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THE PORSCHE CLUB OF AMERICA,  
CHICAGO REGION



# Chicago Scene

OCTOBER 1999





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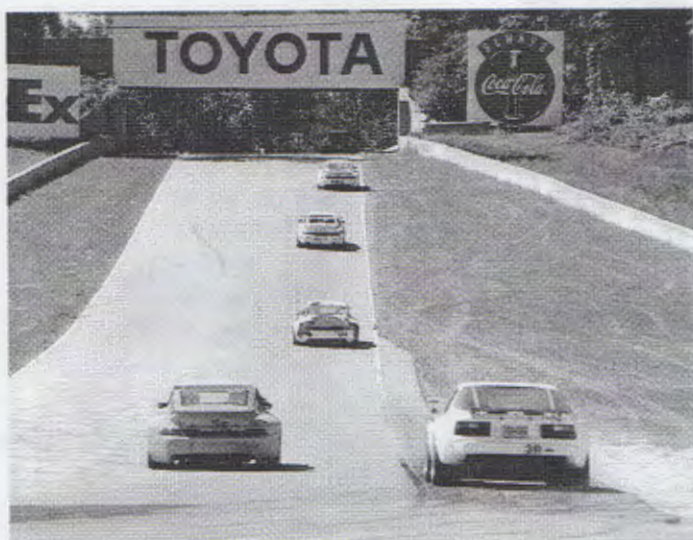
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**Cover Photo:** Race Group 5 heads up the hill to the Toyota Bridge and turn 6 at the TRAC 99 Event over the Labor Day Weekend at Road America.

*Photo by Steve Rashbaum*

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### EDITORS:

Susan Shire and Steve Rashbaum  
9507 North Central Park Avenue,  
Evanston, IL 60203-1103  
847.674.2285  
Fax: 847.679.8973  
e-mail: ChiScene@aol.com

### ADVERTISING MANAGER:

Steve Rashbaum  
3500 Church Street, #405  
Evanston, IL 60203  
847.673.5218  
Fax: 847.673.9355  
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 408 Cardinal  
 Bloomingdale, IL 60108  
 e-mail: NBrenkus@aol.com  
 fax: 630.529.0931



**DIRECTOR**  
**Peggy Gallagher** 708.784.0784  
 11156 Indian Woods Drive  
 Indian Head Park, IL 60525  
 e-mail: Bbabies@aol.com  
 fax: 708.784.0785



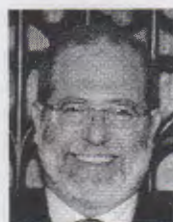
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**Bill Murrin** 708.352.5719  
 812 North Stone Avenue  
 LaGrange Park, IL 60526  
 e-mail: Bill968@aol.com  
 fax: 708.485.0043



**DIRECTOR** 6  
**Bruce Janecek** 708.361.8421  
 12605 Rail Lane, Post & Rail Farms  
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 fax: 708.354.1903



**SECRETARY**  
**Keith Clark** 630.690.3381  
 733 Medford Drive  
 Carol Stream, IL 60188  
 e-mail:  
 fax: 630.690.3394



**DIRECTOR**  
**Steve Rashbaum** 847.673.5218  
 3500 Church Street, #405  
 Evanston, IL 60203  
 e-mail: Srashbaum@lifetech.com  
 fax: 847.673.9355



**TREASURER** 2  
**Chris Inglot** 847.559.1126  
 591 Greenwood Road  
 Northbrook, IL 60062-2624  
 e-mail: Cinglot@aol.com  
 fax: 773.286.4811



**DIRECTOR**  
**John Ruther** 847.639.1094  
 111 River Drive, Trout Valley  
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 e-mail: Norstar33@aol.com  
 fax: 847.304.5615



**PAST PRESIDENT**  
**Dan Gallagher** 708.784.0784  
 11156 Indian Woods Drive  
 Indian Head Park, IL 60525  
 e-mail: Bbabies@aol.com  
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**DIRECTOR** 3  
**Pat Yanahan** 630.887.7605  
 7754 S. County Line Road  
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 e-mail:  
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## 1999 Coordinators

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- **CHARITY**  
 Ken Pesavento 630.469.1546  
 1999 CHARITY  
 Susan Shire & Steve Rashbaum 847.674.2285
- **CHICAGO SCENE EDITORS**  
 Susan Shire 847.674.2285  
 Steve Rashbaum 847.673.5218
- **ADVERTISING & CHIEF PHOTOGRAPHER**  
 Steve Rashbaum 847.673.5218
- **PUBLISHER/PRINTER**  
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 John Ruther 847.639.1094
- **CONCOURS**  
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 Chuck Bittman, WebMaster
- **PCA WEB PAGE** http://www.pca.org
- **ZONE FOUR REPRESENTATIVE**  
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 dmoore356@aol.com



# Briefly Brenkus

by Susan Brenkus, President

The TRAC 99 event at Road America, if you can believe it, surpassed last year's effort. This year with most of the Road America Committee being returning veterans, everything came off without a hitch. Event Co-Chairs Chris Inglot and John Ruther coordinated a fantastic effort that brought out around 300 participants. A lot of hard work and effort by event registrars Scott and Sharon Lynn and Mary Anne Nowakowski made the registration process one of the quickest I've ever been through. Todd Conforti's and Pete Hackenson's tech teams were humming like a well-oiled machine. Steve Rashbaum's hard work at sponsorship and parking had all the big rigs up in the paddock area and organized in lightning fast time. Gary Knoblauch's and Lee Lichtenstein's work with the SCCA corner workers and timing & scoring helped keep everything running on time. And, knowing that Dr. Steve Heim and the new addition to the medical team, Dr. George Paul, were

around just in case is always a comforting thought to me. Thanks also to Greg Turek, Keith Clark, Bill and Amy Murrin, Brandon Hackenson, Nick Brenkus and Susan Shire for all their individual contributions to make this another successful event.

Saturday night's festivities at Siebken's started out with the ever-popular concours of some of the region's best-prepared cars along with a good showing of race cars. Mary Anne Nowakowski did a great job organizing this year's concours.

Our main sponsors, the Metropolitan Chicago and Milwaukee Porsche dealers had a great display in the hospitality tent. I want to thank Judd Blunk, our Porsche Rep, who has helped to get the dealers involved with this event.

Within hours of arriving home on Tuesday, I was getting emails and voice mails from people congratulating the region on another fine event. I was telling Monte Smith, the National Club Racing Chair and

Denis Moore, our Zone 4 Rep during the weekend, I continue to be amazed at the amount of talent we have in the Chicago Region. An effort like this takes a great deal of time and personal commitment to pull off and we are lucky so many continue to give of their time.

Two weekends before the TRAC 99 weekend, and while we were still at Parade, Ed Barnicle chaired the Golf Outing. Participants tell me that it was another great golf afternoon and dinner afterwards. Rumor has it that someone even had a Porsche golf cart!

The next weekend was our Utica Autocross. A lot of people enjoy this little go-kart track and we had 68 drivers participate. Even more exciting is the fact that we had 12 women drivers, with 5 in P4L!! I can't tell you how happy it makes me to see more women coming out to these events. I hope they've caught the bug and will continue to participate. Thanks to the Murrins for organizing this event



At the Mont Tremblant Parade: Peter Porsche (left) and Nick Brenkus  
"... And this one should say 'For Susan'."

Photo by Steve Rashbaum



Susan Brenkus with the signed trophy — one of many that the Brenkus' and the Chicago Region brought home. See page \_\_ for more of the story.

Photo by Jean Janeczek



## Briefly ...

for the region.

September 15 was our last mid-week Blackhawk of the millennium. I wasn't able to attend, but Nick did and said it was a great laid back event. Dan Gallagher tells me that his Tuesday night sacrifices continue to ensure this event's success. We hope you're planning to join us at the Octoberfest weekend the 9-10, it's always a great wrap up to the driving season.

Jack Stephenson's River Run Rallye starting in Freeport and finishing in Dubuque was a great day. Jack found some fantastic roads that you never would have known existed in Illinois. It was a picture perfect day. I can't begin to tell you how much hard work Jack put into this rallye. Each time he ran it, he faced a 1-1/2 hour drive just to get to the starting point. He had one trick that he caught every single rallye team on, which I think is a first! You came up to an intersection, with an instruction to pause half a minute to get across the intersection. Everyone thought it was a "T", but it really was a crossroad. The crown as well as the angle of the road made it almost impossible to see that the road continued (even though if you were paying attention you could see the backside of a stop sign across the street). Everyone turned left at "T", following the main road rule, and ended up coming into the check-point early and backwards. The 1200 points we got on that leg were a little easier to swallow when at the end point we found out everybody had been suckered into it. My favorite story was David & Heather O'Bryan, while sitting at the intersection, watched a car opposite them turn off the continuation of the road, but they still turned left at "T." The O'Bryan's, however, did well enough on other legs to win the rallye.

By the time you're reading this, Susan Shire and Steve Rashbaum's rallye will be history. I hope any of you who joined them had a good

time. Nick and I pre-ran it and it was a spectacular rallye.

The end of this month brings us to the last rallye of the year, put on by Dan Gallagher. One last time to get the Porsche out in 1999 on what I'm sure will be some great roads.

The last weekend of this month is the second annual Halloween party that Myra Knoblauch is working on for us. Myra always puts a lot of hard work into her social events, and I'm sure she has a great time planned for all us.

One last thing, this month's Scene contains the ballot for the year 2000 Board of Directors and Officers. I wanted to take a minute to inform everyone that the Nominating Committee had a very tough job this year selecting amongst all the people who wanted to be on the board. We had more people than

we had positions available, and while it is an envious position to be in, having to choose when you have so many people that put forth so much effort is a difficult thing to do. The Nominating Committee spoke with everyone who expressed an interest prior to making our decisions. We also spoke with all interested parties prior to making any announcements of the nominated slate to keep everyone informed and avoid any embarrassment. Other candidates have chosen to run on petition, and I and the rest of the Nominating Committee wholeheartedly support their right to do so. I now would encourage all of you to read the candidates' statements on pages 6-9 and vote for those candidates you feel will best represent the region.

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**Section B**  
Causes Listed First Followed by Possible Effects.



# Current Calendar Of Events

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

## October 1999

3 Sunday Drive ... Rallye <small>Michigan DE/GingerMan Club Race &amp; Enduro/IRP</small>	4	5 Blackhawk Octoberfest Pre- registration closes	6	7	8 Board Meeting <small>Club Race &amp; Enduro/IRP</small>	9 Blackhawk Octoberfest <small>Club Race/Hearthland Park Club Race/Summit Point</small>
10 Blackhawk Octoberfest <small>Club Race/Hearthland Park Club Race/Summit Point</small>	11 Scene Deadline	12	13	14	15	16 <small>Club Race/Road Atlanta</small>
17 <small>Winged Stad 356 Klub Tour Club Race/Road Atlanta</small>	18	19	20	21	22	23
24 Onto The Millennium Rallye	25	26	27	28	29	30 Halloween Party
31						

	1	2	3	4	5 Board Meeting	6
7 Tech Session	8	9	10 Scene Deadline	11	12	13 <small>Club Race/Carolinas</small>
14 California Cafe Brunch <small>Club Race/Carolinas</small>	15	16	17	18	19	20
21	22	23	24	25  Thanksgiving	26	27 <small>Club Race/Willow Springs</small>
28 <small>Club Race/Willow Springs</small>	29	30				

## November 1999

# Upcoming Events

## December

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

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



Bill Murrin--Porsche auto enthusiast--married to Amy, father of Emily and Betsy, all hard working volunteers for the region, winners of family of the year--current vice president--former director, membership chairman, tech chairman--overall trophy runner up many times--will make sure that all members interests are represented, will safeguard the bylaws of the region--motto "Semper ubi sub ubi"--likes fast cars and 914s--if more info needed would welcome calls to 708-352-5719.

*Bill Murrin*



# Steve Rashbaum - Nominee for President

## PCA Participation

- ◆ *Member since 1987*
- ◆ *Rallymaster, 1994 - 1999*
- ◆ *Enthusiast of the Year, 1996*
- ◆ *Rallye Coordinator, 1996 - 1997*
- ◆ *Zone 4 President's Meeting, 1997*
- ◆ *Co-editor Chicago Scene, 1996 - present*
- ◆ *Chief Photographer Chicago Scene, 1996 - present*
- ◆ *Director, 1997 - present*
- ◆ *Advertising Manager Chicago Scene, 1997 - present*
- ◆ *Driver's Ed Instructor, 1997 - present*
- ◆ *Concours Judge, 1997 - present*
- ◆ *5th Place Class V, National Newsletter Contest, 1998*
- ◆ *TRAC 98/99 Committee Sponsorship Coordinator, 1998 - 1999*
- ◆ *PCA Parade 1998, 1999*
- ◆ *2<sup>nd</sup> Place Class V, National Newsletter Contest, 1999*
- ◆ *National Board Meeting, 1999*

## Leadership Positions

- ◆ *President, Skokie Indians Little League*
- ◆ *Team Leader US Training, National Coordinating Team for Sales and Marketing, Regional Sales Manager, Life Technologies, Inc.*
- ◆ *President, London Court Condominium Association*
- ◆ *BS, MS, MBA*

I am extraordinarily excited and honored to be slated by the Nominating Committee for President of the Chicago Region of the Porsche Club of America. I am also struck by the awesome responsibility of the position. After all, the Region is a complex organization with over 1300 members with varied interests: Autocross, Concours, Club Racing, Driver's Education, Rallye, Social, and Tech. As I ponder the responsibility, I am reassured by the team management potential of the slate nominated by the Committee and returning Directors. Additionally, I am buoyed by the nomination of John Ruther for Vice President. John has extensive participation and management experience within the Club and in his professional life.

During Susan Brenkus' tenure as President, the Chicago Region has grown in size and complexity and, at the same time, has become increasingly open and friendly to new members and has welcomed the return of "old" members not seen for a while. The glowing feedback from these participants has been "great organization and people". This is a reflection of the current management of the Chicago Region, the openness of the Susan Brenkus administration, and the careful selection of Coordinators, Committee members, and Event Chairs. My pledge is to continue in this vein.

I'd like to briefly address several of the challenges facing the Year 2000 Board of Directors. For those of you who read the Aungahh column in the Chicago Scene, you know my commitment to and enthusiasm for all of the activities of the Region. For those who participate in Region events, you know me as participant and often as organizer. My participation has afforded me the opportunity to speak with many of you who have shared your ideas with me and has allowed me to be receptive to those who might wish to assume positions of responsibility within the Region. I have also participated in National Parades, extra-Region events and meetings. All of this experience has given me a broader perspective and fresh ideas of ways to enhance the experience of being a Chicago Region member.

Without question, the first challenge will be to how best support all of our venues and insure that they remain creative and vibrant. For instance, I whole heartedly endorse the continued combination of Driver's Education and Club Race at Road America over the Labor Day weekend. In fact, the Labor Day Club-Race/Driver's Ed/Social/Concours event may well be the premier event of the year in this or any Region. This event and events representing all of the diverse interests of the membership of the Region deserve Presidential support and, selfishly, as I participate in all of the venues, I wish them to remain viable.

Another challenge is to get new members involved, get "old" members recharged, and keep current event participants enthusiastic. Are our events planned to accomplish these goals? Are all of the resources available to the Region utilized to the fullest? Are there ideas and programs which will help foster enthusiastic participation? I pledge, if elected, to pursue the following. Recruit and retain the best talent in the Region. Use our members who have competed successfully at the Local and National level as mentors to the general membership. Organize extra-Regional events such as concours and autocrosses - perhaps these will develop into "series" over time. Expand our web site by the addition of a chat room, an index of Region "experts" on tech, models, concours, and other topics of interest.

Finally, I pledge to actively seek advice and critiques from the members of the Region. I pledge to listen carefully.

Please feel free to call me to discuss these ideas or any of your own, or if you have any questions or comments. (Phone 847.673.5218, fax 847.673.9355, e-mail srashbaum@lifetech.com.)

*Steve*



## Chuck Bittman, Candidate for Vice President

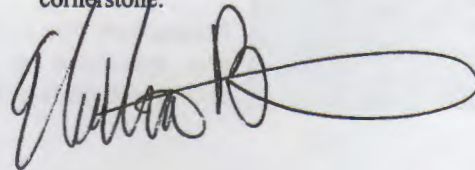
Many members of the Chicago Region know me from Region driving events, social events, or just from visiting the bar in Siebken's Resort during our Road America weekends, but you might not know what I've done behind the scenes. I have been requested to submit a statement showing my participation in the club, as well as what my "vision" for the Club's future. Below I have listed some of the ways I have worked to make your Club more enjoyable and some things that I feel are important to consider as our Club moves into the new year. If you have any questions I encourage you to call me at 708.352.9505 or e-mail me at [cbittman@busynet.net](mailto:cbittman@busynet.net). I would be happy to discuss the Club and its future.

### What I've Done:

- I attended my first event, Road America Drivers' Education and Autocross, in 1988 after one of my former customers, Keith Orum, introduced me to the club. I was hooked and joined immediately.
- From 1991 through and including 1998 I was elected and served on the Board of Directors for eight consecutive years. Four years as Secretary, two years as Treasurer, and two years as Director.
- I have chaired numerous events over the years including eight Autocrosses and three Rallyes. I chaired the driving portion of the Sally Potter School Charity Autocross for four years and one year I chaired the driving portion of the Children's Memorial Hospital Charity Autocross.
- In 1996 I created an internet webpage for the Club. I saw the potential to advertise our events and display results as well as providing information for people interested in joining the Club. Our webpage was the first in Zone 4 and, at that time, one of very few nationally. Our webpage can be found at [www.pca-chicago.org](http://www.pca-chicago.org). If you have not seen it, please take a look. Any comments and suggestions are encouraged.
- In 1997 I was Registrar for the Memorial Day Drivers' Education and Labor Day Drivers' Education and Club Race events. I believe that, to this day, the Labor Day '97 event was the largest driving event Chicago Region has held, except for our Parade autocrosses, with more than 350 drivers participating.
- In 1997 I was awarded the Enthusiast of the Year. I have also received many year-end trophies for Autocross, Rallye and Over-all.
- For the past few years I have been responsible for tallying the points at the end of the season to determine the year-end winners in Autocross, Concours, Rally, as well as the Over-all winner.
- In 1995 I was appointed as Chairman of the Nominating Committee to recommend a slate of officers for the 1996 Board of Directors.
- I attended the Zone 4 President's meeting to participate in a workshop for PCA Region Treasurers.

### My Vision for the Future:

- I want to encourage more participation in our events. By making our events more inviting, low-key, less competitive and most importantly fun, especially for novices, I hope to encourage more Club members to come out and enjoy their Porsche(s). When I joined, nearly every event was followed with a dinner, providing a great opportunity for new members to meet more veteran enthusiasts. I would like to continue that tradition. Let's make our events FUN again.
- I believe that the Region needs to maintain and even expand our Drivers' Education and instruction program, not only to encourage better and safer drivers, but also to help feed our Region's growing Club Race program. Currently we only have one Club Race per year, but with greater Region participation we can expand the Club Race program.
- I will work to maintain the outstanding reputation our Region's Board enjoys with PCA National as leaders and innovators in the management of a PCA Region. Our Region is truly autonomous and should remain that way.
- We need to work to support all Club activities equitably. With a wide range of activities, such as Autocross, Club Racing, Concours, Drivers' Education, Rallye, Social and Technical, each event deserves equal consideration and support from the Board.
- If elected, I will always vote in the best interest of all the Region's 1,000 plus members. I vow to abstain from any discussion and vote concerning topics where I might have a personal or financial conflict of interest. At all times I will defend the Club's bylaws, history and traditions.
- Our Region is one of few nationally that still holds events in Autocross, Club Racing, Concours and Rallye. I will continue to support all activities of the Club. Maintaining all activities will help keep our Region's members competitive in national events, e.g. Parade.
- I will work to encourage feedback from all the Region's members and adjust accordingly while maintaining the history and tradition that is the Chicago Region's cornerstone.





# John Ruther

## Nominee for Vice President

### PCA Experience:

<u>Year</u>	<u>Region</u>	<u>Position/Events Chaired/Other Contributions</u>
1973	Milwaukee	Purchased first Porsche, '73 914 2.0, joined PCA
1976		Autocross Coordinator
1977		Assistant Newsletter Editor
1984	Chicago	Purchased '79 930 Turbo, joined Chicago Region
1985		Participated in Treffen trip to factory
1986		Attended Porsche Parade in Portland, ME
1987		Rallye Coordinator; participated in Treffen trip to factory
1988		Attended Porsche Parade in Colorado Springs, CO
1989		Wrote and chaired the Fooled Again Rallye; attended Porsche Parade in Traverse City, MI; finished 2 <sup>nd</sup> overall at the Parade Rallye
1991		Attended Porsche Parade in Boston, MA
1992		Autocross Coordinator
1993		Director; Autocross Coordinator; Registrar for Memorial Day Road America Driver's Ed event; attended first PCA Club Race at Road Atlanta
1994		Vice-President; Chief Driving Instructor
1995		Vice-President; Chief Driving Instructor; wrote and published <i>"The Fast Guys Handbook - A Guide for the Serious Amateur Auto Racer"</i> for the Chicago Region; chaired Utica Autocross
1996		Director; Chief Driving Instructor; chaired Blackhawk Farms Driver's Ed event
1997		Director; Chief Driving Instructor
1998		Director; Chief Driving Instructor; co-chair Memorial Day and Labor Day Road America events; Chairman of Nominating Committee; hosted Safety Tech Session at Northstar Motorsports; Enthusiast of the Year
1999		Director; Chief Driving Instructor; co-chair Labor Day Road America event; organized the first all-day Driving Instructor Workshop to improve our Driver's Ed instructor program; hosted Safety Tech Session at Northstar Motorsports

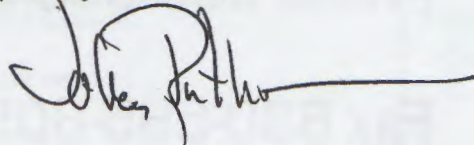
### Platform and Vision:

My experience as a rallyist, autocrosser, driver's ed participant and racer gives me an appreciation for the importance of all these types of events. I have also participated in several concours and regularly enjoy our club's social events. I believe the Chicago Region should continue its current program of providing events for all of our members. No one type of event should be dominant at the expense of any other type. I am a very large supporter of our driver's ed program. Not only do I attend all of these events in my role as Chief Driving Instructor, but I also participate in many of them as well. I am totally committed to having our Labor Day Road America event remain both a driver's ed and club race event.

If elected as Vice President, I will provide assistance and support to the President and I would like to continue my responsibilities as Chief Driving Instructor. This is my way of giving something back to the club that has so generously helped me become a better driver. After serving my term(s) as Vice President I would also be interested in continuing to serve the Chicago Region by running for President.

I believe my 20 plus years of PCA experience coupled with my business experience as a corporate CEO and leadership skills give me the necessary tools to be an effective Chicago Region Vice President.

Respectfully Submitted:

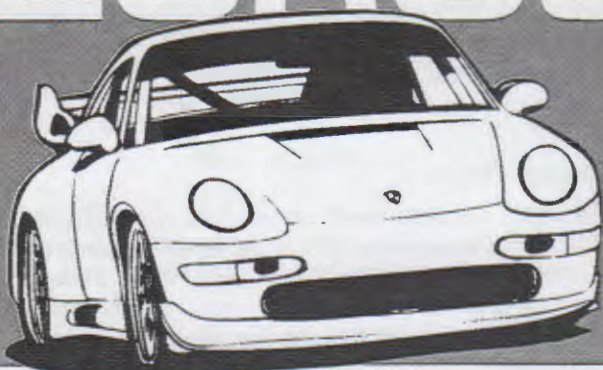




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\*\$12,000 value ~ No cash redemption ~ Trip must be taken in 2000 and booked with Fast Lane Travel, Inc. ~ Passports are the responsibility of the winner ~ All applicable sales taxes (not covered by Fast Lane Travel, Inc.) and IRS assessments are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

\*\*Final itinerary pending



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

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

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Oct. 17th - Starved Rock Tour VII. For more information, please call Dale Moody at 708.798.2637.

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For more information please check the web page: [www.stazak.com/916ramble](http://www.stazak.com/916ramble) or contact Charles Davis at 940.682.4719 or e-mail: [chux-ter@airmail.net](mailto:chux-ter@airmail.net).

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## Views Of The Parade, Part 2

### The Chicago Region's Winning Week

by Susan and Nick Brenkus

When we heard that the 1999 Porsche Parade was going to be near Montreal, we decided this would be the Parade we would drive to. We have towed to all other Parades, and while towing allows for more suitcases and other stuff, the opportunity to drive the 996 through Canada was all we needed to help make up our minds. Susan was pleasantly surprised to find that one of our bigger suitcases would fit in the front trunk, now all we had to do was fit one more, a few duffel bags, helmets, and rallye clipboard in the back and we were all set.

We set out Saturday morning looking to get about 2/3 of the way there. We went north up through Port Huron into Canada and spent Saturday night in Trenton, Ontario. Sunday morning unfortunately brought rain and cooler weather. As we headed north out of Montreal, we began to traverse the Laurentian mountains and up to the Village of

Mont-Tremblant. Susan had to give Nick a few of her "looks" in order to keep him below 200 kmh, but we arrived in one piece to find the usual mass confusion the first couple of days of Parade normally brings. Everyone trying to find registration, their hotel room and parking spot at the same time can make for some interesting stories at the end of the day.

Settled in at the Les Deslauriers Suites, we headed out for the Welcoming Banquet, the first of many dinners with Porsche friends during the week. We must say this is one of the best Parades we've been to in terms of the organization of the banquets. Numerous serving lines to accommodate hundreds of people at the same time were well thought out. It should be noted that the pastry chefs from the Chateau Mont Tremblant provided luscious desserts throughout the week.

Monday morning we arrived at the Concours site with a bit of misty weather. PCNA had arranged for Porsche #1 to be on display which was a delight for us as we missed it

at the Monterey Historics in 1998 because of its unfortunate accident.

The Chicago Region was very well represented, and Monday night brought some wonderful recognition for the hard work of many of our members. Beth Luddy, John Takehara and John Diwik all trophied in their respective classes; Jim Jacisin won his class and his division as did Pat Yanahan. However, Pat was still in for a great honor, winning overall in the Preservation Group, the equivalent of the old Manhattan trophy in most people's minds. What a great start to the week! Monday night was also the presentation of the Newsletter Awards. Susan Shire and Steve Rashbaum have worked very hard to continually improve our region newsletter and received a second place trophy competing against other region's of our size. Quite an honor; the Newsletter competition is about as fierce at any other at Parade.

Tuesday morning we were up early to run the rallye. The rallye was fairly straightforward, the real



Rallye trophists Dan and Linda Bacin



Slalom/autocross trophist Chris Inglot



Patti and Kris Tumilowicz trophied in the rallye



## Parade ...

challenge was to read the signs that were not only in French, but they were going by pretty quickly due to some fairly aggressive CASTs as well as bumpy, twisty roads. We got to the end, calculated our score and hoped for the best.

That evening brought more trophies for the region. Jerry and Helga Meyer won in Navigation for the second year in a row, and Lee Lichtenstein won in SOP—no small feat as there were 300+ cars competing in that category. We were very pleased with a tenth place finish and other Chicago Region trophies were presented to Dan and Linda Bacin, Kris and Patti Tumilowicz, and Bob and Wilma White. In addition, we discovered that Vanessa and Monica Inglot had both trophied for their

contributions to the Art Show.

Wednesday was reserved for golfing, walking, running, and radio controlled cars. Adam and Daria Rudawsky did well in both concouring and racing their radio controlled cars, and we had a number of other region members participate in the other contests.

We walked the autocross course Wednesday afternoon and quickly discovered this was going to be a fast course. Two mirrored courses had been set up and the autocross was going to be run entirely in one day. Many of us had our doubts about that given the usual problems

we've seen encountered at Parade autocrosses, but were hopeful.

That evening, we attended the Region President's reception and visited with various national officials. Susan has found that our current national officers really do want to know what's going on in the regions, good and bad, and want to know how they can assist us with our regional programs. We also got a chance to chat with Peter Porsche and inquire about the GT3's not coming to the U.S. The "official" word is emissions problems.

Thursday we headed out for the autocross site and were greeted with



Lee Lichtenstein, 1st Place SOP Rallye Class (center), with PCA President Bob Miller (right) and Dulcie Miller.



Cy Ling (left front), Patty Jacisin, Bruce Janecek (center), Jim Jacisin, Marcia Ling, and Harold Beach (over Marcia's shoulder)



Jim and Gail Becker



Phyllis and Tom Harwood



80 degree weather and no clouds in the sky. What a great day. We hooked up with Chris Inglot who had towed our spare set of wheels up for to Canada for us, changed tires, and headed over to try out the Michelin slalom challenge that had been set up to entertain us while we waited for our autocross run groups to be called.

The slalom challenge was very tight and was a first gear course. We both found it to be quite the challenge in the 996. Chris Inglot seemed to figure it out in his 944S2 and walked away feeling he might be in the running for a trophy.

They called our drivers meeting right on time, and we headed over the course. The staging was well organized with four lines, one for whichever run you were waiting for, and the fourth for two driver cars. This system worked very well and kept cars moving. No sooner was Nick lined up for his first run, then 15 minutes later Susan was jumping in the car for her turn. The 996 class had about 12 men and 3 women competing. The course started with a fairly tight slalom, then a high speed (3rd gear) backside course leading to a very tight hairpin, a number of gates taking you into a decreasing radius turn which then lead to a

bunch of gates slowing you down for the finish line. It was about a 50 second track. We're pleased to say our first autocross in the 996 brought us both first place trophies in our respective run groups, however, Susan took more delight in the fact that she would have placed second in the men's group!

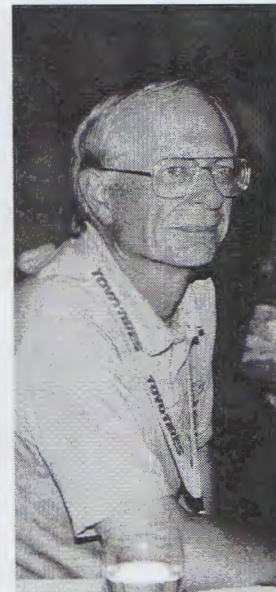
Run groups over, we went back to the pit, changed wheels, and got ready to help out Chris during his run group. Nick gave Chris some pointers and off he ran. The course Chris ran was the opposite of ours, and appeared to be a little slower and tighter. Chris ran well, ending up second place in his run group.



Bob and Wilma White trophied in the SOP Rallye Class and Bob also trophied in the autocross.



Repeat Rallye Navigational Class Winners Helga and Jerry Meyer (right).



John Bolander



Lois and Harold Beach



Jean and Bruce Janeczek



## Parade ...

Back to the pits again only to discover there was to be a run-off for fun for the 2 fastest cars in production, improved and modified. Nick and Chris performed a NAS CAR style wheel change because we were two of the fastest in production. Back to the autocross course. Nick lined up against a 911 only to discover his competition was an improved car, oh well it's only for fun. Susan then lined up against a 944S2 and ran both courses beating out the competition. To our surprise, all 300+ participants completed the autocross as scheduled and on time!

Later that evening, the first free night of the week, we joined up with Susan Shire, Steve Rashbaum and Chris Inglot to sample some of the fine cuisine in the area. During the evening we had a chance to visit with other old Parade friends and many of the Chicago Region group.

Friday was a free day and despite the off and on again rain, we decided to first go out to the historic car run at Le Circuit Mt-Tremblant which was the site of the Club Race that weekend. Five minutes from the hotel and we found ourselves in the paddock area. We got some pointers from Harold Beach for some great camera shots around the track, but

were disappointed in the small turnout for the historic car race. Oh well, more time to wander around the paddock and check things out. Unfortunately, the rain came back so we headed back to the hotel to lounge around and wait for the Friday night Driver's Awards Banquet.

The banquet continued to shower Chicago Region with trophies. In addition to ours and Chris Inglot's that we already knew about, Beth Luddy, Lee Lichtenstein, and Bob White also picked up awards. By this time, we were all joking amongst ourselves that it was beginning to feel like the Olympics and we wished there was a scoreboard



*Concourist John Takehara*



*Daria and Adam Rudawsky*



*Pat and Bonnie Yanahan and some of their trophies*



*Edith Schumacher and Larry Petry*



*Good Chicago Region friends Zone 4 Rep Denis Moore and wife Roberta Heller of the Northern Ohio Region*



of "gold," "silver" and "bronze" medals to compare how we were doing compared to some of the other regions.

Saturday morning we were up early (again) for the Tech Quiz and Susan's opportunity to guess with the best of them. She decided to take the mid-911 test (SC's and Carreras), and discovered she actually knew some of the answers. Nick took the 996/Boxster quiz only to find of the 10 model year questions, only one was about a 996, but felt he did pretty well.

Saturday, after the Workers Party, was our last chance to get to the summit of Mont Tremblant so we packed up the video recorder and camera and headed over for the ride to the top. Once there, Nick heard the roar of engines in the distance, and was able to focus the video camera on the track. While not quite able to pick out if one was Chris' car in his race practice session, we were able to distinguish car types and colors from that distance. Down the mountain and time to get ready for the Final Awards Banquet.

We both won second place tech quiz trophies to round out our take for the week. Other Chicago Region winners in the tech quiz were George Rudawsky with a first place in 914 class, and Louis Serpico (who had also won two sets of tires in various raffles throughout the week). Chris Inglot then found out he had indeed done well in the Michelin Slalom Chal-

lenge, and trophied. And last, but definitely not least, Cy Ling won the trip to Germany at the end of the evening.

All in all, we'd say that the Chicago Region did itself proud in Canada and showed everyone that we are a region of diverse talents when it comes to our Porsches.

*Ed note: The editors wish to properly credit Patty Jacisin for her article, "Bonjour Mes Amis!!", about The Mont Tremblant Parade, in the September Chicago Scene. We apologize for the error.*

*Mont Tremblant Parade pictures by Steve Rashbaum, Jim Jacisin, Lee Lichtenstein, and Jean Janeczek*



Multiple trophist Beth Luddy and Concours winner John Diwik.



Nick and Susan Brenkus



Peter Porsche and ... for some pictures there are just no captions.



Art Show winners Vanessa (left) and Monica Inglot. Vanessa made a Porsche theme child's activity book.



Suzanne, Louis, and Chris Serpico.



Long time Parade attendees and Chicago Region members, George and Linda Gutmann



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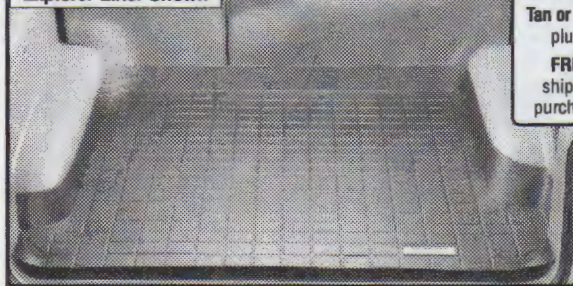
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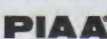
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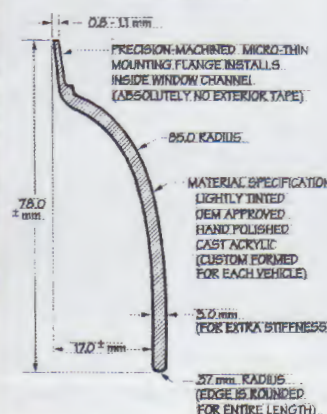
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# Track Scene

## Driver's Ed. Education - A Series of Specifics for Success

by John Hajny,  
(from the REDLINE Report)

### Taking Care of Business

Remember when you first got started in Driver's Ed.? There sure was a lot to learn, eh? Come to think of it, while in some respects it gets easier the more you know, it also gets that much harder to improve as the gains get more infinitesimal. Geez, this isn't really very easy at all!

Everyone reaches various defining moments in their "driving career." One such moment may materialize as the sudden realization that you don't seem to have enough time to get everything done before a corner. This particular moment may be accompanied and also defined by the sound of a nervous person in the right seat strenuously insisting that you "BRAKE!"

Such occurrences usually follow the period of intense trial and error in learning "the Line." You begin to realize that your past instructors have been ever so right; To go FAST, you must first learn "the Line" while going relatively SLOW, and then eventually the speed more or less takes care of itself. Unfortunately, this being an entirely fluid exercise, meaning things are constantly changing, you can rest assured they will be again very soon.

At the point where you have learned "the Line" and can drive it with some consistency, you may notice that this has allowed you to go a lot faster. This has the coincident effect of bringing you to the corners much sooner. Suddenly, it seems the real race is in getting positioning, braking, and downshifting completed early enough before you have to turn. Here's a trick to help you sort through these frustrating and potentially ruinous moments.

As you begin going faster, you will need to re-evaluate your brak-

ing and turning points constantly. The first step might be to not "Brake Backwards." Distilled, this means braking hard early and then easing up as you reach the turn-in point. Now, that turn-in point will change depending on the circumstance, but there's lots to do before we get there. Let's play a little game that I play with my students when they become "corner chargers" and look at that turn-in cone in a different light.

O.K. Let's temporarily rename that turn-in cone as the "Business Cone." Passing, Braking, Shifting, Positioning. There's lots of "Business" to take care of before a turn. It stands to reason that one cannot turn in effectively if one is still busy trying to get positioned, shifted, and slowed. This is a common overload situation; both for the driver and the car. It is more than likely that the student is charging into many of the turns with suspect control, and if they can indeed complete the corners in question without going off, this will then result in the inability to accelerate as soon as someone who has entered the turn more prudently. Since turns are followed by either straights or more turns, you have obviously fouled up the ensuing sequence, for which you will pay dearly in terms of flow and overall lap efficiency. What to do?

The goal of this lesson will be to learn by trial and error a combination of positioning, shifting, and braking points that allows you to consistently complete All of your Business before that "Business Cone." Don't get frustrated if you're having difficulty in doing this. No

one does it right the first time. If it rains or you make changes to your car or whatever, you will be re-doing all of this again and again. The process of discovery is what is important here. It boils down to patience, concentration, and perseverance. Keep at it and it will come eventually, and you will then have a system that you can use for any combination of circumstances.

By completing your business before you turn in you are helping your likely overloaded brain to do as few things as possible simultaneously. You will also allow your car's suspension to unwind and return to full readiness before it has to cope with cornering loads. Balance in both the driver and the car is the goal here, and it is critical. With more seat time, you will eventually be able to condense this process down to a shorter track distance, but don't rush it. Remember, Slow In, Fast Out. It's not only safer, you'll really learn, and go, faster!

So, you've learned "the Line" and can repeat it with some degree of consistency. You are now attempting to systematically reverse the negative side effects of the extra speed this has given you by completing All of Your Business before you reach the "Business Cone." Remember how I said this driving thing was a fluid exercise? Well, now that you can do "the Line" and "Take Care of Business" consistently, we're gonna re-name that turn-in cone again! Henceforth, it will be known as the "ACCELERATION CONE"

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# Golf And Dinner

by Renee Takehara

A group of Chicago Region Porsche Club members met at Flag Creek Golf Course on August 21st for what has become a Chicago Region 'driving event', the Third Annual Golf Outing chaired again by Ed Barnicle. This just-for-fun event garnered nine teams of four to play the nine hole course and to compete for 'bragging rights'. Golfers of all abilities were welcome and a scramble format allowed each player opportunities to contribute.

After the game, we all headed over to the Wolf's Head Inn where non-golfing club members joined us for dinner, drinks, socializing, and tall tales of holes (instead of cones or apexes) misdriven.



Nikki Kroll (left) Ken Pesavento, Gayle Timbers, and Event Chair Ed Barnicle after completing the 9th hole.



Dan Gallagher's golf game will not keep Tiger Woods awake at night.



Winning foursome: George Schaeffer III (left), Euid Chesler, Cindy Jacisin, and Jim Jacisin



George Schaeffer III's "Club Sport"

Photos by Renee Takehara and Jim Jacisin



Tony and Cindy Neczet at the Wolf's Head



Golfers at rest, John and Renee Takehara



Non-golfers Bob and Shirley Cook



Half of a foursome, Carol Frohlichstein and Jack Stephensen enjoy the post game dinner



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# Halloween Masquerade Party



Costumes are ENCOURAGED but not required. There will be judging of costumes as follows:

Most Original  
Funniest  
Scariest  
Best Couple

Disc Jockey/Master of Ceremonies

**\$ 25.00 per person**  
includes food, tax, & gratuity

October 30th, Saturday

6:00 – 11:00 pm

The Great Escape  
9540 Irving Park Road  
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847.671.7171

6:00 – 7:00 Hot & cold Hors d'oeuvres

7:00 – 7:30 Dinner begins    Choice of entrée  
Roast Sirloin of beef  
Baked half herbed chicken  
Vegetable Lasagna  
Salmon with dill cream sauce

CASH BAR

Mail to: MYRA KBOBLAUCH, 10 S. 060 Thurlow St, Hinsdale, IL 60521

Makes check payable to PCA – Chicago Region

Name \_\_\_\_\_  
\_\_\_\_\_ phone

Check enclosed for \$ \_\_\_\_\_ at \$25.00 per person

ENTRÉE SELECTION: \_\_\_\_\_ Roast Sirloin of Beef  
\_\_\_\_\_ Baked Half Herbed Chicken  
\_\_\_\_\_ Vegetable Lasagna  
\_\_\_\_\_ Salmon with cream dill sauce

RESERVATION DEADLINE: October 24th



# Be Careful What You Wish For ...

by Steve Rashbaum

Unfortunately, we only go to Utica's Bennett Speedway for an autocross once a year. I wish we could go more often. It is an autocross course that I can not get lost driving. Unlike autocrosses in parking lots, there are few pylons on the course (maybe 6 or 7) and they are only there to indicate direction or holes along side the track. Utica is also wonderful because there is not infinite space in which to pit so there is ample opportunity to interact in a more intimate way with fellow members than might be true at other tracks.

Sunday August 29th was a glorious day — sunny bright blue sky with a cool breeze. A perfect day to drive, not trailer, to Utica. I had thought to trailer, but Susan said, "You've got a street car now, drive it." (Yes, we got a Boxster!) Heads turned as we arrived at the Speedway. "Who's that?" We parked and were met by Rich Grotmeyer who was complimentary about the car, but also 'sorry?' to no longer have me as competition (back marker?) in P4. More 'congrats' at registration where I saw old friends and met new autocross friends.

Returning to the Boxster, I found Ed Russ and his silver Boxster on one side and Doug Crossman on the other. I have known Ed for several

years and have recently found him to be a strong proponent of spending my money on a Boxster (easy for him). Ed commented that he did not recognize the metallic black sibling car parked to his and wondered who 'the new guy' in P6 was. As a big smile crossed my face Ed realized that the Boxster was mine! While sorry to leave Grotmeyer and Chris Ingot in P4, I knew that I would find equal fun and friendly competition in P6.

Doug Crossman introduced himself and noted that he's the President of the Lincoln Trails Region. He said he always enjoyed Utica as well as the several Chicago Region events he has attended. "Everyone is always so nice and it's always a good time." "Besides", he continued, "I am thinking about buying a Boxster. Can I take a closer look? Is this the P69 package? That's the one I want" Much to my delight and pride, a good part of the day was spent showing off my new baby!

As usual, Bill Murrin did a fine job of chairing this event. As I watched Porsches of both water and air-cooled persuasions traverse the tight course I remembered the fun I had last year in the 944T. The entire track was second gear at best and first gear in the infield - coming

out of some corners with no torque or boost and the dreaded turbo-lag. Oh, how I had wished for a normally aspirated car.

Well, we've all heard our mother say, "Be careful what you wish for ..." Ha ha! I got my wish and it was great. My first run was to get the feel of the car and of the track. Not particularly fast or smooth but at least I did not get lost. The Boxster was great, the driver, though, was suspect. As the Boxster has ABS (my 944T does not), I tried it in two corners and found it to be predictable and productive. (Susan had trouble with the ABS/braking in corners concept, and neglected to brake at all during one run. Coming out of the infield corner too hot, she put on the binders and promptly went around and around.)

With each successive run and the additional seat time, I felt more and more comfortable with the very neutral Boxster. I became smoother and faster. With some help from Ed Russ and Greg Turek my times came down. By the end of the day, I had the fastest class time by a mere hair width. (My first 1st ever!)

What a day! What a car! I hate to admit, but Mom was right. Be careful what you wish for ... in this case I got just what I had wished for!



Concourist trying the autocross scene, Cindy Jacisin



The 'fast guys' got tiny cars as trophies

Utica photos by Steve Rashbaum



# OFFICIAL RESULTS UTICA AUTOCROSS

Class	Name	Best Time	Region
P1	Chuck Bittman	49.833	Chicago
P1	Chris Diedrich	52.773	Chicago
P1	A.J. Tiller	53.070	Chicago
P1	Brian Jackson	55.859	Chicago
P1	Brian Boyle	60.800	Chicago
P2	Keith Clark	49.085	Chicago
P2	Bruce Clay	49.261	Chicago
P2	Dale Costello	49.266	Chicago
P2	Richard Harris	52.267	Chicago
P2	Michael Rende	55.936	Chicago
P2	Ed Hausknecht	59.403	Guest
P2L	Amber Schultz	50.978	Chicago
P3	Mike O'Meara	50.169	Chicago
P3	Richard Weissensel	52.260	Milwaukee
P3	Russ Vanderhoff	53.634	Chicago
P3	Roger Beck	62.231	Chicago
P4	Chris Inglot	48.079	Chicago
P4	Rich Grotemeyer	48.841	Chicago
P4	Jon Nelson	50.120	Applicant
P4	John Mueller	50.297	Chicago
P4	Robert Grabowski	51.133	Chicago
P4	Ron Micek	51.144	Chicago
P4	Wes Nowakowski	51.427	Chicago
P4	Andy Discher	51.871	Chicago
P4	Doug Crossman	53.239	Lincoln Tr
P4L	Pat Foltz	53.358	Chicago
P4L	Marianne Nowakowski	56.401	Chicago
P4L	Martha Kuffel	56.888	Chicago
P4L	Cindy Jacisin	58.810	Chicago
P4L	Debbie Daly	60.260	Chicago
P5	Brandon Hackenson	48.510	Chicago
P5	Pete Hackenson	48.622	Chicago
P5	Kirk Jurinek	49.483	Chicago
P5	Mark Basso	50.916	Chicago
P5	Pete Froehlich	52.074	Chicago
P5	Bob Teasley	53.376	Chicago
P5	Mike Noel	54.582	Chicago
P5	Thomas Graning	57.251	Applicant
P6	Steve Rashbaum	49.722	Chicago
P6	Ed Russ	50.052	Chicago
P6	Michael Steele, Jr.	50.113	Chicago
P6	Michael Steele	50.470	Chicago
P6L	Susan Shire	54.107	Chicago
P7	Greg Turek	47.290	Chicago
P7	Paul Schiller	47.759	Chicago
P7	Jeremy Goldberger	48.567	Chicago
P7	Robert Nelson	50.483	Chicago

Class	Name	Best Time	Region
P7L	Marla Turek	49.164	Chicago
P7L	Chris Portele	53.058	Chicago
P8	Bill Economos	51.113	Chicago
I1	John Takehara	49.767	Chicago
I1	Bill Murrin	50.026	Chicago
I1L	Amy Murrin	54.399	Chicago
M1	Tony Koufos	45.627	Chicago
M1	Nick Brenkus FTD	46.090	Chicago
M1	Joe Purpura	48.962	Chicago
M1L	Susan Brenkus LFTD	48.254	Chicago
M1L	Heather Diedrich	52.819	Chicago
MST	Dan Gallagher	52.454	Chicago
MST	Harold Beach	57.144	Chicago
X	Mike Gallagher	48.134	Chicago
X	Jack Dabrowski	49.885	Guest
X	Sam Collura	52.089	Chicago
X	John Nowakowski	54.263	Guest
X	Robert Kester	55.975	Guest
X	Eugene Amande	58.143	Guest
X	Douglas Blakeley	61.537	Guest
XL	Erin Gallagher	53.298	Guest



The intimate pit area at Utica's Bennett Speedway



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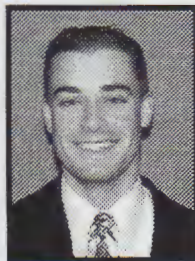
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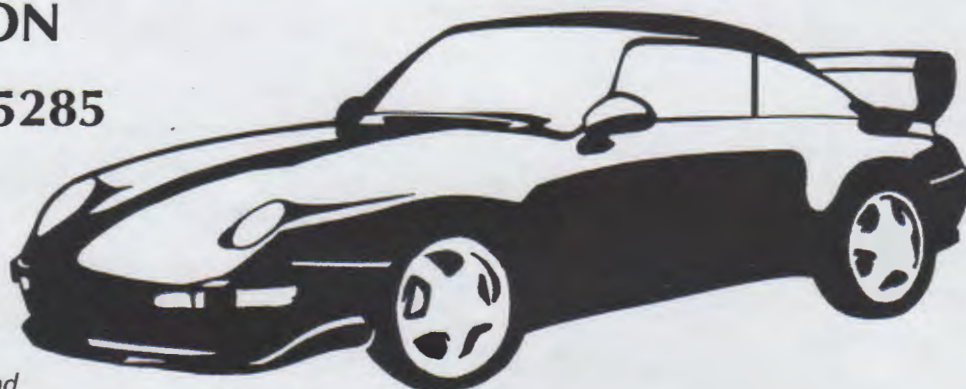
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# Letters, Faxes, & e-mails

## Congratulations

from "Uncle Frank" Wagner

September 15th—Received my latest edition of the "Scene". As always, I look forward to reading the articles, for sale, and up and coming events.

I was reading the "Aungahh!" article and wanted to take a moment to congratulate you on your tremendous accomplishment with your 2nd Place in Class V and 3rd Place OVERALL for newsletter. You both have a right to be proud. The task of newsletter editor is no small challenge, and you have stood up to that challenge.

Once again, congratulations. Thank you from a member that looks forward to receiving your publication each month.

## Way Too Nice

from Van Miller

As a member of the Chicago Region PCA, I am celebrating one year of membership this month. It has been a marvelous year of concours, autocrosses and driver educations. I expected to meet new people and make new friends while having fun, and I did. What I did not expect to find was so many people who were way beyond nice.

At the Memorial Day Driver Education at Road America, I was fortunate enough to get Jerry Quebe as a driving instructor. He was patient, calm and extremely helpful. His own car experienced some difficulties he was unable to sort out, but he never made that my problem, he just stayed to help me learn to drive safely.

That same weekend, when I experienced huge brake fade, my new acquaintance, Kevin Schilling, who had pitted by me, quickly pulled out his homemade brake bleeding set up and bled my brakes.

At the many concours I attended, people quickly came to realize that I had no idea how to properly clean my car, just that I was the proud

owner of it. My brother in law Jerry Matta was a constant help (he has to) as were people like Pat Yanahan and Jim Jacisin and so many others. I realized after a couple of events that we weren't competing (except for the sickos in class A and B), but were really just there to socialize and help each other prepare and preserve our cars.

Later in the summer when our family was taking three cars to Blackhawk for a driver's education day, my brother in law Jim's 944 broke. A PCA member stopped, took his car off his trailer, drove it out to BFR and let Jim use his trailer to get his car to the track and then back home. This was really nice!

On Labor Day weekend at Road America I unfortunately lost my clutch the first day. But no worry, my friend Kevin Schilling lent me his van and trailer to drive my car 240 miles round trip to drop my car in my garage. This is definitely way too nice!!

Thank you Kevin, thank you Jerry, Pat, Jim ... all Chicago Region PCA members, you're the greatest! Perhaps someday, when I learn something about Porsches besides how to break them, I can be of help to a fellow member. Thanks for a great first year!!

## Mid-Ohio Region Presents Octoberfest Weekend

Join Mid-Ohio Region for their multi-event "Oktoberfest Weekend"

and IRAC VII in Columbus, Ohio on October 22nd - 24th, 1999. The weekend will feature a Concours d'Elegance, an Autocross, a Rallye, and much more! For information contact: Jeff West at (740) 745-2136 or Nancy Jackson (937) 644-5616.

## Porsche Releases Initial Details Of The New 911 Turbo

ATLANTA, July 30 — The new 911 Turbo will be powered by a 3.6-liter, flat-six cylinder engine producing 420 (DIN) hp at 6,000 rpm and 413 ft. lbs. of torque at just 2,700 rpm. This water-cooled powerplant will propel the car from 0 to 100 km/h (62 mph) in 4.2 seconds, from 0 to 160km/h (99 mph) in 9.2 seconds, and to a top track speed of 305 km/h (189 mph).

The new 911 Turbo is equipped with all-wheel drive and features the Porsche Stability Management (PSM) system first introduced on the 1999 Porsche 911 Carrera 4.

Among the new 911 Turbo's many standard features are a six-speed manual transmission, leather upholstery, an electrically adjustable driver's seat with memory, a three-spoke sports steering wheel, and 18-inch hollow-spoke light-alloy wheels featuring 225/40 tires at the front and 295/30 tires at the rear.

The new 911 Turbo will go on sale in the 2000 calendar year.

(courtesy Porsche Cars North America, Inc)

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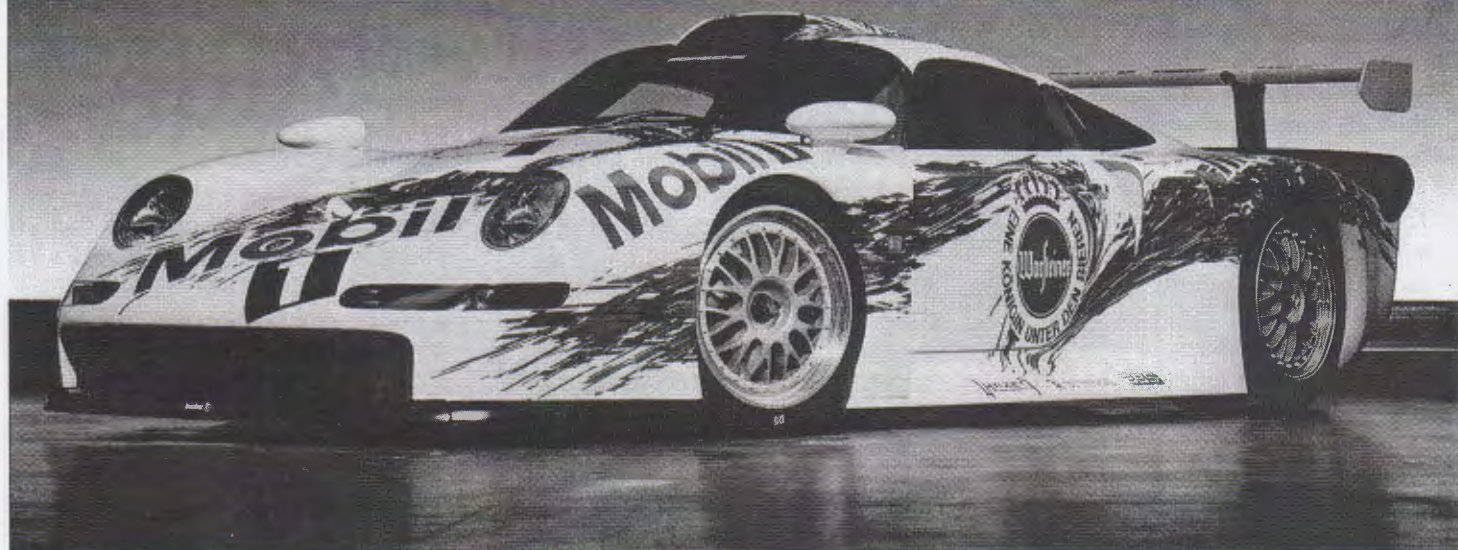
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### Indiana:

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# Board Meeting Minutes

by Keith Clark, Secretary

## Porsche Club Of America Chicago Region Board Meeting Minutes September 3, 1999

### Voting members present:

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

### Voting members absent: None

### Coordinators present:

Clark, D. Gallagher, P. Gallagher, Shire, Rashbaum, Jacisin, Ruther, Yanahan, Inglot, S. Lynn, S. Lynn, Bittman, Hackenson, Barnicle, Janecek

Meeting called to order at 8:25 pm at Walter's.

### Secretary - Keith Clark

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

### Treasurer - Chris Inglot

- Inglot presented a treasurer's report including a balance sheet showing positive account balances and total assets; a cash flow report showing receipts and expenditures, giving a net surplus for the period; and a financial statement for the Cruisin '66 Concours, Tres Chic Autocross, and Blackhawk III. Clark moved, Rashbaum seconded to approve the treasurer's report as presented. Approved unanimously.

### Vice President - Bill Murrin

- No report.

### President - Susan Brenkus

- S. Brenkus reported that National has finalized the new Zone boundaries.

### Autocross - Jeff Girard & Keith Clark

- Clark reported that due to some unfortunate incidents at Route 66, we can not reschedule our rained-out event. We will try again for

next year. Due to the full fall schedule, we can not make up the rained out autocross.

### TRAC 99 - Chris Inglot & John Ruther

- Inglot and Ruther thanked all the members that helped with the event. The event went very well. All the responses have been very positive from National and the Road America staff.

### TRAC 99 Drivers' Education

#### Registration - Mary Anne Nowakowski

- No report.

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

- No report.

#### TRAC 99 Sponsorship - Steve Rashbaum

- Rashbaum reported there were 17 paid sponsors for the TRAC 99 weekend.

### TRAC 99 Volunteers -

#### Gary Knoblauch

- No report.

#### Blackhawk Farms -

#### Dan & Peggy Gallagher

- D. Gallagher reported the cost for the damaged guard rail at the August event. Janecek moved to forward the cost to the driver who damaged it at the event and to add to all driver's ed forms that 'it is the responsibility of the driver to pay all cost to repair property damage.' Ruther seconded. Vote 8 for to 2 against. Motion passed.

### GingerMan - Jeff Girard

- No report.

### Chief Driving Instructor - John Ruther

- No report.

### Insurance Coordinator - Bruce Janecek

- Janecek and D. Gallagher are questioning the coverage provided by K & K. They will report back to the Board their findings.

### Concours - Jim Jacisin & Pat Yanahan

- Jacisin reported all went great at the TRAC 99 Concours with 23 concours cars and 33 race cars.

### Rallye - Dan & Peggy Gallagher

- All remaining rallyes are ready to go.

### Social - Myra Knoblauch

- B. Yanahan reported that the Halloween Party for October 30th is arranged.

### Membership - Ed Barnicle

- Barnicle presented 26 membership applications for membership. Clark moved, Ruther seconded. Approved unanimously.

### Safety - Jeff Girard

- No report.

### Technical - Pete Hackenson

- All went well at TRAC 99 and thanks to all who volunteered. Special thanks to Todd Conforti for his continued efforts with Race Tech.

### Goodie Store - Linda Patterson

- No report.

### Charity - Ken Pesavento

- Shire reported sales of over 200 tickets.

### Chicago Scene Advertising - Steve Rashbaum

- Rashbaum reported 20 paid ads are currently running.

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

- No report..

### Property - Ed Leed

- No report.

### Historian - John O'Keefe

- No report.

### Timing & Scoring - Susan Brenkus

- The timing & scoring was better at Utica, with only a few small problems.

### Web Page - Chuck Bittman

- Bittman reported that the URL is going, linked to the old site, and he will work on updating and listing the race results.

### Old Business

- No old business.

### New Business

- No new business.

### Adjournment

- Rashbaum moved, Barnicle seconded. Approved unanimously. The next meeting will be October 2, 1999 at 8:00 pm at Walters in Park Ridge. Respectfully submitted.



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# George Biskup

reviews his bid for the

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and additionally we have scheduled some Practical Education

### All about Brakes Tech Session

Sunday November 7<sup>th</sup> 11:30 AM - 4:30 PM

Ed Napleton's Westmont Porsche

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George first honed his driving skills at our Chicago Region Drivers Ed. events. He has some great stories about how he started running IMSA with a Mustang Cobra and taking delivery of a new RSR to battle with in a 9 race professional series (last race 10-10-99).

- ☐ His Trials and Tribulations
- ☐ How he Started & How he Finished
- ☐ Examine his Factory 911 RSR
- ☐ Renew friendships and establish new ones
- ☐ Relax in an Informative atmosphere
- ☐ German Beer, Fine Wine and Soda + Grazing food!
- ☐ Raffles!

Brakes - Even if we did it before, we always have a few additional questions.

- ☐ How and when to change pads
- ☐ What to look for and why
- ☐ The ritual of "Bleeding"
- ☐ Selecting the right pad, rotor and fluid combination
- ☐ Various Porsche Models used as examples

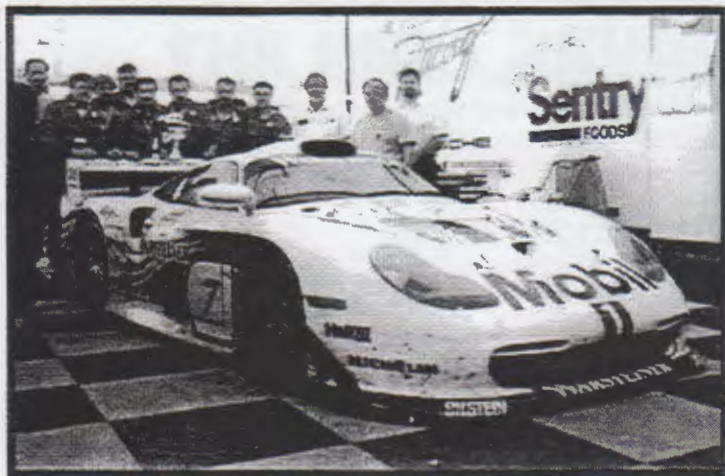
If you want to volunteer your Porsche as one of our examples, call Pete.

Our Host at Ed Napleton's Westmont Porsche:  
Graham Swidenbank, General Manager

Registration is not required although a "head count" call to our Tech. Coordinator, Pete Hackenson would be appreciated. (630) 655-1629 (before 9:30 pm please)



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# Tech Scene

## Brakes

by Pete Zimmermann  
(from PORSCHERAMA)

This article only contains rudimentary (useful!) information. If you want to know how to put "Big Reds" on a 356A, it won't help you!

## Hoses

Ten years old/100,000 miles, whichever comes first. These are two magic numbers. Every 2.0, 2.2, 2.4, 2.7, 911SC and 3.2 Carrera now falls into this category. This means that every one of these cars now needs, or has already had done, brake hose replacement.

A brake "hose" is installed at every corner of every car, is about a foot long, and it connects the steel line at the chassis to the steel line at the caliper. They allow for both steering motion, and suspension motion. The caliper is the brake system component that holds the pads, which press against the rotor (a.k.a. disc), which in turn stops the car.

Brake hoses normally won't leak, but they break down internally. When this happens, one can still stop the car, because fluid being pushed through them to the calipers when the brake pedal is applied is under extreme pressure. The primary problem with old hoses occurs when the brake pedal is released. During release, pressure is gone from the caliper, and the fluid flows back toward the master cylinder -- except when a faulty brake hose is present (it will instantly collapse internally, and maintain pressure at the caliper, causing the brake pads to drag). This can produce extra brake dust on the wheel at the corner of the car, and in extreme cases, actually drag so severely that the car feels like it has a flat tire.

An additional symptom possible is "darting." Obviously, the tire pressures have to be accurately set before a brake problem is diagnosed. Darting is the term we use to

describe a car that will "pull" any way it wants to, inconsistently, during stopping. Pulling can be diagnosed as a front problem, or rear problem, by feeling the symptom in the steering wheel, or in the seat.

If the car is still fitted with original hoses (the old ones will have a manufacturing date on them) they should be replaced immediately, and the system flushed and bled. If the car feels a little weird following this work, don't worry. The calipers may not have been operating under correct pressure for some time, and may need a hundred miles or so to stabilize. If symptoms such as pulling, darting, or drag still exist, it's time to go to the next step.

## Calipers

With new factory O.E. hoses in place, and a fresh fill of Castrol LMA, or other high quality brake fluid, caliper problems can be diagnosed. In all but the most severe cases, calipers can normally be rebuilt. There are some tricks to know here, but I won't bore you with the sordid details. The calipers must be removed from the car, the pistons removed from the caliper, and everything cleaned. Then the O-ring, one per piston, must be replaced, and the unit reassembled. Assembly paste should be purchased from Porsche -- it works better than other assembly fluids we've used.

Calipers may be done two at a time -- same end of car, or diagonal is preferred. Look for the wheel with the most dust, or, after the car is on a lift, the wheel that has the most resistance when spun by hand. Start the project with that caliper. Never reseal more than two calipers at once -- they require a break-in period, sometimes as much as 100 city miles. If all four calipers are done at one time, the car will have extremely poor brakes.

Here is when the Porsche assembly paste (part #000 043 117 00) is important. It hastens the break-in period by a considerable amount of

miles compared to other assembly lubes we've used. During break-in, always leave extra stopping distance, because the brakes will probably feel like there is still air in the system. This is a normal condition, and the brakes probably won't feel confidence-inspiring until 300-500 miles after all four calipers have been resealed.

## A Question From A Member

Should we be concerned about the new Illinois emissions test being harmful to our Porsches, especially those of us with a 911. -- Sam Zehr

### Answers:

I think Sam is referring to the new dyno test that exercises the engine at higher RPMs than the past test. I recently had RADARED ('91 911C2) tested. The test included engine speeds up to 6000 rpm. The possibility is that the engine temperature could rise. The putz (tester) put a fan in front of the car to move air through the radiator. Of course there is no radiator, only an oil cooler, and there is no air flow through the engine other than that created by the engine fan.

The test only lasts 2-3 minutes and the engine temp never got dangerously high. Unless I'm missing something, this shouldn't be an issue. Maybe on very hot days? >95F -- Greg Turek

Personally, I don't see what all the fuss is about. I submitted the 968 to the new "dyno" testing 2 months ago, and they didn't abuse the car at all, especially after I informed them of my "delicate" clutch. You do get to watch from inside a glass "room", and, I've heard, on occasion they might even let you sit in the passenger seat during the test.

-- Lee Lichtenstein

*Ed. note: Got a question? Got a different answer? Send it to the editors.*





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# Chicago Region Membership

## WELCOME To Our New Members In September 1999!

by Ed Barnicle, Membership Chair

Jeffrey A. Barteau Rockford, IL 1999 996	James A. Ehrig Chicago, IL 1990 911	Richard D. Nesbitt Chicago, IL 1989 911	Brian R. Stucka Chicago, IL 1979 928
Jeffrey M. Benach Long Grove, IL 1999 996 Cabriolet	Andrew R. Frontzak West Chicago, IL 1979 911 SC	Steven F. Padley Clarendon Hills, IL 1990 944 S2	Richard Suda Lisle, IL 1999 Boxster
Lanny Brooks Highland Park, IL 1996 993	Scott A. Green Roscoe, IL 1996 993	Lauren Pichler Woodridge, IL 1986 911	Robert N. Teasley Lanark, IL 1989 911
William F. Cook Indianapolis, IN 1985 911 Turbo	Michael C. Heltzer Chicago, IL 1999 996	Jeffrey S. Porter Plainfield, IL 1985 930	Kenneth R. Welsch Barrington, IL 1999 Boxster
Stephane Cosse St. Charles, IL 1990 911	Pamela S. Kleinert Lake Forest, IL 1999 996 C4	Trevor H. Reisz Arlington Heights, IL 1986 930	Peter M. Wuertz Barrington, IL 1999 Boxster
Frank H. Creamer Barrington, IL 1991 911	Mark L. Markese Schaumburg, IL 1986 944	James Schoedinger North Barrington, IL 1997 993 Turbo S	
Gerald L. Dziedzina Palatine, IL 1988 944 Turbo	Jon Nelson Geneva, IL 1989 944 S2	Christopher M. Streit Chicago, IL 1983 911 Turbo	

### Member News

- **Job Well Done!** to Kevin Schilling on his proposal of marriage to Anna DeOcampo. Kevin's proposal was announced over the PA system at Road America immediately before the Monday Drivers' Meeting. Anna accepted! **Best Wishes Kevin and Anna!**
- **Best Wishes** to Amber Schultz and Dale Costello on their recent engagement.
- **Speedy Recovery Wishes** to Myron Walters.

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Old Address: _____		New Address: _____	
_____		_____	
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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.



## October Membership Anniversaries

by Ed and Debby Leed, Database Managers

1963	John Zmolek	Andy Zmolek		Robert P. Allen	
1967	Bob Hubert	Helen Hubert	1992	William Browne	Michelle Browne
1974	Gary L. Fitch	Kathy A. Fitch		John W. Brandt	Debbie Dukes
1976	Robert M. Carey	Linda Carey		Peter G. Andersen	Jane Billings
	Thomas P. Bechet	Ann McLaughlin		Allen Korbel	Grace Korbel
1977	Dan Trampel	Joseph Trampel		David M. Strelka	Dee Dee Strelka
1979	Howard Yefsky	Alan Yefsky		Mario Jedwabnik	Gail V. Brenner
1980	Michael L. Simon	Linda Simon		Joseph R. Hovanec	Judy Hovanec
	Eugene A. D'Andrea	Peggy D'Andrea		Karl N. Zimmermann	
	John E. Barrett	Patt Barrett		Andrew R. Mandell	Adele Mandell
1981	V. William Frazier	Sandra Frazier		Thomas F. Kelly	
1982	Manfred H. Pfeiffer	Marlene Pfeiffer	1993	Richard Jurasek	Barbara Juraek
1983	Heber Macmahon	Kathy Liu	1994	Alan Andrea	Julie Andrea
	Arnold Zann	Margo T. Pinkerton		Donald J. Buchner	Janel Buchner
	Michael Kovacich	Joanne Kovacich		John Dabek	Ilona Dabek
1984	Thomas J. Burke Jr.	Gloria Dellaria		Roy A. Lange	
	Michael Ketten	Judi Ketten		Douglas Scherer	Terri Scherer
1985	Karl Szczypta	Judy Ostrowski		Karen Evers	Rich Evers
	Daniel J. Schnitta			Michael J. Corrao	Susan Corrao
	Paul S. Bernius	Megan Bernius		Stephen Paoletti	
1986	Frederick L. Howard Jr.	Vicky S. Howard		Robert K. Burnham	Rita Burnham
	James F. Knupp	Lynn E. Knupp		Robert L. Pasek	Chuck Kingsly
1987	Charles W. Pyne	Georgia Pyne		Jerry D. Isaacson	Michelle Isaacson
1988	Charles J. Knox			Jack L. Stephensen	Jane Stephensen
	Paul Travlos	Sheri Travlos	1995	Steve Mraovic	Klarissa Ard
	David L. Varwig	Deborah S. Varwig		Michael Lyster	Betsy Lyster
	Richard Potempa			A. J. Tiller	Barbara Tiller
1989	Richard Cieply	Jane Ciepley		Timothy P. Demel	Amy Demel
	Bill Dawson	Monica Vogel		Walter S. Falkowski	Patricia Falkowski
	Alan L. Goeppinger	Lauren L. Goeppinger		Larry A. Newman	Arlene Newman
1990	Gerald L. Petroskey			Tom Karkos	Donna Karkos
	Andrew L. Heard	Jarrod Borrell		Anthony J. Giannini	
	Douglas R. Beshears	Barbara A. Beshears		Henry V. Moore	John Moore
	Robert A. Vlazny		1996	Gerard A. Geraci	
	Robert A. Turner	John Turner		Scott T. Kroculick	Teresa Kroculick
	Robert B. Scherer	Elizabeth G. Scherer		Mark Nowakowski	Barbara Maloney
	Michael L. O'Bryan			Matthew J. Schulze	Laura Schulze
	David L. O'Bryan	Heather O'Bryan		Jeffrey F. Oliveros	Espi Oliveros
	Laddie A. Sanda	Patricia R. Sanda		Brian Jackson	Tabitha Jackson
	Michael H. Pearce	Lori Pearce		Ramon Ricondo	Nancy Ricondo
	Abel J. Schall	A. J. Schall Jr.		Matthew T. Voss	Marcie Voss
	Robert G. Sperhac	Arlene Sperhac	1997	Robert McClurg	Lisa McClurg
1991	Brian Buda	Helen La Jeunesse		Eugene A. Kaminski	Kelly L. Knott
	Dale H. Moody			Vincent A. Brown	Kathleen Brown
	William R. Schlicher	Renee Schlicher		Jeffery S. Whyte	
	Keith Olcha	Karen Olcha		Kevin McLaughlin	Andrea McLaughlin
	Jim Jacisin Jr.	Patricia Jacisin		Henry Mundt	Elizabeth Mundt
	Paul Kijak	Kenneth Kijak		F. Stephen Shirey	
	Dennis R. Wiesnoski	Julie Wiesnoski		Michael R. Vos	Victoria Vos
	Robert H. Koehler	Mary Joy Koehler		Peter S. Sygieda	Margaret Sygieda

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



Andrew S. Goldberg  
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James D. Morris  
Kerry W. Given  
Paul Pelski  
Toby H. Duckett  
Helmut A. Bonigut  
Ron Edgar  
Kevin J. Schilling  
1998 Kevin J. Rocio  
Stan Bernacki  
Steven H. Paxton  
Steven W. Scheibe  
Craig A. Beck  
Alfred J. Lautenslager  
Terrence J. Hendricks  
Mark P. Sexton  
Wayne Simmons  
Philip W. Peck  
Jill Filgut  
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# TRAC 99 Weekend

## The Kink And The Carousel

by William Lloyd

Labor Day Weekend 1999, a three day Driver's Ed and Porsche Club Race in the beautiful setting of Elkhart Lake, WI. My teammates and I arrived Friday afternoon from the Houston, TX area to get registered and have our cars teched to compete in the PCA Club Race at the famous Road America.. Wow! Thanks for all the goodies at registration. I'm particularly fond of the satchel..

We were thrilled and excited to participate in the event as none of us had ever driven the technical and challenging track before. We all race the 996 water cooled Porsche in the

C Class. An awesome and inspiring racetrack, the facility is large and the track consists of fourteen turns, three straights, and four, yes, four miles of winding, curving, sloping turns that test your skills at road course driving. Road America is certainly the premier racing venue for the PCA races that I have attended this year and I have raced Sebring, Las Vegas, Brainerd, Portland, and Road Atlanta.. This was 'the show'. All the big name race teams and drivers were here along with all of us weekend warriors. An awesome display and variety of eighteen wheeler rigs, three car trailers, two car trailers, one car trailers, and solo individuals. The paddock

area is so large that people camped out all over the place; starting from the bottom of the hill near registration, all the way up a sloped hill to the flat top where most of the largest rigs were parked. Man, it was the

*"A successful blend of Driver's Ed and Club Race Activities"*

Woodstock of PCA racing. A four mile track, beautiful hills, people camping and parked all over the paddock area, music coming from some teams, cookouts, and more car paraphernalia than one could imagine. The atmosphere was

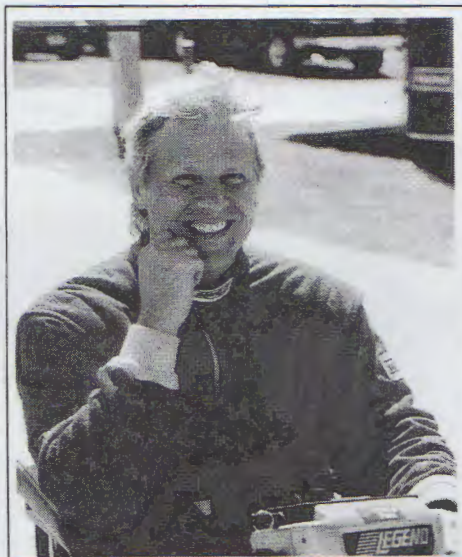


*The upper pit area with race teams, race drivers, and car paraphernalia*

TRAC 99 photos by Steve  
Rashbaum and Jim Jacisin



*Hari Matsuda was all smiles after his race even though his car was in pieces all over the kink*



*Man about the track, 996 race car driver, and author, William Lloyd*



*Amy Murrin, pit and grid coordinator*



## TRAC 99 ...

festive and the weather perfect for the Seventh Annual PCA Chicago Region TRAC 99 Weekend.

Road America is narrower in person than it appears on television. The first long straight where the start/finish line is has concrete walls on both sides and is about two and a half car lengths wide. You cannot squeeze between two cars at once. This leads into turn one to the right which I feel can be taken faster than it looks. Turn three sweeps right onto the second straight which heads quickly downhill into turn five. Because it is downhill it is easy

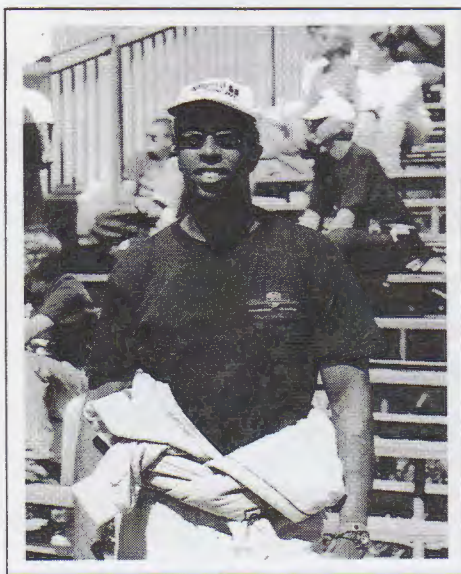
to overshoot the hard left hander at five and lose some valuable time. Then a small run uphill under a bridge that you set up on the outside for the next left hand turn that leads you towards the right

*"A fun, exciting event at Road America, TRAC 99"*

handed carousel. On the outside edge of the carousel is one of the tracks gravel pits that we were warned about. I found out first hand that once you are in one of the track's gravel pits, you are stuck

there for the remainder of the run session or race. The pits provide a great safety feature for staying out of the walls but they are unforgiving. There is no way out of them except to be dragged out by a track wrecker.

Coming out of the carousel you drift left and set up for the infamous kink. The kink sets up on the left hand side of the track and you sweep right onto another straight that heads for turn twelve. The kink is treacherous because it narrows like a tunnel with concrete walls on both sides. If you get sideways or loose, it can be hazardous to your automobile. I always braked slightly



*Dr. George Paul, half of the Chicago Region's medical liasons (with Sr. Steve Heim).*



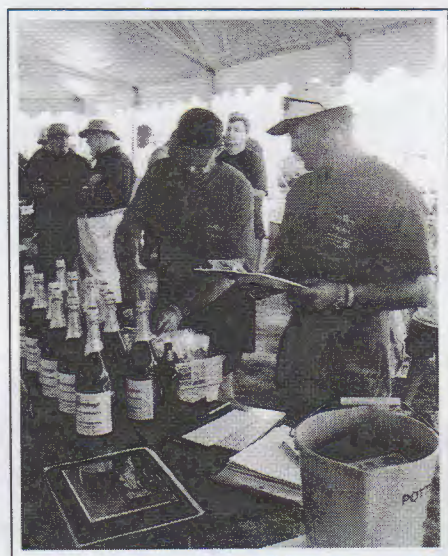
*Monte Smith, PCA National Steward and Club Race Chairman with wife Sue*



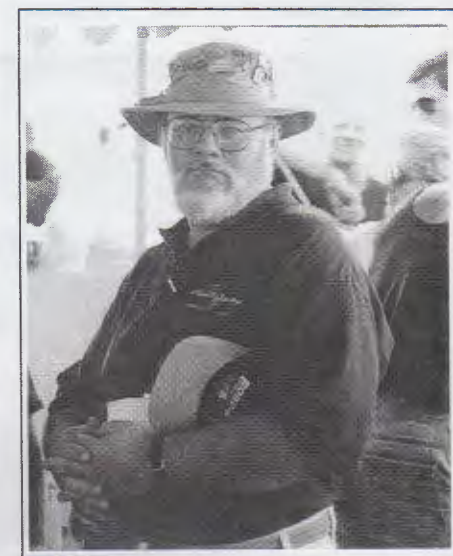
*Judd Blunk, pace car driver and our PCNA Rep and his wife Cyndy*



*Ana DeOcampo and Kevin Schilling got engaged during the Drivers' Meeting*



*TRAC 99 Event Chairs John Ruth (left) and Chris Inglot*



*Track announcer Henry Adamson*



before I entered the kink because I didn't have the nerve to take it full out. Many of those that I talked to that did take it flat out wished that they hadn't. In Race Group 4, several cars ended their weekend after an encounter with the kink.

Going into turn twelve is also challenging as it too has a gravel pit on the outside edge of the track. It is a hard right hander and there's a lot of action at this corner. I counted four cars during the race that didn't make it past this turn.

Once you come out of twelve you drift right and set up for the left side of another bridge you duck under. This is driven flat out until you set up for your final right hand sweeper onto the main straight which is mostly uphill. Whew! Quite thrilling

and challenging! This is a very demanding track. With the number of turns and its length, if you can shave 1/2 second off each corner, you pick up 7 seconds. Whoa!

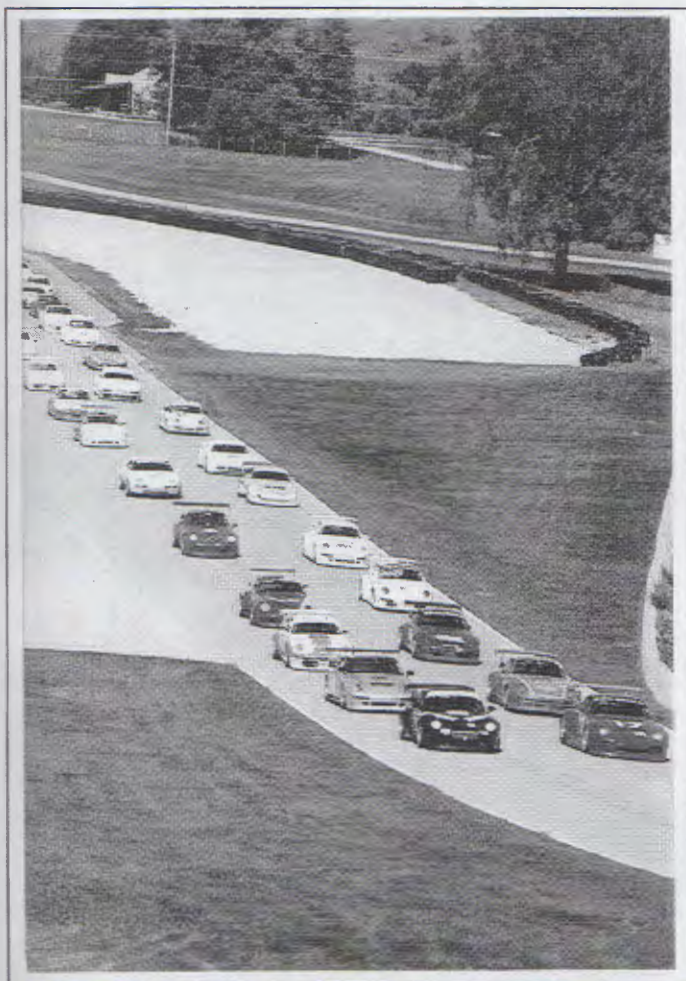
In the paddock area we were

*"Nice job on the Club Race at Road America"*

fortunate enough to have obtained a great parking spot one row from the fueling area and right next to Wes and Mary Anne Nowakowski, Chris Inglot, Steve Rashbaum, and Susan Shire, Scott and Sharon Lynn, Gary Knoblauch, and Susan and Nick Brenkus. This luck of the draw paid off handsomely during the weekend

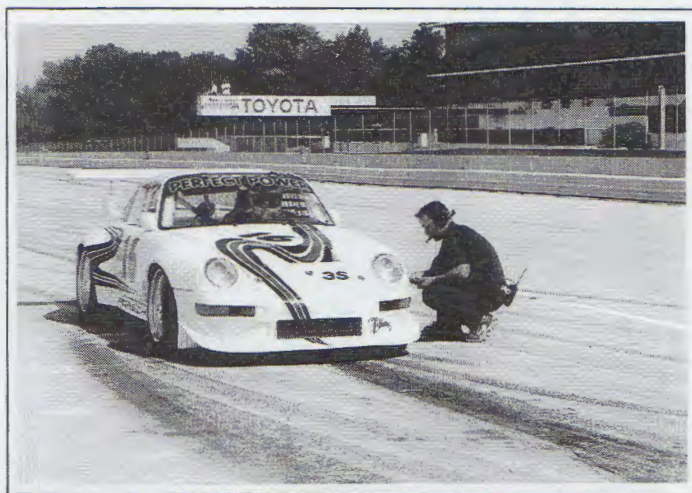
for we all found out what great things we had in common and assisted one another. As I am a paraplegic and drive my 996 race car with a hand control, it was fate that put me next to this wonderful group of people. Steve and Susan are involved in the Chicago Region Charity Raffle to benefit the Rehabilitation Institute of Chicago. RIC helps people with disabilities to achieve what they can out of life. This I know. The raffle prize, a one week trip to Germany, including factory visits in Stuttgart, test rides with professional Porsche drivers, a car, and wonderful, exquisite accommodations and dining. I purchased four raffle tickets. Good luck with the raffle, Steve and Susan.

Also, Wes just happened to have a



*Lined up and ready for the green flag*

Complete race results are available on the Chicago Region Web Page at [www.PCA-Chicago.org](http://www.PCA-Chicago.org)



*Jerry Quebe in the final practice session*



*Lovely car, super graphics*



## TRAC 99 ...

little battery powered three wheeled scooter that he was testing a new gear box on. Noting my difficulty getting around the large paddock area in my wheelchair, Wes unhesitatingly offered me his experimental vehicle for the weekend. The use of the lil' scooter was tremendous and thus most of my free time found me cruising the paddock area visiting other racers, getting score sheets, and visiting the concession stand for the great local brats. I'm seriously thinking of obtaining one of the little scooters for next year. Thank you again Wes.

Now, the best part of the story, the summation of my race. On qualifying Monday morning I spun on the second lap and put my car into the gravel pit at the carousel.

I sat there for all of qualifying. Because of this mishap I began the race at the back of the pack, placement number 53. I fought hard at the start and eventually moved up

*"Great event! The Chicago Region PCA has made big improvements over years past!"*

about twenty spots during the ten lap race. I believe that I finished about 30th. Not one of my better races but I finished in one piece. My teammates all finished too.

All in all it was a wonderful, well organized, exciting weekend filled with great people and in a lovely location. The restaurants and

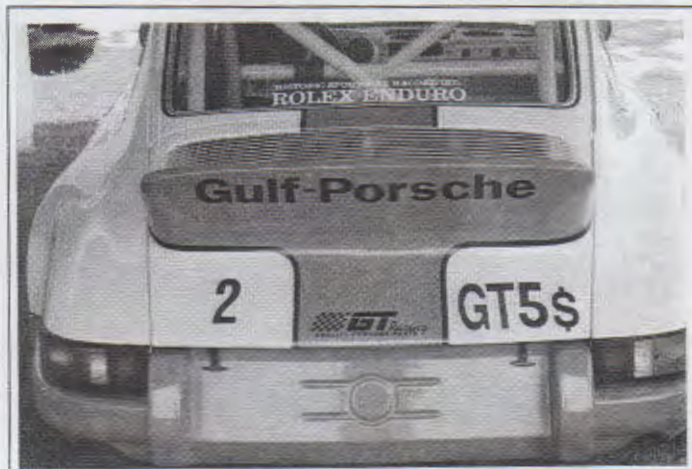
accommodations were terrific and great for the whole family. We had a fantastic meal every night and were impressed with the quality of food and the variety. We even visited Dillinger's hangout! There was something for everyone.

Chicago Region Porsche Club, I salute you. Your big hearts and hospitality rival any Texan's. See you next year!

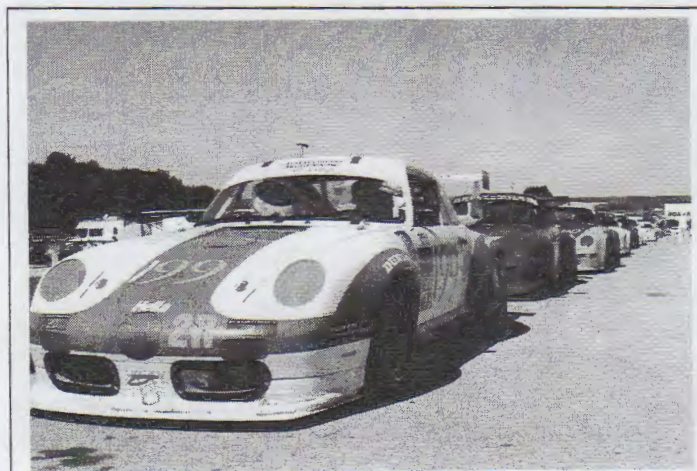
*"Great time! ... Best driver's ed ever participated in."*



All kinds of Porsches – Anselmo Beretta's '59 356A



Bill Bauman's '69 911S



Tom McGlynn's '72 911



So wide and orange! Mike Bavaro's '79 911SC



## Official Results of TRAC 99 Concours

### CLASS A PLACES

- |                        |       |                      |
|------------------------|-------|----------------------|
| 1 Dave Treichel        | 310.5 | 1979 930 Coupe       |
| 2 Jim & Patty Jacisin  | 310.0 | 1990 944S2 Cabriolet |
| 3 Bob Cook             | 307.0 | 1988 911 Coupe       |
| 4 Pat & Bonnie Yanahan | 300.5 | 1995 993 Cabriolet   |



Larry Petry's 1960 356B Roadster – The People's Choice



And they mean it too!

*"Had an enjoyable time.  
Can't wait 'til next year!!"*

### CLASS B PLACES

- |                 |       |                    |
|-----------------|-------|--------------------|
| 1 Andy Discher  | 238.0 | 1986 951 Coupe     |
| 2 Sam Collura   | 230.0 | 1987 911 Coupe     |
| 3 Mike Haas     | 230.0 | 1987 911 Coupe     |
| 4 Ron Bean      | 229.0 | 1986 911 Coupe     |
| 5 Cindy Jacisin | 227.5 | 1992 968 Cabriolet |
| 6 Rob Clarke    | 225.0 | 1985 911 Coupe     |

*1st Class event!*

### CLASS C PLACES

- |                         |       |                |
|-------------------------|-------|----------------|
| 1 Mike & April Milhouse | 191.5 | 1986 951 Coupe |
| 2 Mark Sullivan         | 183.5 | 1985 911 Coupe |
| 3 Bruce Janeczek        | 174.0 | 1999 996 Coupe |
| 4 Mike Liebmann         | 171.0 | 1981 924 Coupe |



Mike Liebmann's '81 924 Coupe



## TRAC 99 ...

### CLASS D PLACES

- 1 "Uncle" Frank Wagner 151.0 911 Coupe

*"Thanks for putting on another  
successful weekend at Road America"*



*Mary Anne Nowakowski, TRAC 99 Concours Event Chair*



*"Uncle" Frank Wagner and family enjoying the TRAC 99 concours*

### CLASS E PLACES

- |                 |      |                    |
|-----------------|------|--------------------|
| 1 Keith Wolters | 39.0 | 1986 911 Coupe     |
| 2 Howard Yefsky | 38.0 | 1972 911S Coupe    |
| 3 Bert Sadock   | 35.5 | 1960 356 Cabriolet |

*"Best concours ever!"*



*Randy Neubauer's '86 911 Turbo (left) and Mike Haas' '87 911*

### NOVICE CLASS PLACES

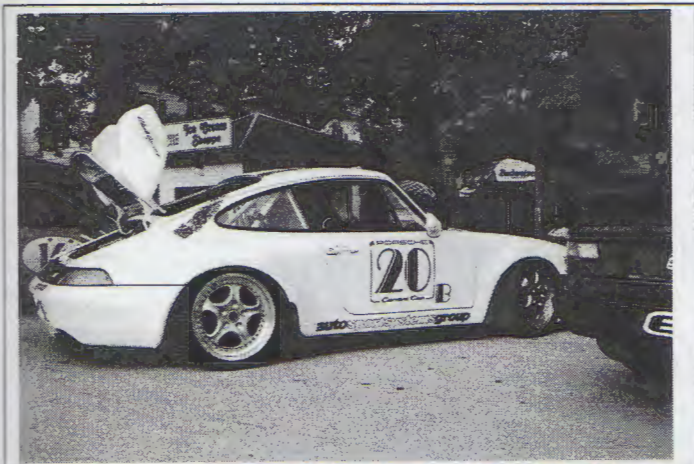
- |                  |       |                     |
|------------------|-------|---------------------|
| 1 Larry Petry    | 189.5 | 1960 356 B Roadster |
| 2 Randy Neubauer | 179.0 | 1986 930 Coupe      |
| 3 Mike Rende     | 168.5 | 1987 944S Coupe     |



*The streetside concours at Siebkens – the beginning of the best party of the year*

*"Great weekend –  
very well run"*





Bob Miller's '98 Cup car

*"What a nice weekend!"*



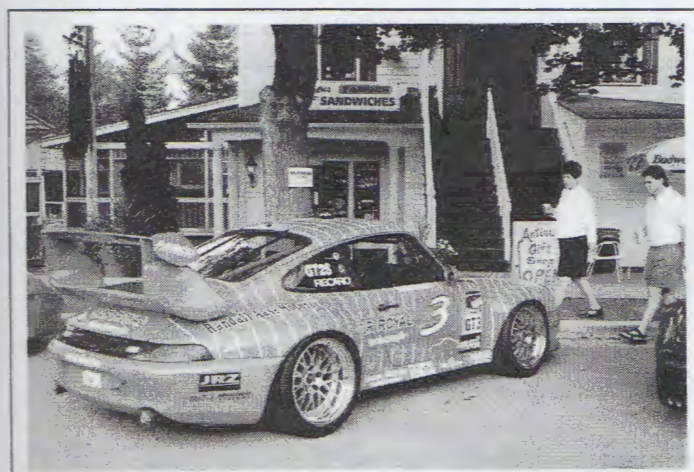
Richard Ryan's beautiful '89 944%

*"Thanks for hosting a great event.  
I had a wonderful time and hope  
to get back there another time."*



# 011, George Mueller's '74 911

*"Great job this year. I have already  
made reservations for future events."*



Warren Greene's '70 911 got the best parking place – in front of the world famous Siebken's bar!



A perfect display blend of driver's ed and race cars



# *The 1999 PCA Chicago Region Dinner Dance and Awards*

*Saturday Evening, December 4, 1999*

*6:00 pm - 1:00 am*

*Cocktails, Dinner, Awards, Raffle Drawing, and Dancing*

## *Skokie Country Club*

*500 Washington Avenue  
Glencoe, Illinois*

<i>6:00 - 7:00 pm</i>	<i>Cocktails and Hors d'oeuvres Open Bar</i>
<i>7:00 pm</i>	<i>Dinner Cash Bar Wines may be purchased by during dinner</i>
<i>8:00 pm</i>	<i>Awards</i>
<i>9:00 pm - 1:00 am</i>	<i>Dancing Raffle Drawing Cash Bar</i>

*Reserved seating is available for full tables of eight*

*Smoking will be permitted in the Bar only*

*\$55.00 per person*

*Reservations Required*

*Black Tie Optional*

*R.S.V.P. ... with payment by November 28, 1999 to: Jack Schriver  
227 West Monroe, Suite 3100  
Chicago, IL 60606*

*\$ 55.00 per person*

*Please make checks payable to PCA Chicago Region*

*Name*

*Phone*

*Please reserve table of eight for:*

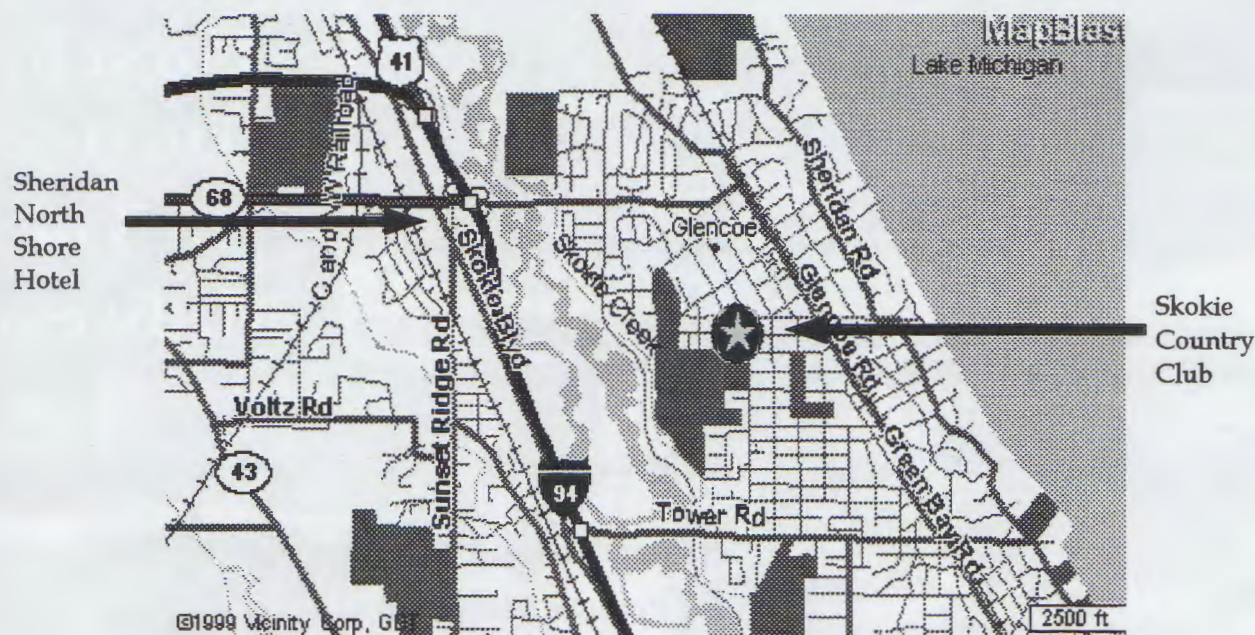
*Total enclosed \$*

*No reservations or cancellations after November 28, 1999*



## OVERNIGHT ACCOMMODATIONS:

A block of rooms has been set aside at the Sheridan North Shore Hotel with a special price of \$79.00 for the Chicago Region. The block of rooms will be held until November 1st. Please call Kyle at 847.498.4834 (M-F, 7:00 am - 7:00 pm) and mention the Porsche Club when making a reservation. The Sheridan North Shore is located at 933 Skokie Boulevard (Dundee Road and Edens Expressway/I 94), about 1½ miles from the Skokie Country Club



The Skokie Country Club (847.835.0600) is located at 500 Washington Avenue in Glencoe, IL, just east of the Edens Expressway/I 94), between Tower Road and Dundee Roads exits. The Club House parking lot is on the corner of Washington Avenue and Grove, with the entrance on Washington Avenue.

## DIRECTIONS:

From the North: Take Rt. 41 (which becomes the Edens Expressway/I 94) and exit at Tower Road. At the exit ramp Stop Sign, turn right. At the next Stop Sign (Tower Road) turn right (East). Take Tower Road to Vernon. Turn left (North) on Vernon to Washington Avenue. Turn left on Washington Avenue to Grove.

From the South: Take the Edens Expressway/I 94) and exit at Dundee Road East. Turn right on Grove to Washington Avenue.

From the West: Take either Dundee Road (East) to Grove. Turn right on Grove to Washington Avenue.

OR

Willow Road (East) to Green Bay Road. (Willow Road is an exit off I 294). Turn left (North) on Green Bay Road (through Winnetka and Hubbard Woods) into Glencoe (where the street name will change to Glencoe Road). Turn left on Washington Avenue to Grove.



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Friday 9a - 6p    Saturday 9a - 5p

## **Service Hours:**

Monday - Friday 7a - 6p



# Grunnah's Picnic

by Lezli Bitterman

The road was ours, stretched out before us as far as the eye could see, open, empty and begging for 6<sup>th</sup> gear. Doug was behind the wheel of his 1995 993, his 5'8" son Ryan was neatly folded in the back, and I was enjoying the wind in my hair. This was not merely a trip just to hear the roaring acceleration of the engine, although the sapphire blue sky beckoned us to get lost among the seemingly endless corn fields, we had a destination.

On a clear and perfect day in mid September, more than 35 vintage

356's came from far and wide to participate in the annual Happening at Island Farms in Elkhorn, WI sponsored by 356 Windige Stadt club. Hosts Tom and Judy Grunnah rolled out a green carpet and provided a patch of pasture, where Porsches preened, on their multi-acre horse farm situated in the southern part of the state. Also present were close to thirty later model Porsches, including a surprise visit of a not-yet-released Boxster S from the Georgia zone office.

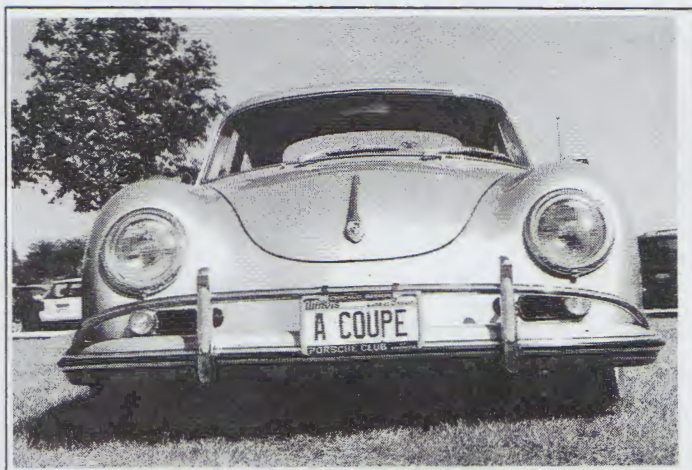
A wonderfully catered lunch

along with necessary refreshments for all to imbibe was served. After everyone was thoroughly satiated, participants voted for the People's Choice award which was won by Rollin Polonitza's 1955 1600 Super Roller Bearing Speedster. Also presented was the award for the furthest distance traveled to the event, which was won by Steven Bacon, from Cedar Rapids, Iowa.

We look forward to seeing even more Porsches and their owners next year!



People's Choice Award winner Rollin Polonitza – 1955 1600 Super Roller Bearing Speedster



Chuck Shank's 356A



They are all Porsches – 1st three belong to host Tom Grunnah



Jerry and Pat Schaub's Super 90

Picnic photos by Ryan Wakeley





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

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

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

## FOR SALE

### PORSCHEs

**1957 Porsche Speedster (Replica)** Red/blk. Top & side curtains. 4 Tip Monza exhaust. \$8,750/OBO. U Karl 847.426.3623.  
**1959 356 A Coupe** Rallye car from Portugal. No interior except for two (2) Cobra racing seats & Nardi steering wheel. Plexiglass windows. New floor pans. No rust anywhere. New chrome wheels/Bridgestones. Has 741 (B model) transmission & '62 Super motor w/1750 big bore kit. Completely gone through steering box, engine, brakes & transmission. Car is light/quick. Drives beautifully. Photos available. \$10,000. Jim Knupp 847.729.4865. Leave message.  
**1959 Speedster** Silver/tan. 5K since restoration in 1970. C engine. No rust! \$44,000. Free track days at GingerMan! Dan 616.253.4445.  
**1964 356C Coupe** Red/black. Nice daily driver. Delivered. \$17,500. Jack M. Brodiske 815.485.8950  
**1965 356 Convertible C Coupe** \$14,000. Free track days at GingerMan! Dan 616.253.4445.  
**1970 RS Replica** Fresh pink/black. Total restoration of an early 911 with a racing history. Gorgeous. \$28,000. Free track days at GingerMan! Dan 616.253.4445.  
**1970 911T Coupe** Red/black interior. 82K mi. 2.4 L, mech. Fuel injec-

tion, 915 trans., 6x15 Fuchs with Fulda tires, new batteries, clean, good running condition. \$7,4000/OBO. Jay Pelkey, Crystal Lake 815.477.2101.  
**1971 911T 2.2** Red/tan. 120K mi. All orig. Completely restored w/ rebuilt clutch and engine. New tires/batteries/brakes. Perfect cond. \$8,700. Dave Habiger (wk) 630.655.3396 or (h) 630.655.1413.  
**1972 911 PCA GT3** Zero time 3.4-liter twin plug motor; Midwest Eurosport dyno showed 300 hp. Coil over suspension. 928S4 front and big red rear brakes. Recently freshened turbo gearbox and new sport clutch by Kelly-Moss. 1973 RSR body style and paint. Car weights approx. 2,200 lbs. Roll cage tied into suspension and has NASCAR style door bars. (2) sets of ForgeLine wheels and (1) set of new Hoosiers. Great for drivers' ed, vintage racing or starter car for GT class PCA racing. 1:18 at Putnam, 1:44 at Mid-Ohio, 1:43 at Road Atlanta this year. \$48,000 or \$52,000 with 18' enclosed Pace trailer. John Kramer 312.855.6232 or e-mail: [john.kramer@abnamro.com](mailto:john.kramer@abnamro.com).  
**1973 911T Coupe** Red/black. 73K orig. mi. Late production car w/CIS fuel injection, carrera chain tensioner/oiling updates. Perfect fresh paint & chrome. Orig. dash/radio. Fuchs alloys. A real head-turner. Owned by a Porsche lover. \$12,900 U.S. Bill Kniewel 815.895.6913.  
**1983 911SC Targa** Red wine metallic/blk interior. 49+K mi. Garaged/non-smoker/never raced. Pwr. windows. A/C. Factory cruise/alarm. New targa skin/bra/cover/battery. No leaks/drips. Very tight. Exc. cond. \$19,500. Allen J. Dunn, 835 Pinehurst Lane, Schaumburg, IL 60193. 847.301.7278.  
**1987 911 Targa** Red/black. 45K mi. Most options. Completely original/pampered by me/service Midwest Eurosport. Mint condition. \$26,500. Rich (days) 847.294.3893, (eve) 630.830.0365.  
**1989 911 Coupe** Black/black. 56K mi. 5 spd., ltd. Slip, factory ALARM, L S/R, Momo steering wheel, Pana-

sonic pull-out radio/cassette w/ amp and ADS speakers. Zymoled, oil changed every 1500 mi. Stored winters/no rain (few clouds)/no racing/babied,. Looks/runs like new. Bra and flannel car cover too. Serviced by Midwest Eurosport. Same owner last 6 years. Donn York 630.654.6723, e-mail: [dyork@megsinet.net](mailto:dyork@megsinet.net).  
**1991 911 Turbo Coupe** Silver/black leather. 32K mi. 2-door. 3.3L Turbo. A/C. Dual airbags. Premium sounds. Sliding sunroof. 5 spd. Manual. Pwr. Windows/door locks/steering. Dual pwr. Seats. 4 wheel ABS. Integrated phone. Alloy wheels w/new tires. Rear wheel drive. AM/FM stereo w/CD. Non-smoker. Cruise control. Garaged. Exc. Cond. \$45,000/OBO. John Kuetemeyer 847.382.1006 or e-mail: [JohnKuet@hotmail.com](mailto:JohnKuet@hotmail.com).  
**1991 911 C4 Cabriolet** Midnight blue metallic/black top/beige leather. 40K mi. 17" cup wheels, new Dunlop SP8000s. A/C. Pwr. seats/windows/mirrors. Cruise control. WPOCB2961MS461986. CD player. Alarm. Radar. Custom car cover. Extra set of C4 wheels/tires. New clutch. 2nd owner. Always garaged/covered/Porsche serviced. No winters/smokers. All docs/tools/service records. \$50K invested. \$45,000/OBO. Kevin 847.262.2327.  
**1998 C2S** Black/black. 8K mi. 18" wheels. Motor sounds. Remote CD. As new. \$71,000. Michael Ryan 847.382.6227.  
**1970 914-6 Roadster** Orange/black. 40K orig. mi/orig. owner 18 yrs. #9140431593. 83SC 3 liter, oil cooler, SC frt, brakes, chassis stiffener, 7" polished mags. No winters. Solid/extras/receipts. Auto X/Vintage. Fast as 930. Must sell! First \$17,000 F.O.B. Jim Sovik, 1803 Baybrook Ct., Naperville, IL 60564, 630.904.6222.  
**1975 914-6 Conversion** White/black. 2.7. Street/track car. Club Race ready. Call for spec. \$9,000/OBO. Shawn Young (h) 630.616.0519, (pager) 708.999.9135.  
**1982 928S** White/brown leather.



## The Mart ...

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

1986 1/2 928S Metallic silver/black leather. 76K mi. Gorgeous. All options available. Sony Gold ES CD/amplifier and sub woofer. Bra. Newer BF Goodrich Z rated. Recent 75K tune up done. Reg. Oil changes. No winters/little rain/garage kept. Great car! \$16,500/OBO. Gary 708.267.8636. Addison, IL.

Geg13@msn.com.

1987 928S4 Black/black leather. 32K mi. Automatic. Pwr. Windows/seats. Sunroof, alarm system. AM/FM/cassette. Exc. Cond. \$19,500. Laird Boulden. 312.441.6996 or e-mail: [LairdB@worldnet.att.net](mailto:LairdB@worldnet.att.net).

1976 930 White/white. Performance engine. Rebuilt transmission. Excitement & thrills. Free track days at GingerMan. \$21,000. Dan 616.253.4445.

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

1986 944 Turbo Guards red/black leather. 50K mi. 2nd owner, all orig. Special ordered w/complete sports package (sport seats/exhaust, Koni adjustable). Looks/smells like new.

Concours winner! \$13,500. Jamie Wilke 414.238.1947, e-mail [wilke@execpc.com](mailto:wilke@execpc.com). 1987 944 Guards red/tan leather. Mileage mid 70s. All options included. Very rare auto trans. All service and updates. '90 S2 wheels w/ RE 71's plus orig. phone dials w/ Firehawks. All like new. No winters. Exc. cond. \$8,000. Fred Howard 815.389.1966.

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

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

1998 Boxster Arena red/tan. Flawless. Not quite 4K mi. Never in rain or snow/driven only in "top-down" weather. Sport package; 17" wheels w/Bridgestone SO2s; CD player; chrome exhaust pipe; "SPEEDSTER HUMPS" (Farings); car cover. Original owner of this spectacular car. Reluctant sale of arguably the best-balanced Porsche ever made. Out of garage space/need room for new

addition. \$46,000/OBO. Howard Yefsky (w) 312/368-4600; (h) 847/821-0438.

2000 Boxster S "Early" January 2000 delivery - no 1 year waiting list!!!!. Arctic silver/black/black. HiFi sound. In dash CD player. Cruise control. Roll bar painted to match (Arctic silver). \$2,5000 to take over. Shawn Young (w) 847.288.4979 (h) 630.941.9336, e-mail: [syoung@tukaiz.com](mailto:syoung@tukaiz.com). 1995 993 Carrera 4 Guards red/black. 24K mi. 17" cup wheels/Bridgestone S02 Pole Positions. Racing Dynamics chip. Eclipse CD receiver. ADS speakers & amp. \$54,000. Greg (w) 847.480.2388, (h) 847.475.6545, e-mail: [gregb@comtech-group.com](mailto:gregb@comtech-group.com).

## OTHERS/PARTS

1983 Reproduction Porsche Speedster - VW 4 Tip. Top. Abarth. \$8,750/OBO. U Karl 847.426.3623.

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

1986 Panther Kallista Aluminum Roadster Brooklands green/black. 1 of 10 in the U.S. 2.3L, OHC, 4 spd. Delivered. \$25,000. Jack M. Brodiske, 815.485.8950.

1965 Mustang Vintage Racer \$8,000. Free track days at GingerMan! Dan 616.253.4445.

1966 BMW TISA \$17,000. Free track days at GingerMan! Dan

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Chevy Lumina Z34	Merkur XR4TI
Chrysler LeBaron GTC	Mitsubishi Eclipse
Chrysler TC Turbo	Mitsubishi Mirage Turbo
Dodge Lancer Shelby Z	Olds Cutlass (Quad-4 HO)
Dodge Shadow Turbo	Plymouth RS Sundance
Dodge Spirit R/T	Pontiac Grand AM Quad 4
Eagle Talon	Pontiac Grand Prix Turbo
Ford T-Bird SC	Pontiac Grand Prix Turbo STE
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Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati-all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette L98 Coupe	Nissan 300ZX
Dodge Stealth RT Turbo	Plymouth Laser RS Turbo
Ferrari-all models	Pontiac Firebird Formula
Ford Mustang 5.0	Pontiac Trans Am GTA
Ford Mustang GT	Porsche-all models
GMC Syclone	Toyota MR2 Turbo
Lotus-all models	Toyota MR2 Supercharged
	Toyota Supra



616.253.4445.

**1981 BMW GT3 Steve Dinan & Dan Schnitta's 1<sup>st</sup> race car.** \$19,000. Free track days at GingerMan! Dan 616.253.4445.

**DiBlasi 50 cc Two Stroke Scooter Fat Tires.** Perfect for track, folds up w/ carrying case. Put in backseat/trunk/take anywhere. Street legal (has lights, turn signals, can be licensed. \$1,500. Jim Knupp. 847.729.4865.

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

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

**928 Wheels VGC set of four (4) w/ Pirelli P7 195/50VR16.** \$750 for set, plus shipping or pick-up. Rick Gurolnick. 847.540.7577 or e-mail [neotoyRick@aol.com](mailto:neotoyRick@aol.com) for JPEG pic.

**16" Phone Dials** two (2) 7" & two (2) 8" from '86 951. Exc. Cond. #475. Jay Riley 219.942.4109.

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

Service, 773.975.8991.

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

**Wheel Center Locks** for ring clip-style caps only. \$25 new in orig. package. Rich Rybar 60.850.9553 or e-mail [rybar@cwix.com](mailto:rybar@cwix.com).

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

**Parts** Whale Tail with lid (black). \$250/OBO. 150 mph speedometer ('82 Porsche) \$75/OBO. Porsche 911 ('65-'89) Haynes manual - free. Lou Morabito (days) 847.917.4968, (nights & wkends) 847.949.8131.

**Parts** Brand new orig. Porsche 996/993Tech 3 18" wheels w/ Continental tires 225x40x18 and 265x35x18 - not \$3150 exchange like mag. ads, but \$2,000 outright. Like

new BBS, 3 piece forged wheels, 15" w/Yoko's 225x50x15 on 9" and 345x35x15 on 11", perfect for 930s and wide 911s. Like new BBS style wheels w/G4s, 16x8 w/worn tires and 16x9 w/like new tires. \$500. New carbon fiber 993 hood (fits '74-'98) \$500. New carbon fiber deck lid (fits 993 only) \$250. Lots of other 911/930 parts. Call with needs. Fred Howard 815.389.1966.

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

**'69 (2.0) 911E Fuel Injection System** \$200. Ken Smoot 773.784.6292.

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

**'74 911S Parts** Complete long

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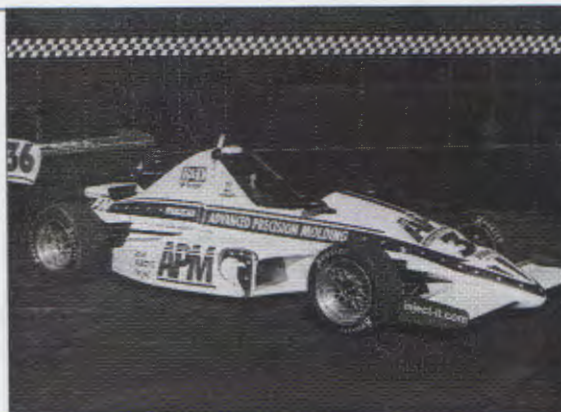


Michael J. Spahr

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## Mart ...

block, 78K mi, runs but low compression: bought another rather than rebuilding. \$600/OBO. Decent heat exchangers \$200/OBO. Good muffler \$100/OBO. Bryan 312.850.9706.

**'81 911SC Parts** Two (2) 6x16 & two (2) 7x16 Fuchs wheels w/ Firestone Firehawks F-\$500/R-\$550 or \$1000 for set. Wheel center caps for Fuchs \$50 for set. Stock torsion bars F-\$130/R-\$140, stock sway bar \$145, calipers \$40. ea. or \$150 for set, rotors \$40. ea. or \$150 for set. Brake pads - Pagid orange (used 1/2 day) \$145 set, Performance Friction "Z" rated street pads (used 1 week) \$120 for set, Ferodo street pads (used a couple months, plenty of meat) \$45. Frank M. (w) 708.338.1900 or (h) 773.794.0434.

**'94 3.6 Whale Tail Exc. Cond.** \$1,000. Bill Wann 847.872.3317, e-mail: [wwannjr@aol.com](mailto:wwannjr@aol.com).

**944 Parts** 944 front Koni Gas sports struts KO-1136LS & KO-1136RS fits 944 '85-'89 and 944 Turbo '86-'88. Also 200 lb. frt. springs for same application. Automation list for setup is \$919.96. NEW LOW PRICE! Will sell for \$450. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm).

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

**944 O.E.M. Parts** "Space Master" Inflatable tire w/ wheel 165-15 (never used). Aluminum car jack w/ crank. 944 car cover w/ storage bag. \$150. Len Tralmer 847.480.0848.

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

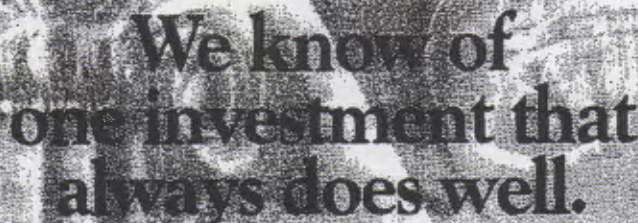
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## Aungahh!...

(Continued from page 60)

indulged in several good doses of cruising.

We arrived at Utica (found ourselves on I80 at over 90 mph - it never seemed that fast) without anyone knowing that we had purchased the Boxster. We got some good, questioning stares and then lots of positive feedback. We have often shared their joy with other members as they showed off their new Porsche and we were happy that our joy was so graciously shared by fellow members. We were asked lots of questions about the interior (sport design) and how we like the Boxster. Since it was so new, we were hard pressed to give any definitive answers but our impressions so far were "WOW".

With tires barely scrubbed-in and motor barely broken-in we took our turns at the autocross. We had heard that the Boxster handled well but had no idea how neutral it was and enjoyed the lack of turbo-lag, especially at Utica which is a short, tight course. As usual, autocross participants were generous with tips (Ed Russ and Greg Turek) so we learned a bit about the car as we experienced the event. It was too much fun.

So, from two who are too near retirement age and too far from having retirement income, life is short, enjoy a Porsche. And, if you see a black metallic Boxster with the license plate AUNGAHH, wave. It's us, enjoying ourselves. Porsche really got it right this time!

Steve and Susan

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

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# Aungahh!

We had just returned from Parade last month when we wrote our September column. The Region exhibited such expertise, won so many awards and had such a wonderful spirit that we had to write about it immediately. Buried in our column was the fact that we broke down and purchased a new Boxster. We are not sure that we would have said much more about it but when we arrived at the Utica Autocross in the Boxster, many participants inquired about our decision and inquired why we had not made more of a fuss about it in Aungahh. So ... we will make a small fuss.

The decision was simple in so many ways. We had test driven a Boxster from a dealer. A dear friend had loaned us his Boxster for a rallye when the 951 was in the shop. We spoke with many Region members about their experience with the car and even got a letter from Ed Russ detailing the problems he had with his (none). We were convinced that the 951 was no longer suitable for the street (just got my dental bill) though it was street legal. Much of the enjoyment of rallying was taken away because of the poor street manners of the 951. The dream of doing well in concours events was non-existent due to the toll (chips, track and brake dust, and dings) that track driving had taken on the car. Steve no longer had a car to cruise (second childhood?) in on a warm summer night.

But still, the decision was difficult in so many ways at the same time. We are getting to the age where we are beginning to fanaticize about retirement: that odd period of time when there is no dread of waking on

Monday morning, no exhaustion on Friday nights, and a full enjoyment of vacations because there will be no work emergencies upon return. Given the financial "investment" in a new car and the associated additional expense, retirement would need to be pushed back until we are well into our 80's.

Given the fact that we are Porsche addicts, the decision was a fait' accompli. Joe Purpura actually commented to Steve that "if you write about it, you do it." And so, after months of indecision, the decision was made and the Boxster was purchased. As we noted last month, we anticipated having months of buyer's remorse upon signing the loan papers. Much to our surprise, the papers were signed, the car "delivered", the top put down and the buyer's remorse disappeared. Actually, the remorse was gone when we saw the car and fell in love.

So, off we went from the dealer to cruise. The Jeep was left curbside like a deserted child while mom and dad frolicked. After several hours, we returned to retrieve the Jeep and had a minor tiff as to who would drive the Boxster home (Susan was gracious, gritted her teeth, and told Steve to drive).

Next on the list - 18" Fikse wheels, g-Force rubber (KD) and new lowering springs. Ready to go. (Susan has declared that there will be no other modifications lest we end up with another non-comfy street car.)

Now Steve began to find excuses to drive the Boxster. Want to work on our October Rallye? (Huh? Steve hates to pre-run our rallyes. We should have done this earlier!) We had been over the rallye roads several times in the Jeep (no way in the 951) and had wondered how they would be in a Porsche. We finally had the chance to try them. Needless to say, the roads were every bit as good as we thought they would be and the Boxster was even better than we hoped. We had our normal driver vs. navigator discussion as Steve wanted 90 mph CASTs (we could get airborne) and Susan was more sensible (?). What a great day with the top down and Steve did not even complain about the traffic on I90 into Chicago on the way home. Since the factory recommends a 1000 mile break-in period (complete and utter torture because the factory recommends shifting just when the motor gets interesting) and an autocross was coming up shortly, this helped "break in" the motor. We also



*Lust inCARnate*

*Photo by Steve Rashbaum*

*(Continued on page 59)*





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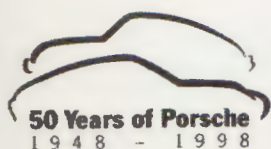
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