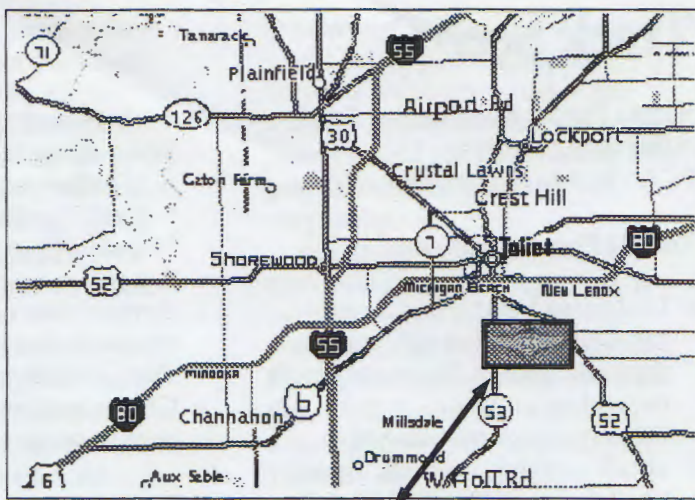




# Get Your 'Kicks' At The Route 66 Autocross

**Sunday, May 23, 1999**

**Route 66 Raceway  
Joliet, IL**



9:00 am Registration & Tech Open

10:00 am Drivers' Meeting

10:30 am First Car Off

\*Raceway Restrooms and Concession will be available

## Directions to Route 66 Raceway

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

## Route 66 Raceway

**3200 South Chicago Street,  
Joliet, IL. 60436**

### Autocross Requirements and Rules

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

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

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

Questions ?

**Keith Clark**

**630.690.3381**

before 9:00 pm please)

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

Driver #1: \_\_\_\_\_ Home Phone : \_\_\_\_\_

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

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

Driver #2 (same car): \_\_\_\_\_

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

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

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



# Track Scene

## Safety Preparation Before And After Run Sessions

PCA Chicago Region Safety Tech.

### Prior to First Run Session

- Understand that while having fun is the objective, safety is the primary concern. Everyone else is depending on you.
- All drivers are encouraged to obtain a vehicle technical inspection from an authorized Porsche Specialist using the Technical Inspection Sheet.
- Use and review the Technical Inspection Sheet point by point. Do not depend on others for your safety, check and re-check yourself. If it does not feel right, it most likely is not.
- Arrive at Tech. Inspection early with your helmet.
- Double check to make sure that anything that is not screwed down is out of the car.
- Lock empty glove compartment.
- Create or modify a list of things

to check and do it.

- Write down in your Logbook
  - \* Weather and Track Conditions
  - \* Cold Tire Pressures
  - \* Shock, Spring and Sway Bar settings
- Review your notes from the prior events at that Track.
- Enough fuel?
- Gloves and helmet in place, position seats belts and mirrors.

### After Run Session - Preparation for the next one

- Check tire pressures immediately and write them down in the Log Book
- Check Oil level while engine is hot.
- Then get you and the car comfortable - warm up or cool off and slow down.
- Update logbook with track/session experience while it is still fresh.
- Seek advice is something felt funny during the session.

- Gloves and helmet in place for next run session.
- Another driver? Reposition seat and belts now, not on the starting grid.
- Insure adequate fuel level and the cap is replaced.
- Clean glass and mirrors.
- Look in the engine compartment for anything loose or leaking.
- Look under the car for anything dangling or leaking.
- Check Sway Bars, Cooling Ducts, and Oil Lines.
- Look at Tires for wear, cuts. (Turn wheel to opposite locks and wipe off stones and sand)
- Look at Brake pads. Is there enough for another session?
- Must Re-torque lug nuts if wheels were removed. (best way to examine pads on older cars)
- Pay particular attention to anything that has recently been repaired.
- Drive Safely and Have Fun!

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## Ring Around The Collar

by Jay Burr, Great Plains Region  
(from DER SKOONER)

I have just finished dictating my last case: 25-year-old female struck from behind while stopped at a stop sign, collision speed approximately 30 mph. She was transported to the ER. Diagnosis: cervical acceleration/deceleration injury (aka-whipla\$\$\$\$). Symptoms: neck pain, headache, blurred vision, tinnitus, nausea, numbness, arm/hand pain with weakness, decreased reflexes. Surgery? Too early to tell. Time for recovery? Six weeks to a year. Permanent damage? Maybe. Prognosis? Fair to good for full recovery.

This scenario is all too common. Minor accidents often result in major problems. The human body can take a lot. It is tough and strong and repairs well. In reality, however, the breaking point is very close. We must understand and respect this reality. The laws of physics always apply. A Porsche on throttle is an intimate dance with physics and energy.

Now back to the track where safety first is the motto. We spend

a lot of time talking about safety issues. Our cars must pass tech before being allowed onto the track: roll bar, cage, five-point harness, Snell 95 helmet, fuel cells, rules for passing, fire proof underwear (yes, it is a good thing), all in place to keep us smiling. We should all strive to make our cars as safe as possible.

One area of concern is the many different configurations of cars and equipment found at driver education events. Some new, some old, and a lot in between. The three-point lap belt may not be enough. A harness would improve the safety odds.

July 1996 is the date when Emerson Fittipaldi managed to back into the wall at the Michigan Speedway while traveling approximately 200 mph. It was estimated the impact force was around 100 Gs. This is more than twice the amount of force a human is expected to withstand and survive.

Research conducted after this incident by General Motors and Ford's Safety Research Facility, and later by the FIA, found a need for better protection for the drivers' head and neck. The space between

the drivers' helmet and shoulders needs better padded support. Dummy testing resulted in the fracture of two cervical vertebrae which would have resulted in probable death. Emerson was very lucky.

You should evaluate the fit of your seat and make sure there is very little open space between your neck and the back of the seat. Wear your helmet when you do this. Club Racing recommends wearing a neck/cervical support. They are readily available. Claustrophobic and hot? Yes, but consider what you are protecting, it's worth it. Most of us never leave the track at speed, and when we do it's not at 200 mph. Meeting the wall at any speed is not a pleasant thought. You need maximum protection at all times, and remember, even low speed contact can result in injury. Buy a collar! Your neck will love you forever. On the lighter side, the new version of the old adage, "pay me now or pay me later," is "buy the collar now or you will buy one from me later" (and it won't be a racing collar!).



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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 # \_\_\_\_\_

**Requested Run Group**

<Fastest 1 2 3 4 Slowest>

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

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

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

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Eve Phone \_\_\_\_\_ Day Phone \_\_\_\_\_

PCA Member Yes ☐ Region \_\_\_\_\_ No ☐

Current PCA Membership # \_\_\_\_\_

**Requested Run Group**

<Fastest 1 2 3 4 Slowest>

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

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

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

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

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

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

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

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

<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)**



# Places To Stay While Visiting Road America

## Lodging Establishments

52 Stafford  
Plymouth, WI  
920.893.0552

AmericInn Motel - Plymouth  
Plymouth, WI  
920.892.2669

AmericInn Motel/Suites  
Sheboygan, WI  
920.208.8130

Barefoot Bay  
Elkhart Lake, WI  
920.876.3323

Best Western Harborside  
Port Washington, WI  
414.284.9461

Boarding House Bed & Breakfast  
Elkhart Lake, WI  
920.876.3616

Breeze Inn/Chalet Motel  
Mequon, WI  
414.241.4510

Brownstone Bed & Breakfast  
Sheboygan, WI  
920.451.0644

Comfort Suites/Comfort Dome  
Appleton, WI  
920.730.3800

Cream City Bed & Breakfast  
Plymouth, WI  
920.893.8162

East Shore Inn  
Chilton, WI  
920.849.4230

Holiday Inn Express  
Sheboygan, WI  
920.451.8700

Holiday Inn - Holidome  
Fond du Lac, WI  
920.923.1440

Holiday Inn  
Manitowoc, WI  
920.682.6000

Krupp Farm Homestead B&B  
New Holstein, WI  
414.782.5421

Lakeland College  
Howards Grove, WI  
920.565.1248

Marian College  
Fond du Lac, WI  
800.262.7426

Oshkosh Hilton  
Oshkosh, WI  
800.365.4458

The Osthoff  
Elkhart Lake, WI  
800.876.3399

Pinehurst Inn  
Sheboygan Falls, WI  
920.467.4314

Pioneer Inn & Marina  
Oshkosh, WI  
800.683.1980

Plymouth Inn  
Plymouth, WI  
920.893.5623

Ramada Plaza Hotel  
Fond du Lac, WI  
920.923.3000

Red Forest Bed & Breakfast  
Two Rivers, WI  
920.793.1794

Rochester Inn Bed & Breakfast  
Sheboygan Falls, WI  
920.467.3123

Saukville Super 8 Motel  
Saukville, WI  
414.284.9399

Sheboygan Super 8 Motel  
Sheboygan, WI  
920.458.8080

Siebkens Resort  
Elkhart Lake, WI  
920.876.2600

Sippel House  
Elkhart Lake, WI  
920.876.3110

Starlite Motel  
New Holstein, WI  
920.898.4265

Village Inn - Motel  
Two Rivers, WI  
920.794.8818

The Washington House Inn  
Cedarburg, WI  
800.554.4717

West Bend Inn  
West Bend, WI  
800.727-9727

Wisconsin Aire Motel  
Random Lake, WI  
920.994.4501

Yankee Hill Inn Bed & Breakfast  
Plymouth, WI  
920.892.2222

## Campgrounds

Cedar View Camper Rentals  
Kiel, WI  
920.894.7884

Hoeft's Resort Campground  
Cascade, WI  
920.626.2221

Plymouth Rock Camping Resort  
Plymouth, WI  
920.892.4252

Mark & Dean's Camper Rental  
Kiel, WI  
800.894.7181

Westward Ho Camp Resort  
Glenbeulah, WI  
920.526.3407

## Referrals

Elkhart Lake Chamber of Commerce  
Elkhart Lake, WI  
920.876.2922

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



# Safety Tech Session

## Wes' Deep Thoughts

### Mary Anne's Two Cents

by Wes and Mary Anne Nowakowski

Mary Anne and I went to the Spring Safety Tech Session at Northstar Motorsport, on March 28th. This was the 2nd annual for us, and I looked forward to it all month. Last year I obtained driving shoes, a Bell helmet and the two volume VHS video set of Fast Laps.

*Fortunately for Wes, the Spring Safety Tech Session falls near his birthday. Nothing says lovin' more than head protection, halon, nomex, driving shoes, fast lap tapes.*

So what kind of damage could I do this year?

*Did I hear someone say, "Keep the tab open"?*

I tried to contain myself. But who could blame me for desiring the twelve hundred dollar Nomex racing suit. Helene Axelsson, of STAND 21, indicated that it was fire retardant and stitched to breath, thus keeping you cool when you sweat, for we all know that "sweating is a vital function of the human body". Well, I've only been 'tracking' for a year, and the 951 is still in stock condition, but safety is always of prime concern. So maybe I'll opt for the six hundred dollar version.

*OK, so two cents is not enough. But seriously, protection is very important, and we get sort of attached to our skin.*

How about the two pound drivers helmet manufactured by STAND 21 Racewear? It's about a pound and a half lighter than mine. It also provides for cool air circulation. I can just imagine pumping in ice vapors to cool my cranium on a hot and sticky 'Gallagher weather' Blackhawk day.

*Let's remember, cool craniums are smart craniums.*

Wow, a seat bracket. It felt light and strong. But what do I do with it? Answer: It attaches to the back of the drivers' seat, and helps prevent whiplash in a rear end collision. I would however, need to replace my standard drivers seat to make this bracket work. Oh yes, John Ruther has a nice selection to choose from.

I need to slow down. I've gotten sucked-in a little more this year. And I don't see an end in sight. So I chose the fire extinguisher, for now.

*Hmm, what stuff would I need if I got involved? You know Wes, I would like to participate in the Autocross Drivers' School and there is at least one women-only event planned for this year. Can I use your helmet? ... and what other safety gear should I have?*

Sure, you can use my helmet. However, I know how you feel about sweat. And after one thirty-minute driving session, my helmet is soaked. So just think of it as a Mario Tricocci steam room experience. You might also consider buying a pair of driving





shoes. Sorry, I don't think my pair will fit you.

*This is a great opportunity to learn more about the car, gain some driving confidence, and practice skills that will make me a better driver. Oh, and by the way, can I use the Porsche???????*

Absolutely! You know I have encouraged you from the very beginning. You've done great the several times you've driven around the neighborhood. And I'm sure you'll do even better once you shift into second gear. So, let's go practice!!

Cool, let's GO! :-)

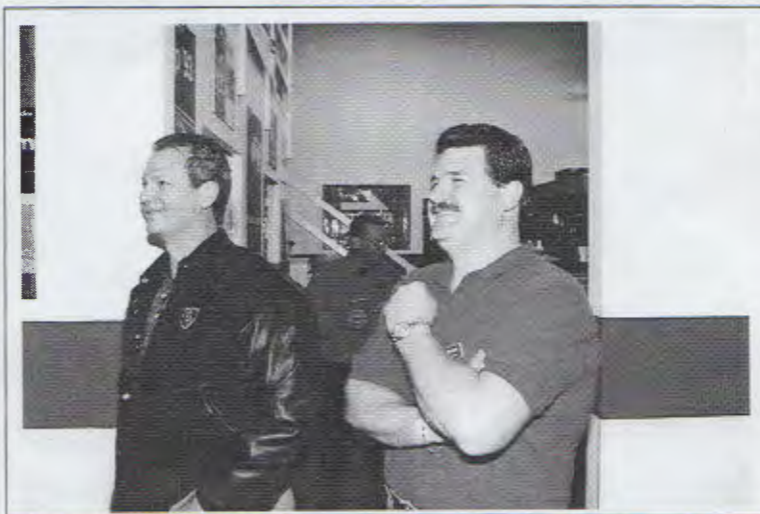
Photos by Steve Rashbaum



Helene Axelsson of STAND 21 USA, 'the Nomex suit', and John Ruther.



Chris Inglot (left), our Northstar host John Ruther, and Event Chair Pete Hackenson (right) answer questions.





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P O R S C H E



**Mark Berry**  
PORSCHE SALES MGR.



**Anthony Rizza**  
PORSCHE SALES



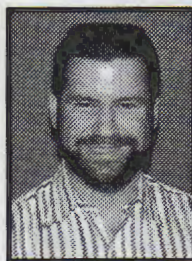
**Aaron Zelinski**  
PORSCHE SALES



**Jamie Littrel**  
PORSCHE SALES



**George Serritella**  
PORSCHE SALES



**Bob Galen**  
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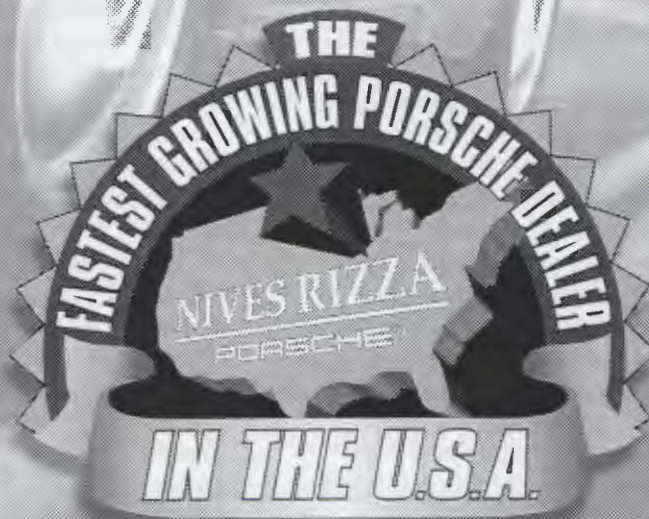
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# Letters, Faxes, & e-mails

## A Pat On The Back

by Ray Price  
Michiana Region

My Chicago Region friend just loaned me a recent Scene and it's superb! The reason my friend won't transfer his PCA membership to Michiana Region is because of your newsletter. That's the truth!

## Windige Stadt 356 Klub 1999 Calendar Of Events

May 8th - Auto-bration II car show  
June 12 - Shenanigans III  
July 10th - Back Of The Yard Party  
August 7th - Back 40 Classic VIII  
September 11th - Happening VI  
October 17th - Starved Rock Tour VII

For more information, please call Dale Moody at 708.798.2637.

## Local News Of Interest

Two southwest suburban newspapers have recently run news stories regarding the construction of a private "auto country club with a 2.5 mile road course where members would bring their high performance cars." Chicago Region club member Mark Basso, one of the three member development group, has been quoted as saying that "the new motorsports club would be called the Autobahn" and that one of the areas being considered is Sugar Grove.

The developers have "made it clear they are not proposing a professional auto racing facility, rather a car club for amateurs to show, run, and occasionally race their autos" with fees that would be comparable to those of a golf country club. "During the warm weather months, the club would operate almost daily, but would not allow spectators. Noise levels would not exceed current levels at the airport." A similar track facility near Philadelphia has proven to be

extremely popular and "Chicago has three times that market."

As the closest facility where we can safely run our cars at speed is Blackhawk, this is an intriguing concept and one that we will watch with interest.

## Porsche Parade99 Art Show

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

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 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!

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

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

Presented by Zone 1

North America is fortunate to have a road course like Watkins Glen International. The new facility is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6-mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has been continually upgraded since that time, now hosting NASCAR, USRRC, SCCA and PCA events.

The Zone 1 48 Hours at Watkins Glen is not only a driving event, it is also a social event. The event will consist of 90 minutes per day of driving excitement for each entrant. The annual Saturday night dinner will be held at the Glen Club at the foot of the "esses." The cost of the event is \$185/\$300 CDN per entrant (plus \$20/\$32 CDN per person for the Saturday dinner). Registration opens 15 April. Registration form can be found at the Zone 1 website: <http://www.pca.org/zone1>.

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

## '99 Treffen Update

(PCA Editors News Service)

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



October 16-24, 1999. Available to PCAers at \$1999 per person, double, each trip includes first-class or deluxe hotels and the opportunity to explore the best of Germany from the Porsche point of view.

The August Treffen, escorted in part by Tony Lapine, Porsche's former chief of design, includes two days in the Porsche hospitality tent at Europe's premier historic races at Nurburgring. A Porsche driving experience in Stuttgart and the annual wine festival in Trier are also included.

The October Treffen visits Munich, Rothenburg, and Stuttgart including a tour of the Porsche factory and museum and a visit to the Mercedes Museum. Also featured are a tour of the castle and auto museum at Langenburg, a visit to the Zugspitze, and a personal Porsche driving experience.

Please refer to the 1999 Treffen notice in the April PANORAMA, page 34. For more information, contact GT & I Travel Planners, 30 Zoar Rd., Sandy Hook, CT 06482 (203) 426-7833, or call Judy Boles, (203) 894-4690, 6:30 pm to 8:30 pm Eastern time. '99 Treffen Update

### Porsche In The News

(PCA Editors News Service)

### Vote Early And Vote Often: Porsche 911 And Dr. Ferdinand Porsche

LAS VEGAS -- The Porsche 911 (1963-1999) made the cut from 100

original contenders to the final 25 cars vying for the century's top automobile. The Car of the Century organization announced the final voting by the 100 jury members for the top five and over-all winner will take place in Las Vegas in December and will be broadcast live on most major news networks. The public may influence the outcome, said the organizers, by voting on the Car of the Year website <<http://www.cotc.com>> which will remain open for voting until November. The board of directors of the Car of the Century also announced three additional awards for individual personalities who have played a decisive role in the development of the automobile over the past 100 years. Dr. Ferdinand Porsche is among 82 nominees reading like a car industry who's who. These awards will be for the automotive engineer, designer, and entrepreneur of the century.

### Porsche Objects To BMW Subsidy

GENEVA -- Porsche AG Chief Executive Wendelin Wiedeking said he would ask the European Union to prevent subsidies from the U.K. government to rival car-maker BMW AG as it would give BMW a competitive edge as Porsche works to enter the sport-utility market. "We've spent more than 1 billion marks (\$556 million) developing our own sport-utility that competes with their Land

Rover," Wiedeking said referring to BMW's U.K. unit, Rover. "I just don't understand why companies need governmental support."

### Porsche Spyders On Display

NEW YORK -- The 1999 New York International Automobile Show, April 3 through April 11, celebrated the close of the 20th century with a special exhibit of 27 cars from the past hundred years of motoring history that included a 1954 Porsche 550 Spyder and a 1961 Porsche RS61. The visually stunning display, tagged the "Century of the Car," featured twenty-seven of the world's most interesting vintage and classic automobiles and gave show visitors a real sense of the car's evolution throughout the century. The cars on display ranged from an 1886 Three Wheel Benz Replica to the 1999 Volkswagen Beetle.

### American Sits Like A Porsche

ALLIANCE, TX, February 15 -- Germany-based Recaro Aircraft Seating GmbH & Co. has formed a U.S. subsidiary, Recaro Aircraft Seating Inc., to fulfill a \$100 million seat contract with American Airlines. United Airlines also is a customer and has been supplied with seats from the German operation. The company plans to seek additional deals with carriers such as Northwest Airlines and Continental Airlines.

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Our GARAGE-DOUBLER has an exclusive feature that allows us to stack two cars totalling in height more than the ceiling height. The GARAGE-DOUBLER is self supporting, with no foundation or floor preparation required. Call us for a demonstration. We may have the solution to your car parking and storage problems.

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## Letters ...

Recaro was founded in 1906 as Reutter Carosserien, a company known for custom-built automobiles. From 1948 to 1963, the company produced a complete line of Porsche car bodies. In 1963, Porsche bought out Reutter. The company name was changed to Recaro, and it began producing a full line of Porsche seats.

## Will Sebastian Lose His Porsche?

NEW YORK, MARCH 1 -- The new movie, "Cruel Intentions," had not even opened when Fox bought a TV-pilot based on the film. The TV show, which could be on the air as early as next fall, is the latest to feature a sexy young starlet who made the jump from the flicks to the tube.

The movie "Cruel Intentions" is about a pair of diabolical step-siblings, Kathryn and Sebastian. Kathryn bets Sebastian that he cannot bed the virgin daughter of the headmaster of their Manhattan private school. If he loses, Kathryn gets his Porsche; if he wins, he gets Kathryn. I wonder who thinks up this stuff?

## Boxsters As Bait

WOODLAND HILLS, March 5, -- WMC Mortgage Corp., one of the nation's largest wholesale subprime mortgage originators, Friday announced that monthly winners of its new worker incentive program will be the proud driver of a

Porsche Boxster for the following month. A total of seven new Porsche Boxsters were acquired for use in the incentive program.

"We believe the monthly goals will give all of our employees a chance to reach the top," said Steve Wright, executive vice president. "The new Boxsters have been well received -- fueling a growing enthusiasm at WMC."

## Crooks Lose Porsche To Other Crooks

MELBOURNE, Australia -- Two men who stole \$500,000 worth of cars from dealerships while taking them on a test drive were caught and jailed recently. The pair would gain the confidence of the car salesperson, leave a fake set of car keys or a previously stolen car and never return with the vehicle they were taking on a test drive.

One of the cars stolen, a \$96,000 Porsche, was later stolen from the pair outside a restaurant. They were so outraged that they stole another Porsche, this one worth \$160,000, which was being privately sold. The pair took off in the car after convincing the owner to get out so they could help back it into her driveway.

## Fishermen 'Catch' Porsche

DAUPHIN ISLAND, Miss. -- Local fishermen made a big catch when they hoisted a 1973 Porsche convertible out of the Mississippi Sound at the end of a stout steel cable. The Porsche was swept

away from its home on Dauphin Island by Hurricane Georges last September. It was located by commercial fishermen helping recover items blown or washed away by the storm.

## Sports Car GT Features Porsche 911 Turbo

REDWOOD CITY, Calif. -- Electronic Arts, the world's largest interactive entertainment software company, announced March 31 it is shipping Sports Car GT for the PlayStation. A company spokesperson said the game gives players a chance to race the fastest versions of the hottest production sports cars on four authentic tracks and three fantasy tracks. The game boasts more than 45 licensed GT cars including a Porsche 911 Turbo.

"With the unparalleled licensed cars and authentic tracks, Sports Car GT signifies a breath of fresh air in the racing category," said producer Frank Hsu. "Players of all different types and skill levels can race their favorite production cars in a game that is incredibly challenging, yet is very easy to learn and extremely fun to play."

Sports Car GT features four authentic tracks from across North America including Laguna Seca and Sebring International Speedway. Each of the tracks is accurately modeled using real-life data to give players a highly realistic and immersive racing experience. The game carries an "E" (Everyone) ESRB rating and has a MSRP of \$44.95.

## Wisconsin Home FOR SALE

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# On The Double

**A NEW Chicago Region Rallye**

**Sunday, Double 6, Double 9 (June 6, 1999)**

**\$20.00 per Rallye Car**

**10:00 am Registration opens**

**R. Fischer Motors,  
908 S. Northwest Highway**

**10:30 am Drivers' Meeting**

**(between Lake Cook & Dundee Road)**

**11:01 am First car off**

**Barrington, IL**

**847.304.8822**

**4:00 pm Rallye Review  
Dinner & Drinks  
Trophies**

**Bacino's Restaurant**

**1504 N. Naper Boulevard**

**Naperville, IL**

**630.505.0600**

Please join the fun on this brand new rallye - some of the rules from the first rallye may have changed, but some of the roads remain the same. There will be a lunch break mid-rallye. We promise this will be straightforward, fun, and yet challenging - and we'll take ample precaution to prevent that frustrating "we have no idea where we are" feeling. We know what it's like - we've been there (wherever it was) ourselves.

If you have ever considered trying a rallye, but have not taken the plunge, this is the rallye for you.

Bacino's is preparing a special Porsche event menu. If you're a non-rallyists and simply wish to join the party at the end, please call us so we may estimate the total count for Bacino's.

Please review the Rallye Definitions and Notes in the

back of the 1999 Membership Directory before arriving. Equipped cars please note that hundredths will be estimated.

If you are interested in 'working' this rallye in any capacity, e.g. as a checkpoint worker, sweep car, pre-run; please call us at 708.482.0502 (before 9:00 pm please).

Thank you -

**David and Heather O'Bryan**

---

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

Mail to (please allow plenty of time):

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

Driver \_\_\_\_\_

Day Phone \_\_\_\_\_

Eve Phone \_\_\_\_\_

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

Navigator \_\_\_\_\_

Day Phone \_\_\_\_\_

Eve Phone \_\_\_\_\_

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

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



# Board Meeting Minutes

## Porsche Club Of America Chicago Region Board Meeting Minutes April 2, 1999

### Voting members present:

S. Brenkus, B. Murrin, K. Clark,  
C. Inglot, B. Janecek, P. Yanahan,  
S. Rashbaum.

**Voting members absent:** J. Ruther,  
D. Gallagher, P. Gallagher.

**Vote by Proxy:** None.

**Coordinators present:** K. Clark,  
S. Shire, S. Rashbaum, J. Jacisin,  
P. Yanahan, B. Janecek, E. Leed,  
C. Inglot, G. Knoblauch,  
M. Knoblauch, P. Hackenson,  
C. Bittman.

Meeting called to order at 8:05 pm  
at Pazzo's.

### Secretary - Keith Clark

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

### Treasurer - Chris Inglot

- Inglot presented a report containing the following: a 3/31/99 balance sheet showing positive account balances and total assets; a cash flow report for showing receipts and expenditures, giving a net surplus for the period; and a prepaid expense report; a cash flow report for Bowling and Dinner Party, the St. Patrick's Day Party, and the Chili Tasting/Edible Art/Concours & Rallye Schools.

### Vice President - Bill Murrin

- No report.

### President - Susan Brenkus

- S. Brenkus requested that anyone with a nomination for the National Enthusiast of the Year or Family of the Year contact her for submittal.

### Autocross - Jeff Girard & Keith Clark

- Clark reported that all 5 Autocrosses are scheduled.
- The April Autocross Drivers' School is set for Route 66

Raceway on April 28, 1999.  
**Road America Drivers' Education & TRAC 99 Club Race -**

**Chris Inglot & John Ruther**  
• Inglot reported that all the contracts are complete.

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

- No report.

**Road America Club Race**

**Registration -**

- No report.

**Road America Club Race**

**Sponsorship - Steve Rashbaum**

- Rashbaum reported that the Metropolitan Chicago Porsche Dealers will return as primary sponsor for the 2nd year. He is contacting past sponsors and pursuing leads for new ones.

**Road America Volunteers -**

**Gary Knoblauch**

- Knoblauch reported that the

Memorial Day event sign-up is going well.

**Blackhawk Farms -**

**Dan & Peggy Gallagher**

- All is set for the May Novice Drivers' Ed Weekend.

**Chief Driving Instructor -**

**John Ruther**

- No report.

**Insurance Coordinator -**

**Bruce Janecek**

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

**Concours - Jim Jacisin &**

**Pat Yanahan**

- Jacisin reported that the Navy Pier event is set.
- Yanahan requested \$200.00 to host a Concours Judges Seminar. S. Brenkus moved, Clark seconded. Approved unanimously.

**Rallye - Dan & Peggy Gallagher**

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- No report.
- Rallymasters I, Tom and Phyllis Harwood reported that Rallye I is ready to go.

#### **Social - Myra Knoblauch**

- The Social Events are set and ready to go.

#### **Membership - Ed Barnicle**

- Murrin presented 18 membership applications for Board approval. Yanahan moved, Janecek seconded to approve the applicants as members in the club. Approved unanimously.

#### **Safety - Jeff Girard**

- No report.

#### **Technical - Pete Hackenson**

- Hackenson reported he is working on a new tech plan for the Blackhawk events.

#### **Goodie Store - Linda Patterson**

- No report.

#### **Charity - Ken Pesavento**

- 1998 Chairs Tray and Danita Anderson gave the final report for the Lincoln Park Zoo Charity Raffle. A donation of \$22,000 was presented to Zoo officials on behalf of the Chicago Region.
- 1999 Chairs Susan Shire and Steve Rashbaum reported that they are ready to 'kick-off' the 1999 Charity Raffle at the May Blackhawk Novice Weekend.

#### **Chicago Scene Advertising -**

##### **Steve Rashbaum**

- There are 28 ads in the April Scene.

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

- No report.

#### **Property - Ed Leed**

- Leed presented a list to the Board of all current property with a request to review and advise of any changes.

#### **Historian - John O'Keefe**

- No report.

#### **Timing & Scoring - Susan Brenkus**

- S. Brenkus reported that the new timing equipment has been ordered. We may it in time for the April Autocross Drivers' School.

#### **Webpage - Chuck Bittman**

- Bittman reported that the Webpage is been updated.
- Bittman is working on domain names for the Webpage to make access easier.

#### **Old Business**

- None.

#### **New Business**

- S. Brenkus raised the question to the Board on updating our helmet requirements for 2000. S. Brenkus requested that N. Brenkus and Inglot to research the issue and advise the Board.

#### **Adjournment**

- Clark moved to adjourn, S. Brenkus seconded. Approved unanimously. Next meeting May 7, 1999 at 8:00 pm at Park Ridge V.F.W.

Respectfully submitted,  
Keith Clark, Secretary



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# GINGERMAN RACEWAY

## JUNE 12-13, 1999 SOUTH HAVEN, MI

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

The event will be run in a similar fashion to other Chicago Region Drivers' Education events with ½ hour run groups of open track lapping. Instructors will be assigned to novices for the weekend and available to anyone else wishing to learn the hot line around the track.

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

There will a **MANDATORY** drivers' meeting at the track, beginning promptly at 8:00 a.m. on Saturday and Sunday. Don't forget that Michigan is one (1) hour ahead of Chicago time.

Due to the lack of in-town parking, the track premises will be open on Friday, June 11th so trailers, cars, and/or support vehicles can be left there securely.

### DIRECTIONS TO GINGERMAN RACEWAY:

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

### QUESTIONS? JEFF GIRARD

630.985.6739 (Before 9:00 pm please)

First Driver

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Day Phone: \_\_\_\_\_

Eve Phone: \_\_\_\_\_

PCA Member \_\_\_\_ Region \_\_\_\_\_

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

Second Driver (must be family/affiliated member)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Day Phone: \_\_\_\_\_

Eve Phone: \_\_\_\_\_

PCA Member \_\_\_\_ Region \_\_\_\_\_

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

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If none, requested Car Number. \_\_\_\_\_

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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:

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

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

Checks payable to: **PCA CHICAGO REGION**



*right on Center - left hand side*

## Places To Stay Near GingerMan Raceway

### Suggestions from Myra Knoblauch

#### Old Harbor Inn, Inc.

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

#### Lake Bluff Motel Inc.

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

#### Guesthouse Inn - South Haven

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

#### Yelton Manor Bed & Breakfast

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

#### Carriage House Bed & Breakfast

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

#### Ross House Bed & Breakfast

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

#### A & R's North Beach Inn & Cottages

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

#### Econo Lodge

09817 M-140  
South Haven, MI  
800.955.1831 or 616.637.5141

#### Sandcastle Inn

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

#### A Country Place Bed and Breakfast

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

#### The Inn At HawksHead

6959 105th Ave.  
South Haven, MI 49090  
616.639.2146

#### Last Resort Bed & Breakfast

86 North Shore Drive  
South Haven, MI 49090  
616.637.8943

#### Sunset Inn

72 North Shore Drive  
South Haven, MI 49090  
616.639.0808  
Fax: 616.639.1893

#### Jensen's Campground & Motel

7366 North Shore Drive North  
South Haven, MI 49090  
616.637.3544

#### From the Internet

#### Sun 'n Sand Motel

176 Blue Star Hwy.  
South Haven, MI 49090  
616.637.2007

#### Quality Inn & Suites

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

#### Sleepy Hollow Resort

7400 North Shore Drive  
South Haven, MI 49090  
616.637.1127  
e-mail: [SHR@ACCN.ORG](mailto:SHR@ACCN.ORG)

#### Victoria Resort B&B

241 Oak Street  
South Haven, MI 49090  
616.637.6414 or 800.473.7376  
Website: <http://www.victoriareort.com>  
e-mail: [bob@victoriareort.com](mailto:bob@victoriareort.com)

#### Southview Bed & Breakfast

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

#### The Seymour House

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

#### Rainbow's End Bed & Breakfast

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

#### Arundel House

56 North Shore Drive  
South Haven, MI 49090  
616.637.4790

#### Culpepper Inn Bed & Breakfast

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

#### Will O' Glenn Irish B&B

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

#### Elmhurst Farm Inn

634 64th Street  
South Haven, MI 49090  
616.637.4633  
e-mail: [rbarde@vbisd.org](mailto:rbarde@vbisd.org)



**Asher's Condo**  
225 N. Shore Drive, #2  
South Haven MI 49090  
616.349.1874 or 616.323.3193

**The Thompson House**  
Joyce Thompson  
51 Pine St.  
South Haven, MI 49090  
616.637.6521  
e-mail: JLT\_KKT@cybersol.com

**Hunt's Hide-A-Way**  
72257 M-43 Hwy  
South Haven, MI 49090  
616.637.2564

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

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

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

**The Cottage**  
216 Oak Street  
South Haven, MI 49090  
616.637.4394

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

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

**Beach House**  
216½ Oak Street  
South Haven, MI 49090  
616.637.4394

**Compton Cove**  
192 74th St.  
South Haven, MI 49090  
616.427.9057

**South Haven Vacation Homes**  
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616-637 5406  
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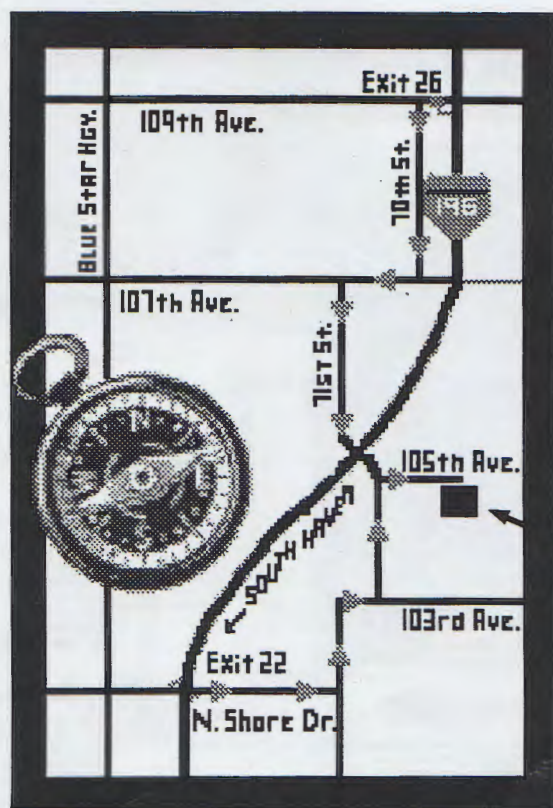
**Robin's Nest**  
41 Grand St.  
South Haven, MI  
616. 637.1919 or 815.469-9311.

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

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

*(Ed. note: This list of accommodations in the South Haven area is taken from several listings as a service to our members. It does not constitute recommendations.)*

## Dinner Planned For Saturday Evening At GingerMan



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

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

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

Hope to see you there!

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



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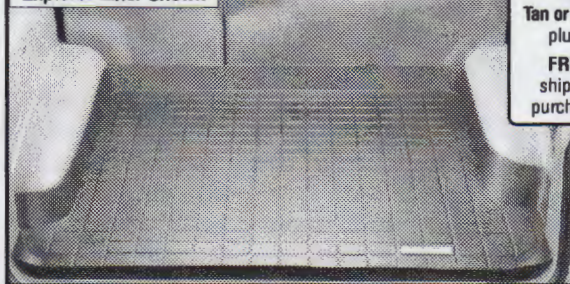
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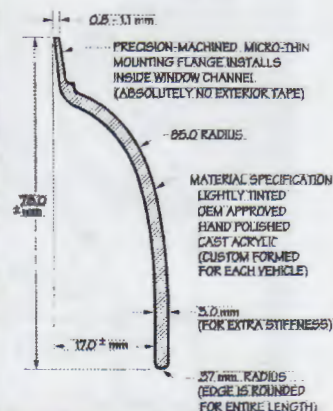
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### THE SECRET







# NAVY PIER CONCOURS

## FATHER'S DAY

**SUNDAY, JUNE 20, 1999**

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

**Some things are worth the wait!**

**The Summer Solstice ...**

**Father's Day ...**

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

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

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

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

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

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

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

**QUESTIONS ? Jim Jacisin 630.279.4835**

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

**Navy Pier Concours Fee \$20.00 per car**

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

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

**Name(s)** \_\_\_\_\_

**Address** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Phone** \_\_\_\_\_ **Region** \_\_\_\_\_

**PORSCHE Model** \_\_\_\_\_ **Body style** \_\_\_\_\_ **Color** \_\_\_\_\_

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



# Tech Scene

## 356/912 Stuck Clutch

by Harry Pellow  
(from PACESETTER)

A 'stuck clutch' may result from the Sin of not using your Porsche. This occurs when the clutch disk is rusted to the flywheel or pressure plate. To break it loose use the following procedure:

- 1 Engine OFF!
- 2 Transmission in 1st gear.
- 3 Emergency and service brakes ON.
- 4 Clutch pedal DOWN!
- 5 Turn key to start. Note: car may lurch forward - that's why you've got the brakes on!

If engine suddenly turns over, you've broken the disk free and solved the problem. If not, repeat steps 1 - 5 again and again until clutch breaks loose.

On 356's with 6-volt system, it sometimes helps to use a 12-volt battery to give the starter a little more encouragement. In that situation, connect THREE of the four jumper cables, leaving the fourth one hooked up. Turn key to start and THEN attach the last cable. (This prevents lights and things from burning out, as when the starter is engaged most everything else is OFF except for the ignition.)

I've used this procedure to "free" some 24 rusted/stuck clutch disks including a car or two involved in floods.

## A Stiff Inside Door Handle - 911

by Steve Grosekemper  
San Diego Region  
(from The Windblown Witness)

In 1974 Porsche updated the interior door treatment on 911's. Along with the new door pocket storage arrangement came new inside door handle linkage. This system seemed to work very well for years of trouble free service. However, in some cars this linkage can become

very stiff, making it almost impossible to open the door.

The problem with this original system is mainly in the pull cable. It is a solid pull wire housed in a flexible steel sheath. As time and nature take their toll, this cable becomes rusty. It binds in its housing, causing operation to become quite difficult; sometimes enough to break the plastic door handle, or even worse, someone's finely manicured fingernails. (This disaster should be avoided at all cost, trust me on this one!)

Starting with Carrera's produced after March of 1985 Porsche upgraded this linkage all the way from the handle to the latch. Unfortunately I don't own a Carrera, I own a 911SC. Fortunately, Porsche outlines this upgrade in technical bulletin group 5, #8605. The difference in handle effort is truly astounding, due in part to the new ratio of the upgraded reversing bracket, and smoothness of the new bowden cable (Remember the old one was a stiff, solid, pull wire)

The parts, prices, and qualities needed to update both doors are as follows:

2-911.531.509.01-cable	41.20
2-911.531.091.01-pull rod	29.50
4-999.507.009.02-snap nut 3.5mm	.80
4-N 014 0869-screw-3.5x16mm	.80
8-993.531.563.00-clip	3.36
1-993.531.083.01-bracket left-	9.70
1-993.531.084.01-bracket right-	9.70
Subtotal	*\$95.06
Sales tax	7.37
Total parts cost	\$102.43

This update is fairly simple after removing the door panel and associated hardware. Just take your bag of parts and install them where their matching counterparts were previously located.

The reversing brackets will need their mounting holes redrilled in the door skin. All of the new parts look the same, only their geometry

has changed. This job will take an experienced technician about 3 hours to complete both doors.

There is however, an abbreviated update that works very well, and gives you about 80% of the benefit of the complete job. It takes about half the time and requires only one part per door. This decreases the cost from about \$300.00 (including labor) to about \$150.00 (including labor). For all of you "do it yourselfers" the parts price alone goes from \$100.00 to \$45.00. The abbreviated update is as follows:

With door panels removed, take the new bowden cable part # 911.531.509.01 and remove the spring from the end. Crimp the remaining spring retainer to the cable end. (This eliminates an annoying rattle). Install the new cable (spring retainer to the front of the car) and adjust out any free-play. Replacement of cable end retainers is suggested (2-993.531.563.00) Reinstall the door panel and you are all set, manicure intact.

## Service Problems - Part 2

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

In this second of a series of service problems, here's what can happen when you get too close to a problem.

**THE CAR:** 1986 Porsche 911 Carrera with 35,000 miles. The car is in "near perfect" condition.

**THE PROBLEM:** Car idles and performs badly up to 3000 rpms, then runs well. In addition, the car belongs to someone in the Porsche Service Business.

All of the following work is performed at their shop. The mechanic is well-founded in all Porsche repair and service issues. He begins, as always, in establishing that the basic settings of the car are within spec. Valve adjustments are set. Compression test is per-



formed. Ignition systems examined. Lastly, a cylinder leak-down test is performed.

**Step One:** One of the most common problems on the 911C is that the cylinder-head sensor fails at about 40K miles. This is an easy test. With a wire attached to the sensor and then to the electrical ground, the sensor tells the control unit that the engine is fully warmed up and eliminates any intermittent problems that the head temperature sensor might have.

**Step Two:** Speed and Reference sensor. Both of these parts are common to the 911 Carrera and 944. They consist of a very fine winding of wire around a magnetic core. They are located next to the flywheel. As the flywheel spins, the speed sensor counts the teeth machined on the flywheel. The reference sensor looks for one special pin for all its information. This information is sent to the control unit. If either sensor loses count or signal, the control unit does not know how fast the engine is turning or where in the firing cycle it is. This test can easily be performed with an oscilloscope or a special neon test bulb. Less commonly failing parts are checked at the same time and found to be fine.

The car still runs poorly. With the car up and running, the amounts of hydro-carbons are checked. This differs from the CO2 percentage. It is also one of the exhaust output emissions done at the time of the required State Safety Inspection. This car would have failed the Safety Inspection.

Unlike running rich where too much fuel is being burnt, this problem is fuel not being burnt efficiently enough in the combustion chamber. Fuel from somewhere is getting into the engine and back out without being burnt.

On this engine, there are six places where fuel can enter the engine: the six fuel injectors. The injectors are electro-magnetic valves controlled by the control

unit. Each is told when to open and for how long, thus delivering the correct amount of fuel. Injectors can LEAK fuel or be given the WRONG instructions from the control unit. Disconnecting each injector's wire shuts that individual injector down. After checking all six injectors in turn, the problem is found in the #1 cylinder. The fuel is entering, but not being burned appropriately. The raw fuel is exiting the tailpipe as hydro-carbons.

This car happens to be the Pride & Joy of the owner of the shop. In attempting to resolve the problem quickly, even slightly suspect parts are replaced. Head temperature sensor, six injectors, new speed and reference sensors, ignition cap and wires, idle stabilizer, etc. Think the problem disappeared? Nope! Even our own Porsches can be conundrums.

A vacuum leak can cause this problem by letting too much air into the engine. This is air not previously measured by the air flow sensor or controlled by the throttle valve. Too much air makes the air-fuel mixture too lean. It will not explode properly in the combustion chamber. The conventional way to check for a vacuum leak is to spray carburetor cleaner (remember carburetors?) at and around the suspected areas. With the engine running, this aerosol is sucked into the engine causing the engine to speed-up or slow down depending on which brand is used. No leaks can be found.

When you become too focused on a problem, the time comes to have a

fresh perspective. Ask for help.

Again, this is where a relationship with your peers in the industry is priceless. After a long telephone call, we decided it was best for us to see the patient. Here's a car in perfect condition, with mostly new parts and still the problem. Hours were spent rechecking the basics.

Still the car runs poorly. It must be a vacuum leak SOMEWHERE. Even more carburetor cleaner was brought to bear. (At this point, there has been so much cleaner sprayed on the car, it should win a concours.)

Because this is an air-cooled engine, the fan blows a lot of air over the top of the motor. Disconnecting the engine fan-belt stopped the breeze. Now, without the flow of the fan effecting the test, a leak was discovered.

## RESULTS!

Numbers 1 and 3 cylinder intake manifold gaskets had been partially sucked into the intake port. The problem(s) is too much air in these two cylinders. Fuel will not burn and is expelled out the tail-pipe. Such an odd thing to happen on a 911 Carrera, but one that happens ALL THE TIME in a 944.

Just the engine cooling air blowing by the top of the cylinder heads where the top of the intake manifold is bolted was enough to mask normal testing procedures. With the gaskets replaced, the car runs fine. Aren't you glad this wasn't YOUR Porsche?

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 Sunday June 27th

Autocross II 

is 

at 

Rockford Speedway   


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

**Directions to Rockford Speedway:**

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

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

**Autocross Requirements and Rules**

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

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

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

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

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

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

Driver #1: \_\_\_\_\_ Home Phone : \_\_\_\_\_

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

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

Driver #2 (same car): \_\_\_\_\_

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

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

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



# Rallye I: The Schnitzelbank Rallye

**From The Rallyemasters**  
by Phyllis and Tom Harwood

It is the day after the first rallye of the year and we had a great day. Thirty-five cars turned out to run the course and try for a trophy. We wish we could have had better weather — by the way, Mr. Sun, where were you yesterday? The rain (really mist) held off until the tail end of the rallye, which we appreciated.

Every one seemed to enjoy the rallye and we had a lot of good comments. Thank you very much. We took you over every curving road that we know of around the Huntley area and also that very nice rolling hill by Shireland. We put in a few old traps that some of the older rallyists had not seen for some time, and the new rallyists had never seen.

Seventy-five people enjoyed dinner at the Gasthaus zur Zinde in downtown Elgin. Owner Fritz Gross, his wife Johanna and family served us a fine German dinner. If you noticed the mural on the wall in the back of the dining room, it is of a scene from the main street in Graz, Austria (Fritz's hometown). We have been there and have been to the top of that hill as well as in the tunnel in the hill. The tunnel has a train that takes you through

the tunnel with fairy tales on each side of you as you move through. If you ever go to Graz, don't miss it.

We want to thank all of the rallye workers. The Checkpoint crews were Gary and Myra Knoblauch; Jim, Alice and Mom Harper; Harold and Lois Beach; Bruce Janeczek; Bob and Shirley Cook; and Bruce and Sandra Glow (Phyllis' sister). John O'Keefe was of immense help before and during the rallye and Ed and Debby Leed pre-ran it for us. Without all of these fine people helping us, we would not have been able to do the job.

P.S. If you ever see my sister riding as navigator with Tom, be sure to tell me.

**Ahhh ... Schnitzelbank**  
by Van Larson

As my friend/neighbor/navigator Jim Stokes and I crossed the finish line at the final checkpoint, I checked my watch to make sure it was April 11th, not the 1st (Fool's Day). The reason: the Larson/Stokes team had actually completed their rallye, 'hitting' all checkpoints in ascending order for the first time in their 5th or 6th rallye outing attempt. This major accomplishment made me almost oblivious to the

fact that my heretofore 'pristine' concours 996 was rain and mud splattered - brown badges of courage like war wounds on a crown! Who cared what penalty points would be assessed for timing irregularities? We had solved our own Y2K problems just by not getting hopelessly lost or victimized by those tricky Rallyemeisters Tom and Phyllis Harwood - yeah right! But I'm getting head of myself.

The Sunday started dismal and overcast and we were assigned car number "2" upon check-in. Jim and I figured that we were assigned that early start number to inversely correspond with our usual 'finishing' rank or our cumulative 'Rallye IQ Rating'. Which? We weren't sure. At least we weren't Car (number) 54! (as in "Where Are You?" for those of you old enough to remember.)

Out through the hills, dales, and explosive subdivision growth of my native Kane County we drove, keeping our eyes open for rain while absorbing the numerous CAST changes - determined to put to good use that rallye refresher session/mini rallye last month at the Napleton. Dispelling the adage that two wrong's don't make a right, we landed at our first checkpoint 2.49 minutes late, happy that



*The finishing rallye team of Van Larson (left) and Larry Stokes.*



*Mike and Anita Haas (left) with Anna DeOcampo and Kevin Schilling.*



odometers weren't being checked.

Found the next checkpoint - 0.64 early. Confidence building, do I detect a glimpse of the sun's golden rays beaming down on us?

Off again, and why is the Murrin's white 911 flying by me? Poor sods, they failed to decrease their speed by 1/2 to 24 mph - does seem a bit 'lethargic' on this road, however. (And it was as it should have been a 1/2 mph decrease, not 24 mph.) Saw some P-cars for 1.5 miles (got that one right!). How come all these curve apexes are littered with debris and remnants of animal husbandry?

After a sumptuous repast at Huntley's 'Golden Arches' where we found out from the 'experts' why the Murrins were driving so

fast, we were pleasantly surprised to find ourselves only 0.51 minutes late at the 4th checkpoint - must have been my judicious stretching of the CAST concept. The gods were still smiling on us.

What's this? ... another checkpoint? I hadn't even gotten out of first gear!

On we went - "Say Jim, I'm only showing 3.5 miles at Ketchum (aptly named, don't you all think?) Road, not the 9 something in the margin". Those poor Rallyemasters must have goofed, for sure. OH NO, MAJOR SCREW UP - WAY EARLY - THEY CAUGHT US AT KETCHUM (DEWEY, SCREWEM & HOWE)! Still, we at least got there. I sat sulking, visions of the new C4 Cab being awarded 1st

Place fading slowly from my view.

With skies darkening and rain increasing, I finally managed to find the speed control for the intermittent wipers - recollecting that I had never had the occasion to use them before. That's better, - maybe poor Jim won't need those new corrective lenses now after all. In fact, I mused, I was doing so good that maybe I'd try the next rallye SOLO! (Less weight, more speed, you know?) Hit checkpoint 7 early 0.19! "Gotta buy those lottery tickets on the way home, Lucky," I whispered to myself.

Heading closer to Elgin, I 'felt' there would be 1 more final checkpoint before food and drink at Gasthaur zur Linde. What's this? ... "pause two minutes than gain two



Larry Petry and Edith Schumacher drove in the Touring Class in a 356B.



Bill and Happy Pross all bundled up in their Boxster before the start of the rallye.



New members Mark and Christy Sullivan were smiling after their first rallye.



The Checkpoint Workers.



## Rallye ...

minutes ... ?" Looks like these 'cancel' each other out, so full (CAST) speed ahead! Wrong! (By now, you readers keeping score should agree that "2" was too high a number rating for our Rallye IQ Rating.) Oh well, only 1.41 late.

And then, it was over ... Jim and I counted our blue (checkpoint) sheets to make sure we had found all checkpoints - we had. Life was very good!

At the Gasthaus, and with the gracious remedial mathematical assistance of your Editor herself, our final tallied rallye penalty points made it clear that we would not finish this 1st rallye of the last rallye season of the millennium dead last. Heck, Jacisin missed a checkpoint and even the Gallaghers were crying in their beer(s). In fact, if we hadn't been caught by Ketchum, we would have finished 6th or 7th in the SOP class!

There is hope for all of you, believe me. The rallye experience is so much better when you (finally) begin to get the hang of it. So hang in there and give it your best shot. "Your patience will be rewarded", he says, taking his last sip of warming suds from the engraved glass stein trophy awarded at dinner's end and the conclusion of one triumphant day of rallying.

*Photos by Jim Jacisin and Steve Rashbaum*



*Four of the top five winning rallye teams.*

## Official Results: The Schnitzelbank Rallye

Place	Driver	Navigator	Class	Car	Total
1	Lee Lichtenstein	Chuck Bittman	SOP	968	186
2	Nick Brenkus	Susan Brenkus	SOP	996	223
3	Steve Rashbaum	Susan Shire	SOP	951	510
4	Ron Micek	Marsha Kufkel	SOP	930	556
5	Rod Anthony	Jeff Whiteman	SOP	911	597
6	David O'Bryan	Heather O'Bryan	SOP	911	652
7	Steve Olson	Sharon Gregor	SOP	944	751
8	Dan Gallagher	Peggy Gallagher	SOP	911	782
9	Dan Bacin	Linda Bacin	SOP	BMW	840
10	Tom Shafer	Jack Stephensen	SOP	911	997
11	Kevin Schilling	Anna DeOcampo	SOP	Subaru	1108
12	Bill Murrin	Amy Murrin	SOP	911	1131
13	Van Larson	Jim Stokes	SOP	996	1172
14	Jeff Folkerts	Brian Stromberg	SOP	944	1292
15	Eric Gehm	Duane Sohn	SOP	911	1357
16	Keith Clark	Karen Clark	SOP	944S	1371
17	Mark Sullivan	Christy Sullivan	SOP	911	1417
18	Ed Barnicle	Gail Timbers	SOP	993	1469
19	Michael Haas	Anita Haas	SOP	911	1477
20	Jim Jacisin	Cindy Jacisin	SOP	968	1645
21	Ken Pesavento	Nicki Kroll	SOP	Mercedes	1730
22	Bob Heider	Barb Heider	SOP	968	1947
23	Myron Walters	Nina Hoyer	SOP	Acura	2116
24	David Frohlichstein	Carol Frohlichstein	SOP	911	2250
1	Dan Brockman	Trowby Brockman	TOUR	Infiniti	413
2	David Wachter	Susan Wachter	TOUR	911	890
3	Art Kardatzke	Janet Kardatzke	TOUR	Boxster	2092
4	Carey Buxbaum	Jaoanna Buxbaum	TOUR	911S	2339
5	Larry Petry	Edith Schumacher	TOUR	356B	2452
6	Johnia Young	Larry Young	TOUR	924S	3240
7	Bill Pross	Happy Pross	TOUR	Boxster	3315



*The Rallyemasters, Phyllis and Tom Harwood with our Gasthaus zur Zinde host Fritz Gross (center).*





# BLACKHAWK FARMS RACEWAY DRIVERS' EDUCATION

Wednesday, July 14, 1999

Blackhawk Farms Raceway, South Beloit, IL

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

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

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

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

The concession stand will be open. There will be "Gallagher weather".

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Fees per driver\***

**Pre-registered**

\$ 130.00

**At the gate**

\$ 145.00

\*Second driver free if family member

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

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



# Chicago Region Membership

Ed Barnicle, Membership Chair

24 Hour Info: 773.769.8139

Fax: 773.767.0186

e-mail: Edbarnicl@aol.com

## May Membership Anniversaries

1961	Harold S. Beach	Lois Beach	Steven R. Bartz	Annette Bartz
	Bernice E. Koglin	Norman Koglin	Phyllis Goodman	Sid Goodman
1967	Robert W. Hindman	Lois Hindman	Gary S. Collins	LaVerne Collins
	Bruce Janecek	Jean Janecek	Brian J. Stevens	Joy Stevens
1968	John C. Kern	Anne Kern	1993 Roger A. Freitag	Georgia Freitag
1969	Tyrone T. Andrews	Diane M. Andrews	Kenneth O. Floyd	
	Larry Sjoblom	Ruth Sjoblom	Eugene I. Novosad	
	Daniel A. Gallagher	Peggy Gallagher	Paul C. Jenkin	Ellen D. Jenkins
1972	J. Dennis Green	Nick Green	1994 Edward R. Jack	Rosemary Jack
1973	Ralph S. Davis	Aimee Davis	Jack DeBaal	Margie DeBaal
1975	Tom Harwood	Phyllis Harwood	Thomas L. Strebig	Maureen Palecek
1977	Edward A. Raymond Jr.	Marcie Raymond	1995 Andrew I. Johnson	Janet Johnson
	James J. Sovik	Holly Lee Sovik	Robert A. DeSalvo Jr.	Nancy DeSalvo
1978	Nick Brenkus	Susan Brenkus	Frank E. Jacober Jr.	
1979	Ronald O. Neurauder	Elizabeth S. Neurauder	John Danreiter	Andy Danreiter
	Robert L. Cook	Shirley Cook	Gregg J. Heineman	
	Michael C. Dogan	Maureen Dogan	Ronald P. Sorce	
	Christopher R. Jensen	Susan T. Jensen	Gary L. Knoblauch	Myra Knoblauch
	James J. Meyer	Laura Meyer	Richard S. Noose	Jeff Noose
1980	John G. Dare		1996 Daniel L. Bettcher	
1981	Charles D. Deets	David Deets	Michael A. Marschall MD	Stephanie Marschall
1982	R. Shane Beard	Debra Beard	James R. Sanger	Marjorie Sanger
	Charles C. Cox	Monica L. Cox	Patrick S. Kelly	Julie Kelly
1987	Richard J. Holland		Dr. Matthew J. Gryzlo	
	Christopher L. Ellis	Annouk W. Ellis	Paul J. Burt	Carter Campbell
	Bennett L. Epstein	Meridith B. Clement	Anthony Neczet	Debbie Neczet
1988	James Harrington	Hilary Harrington	Michael J. O'Neill	
	John R. Gray	Sharon B. Gray	Jay T. Pearson	Carmel Marie Pearson
	L. Stuart Gordon	Joan B. Gordon	Michael D. Donaldson	Debbie Donaldson
	Robert D. Payne Jr.		Robert C. Manion	Chuck Manion
1989	Edward J. Duffy	Rhonda Soussanna	Thomas Koenig	Patti Koenig
	Stuart Acker	Susan Acker	Glenn R. Gray	Pam Gray
	George Mueller	Ilona Mueller	Gilbert Missana	Linda Missana
1990	John T. Moehl	Aime J. Warner	James C. Martin	Joseph Martin
	Michael T. Mullins	Jane Mullins	Robert P. Cavallino	
	Robert A. Prenner	Kelli Prenner	R. Mark Lindman	Lisa Lindman
	Robert L. Palazola	Angela Palazola	Edgar L. Noriega	Sheila Noriega
	Willard A. Brown Jr.		John B. Lloyd	
	Kerry E. Kohn	Helene Kohn	Douglas L. Campbell	
1991	Patrick D. McCrystal	Patricia McCrystal	Dean N. Gatzolis	Susan Gatzolis
1992	Steve Rothman	Jo Anne Rothman	Dennis M. Whitacre	
	Richard R. Grotemeyer	Kathleen Grotemeyer	1997 Charles F. Allison	Gayle M. Allison
	Bill Murrin	Amy Murrin	Bo Baldwin	Maricel Baldwin
	James Murray		Roger T. Beck	Jennifer Beck
	Robert G. Mitchell	Cheryl A. Mitchell	Michael C. Becker	Cynthia Becker
	Keith A. Clark	Karen Clark	Robert Boxall	Kristin Boxall
	Stephen C. Carlson	Mark Carlson	Gary Cohn	
	Joseph Baksha	Mary Baksha	John C. Crane	Neil Crane
	Brian L. Allendorfer Jr.		Henrik Danford-Klein	Amy Danford-Klein
	Denise J. Stevens	Gary B. Stevens	Russell Elderkin Jr.	
	Alan J. Stengel	Enid Chesler	Kurt R. Eldrup	
	John P. Rumsey		Gregory K. Haglund	Frank Haglund



1998	Dennis Hall	Michelle Alt	John G. Mauk	Veronica Mauk
	Michael J. Kvasnicka	Debra Kvasnicka	Nick Leb	
	Vanessa Malo	John Malo	Michael Maron	
	Scott McDonald		Todd A. Buckton	Jean Eichenberger
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	Peter Petrikas	Angela T. Gomez	Robert K. Parker	Sebastian Parker
	John Podmajersky	Cynthia D. West	William H. Wann Jr	
	Michael A. Rickey	Roberta Rickey	Jean Orlowski	Danielle Orlowski
	Conrad Wragg		Timothy C. Hanson	Carole J. Hanson
	Robert J. Van Osten	Pat Van Osten	Saqib Mausoo	
	William A. Sampso	Annell L. Sampson	Jim McCool	
	Christopher Johnson		Michael T. Origer	Jim Origer
	Joseph R. Crane	John C. Crane	Kevin R. Werner	Ronald Werner
	Timothy J. Dugan	Joyce Warren Dugan	Michael J. Hoskins	John Hoskins
	Daniel C. Meenan		Chuck Cassaro	
	Brian Cloch	Lori Cloch	Brent Weibel	Harold Weibel
	James A. Lawson	Leslie Lawson	Robert Lindman	Jeanne Lindman
	Mark Mann	Frances Mann	Donald P. Benthall	
	Tom Grooms	Zilpha W. Grooms	Bruce I. Ettelson	
	Mark H. Williams			

**Farewell and Fair winds to Linda and Bill Bein**, long time Chicago Region members, who are relocating to Oregon. We wish them well and will miss seeing them in Elkhart Lake.

### Welcome To Our New Members In April 1999

David J. Brule Iron Mountain, MI 1999 996	Lee F. Holeva Gurnee, IL 1999 Boxster	Joseph J. Rivera Aurora, IL 1998 993 2S	Keith Stawinski Hickory Hills, IL 1998 Boxster
John J. Chung Naperville, IL 1995 993	Dennis Joynt North Aurora, IL 1974 911S	Jorge Romero Chicago, IL 1999 Boxster	William J. Sylvester Lockport, IL 1986 930
Michael J. DeWierdt Winnetka, IL 1997 993C4 Cab	Charles Latimer St. Charles, IL 1987 930	Jeffrey W. Rosberg Roselle, IL 1985 944	Timothy J. Thwaites Aurora, IL 1983 944
Donna L. Dralle Chicago, IL 1999 Boxster	Deborah M. Martin New Berlin, WI 1989 944Turbo S	Scott R. Sargent Kenilworth, IL 1999 Boxster	
Jamie Flowers Wilmette, IL 1970 914	David M. Richter Arlington Heights, IL 1986 951	Andrew Smith Evanston, IL 1992 911C4	

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

Name(s): _____	_____
Old Address: _____	New Address: _____
_____	_____
_____	_____
Phones: (H) _____	(W) _____
(Area Code) (New ?)	(Area Code) (New ?)

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

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



# 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.

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

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**CHASE & HECKMAN, INC.**  
**I N S U R A N C E**

P.O. BOX 489, FLOURTOWN, PA 19031-0489

Phone (215) 248-4445 / 836-1274 FAX 233-2780 CHSNDHCKMN@aol.com

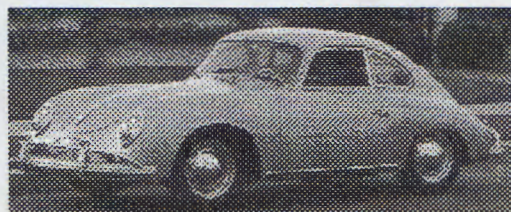


# Cruisin '66 Festival



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

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



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

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

**Invitations Required ~**  
**Register Early!**

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

## Pre-registration is required!

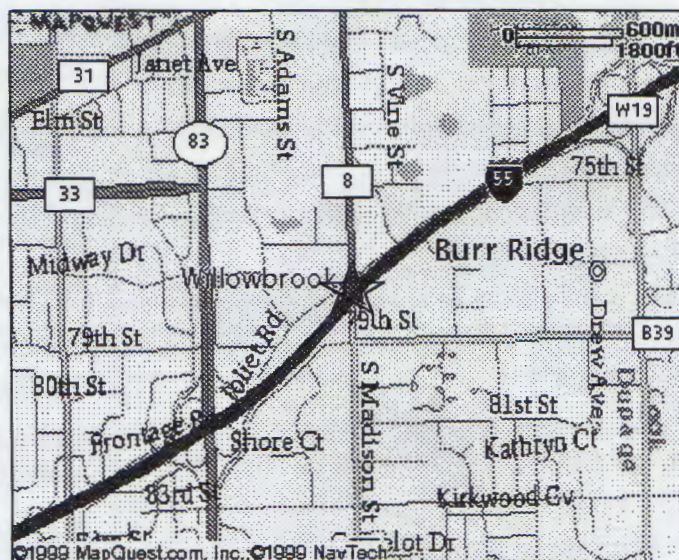
Name:	_____
Address:	_____
City:	_____ State: _____ Zip: _____
Phone:	_____
Year:	_____ Color: _____ Model: _____
License #:	_____

**Mail a \$20.00 check payable to PCA Chicago Region to:**

Pat & Bonnie Yanahan  
7754 County Line Road  
Burr Ridge, IL 60521  
Tel: 630-920-1929 Fax: 630-920-1935

## Location & Direction:

Staging starts at 8 a.m. on Old Route 66  
Willowbrook, IL





Only 2,000 tickets will be sold...



## Win a Porsche Boxster or \$50,000 in Cash!

MSRP \$52,755. Winner responsible for tax, license, title & registration fees.

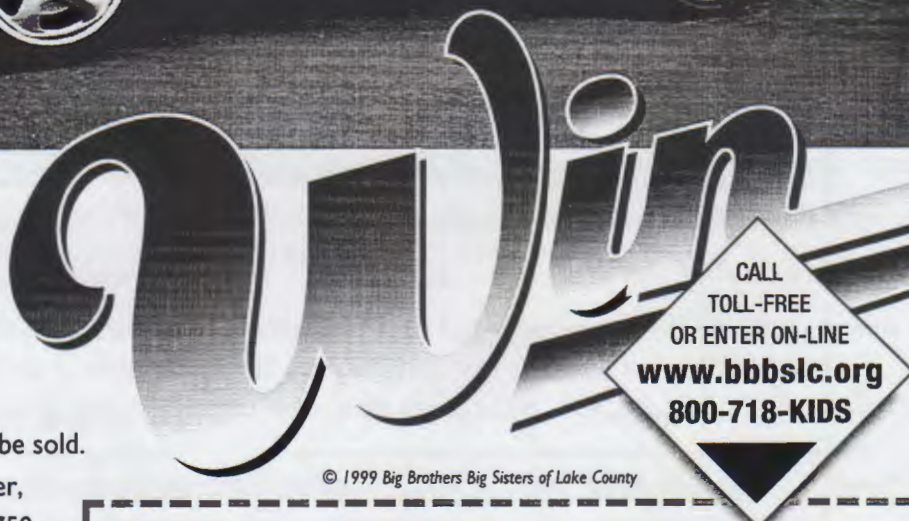


**All proceeds from the  
June 26 drawing benefit  
Big Brothers Big Sisters  
of Lake County...**

Think of the odds. Only 2,000 tickets will be sold. Enjoy a fabulous new 1999 Porsche Boxster, or one of 19 additional prizes totaling \$7,750 — including a \$1,000 Early Bird Drawing for those responding by May 21. That means one of every 100 tickets is a winner! The Grand Prize ticket will be drawn on Saturday, June 26, 1999 at Motor Werks Porsche, corner of Barrington & Dundee Rds. in Barrington, IL. 847-381-8900. Winners will be notified.



  
**BIG BROTHERS BIG SISTERS®**  
of Lake County



© 1999 Big Brothers Big Sisters of Lake County

**Yes, I'll take ☐ One ☐ Two or ☐ \_\_\_\_\_ Tickets @ \$100. each**

Total purchase: \$ \_\_\_\_\_. I understand you will fill out my stub(s) and enter me into the 1999 Porsche Boxster Raffle and send me my raffle ticket(s) by mail. Drawing will be held June 26, 1999. Complete raffle rules available on request.

☐ VISA ☐ MasterCard ☐ Check enclosed ☐ Money Order enclosed

Card Acct # \_\_\_\_\_ Exp. Date \_\_\_\_\_

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

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Make checks payable to: Big Brothers Big Sisters, 3701-G Grand Ave., Gurnee, Illinois 60031. Or order by credit card and mail or fax to: 847-360-0784. Or call toll-free today.

# 800-718-KIDS

Call toll-free, Monday thru Friday, 9 A.M. to 5 P.M.





# PCA Chicago Region Tech Inspection Sheet

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

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

Pass Fail TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

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

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

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

DRIVER'S SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

WITNESS TO DRIVER'S SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_



# The Mart

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

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

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

## FOR SALE

### PORSCHES

#### 1959 356 Convertible D \$43,000.

Serious inquiries only. Dan 708.784.0784.

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

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

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

**1979 911SC** White/black 500 mi. since complete restoration. Spared

no expense/best of everything. 40K invested. \$18,500 or interesting trades. Call for details. Pete Kowalski 773.585.4795.

**1979 911SC Targa** Rare Prussian blue w/red leather. 108K mi. #9119211783. Drives/performs/looks very good. Most work last 4 years by Midwest Eurosport. New tires/clutch/brakes/fuel injectors. Always garaged. Non-smoker. \$14,000/OBO. John 847.680.0959.  
**1985 911 Targa** Red/black. 86K mi. WPOEB0917FS160580. Garaged/covered/no winters. Exc. cond. Kenwood AM/FM stereo w/6 CD changer/new speakers. Also have orig. Blaupunkt unit. \$16,000. Bob (days) 847.925.6062 or (eve) 630.655.0821.

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

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

**1987 911 Coupe** Guards red/blk part leather int. 54K mi. 2nd owner. #WPOAB0915HS122329. Fact spoilers. Cruise. Sunroof. 16" Fuchs w/Yoko A-509. Pwr. driver's seat. Clifford alarm. Sony 1-disc. Infinity/Bazooka Bass spkrs. Bra. Mirror bras. Stored winters/no smoker. Exc. cond. \$26,500/OBO. Dan Jacob 233 Bym Brae, Waterloo, IA 50701. 319.234.2353, e-mail DLJacob@aol.com.

**1991 911 Turbo Coupe** Silver/blk leather. 32K mi. 2-door. 6 cyl., 3.3L Turbo. A/C. Dual airbags. Premium sound. Sliding sunroof. 5 spd. Manual. Pwr windows/door locks/steering. Dual pwr seats. 4 wheel ABS. Integrated phone. Alloy wheels w/new tires. Rear wheel drive. AM/FM stereo w/CD. Non-smoker. Cruise control. Garaged.

Exc. cond. \$45,000/OBO. John Kuetemeyer 847.382.1006, e-mail: JohnKuet@hotmail.com.  
**1993 911 GT3-S** full race car. New home building project regrettably dictates sale. Car has all the tricks, including carbon fiber body, Fabcar cage, center lock wheels, 3.4L injected race engine, RSR suspension/Penske shocks, fire system, fuel cell, Pi data acquisition, 3 sets of Fikse wheels plus much more, Built and supported by Perfect Power. 1st in Class Aug '98 TRAC98 Club Race, also beating GT2-S factory RSR's, 2:25:30 laps! No expense spared. Over \$170,000 invested by previous owner. Will sacrifice at \$90,000. Scott (eve) 414.646.7473.

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

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

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

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

**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. Anthony Anania



815.436.6112.

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

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

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

## OTHERS/PARTS

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

**24' Pace Shadow Enclosed Trailer** Black w/translucent fiberglass roof, ATP stone guard, black fiberglass air dome, white aluminum interior walls, black & white checked vinyl floor, beaver tail w/ATP extension, step-down side door. 21' canvas awning. Cam design self-centering, load leveling hitch. Aluminum roof platform w/removable ladder. 12V ceiling & loading lights. 12V electric tongue jack with light. 50 amp panel & GFI receptacle. Two under floor tire compartments, white overhead and base cabinets w/stainless steel countertop. Wall mounted aluminum tire rack & gas can storage. \$7,500. Greg (eve & weekends) 630.904.0800.

**1993 Anniversary Model Harley-Davidson FXLR Low Rider** Absolutely perfect/as new two-tone silver beauty with fewer than 7K mi. Documented historical machine I purchased from legendary 4-time

Daytona winner Roger Reiman, mechanic to Evel Knievel. 1364cc engine/carbs specially modified by Roger for power/smooth cruising. Thousands in extra chrome/twisty spokes. Dash plaque verifies #128 of 800 made. \$14,500 takes this unique investment. Bruce Becker (Peoria) 309.692.2903, e-mail: Kasota@webtv.net.

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

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

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

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

**3 Piece BBS 16" Wheels** Fits 928. Some scratches, great track wheels. \$650/OBO. Anthony Anania 815.436.6112.

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

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

**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. **Wheels & Parts** Complete set of '97

Twin Turbo wheels w/tires \$3900/OBO. Complete set of '92 C2 Turbo wheels Perfect \$1700/OBO. Complete set of '86 944T wheels Fuchs \$950/OBO. Complete set of '88 911 Turbo wheels \$900/OBO. For '90-'98 C2 993 carbon fiber dash \$1500/OBO, carbon fiber gear shifter and brake handle \$600/OBO, Burl wood dash \$1500/OBO. 993 Dark red wood leather steering wheel \$1000/OBO. **Parts:** '86 944Y, '89 944T w/ltd. slip and engine, call with needs. '95-'98 w/out trip comp. Aluminum gauges \$1200/OBO. Lee (eve) 847.487.0430.

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

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

**Pirelli Pzero Porsche OEM Tires** Very sticky. Two (2) 205/50 ZR17N1 & two (2) 255/40 ZR17N2. Took off new Boxster. 315 mi. mail order @ \$960. Tena says "Out of bedroom". \$775 for all four (4). Ed Russ (w) 312.540.3638, (h) 847.835.9119. **Two (2) Porsche RS America Black Cloth Sport Seats** Perfect shape. Great compromise between stock and full race seats. Excellent for Drivers' Ed. Factory list \$3,000 each. Make an offer. Bill Murrin (w) 708.485.7742, (h) 708.352.5719, e-mail: Bill968@aol.com.

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

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

**911 Parts** '76S frt. & rr. bumpers \$100 / valances. Fog lights \$75. Tan door pockets \$100. Later model black leather pockets \$250. Chrome door frames \$100 pair. Coupe rr. window & door windows. 935 frt.



## The Mart ...

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

847.426.8093. More parts at [dcoup@dnhmarketing.com](mailto:dcoup@dnhmarketing.com).

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

**Club Racing Parts** Rollbar fits '69-'73 Coupe, non-sunroof, no hardware. Recaro touring seat, blk cloth, like new. Seatbelts, quick release, multi-point, good cond. Package \$500. Brake rotors, new & used: 911 vented for '69-'77 fronts, \$25 each; 911 vented for '69-'77 rear new \$25 each; 911 vented for '69-'77 rear used \$10 each; 914-6 x-drilled front & rear \$25 each; 911 vented slotted rear \$25 each. Headers, 2.0-2.7 liter, nice cond. w/stingers \$100. 911 tail lens, U.S., good cond. \$10. Uncle Frank 847.543.1843.

**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.

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

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

**Porsche Performance Videos "Chronicles Of The Legend"** 8 cassettes featuring Porsche cars, people, & events. Not sold in stores. Never before offered (by me). Vintage cars/events (Wow! exclaimed viewer H.B.). Tech tips ("the buck stops here", proclaimed H.S.T.) and more!!! Original cost: over \$200. This offer will never be repeated in our lifetime. Act now! Sorry, this historic collection will not be separated! First come, first served! Offered at the low, low price of \$99.95 for the complete set! No shipping, no handling, no tax! Call now. Operators standing/sitting by. Bruce Janecek, Post & Rail Farms, Palos Park, IL. 60464

(days) 708.354.1901, (eve) 708.361.8421.

**Auto Repair** Free pickup and delivery. Try us once, you'll never go anywhere again.

## WANTED

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

(Continued from page 66)

on "Gotta" as if impossible to achieve, but, God willing, you will find a way.)

- I had a perfect run going and missed a shift. (Declare this with total sincerity, as if you've never missed a shift in your life.)
- Well, because of this inverted trans-thermo-coupled adiabatic lapse rate, our group got less traction than the other run groups. (Busy yourself checking the tires because someone will ask: "Say what?")
- Can you believe the shift knob came off in my hand? (Assume a slightly bent forward athletic posture, left hand on an imaginary wheel, while repeatedly jamming your right arm forward, demonstrating your feigned misfortune.)
- I know he's got a chip in that thing. (Whisper with an air of intrigue, nodding your head towards the winner. Use only when beaten by one car.)
- And finally, a question for the Event Chair: If the car remains unmodified, but the driver has been bored and stroked, does it move you up a class?

**Chicago Region Home Page**  
<http://www.mcs.net/~bman/pca.html>

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



# Oversteer

faster than some racer-guys named Schumacher or Hakkinen.

I use the following excuses when I get my butt whipped in autocross. Please feel free to borrow any of these.

- I'm still scrubbing in these new tires. (This excuse only works for the first 4,000 miles of wear.)
- Just wait till my G-Force slicks get here. (G-Force doesn't actually make my tire size but no one will figure that out.)
- My portable airtank's transmission broke and I was forced to run with dangerously low pressure in the tires. (Who knows I don't actually own an airtank, and people will be too embarrassed to admit they don't know airtanks have transmissions.)
- Boy, that cold medicine I took last night didn't wear off.
- Just wait till I get my 5-point harness installed. (Are you crazy? I'm not drilling holes in my Porsche, but they don't have to know that.)
- Had to keep the Carrera under 3600 RPM till I break-in the new water pump. (Self explanatory.)
- Thought I'd lay back and let one of the new guys finally win one. (Only useful if the talkee doesn't know you never win one.)
- I didn't realize that stale gas would slow the car so much. (Announce with righteous indignation. Helpful to add a slur regarding Mobile or Amoco.)
- Got some major false readings off this expensive new pyrometer. (Hold out anything looking like a gauge and shake it vigorously while frowning deeply.)
- Oh, today I'm experimenting with suspension settings. (Like, I'll

have it sorted out for important races. Act bored, nonchalant, too-hip-for-this-crowd, and avoid eye contact with the talkee.)

- These new driving shoes really fouled up my heel/toe. (Lift a foot and wiggle it with consternation, pretending foot is asleep.)
- I think that mechanic that I had to use on an emergency basis at the last track event installed the wrong size transducer belt and caused my vari-magna-heater to over-cool. (Throw both hands skyward in utter disgust and storm off to the porta-potty.)
- My car lost horsepower since that mechanic that I had to use on an emergency basis at the last track event diddled the trans-dangler. (Head lowered, down trodden, remember you are the victim here.)
- The camber setting is all wrong for this course. (I've got to look up camber in "Secrets of Autocross" before someone actually wants to discuss this. It's seat back tilt position, right?)
- I hit some oil on the way to the start line. Think it was from that junker over there ... (Point to the ugliest, crappiest paint job you can find, or any BMW.)
- Traffic caused me to be late for the track walk.
- Shi\_! I thought that I saw the corner worker waving a yellow flag, so I lifted. (Very important to pronounce your shi\_ with a theatrical flair.)
- I'm going back to my old seat position. (Said casually, leaning against your car with arms and legs crossed, tossing your head in the direction of the seats, implying you were previously faster.)
- Gotta dial the understeer out of this thing. (Dramatic emphasis

(Continued on page 65)

## Porsche Is My Addiction

by Hari Matsuda and Susan Shire

Porsche is my addiction; I dare not deny.  
It maketh me to happier than green grass over there,  
It leadeth me beyond the slow masses.  
It restoreth my buzz.  
It taketh me on the tracks of speed for its fame's sake.  
Yea, though I race through the valleys of the racer's addiction,  
I will fear no other, for Ferry art with me.  
His screaming engine and grinding gears doth comfort me and  
I have prepared my car to go on the track in the presence of others;  
If I fill all my days with speed, my joy runneth over.  
Hopefully smoothness and safety shall follow me all my days on the track, and  
Surely then I will dwell in the huge \$\$ hole forever.

## Confessions Of An Autocross Junkie

borrowed from Gary Barnhill  
(from The Windblown Witness)  
adapted by Susan Shire

**WARNING:** Autocross participation may cause you to tell the same boring stories over and over again until the cows come home.

**ANOTHER WARNING:** Autocross may lead you to think people are laughing with you.

**A FINAL WARNING:** Autocross may lead you to assume you are tougher, handsomer, smarter, and





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PORSCHE

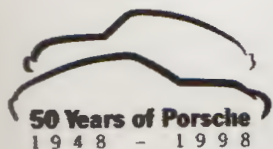
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