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THE PORSCHE CLUB OF AMERICA,
CHICAGO REGION



Chicago Scene

SEPTEMBER 1999



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Cover Photo

Pat and Bonnie Yanahan at the Mt. Tremblant Parade. Pat and Bonnie won the Preservation Group Award. (Left to right: Peter Porsche, Wolfgang Porsche, the BIG AWARD, Pat and Bonnie, and PCNA President Fred Schwab.)

CONGRATULATIONS Pat and Bonnie!

Photo by Steve Rashbaum

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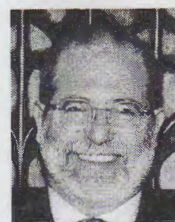
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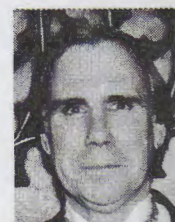
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Briefly Brenkus

by Susan Brenkus, President

Just pulled in from our vacation in Mont Tremblant, Quebec for the 44th Porsche Parade. I am so proud of Chicago Region, our members trophied in every possible category—concours, rallye, autocross, tech quiz, art show, newsletter, golf, running, and radio controlled cars. Nick and I are writing an article for the October Scene about Parade, but I just have to mention a couple of things. The first is Pat Yanahan won the overall award for the Preservation Class in concours which many people feel is the equivalent of the now defunct Manhattan trophy. If you see Pat, congratulate him, it's quite an honor that he worked very hard for. Second thing to note, Jerry and Helga Meyer placed first in Rallye Navigational Class for the second year in a row! Those of you who have rallyed understand what an accomplishment this is. And last, but definitely not least, Susan Shire and Steve Rashbaum placed second in the news-letter competition pitting the Chicago Scene against newsletters from other regions of similar size. This is another huge accomplishment, and when you see Susan and Steve, please thank them for all their efforts. The Scene is our communication vehicle with the membership, and I know you will agree with me that it is a first-rate publication.

I understand while we were at Parade, about 25 cars showed up for the first Rockford Under the Lights event that Jeff Girard put on. Jeff has wanted to do this for a couple of years, and we were finally able to work it into the schedule. This was not an event for year end points, just an opportunity to have some fun driving your car. Sounds like those who participated had a great time.

The club finished up the month of July with the Tres Chic Autocross at Lake Geneva. I am pleased to say that we had a big increase in the

number of women who came out and drove for that event. It was another hot day and we still were working through some glitches with the new timing equipment, but everyone seemed to have a good time. Brian Weathered from Midwest Eurosports contributed some of his spare time to create a unique trophy for this event made out of Porsche parts. Thanks Brian. Also thanks to my co-chairs, Marla Turek and Jill Girard.

The beginning of August took us to the Potter's Farm for our annual Picnic and Concours. Thanks to A.J. Tiller who did a great job his first time as an event chair putting on the concours. We had close to 50 cars participate, and many adults and children had a great time participating in all the games Linda and Rip Patterson organized. We continue to see good participation in the novice and exhibition concours classes. They were set up as a way for concours newcomers to get some



Nick and Susan Brenkus (with some of their trophies) at the Mont Tremblant Parade

Photo by Jean Janecek

additional feedback on their car preparation as well as special awards. We hope you have found it helpful; Pat Yanahan and Jim Jacisin would appreciate hearing from you.

I talked with Dan Gallagher this morning, and the waiting lists for Blackhawks continue to grow, this is the day before his August Blackhawk, and people are still calling to get in. Again, it is imperative you register early for these events—I wouldn't be surprised if Gallagher calls me the Saturday after his August event and tells me that the September event is sold out! If you've not signed up for the Octoberfest weekend at Blackhawk, stop what you're doing and send it in now. I can't promise by the time you get this that it might not already be sold out, but again don't wait until the week before. Even begging, pleading and offering Heineken's to Gallagher won't get you in.

We're coming into the time of the year when the rallyists are going to get back into the swing of it and (hopefully) all the hot weather is behind us now. Dan Gallagher, Jack Stephensen and the team of Susan Shire and Steve Rashbaum are all putting the finishing touches on their respective rallyes. Nick and I are going to pre-run the Shire/Rashbaum rallye this weekend. Imagine it, a beautiful fall day, leaves turning colors, driving your car through picturesque, winding roads—we'd love to have you come out and join us for at least one of these three rallyes.

In between all these events, we have the last autocross of 1999 (unless we get the rained out one from Route 66 rescheduled) at the testing grounds in southern Wisconsin. This is a site that the club used years ago, and though I have only driven by it, it seemed like it's a fairly huge facility that will allow Jeff Girard, along with event chair Mike Gray, to set up a

challenging course for us.

It's hard to believe, but the 1999 season is beginning to wind down and we'll soon be getting together to set up the calendar for the year 2000. If you have any ideas that you would like to see incorporated into the calendar next year, please feel free to contact me or any other board member — we would love to hear from you!

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Current Calendar Of Events

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

September 1999

| | | | | | | |
|--|--|----|--------------------------------------|----|---|--|
| | | | 1 | 2 | 3 | 4 TRAC 99 Drivers' Ed. Concours, Party |
| 5 TRAC 99 Drivers' Ed | 6 Labor Day TRAC 99 Drivers' Ed Club Race | 7 | 8 | 9 | 10 Board Meeting Scene Deadline | 11 Windige Stadt 356 Club |
| 12 Blackhawk IV Pre- Registration closes | 13 | 14 | 15 Blackhawk IV Drivers' Ed | 16 | 17 | 18 River Run Rallye Club Race/Thunder Hill Club Race/Nelson Ledges MOR DE/Putnam Park |
| 19 Club Race/Thunder Club Race/Nelson MOR DE/Putnam Park | 20 | 21 | 22 | 23 | 24 | 25 Club Race/Willow Springs Western Michigan Region/Grand Prix of Grafton |
| 26 Autocross V Grand Prix of Grafton Thunder Family Reunion Club Race/Willow Springs | 27 | 28 | 29 | 30 | | |

October 1999

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

Upcoming Events

November

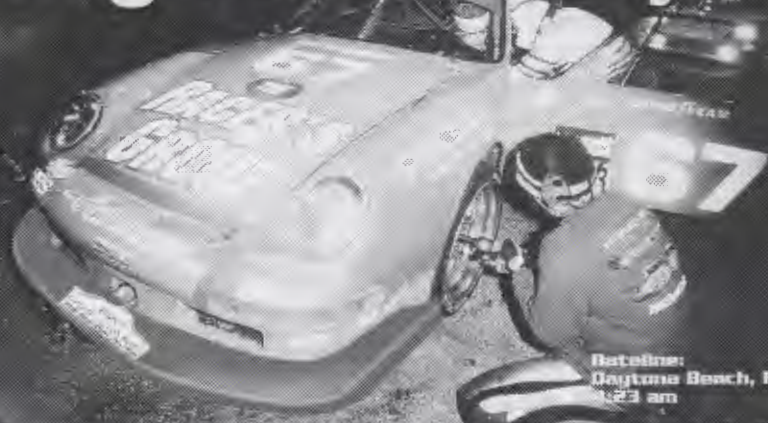
- 7 Tech Session
- 14 Social Event *

December

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

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

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Baseline:
Daytona Beach, FLA
1:23 am



1



2



3



4



5



6



7



8



9



10



11



12

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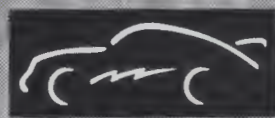
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Windige Stadt 356 Klub 1999 Calendar Of Events

Oct. 17th - Starved Rock Tour VII.
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Mid-Ohio Region Drivers' Ed At Putnam Park

Mid-Ohio Region is hosting its eighth annual Drivers' Ed event at Putnam Park on Sept. 18th - 19th. Putnam Park, located 40 miles west of Indianapolis, is 1.8 mile long with ten turns and an excellent layout and surface. Each driver will have an instructor with him/her until the driver is comfortable with the course and the car. For more info and registration materials, please contact Nancy Jackson at 937.644.5616.

Northern Ohio Region Wants Club Racers And Volunteers


The Northern Ohio Region is running its first PCA Club Race the weekend of Sept. 18th - 19th at Nelson Ledges Road Course, just east of Cleveland. In addition to racers, the Region is also seeking volunteers to work in various capacities. For more information please contact Larry Katz at 216.464.1342 or Don Velcio at 440.826.1433.

Central Indiana Region Presents Porsche Thunder

Central Indiana Region will present their 3rd annual Porsche Thunder Club Race and Drivers' Ed at IRP. The 3 day event, Oct. 1st-3rd, will have the regular Drivers' Ed and Club Race schedule on Friday and Sunday and a 1.5 hour Enduro on Sunday.

For further information please contact the Registrar Steve Junken (Club Race) at 812.988.8598 or e-mail: CAST@kiva.net or Jack Hendricks (Drivers' Ed) at 765.641.7002 or fax 765.643.3336.

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SECTION B
CAUSES LISTED FIRST

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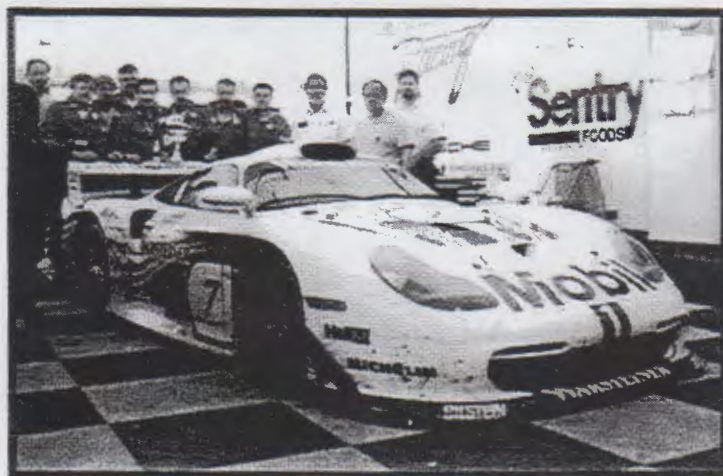
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The 1999 PCA Chicago Region Charity Raffle

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1,000 tickets at \$25.00 each.

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

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

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

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

Send check and completed form to:

1999 Chicago Region Charity Raffle
c/o Susan Shire
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"Virgin" Autocrossing: The First Event

by "Mad" Martha Kuffel and "Mild" Ron Micek

SUNDAY, JULY 25TH,
THE TRES CHIC AUTOCROSS'.
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molasses? An old lady pushing a
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to go faster!! And who put those
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Photos by
Steve Rashbaum
and Susan Shire

Below left:
How hot was it?
The 'official time
and temperature at
the timing trailer.



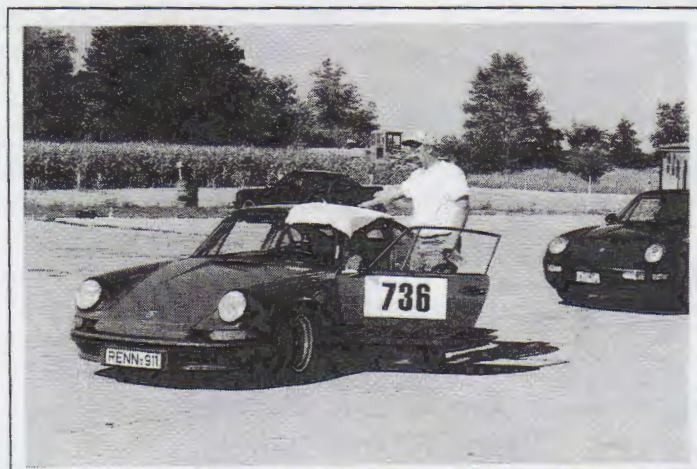
Kirk Jurinek heads into 'the garage'.



Fred Howard with Trent Oler's 914.



Trophy presentation by two of the three Tres Chic "hot shoe women" - Marla Turek (left) and Susan Brenkus.



Chris Dietrich got "The Good Husband of the Day Award" as he cooled the car before Heather's runs.



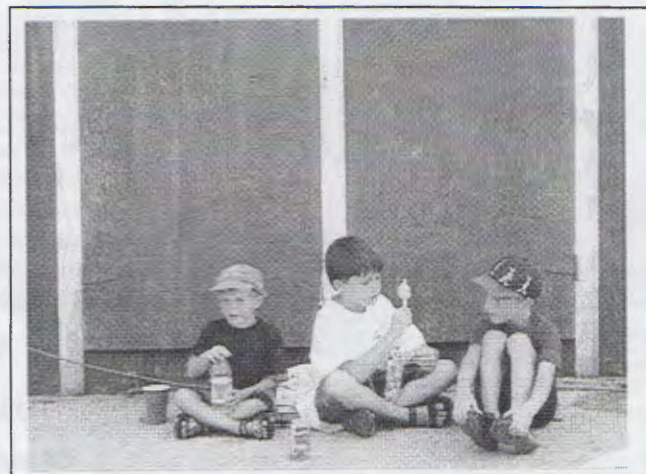
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| CLASS | NAME | BEST TIME | REGION |
|-------|---------------------|-----------|---------|
| P1 | Chuck Bittman | 48.277 | Chicago |
| P1 | Chris Diedrich | 53.035 | Chicago |
| P2 | Richard Harris | 50.700 | Chicago |
| P2 | Jacques Terrault | 51.932 | Chicago |
| P2 | John Diwik | 58.250 | Chicago |
| P2L | Beth Luddy | 56.171 | Chicago |
| P4 | Chris Ingot | 45.115 | Chicago |
| P4 | Rich Grotemeyer | 46.563 | Chicago |
| P4 | Steve Rashbaum | 46.778 | Chicago |
| P4 | Shawn Young | 47.567 | Chicago |
| P4 | John Mueller | 49.587 | Chicago |
| P4 | Ron Micek | 50.308 | Chicago |
| P4L | Susan Shire | 51.629 | Chicago |
| P4L | Martha Kuffel | 57.978 | Chicago |
| P4L | Marianne Nowakowski | 60.386 | Chicago |
| P5 | Kirk Jurinek | 47.557 | Chicago |
| P5 | Pete Froehlich | 49.316 | Chicago |
| P5 | Frank Magnifico | 51.069 | Chicago |
| P5 | Mike Weinstein | 52.797 | Chicago |
| P5 | John Diwik | 53.265 | Chicago |
| P6 | Ed Russ | 48.601 | Chicago |
| P6L | Kristy Russ | 55.433 | Chicago |
| P7 | Paul Schiller | 44.892 | Chicago |
| P7 | Greg Turek | 46.722 | Chicago |
| P7 | Bart Crosby | 48.123 | Chicago |
| P7 | David Strong | 51.434 | Chicago |
| P7L | Marla Turek | 47.243 | Chicago |
| P7L | Chris Portele | 49.615 | Chicago |
| P7L | Michelle Holler | 52.272 | Chicago |
| P8 | Bill Economos | 47.953 | Chicago |
| P8 | Joe Holler | 51.990 | Chicago |
| I1 | Bill Murrin | 49.586 | Chicago |
| I1L | Amy Murrin | 52.357 | Chicago |
| M1 | Nick Brenkus | FTD | Chicago |
| M1 | Joe Purpura | 48.175 | Chicago |
| M1 | Joe Battista | 56.068 | Chicago |
| M1L | Susan Brenkus | FTD | Chicago |
| M1L | Heather Diedrich | 50.077 | Chicago |
| X | Mike Gallagher | 46.390 | Chicago |
| X | Robert Teasley | 53.229 | Guest |



Ed Russ in his brand new Boxster.



Future autocrossers. Ice cream in the shade of the barn on a hot day in July.



In order to practice for the Parade autocross, Nick and Susan Brenkus brought the 996 as well as the 911.

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- Come in **Black, Tan or Grey** to compliment virtually any interior color.
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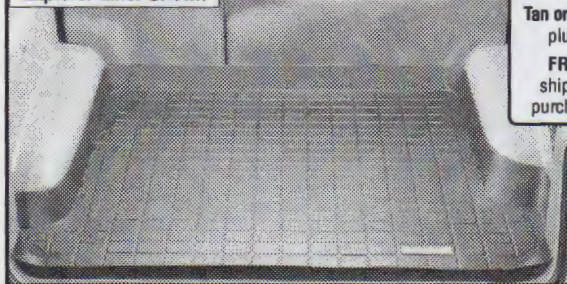
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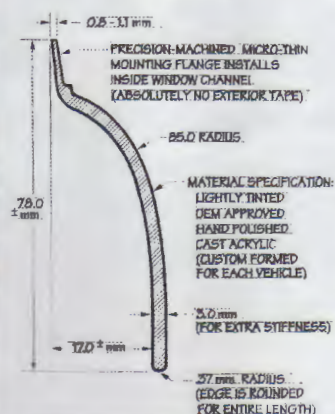
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Front & Rear Set
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plus \$8 shipping
Rear set ships **FREE***



Tahoe Deflector Shown

**No Exterior
Tape Needed!**

THE SECRET





BLACKHAWK FARMS RACEWAY DRIVERS' EDUCATION

Wednesday, September 15, 1999

Blackhawk Farms Raceway, South Beloit, IL

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

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

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

PRE-REGISTRATION WILL CLOSE ON SUNDAY, SEPTEMBER 12th. Any open spots after the 12th will be filled from the waiting list only. Drivers not pre-registered or on the waiting list will not be allowed to drive even if they are at the track on the event day. Cancellations received after the 12th may be subject to a service fee.

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

8:30 am Registration and Tech Open
10:00 am Registration closes & Mandatory Drivers' Meeting for all entrants.
5:00 pm Track closes. Dinner site will be announced at the track.

QUESTIONS ??? Dan Gallagher 708.784.0784

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

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

Blackhawk Farms Raceway Drivers' Education, Wednesday, September 15th only

Car Make/Year: _____ Car Model: _____

First Driver Name _____ Phone number (with area code) _____

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

List Experience: _____

Second Driver* Name (same car) _____ Phone number (with area code) _____

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

List Experience: _____

Fees per driver* **Pre-registered**
\$ 130.00 *Second driver free if family member - Only one novice may be registered in each car.

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

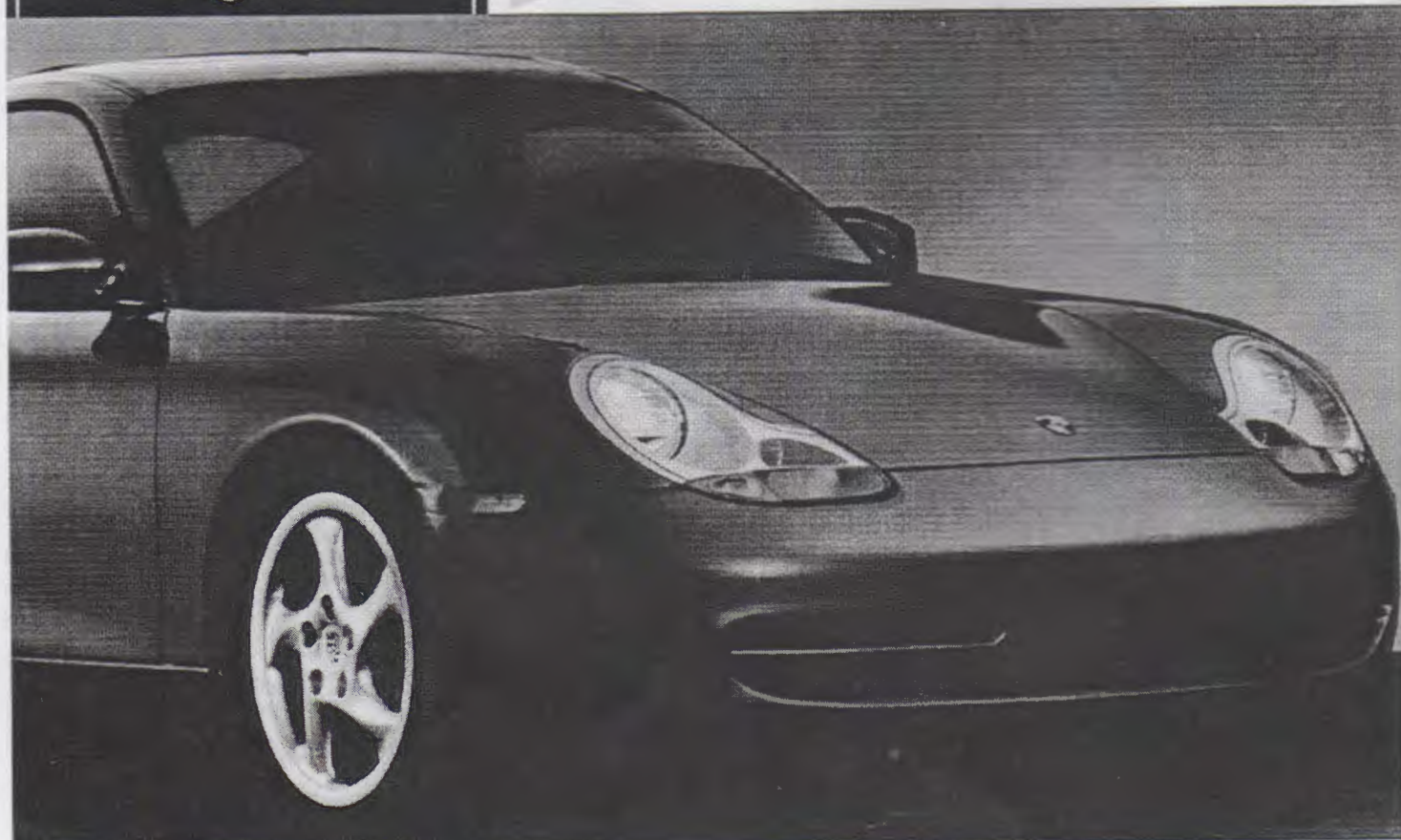
Mail with payment to: Peggy Gallagher, 11156 Indian Woods Drive, Indian Head Park, IL 60525



Lynch

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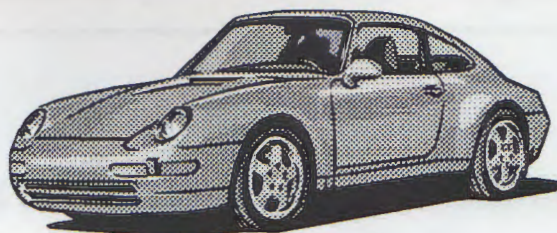
Lynch

PORSCHE

5259 W. Irving Park Road
Chicago, Illinois

773-777-2000





?

MILWAUKEE REGION Blackhawk Drivers' Education Application

Event Date (Circle all dates that apply)

9/16 ☐ and/or 9/17 ☐

Schedule

7:00-8:00 AM Mandatory Registration & Tech. Inspection (Voluntary for Group III)
8:15-8:45 AM Mandatory Driver's Meeting (No Show - No Drive)
9:00-5:00 PM Run Groups

Requirements

- Helmet - Snell 1990 or 1995
- Rollbars - Required in all Cabriolets/Speedsters unless in Group I (Novice)
- Seatbelts - 3 point Groups I & II; 5/6 point in Group III (Equal restraints required for passenger)
- Tires - Minimum 3/32" tread depth, no cracks or bald spots
- Clothing - Long sleeve cotton shirt, long cotton pants, socks, closed toe shoes
- Age - Minimum 18 with a valid driver's license
- Safety - Cars must pass a technical inspection. Car condition is ultimately your responsibility.

Driver Data

(Co-drivers must complete separate applications)

Name: _____ Phone: (H) _____ (W) _____

Street Address: _____ City: _____ Zip: _____

If there are two drivers, sharing car with: _____

Vehicle Data

Make: _____ Model: _____ Year: _____

Engine Displacement: _____ Car Color: _____

Performance/Safety Modifications: _____

Driver's Experience

Track

Driving Events

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

Requested Run Group: I (Novice) ☐ II (Intermediate) ☐ III (Advanced) ☐

Entry Information

- Registration Fee: \$140 (One day events) \$190 (Two day events), 2nd Driver in same car deduct \$30/event
- Late Registration Fee: Additional \$25.00 if not postmarked 2 weeks prior to event (NO EXCEPTIONS)
- Refunds: Only for cancellations received at least 7 days prior to an event

Make Checks Payable to: **PCA - Milwaukee Region**

Mail to: Randy Hallenbeck, Registrar
P. O. Box 591

Merton, WI 53056

(H) 414-538-0728 (W) 414-251-8572 (extension 112)

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Concours Scene

Attention To Detail

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

Removing Unsightly Blemishes

This month I'd like to cover a topic that I haven't discussed here before, but about which I have often been asked. It is the process called "Paintless Ding Removal." This procedure is designed to remove small indentations (i.e., door dings or hailstone dents) in the sheet metal of your Porsche, without using any body filler or paint. As far as I know, the process was invented on the production line of a German manufacturer to repair cars that were damaged on their way through the factory. You may know the procedure by the names of companies that practice it: Dent-X or Ding King and others. It is used extensively by used car dealers to refurbish cars to be resold.

When you see the process performed by a skilled technician, it's almost like magic. One second you see the ding, and the next second it's gone. But I must state the one Law of Ding Magic: The Procedure Is Only as Good as the Technician. I've heard many stories of how a particular company was recommended between friends, but the second friend was terribly dissatisfied, even though he went to the same shop. Why? Because a different technician worked on the second car. One important thing to remember is that if a ding is pushed out too far, thus stretching the metal, in most cases the damage will not be able to be repaired. This is one case in which not to be penny wise and dollar foolish.

There are limitations as to the damage that can be repaired using this method. These include the size of the ding, whether it's sharp or not, whether the metal has been stretched and whether a previous attempt has been made to repair the area. Any qualified technician should be able to tell you the

chances of removing blemish without cracking the paint. Here are several questions you should ask of the technician:

- Will holes be drilled in order to reach the damaged area? (Not necessary in most cases.)
- Will they charge you even if you are not satisfied with the repair?
- Do they have shop insurance?
- Will they let you examine the repaired area under the same light with which they worked? (You can see a lot more under these. That's why they use them.)
- Will they furnish you with references? (I recommend

personal references over dealer ones, because most dealers are more interested in low prices than meticulous quality.)

Paintless ding removal is usually priced by the panel. The cost ranges from \$100 to \$175 per panel for up to three dings. (Additional dings cost extra.) In closing, my opinion is that this procedure is more than worth the money, and in most cases can save an expensive trip to the body shop. But it's Caveat Emptor! (In case your Latin is only pig, that's Beware, Buyer!)

Tip of the Month

Cover stone chips in windshields with clear tape as soon as possible to keep the glass clean, dry, and repairable.

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River Run Rallye

Saturday September 18, 1999

Rallyemaster Jack Stephensen has planned a route that will take us from Freeport to someplace out near the Mississippi River on Saturday September 18th. This will be a finishable rallye with such great roads you won't believe that you're still in IL.

Dinner and trophy presentation following the rallye will be at The Diamond Joe Casino in Dubuque, IA at 7:00 pm.

Post Rallye Overnight Accommodations

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

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

Registration Opens: 9:30 AM
Drivers' Meeting: 10:30 AM
1st Car Off: 11:00 AM

Rallye Fee per car: \$20.00

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

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

Directions to The Ramada Inn:

(Approximately 107 miles from Woodfield Shopping Center)

- 1-90 west to IL 20 (just south of Rockford),
- IL 20 west to Business Rt 20 (toward Freeport),
- Business Rt 20 to South Street,
- Stay on South Street to Ramada Inn on right.

QUESTIONS ?

Jack Stephensen
708.865.2216

Effectively Immediately: "In order to compete in a rallye, there must be a minimum of one (1) driver and one (1) navigator per rallye car."

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

Mail to (please allow plenty of time):

Jack Stephensen
1117 Manchester
Westchester, IL 60154

Driver _____ Day Phone _____ Eve Phone _____
☐ Member ☐ Applicant ☐ Guest of _____
Navigator _____ Day Phone _____ Eve Phone _____
☐ Member ☐ Applicant ☐ Guest of _____
☐ SOP (Seat of Pants) ☐ Equipped ☐ Touring ☐ 1st Rallye/Novice

RIVER RUN RALLYE ODO CHECK

SEPTEMBER 18, 1999

This ODO check must be run prior to the beginning of the rallye on Saturday September 18th as there are NO other provisions for an ODO check. The ODO check will take you to the registration site. Please allow 30 minutes to complete the ODO check from its beginning on IL 20 west of Rockford.

The ODO check for this rallye will begin on IL 20 west of Rockford, approximately 15 miles from the IL 20 exit ramp off of I 90 or 11 miles after you exit Rt 39 onto IL 20. You must be westbound on IL 20 to begin the ODO check which will start next to a sign post identified by a Winnebago Road sign and a flashing yellow light. (The sign post is shortly after the sign that reads "Freeport 22 miles"). Zero your ODO at the reflector next to the sign post. The ODO leg will end at the Ramada Inn where the registration is being held. Pull into the lot at the east end of the building, find a parking spot, and get ready to enjoy your day! Instructions on how to calculate your ODO correction factor will be available at registration as well as several experienced rallyists to assist you if needed.

There is a McDonald's and a gas station on the south corners of IL 20 and Winnebago Road.

- 0.00 1. BEGIN ODO CHECK AT REFLECTOR POST
- 0.14 2. WINNEBAGO ROAD
- 1.17 3. "WESTLAKE VILLAGE"
- 2.39 4. "WESTLAKE VILLAGE"
- 2.70 5. BERGLUND ROAD
- 4.11 6. "CONGER"
- 5.75 7. "STATE POLICE HEADQUARTERS"
- 7.13 8. "SPIELMAN"
- 8.34 9. "STEPHENSON COUNTY"
- 11.29 10. "HOLLAND CHURCH"
- 13.28 11. "BUNKER HILL"
- 15.21 12. BEAR RIGHT AND FOLLOW BUSINESS 20 TO FREEPORT
- 15.75 13. "SPRINGFIELD"
- 16.89 14. "FRONTAGE ROAD"
- 17.28 15. "INTERNATIONAL"
- 18.43 16. "NATIONAL GUARD"
- 18.78 17. END ODO CHECK AT EXIT SIGN AT RAMADA

QUESTIONS ?? Jack Stephensen 708.865.2216 or e-mail: jstephense@aol.com

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Track Scene

Drivers' Ed Education - A Series of Specifics for Success

by John Hajny
(from the REDLINE Report)

Language

The main interface between Instructor and Student is Language. What should it sound like?

Let's Talk Semantics

Communication between a Drivers' Ed Instructor and the Student is obviously critical to the student's ultimate success. Verbal commands are the only effective means of signaling when a certain task needs to be undertaken, when there is a pending problem, or an adjustment to be made.

In the early stages, information overload is a common problem for students. Experienced instructors will attempt to filter this flood of sensory input by using very simple terms to lead the student through the initial maze of confusion. Trying to elucidate complicated theories on car control dynamics is useless at this point, and both the student and instructor will be better served if the student feels a sense of calm and control emanating from the right-hand seat. Success is most often found by employing the K.I.S.S. Method: "Keep It Simple, Stupid!"

If words are the best tools, what words to use? Hey, the dictionary is full of them, but if the student has to stop and think or ask what the instructor means, he or she may be distracted from doing something more important ... like braking for a turn! One of the first steps toward Drivers' Ed. success would then logically be to define and distill a list of terms to be applied consistently to the task at hand. This should be done before any driving takes place.

O.K., after you position the car, the first thing you will have to do when preparing for a corner is to back off the gas. For this purpose, we will use a word that is definitely

a two edged sword, but as long as it is done before a turn - and not during it - the result should be favorable. That word is LIFT. (You likely will never hear your instructor say this in the middle of a turn!).

The next task on the list is to reduce speed in a straight line. That function can obviously be described clearly and succinctly by using the word BRAKE.

Through experimentation and practice with braking, you will then reach a point where you have decelerated sufficiently to turn in safely. At this point, I use the term OFF BRAKE (or later, simply OFF) to signal the student that the brakes should be released smoothly in preparation for the anticipated steering motion.

This steering motion is quite effectively described by using the word TURN. After turning in, I like to encourage my students to move back to the throttle as early as possible and begin applying it progressively after the turn-in to help set their cornering arc and suspension balance. This is achieved by using the term THROTTLE. Later, when we are more experienced and accomplished in driving "the Line," we will combine these last two steps, but for now ... yeh, you got it ... K.I.S.S.!

The next spot you will be heading for on the track is the epicenter of the turn's inside radius. This most critical point of reference that we are shooting for is the APEX. As we pass the apex, we are continuing to add throttle as we exit the turn. As our speed increases, it is time to UNWIND the wheel and head for the end of our arc. It is now time to use the full track width as we accelerate out of the turn and TRACK OUT.

We now have our basic list of terms to get us through the cornering sequence with minimal confusion: LIFT - BRAKE - OFF BRAKE - THROTTLE - APEX - UNWIND - TRACK OUT.

There are more terms that can be useful in certain situations. One such moment is when the instructor senses (likely before the student) that centrifugal force is causing the car to fight for grip. The tires are working harder than they should or could be, and if the situation is allowed to continue, an unsavory result is possible. The instructor should ask the student to UNWIND or RELEASE the steering wheel slightly and allow the car to become more balanced and flow more smoothly.

Another situation that the instructor is likely to sense before the student (but you'll get there!) is when the car is traveling too fast or on the wrong line for a truly successful cornering experience. When this happens, the student must resist the temptation to modify any control inputs abruptly, and the instructor will ask the student to MODULATE or FEATHER the throttle, to HOLD the current settings and ride it out, and not make the situation worse by entering erroneous inputs.

So, if we do it right, our distilled verbal cornering sequence will sound like this: LIFT off the gas, BRAKE, OFF BRAKE, TURN, ease progressively into the THROTTLE, clip a tight APEX, UNWIND the wheel, and TRACK OUT. The use and understanding of a like sequence of terms will greatly assist your learning experience... and your instructors peace of mind!

Stop by and visit Doug, Pat or Julie for all your street and track needs.

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Messing With A. J.'s Judging

by Tim Matta

Potter's Picnic offered the Matta family a chance to clear out their garages and have fun with Mr. A.J. Tiller's organization all at the same time. While my initial plans didn't include the 944 due to the car's 'not so concours like' qualities, I was in for some strong-arming by my father and uncle to include the evolving workhorse.

Jonathan prepared the 914 for weeks in preparation for his first concours experience. My Uncle Jerry planned on adding his 964RS America to the repertoire this time which would make for a record turnout for the family that included cars in all but two classes. Joined by his 930S, my Grandfather's 944, and my Uncle Van Miller's 911, we would make the trip to Potter's glorious farm grounds with no less than six Porsche thoroughbreds.

Upon arrival most of us scrambled to put the finishing touches on the cars. I had spent a measly two hours on the car that morning and was happier helping my Uncle Van try to clean his car's forever dirty rear window. Damn speakers!

Meanwhile, my Dad helped my brother finish up the 914 while Uncle Jerry ran around like a chicken with his head cut off ... and this year he wasn't even the event chairman!

My Grandfather's car was well prepared as always. The dirty hinges wouldn't get him this time! (No, this time it would be the ash tray.)

After what seemed like an eternity we were finally given the results and all did well! My brother was slightly angered by the fact that I took second place in D and I did far less work than he did for his third place finish in novice.

Over all, everyone had a great time and enjoyed yet another wonderful Chicago Region outing. Next year I think I will donate my concours prepping time to the 914. Look out class C, here we come!



Our host, Wayne Potter



For a race car, it's always something ... tech inspection, concours prep ... Steve Rashbaum and Susan Shire's 1986 951

CLASS A PLACES

| | | | |
|---|----------------------|-------|------------------------|
| 1 | Bob & Rob Cook | 306.0 | 1988 911 Coupe |
| 2 | Pat & Bonnie Yanahan | 290.5 | 1995 993 Cabriolet |
| 3 | Dan Gallagher | 270.5 | 1959 356 Convertible D |

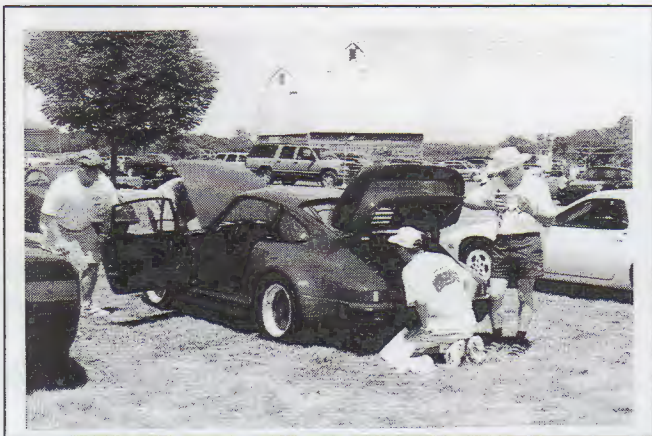
Photos by Steve Rashbaum



CLASS B PLACES

| | | | |
|---|-------------------------|-------|--------------------|
| 1 | Andy Discher | 248.5 | 1986 951 Coupe |
| 2 | Ron Bean | 240.5 | 1986 911 Coupe |
| 3 | Beth Luddy | 240.5 | 1987 944S Coupe |
| 4 | Jerry & Cindy Matta | 239.0 | 1988 930 Slantnose |
| 5 | Tom Funk | 238.5 | 1962 356 Coupe |
| 6 | Cindy Jacisin | 229.5 | 1992 968 Cabriolet |
| 7 | William & Helen Prassas | 224.5 | 1980 928 Coupe |

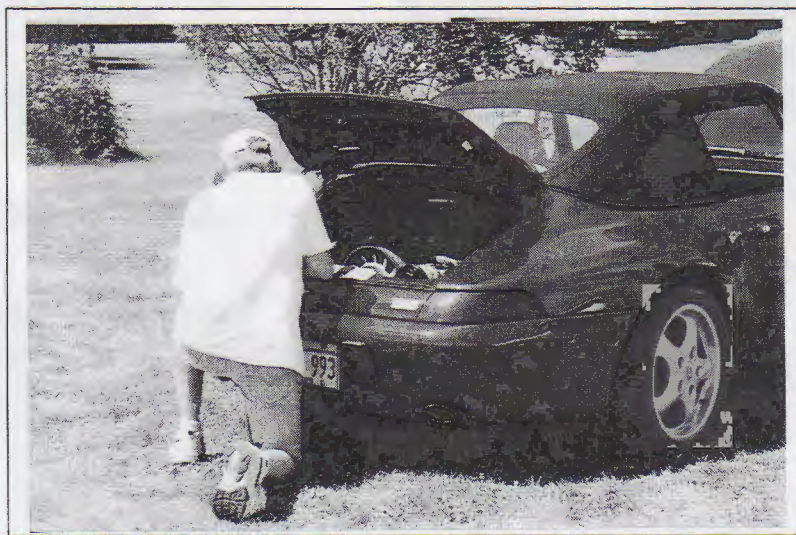
Messing ...



Some of the CLASS C & D cars

CLASS C PLACES

| | | | |
|---|-----------------------|-------|--------------------|
| 1 | Jeff Folkerts | 184.0 | 1984 944 Coupe |
| 2 | Mike & April Milhouse | 182.0 | 1986 951 Coupe |
| 3 | Paul Becker | 175.5 | 1985 911 Coupe |
| 4 | Ron & Sue Matta | 175.0 | 1985 944 Coupe |
| 5 | Van Miller | 174.0 | 911S Coupe |
| 6 | Fred Beyerlein | 169.5 | 1992 911 Cabriolet |
| 7 | Patty Jacisin | 168.5 | 1992 968 Cabriolet |
| 8 | Bruce Janeczek | 165.0 | 1999 996 Coupe |



Pat & Bonnie Yanahan's 1995 993 Cabriolet

CLASS D PLACES

| | | | |
|---|------------------------------|-------|-----------------|
| 1 | Harold & Lois Beach | 150.0 | 1973 911T Coupe |
| 2 | Tim & Jim Matta | 145.0 | 1985 944 Coupe |
| 3 | Rich Swiderski | 142.5 | 1989 930 Coupe |
| 4 | Van Larson | 139.0 | 1998 996 Coupe |
| 5 | Steve Rashbaum & Susan Shire | 135.5 | 1896 951 Coupe |



Tom Funk's Class B 1962 356 Coupe

CLASS E PLACES

| | | | |
|----|-----------------------|------|--------------------|
| 1 | Michael Gallagher | 40.0 | 1967 912 Soft top |
| 2 | George LaCross | 40.0 | 1992 968 Cabriolet |
| 3 | Bill Murrin | 39.5 | 1986 911 Coupe |
| 4 | Nick & Susan Brenkus | 39.0 | 1999 996 Coupe |
| 5 | Rip & Linda Patterson | 39.0 | 1964 356 Cabriolet |
| 6 | 'Uncle Frank' Wagner | 39.0 | 1972 911S Coupe |
| 7 | Jim & Jerry Matta | 38.0 | 1993 964 RS |
| 8 | Barb & A.J. Tiller | 38.0 | 1973 911S Targa |
| 9 | Brian Jackson | 36.0 | 1976 912E Coupe |
| 10 | Michelle Holler | 35.0 | 1998 993 Cabriolet |
| 11 | Lee Lichtenstein | 34.5 | 1993 968 Coupe |
| 12 | Kevin Werner | 33.0 | 911 |
| 13 | Joe & Mallorie Holler | 31.5 | 1986 944 Coupe |
| 14 | Chris Portele | 30.0 | 1996 944 Coupe |
| 15 | Erick Clark | 28.0 | 1974 914 Targa |



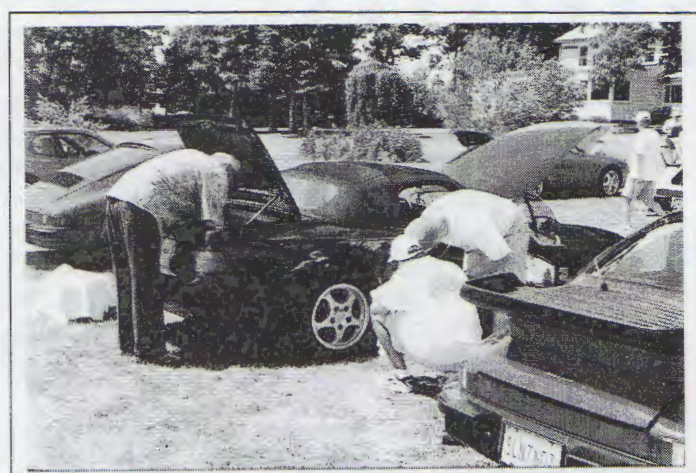
Lee Lichtenstein, a 1st Class griller!



'Kissing cousins'



Kids at play



Adults at play—judging Cindy Jacisin's 1992 968 Cabriolet

NOVICE CLASS PLACES

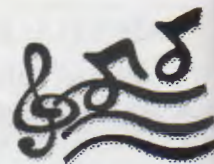
| | | | |
|---|----------------------|-------|--------------------|
| 1 | Jonathan & Jim Matta | 173.5 | 914 Targa |
| 2 | Jeff Price | 171.5 | 914 Targa |
| 3 | Terence King | 160.0 | 1995 993 Cabriolet |
| 4 | Mike Rende | 153.0 | 1987 944S Coupe |



Jerry Matta (left) judging Bob & Rob Cook's Class 1 winner.



Milwaukee PCA Hosts Symphony Show House Event



On September 18th the Milwaukee Region of the PCA will host an elegant event at the Symphony Show House, which this year is located in Grafton, WI. Each year, local businesses contribute time and talents to take a selected home in the area, and re-model, landscape, decorate and furnish the interior to create an outstanding example of elegant living. This year's Symphony Show House is no exception - with the twist that on September 18th the beauty of the show house will be complemented by the technical and aesthetic excellence of the 30 specially invited Porsches from the Milwaukee Region PCA!

Sponsored by Concours Motors, this event is limited to 200 people and will feature, in addition to the fine Porsches and the Show House itself, an elegant evening of the finest desserts and coffees served to the sounds of Symphony players. The event will run from 7 to 10 pm, and the Symphony House will be open for walk-through tours during that time. After viewing the house, step outside to view the Porsches on display, and vote for your favorite in the People's Choice Concours. The desserts and music will be located in a tent next to the house, with tables and seating for you and your friends. The cost for this evening is \$25 per person. All proceeds from this event are being donated to the Milwaukee Symphony. We suggest you invite some friends and make an evening of it - an elegant evening of fine desserts, tour of an outstanding home, Porsches and fellow enthusiasts - all for a good cause.

Because of the limited space for this event we ask that you make your reservations as early. For more information or to RSVP for this event contact Michael or Danelle O'Neill at 414.967.4867 or e-mail: michael_o'neill@hermanmiller.com).

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|--|--|

Tues. & Thurs. 9:00 to 5:00 Wed. & Fri. 9:00 to 4:00 Sat. 8:00 to 12:00

MGA SKID PAD AUTOCROSS

Sunday, September 26, 1999

MGA Research Corp. Skid Pad

Wahlburg & Warren Rds., Burlington, WI

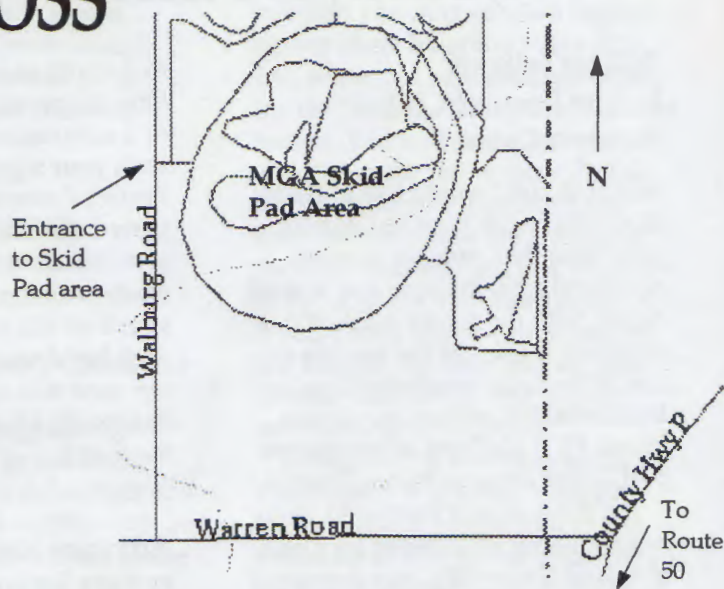
Registration & Tech: 10:30 am
Drivers' Meeting: 11:30 am
1st Car Off: Noon

We haven't been to the Skid Pad at the MGA Proving Grounds for many years. So, for many of our members, this is a **NEW AUTOCROSS SITE!** There is lots of room on the 12 acre vehicle dynamics area (skid pad) to test the limits of our Porsches.

Portable toilets will be available, but water, food, and shade facilities will not. So, pack a lunch, plenty of beverages including lots of water, maybe a chair or blanket to sit on, shade, and sunscreen.

Autocross Requirements and Rules

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



Directions to MGA Skid Pad:

From O'Hare Airport:

- I-294/I-94 North to Route 50 (in WI).
- Route 50 West (towards Lake Geneva) to Highway P in Slades Corners, WI.
- Highway P North (right) to Warren Rd. (on left).
- Warren Rd. West approximately 3/4 miles to Wahlburg Rd.
- Turn right on Wahlburg Rd. Approximately 1 mile to the Skid Pad on the right.

From Route 12 North

- Route 12 North to Route 50 East (Lake Geneva, WI exit).
- East on Route 50 to Highway P in Slades Corners, WI.
- Highway P North (left) to Warren Rd. (on left).
- Warren Road West approximately 3/4 miles to Wahlburg Rd.
- Turn right on Wahlburg Rd. Approximately 1 mile to the Skid Pad on the right.

| | | | | |
|------------------|----|--|----|-----------------------------|
| Run Groups | P1 | 356, 914 (except 914/6), 912, 924 (except S & T) | P5 | 2.7, 3.0, & 3.2 911 |
| | P2 | 924S, 924T, 944 (except S2 & T) | P6 | Boxster |
| Bumping Schedule | I1 | Improved 4 Cylinders | P7 | 3.6 911 |
| | P3 | 2.0, 2.2, 2.4, 911, 914/6, 928 | P8 | 996 |
| | P4 | 944 S2, 944T, 968, 930 | I2 | Improved 6 & 8 Cylinders |
| | | | M1 | Modified 4, 6 & 8 Cylinders |

Masters Production Class only.
Elective class. Driver must be at least 55 years old.

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

Mail to: Mike Gray, 442 Travelaire Lane, Naperville, IL 60565

Questions ? 630.416.7022

Driver #1: _____ Home Phone : _____

☐ Member ☐ Applicant ☐ Guest of _____

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

Driver #2 (same car): _____

☐ Member ☐ Applicant ☐ Guest of _____

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

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

Letters, Faxes, & e-mails

To Our Friends In The Porsche Club from Jerry Quebe

Julie, Liz and I would like to thank all of you in the Porsche Club for your thoughts, prayers, flowers, memorial contributions and overall caring with the recent death of our daughter Dana and the injuries to Liz. It has been wonderful how our friends rallied around us. As you know, PCA has been an important part of our lives, including Dana's.

For those of you interested, there is a memorial established for Dana at Miami University. You may send your contribution to: Melanie Parscal, Miami University, 725 East Chestnut Street, Oxford, OH 45056. It is our intent to establish a permanent scholarship in Dana's name to assist someone to attend the university who would not otherwise be financially able.

Liz's recovery is still on track (so to speak). As of this writing, after her initial surgery, she has had one surgery for skin grafts and another for alignment of the bones in the right leg. She was released from the hospital on Friday, August 27. She now resides in a skilled nursing facility where she can continue to get care and rehabilitation. The stay is indefinite. Liz is in for several more surgeries to repair her right leg and a long period of rehabilitation. Her address is now: Room 706, Warren Barr Pavilion, 66 West Oak Street, Chicago, IL 60610. Phone is 312-640-6447.

Liz hates the inmate food, but we are allowed to bring food to her. Her first meal from the outside consisted of a Bacino's stuffed spinach pizza. It is not only heart-healthy, but mind-healthy as well (a little plug for an advertiser).

Everyone has been asking what he or she can do. There is really very little excepting to keep her in mind and drop her a card once in awhile. A call or visit is always appreciated. I emphasize her recovery will take a long time. Her attire will be limited

to T-shirts and shorts for some time. One suggestion I have is the creation of a motivational T-shirt (size large) with your signature. A slogan like Perfect Power would be ... just perfect (another plug), a photo or something humorous even hand made would be great. You need to sign it so she will know you are with her during her recovery. You can send it to our house: 1908 North Sedgwick, Chicago, IL 60614. Spread the word.

Advance Notice!

by Peter Sontag

The year 2000 will be my 25th anniversary of conducting Porsche Trips to Stuttgart and various other areas in Europe. It'll be a very special year with some new trip ideas and events. Here are the preliminary plans for the Porsche Fest Trips in 2000 (dates are still approximate until I get confirmation from the various venues):

1. Spring Porsche Fest will consist of a brief visit to Stuttgart and a one-week excursion to Bavaria, Austria - the Salzburg region and Tyrol, Lake Constance and through the Black Forest back to Stuttgart. We'll have a photo rally through the most picturesque parts of Austria. You'll be driving a Porsche the entire week! I'll have several Boxsters, some 996's and a few other interesting vehicles available (Turbo, for example). This trip will be the last week of April or the first week of May, depending on car availability (limited to 30 participants).
2. I anticipate that Porsche will feature the new open-cockpit Porsche at Le Mans. Our Le Mans Porsche Fest will take place the second week of June (the race is supposed to be on June 17th and 18th). We start out in Paris for a couple of days, then on to Normandy, including a reflective "Private Ryan" tour of Omaha Beach and the memorial sites.

Then on to Chateau d'Artigny and four fabulous days in the Loire area (limited to 36 participants).

3. I have had request for a Mediterranean Cruise after Le Mans. I am currently researching the various options and will let you know. The Greek Islands would be lots of fun.
4. I am planning the fourth week of September to be the traditional Fall Porsche Fest, including three days of Porsche driving, photo rally, castles, medieval banquet, the Porsche Factory, Weissach and the Cannstatter Volksfest (limited to 40 participants).
5. Lastly, the first week in October will be the same itinerary as the Spring Porsche Fest (No. 1 above). This will be a perfect trip to pick up your new Porsche and run it the way it was meant to be driven (limited to 30 participants).

Ed. Note: Peter Sontag and Fast Lane Travel will be arranging the trip for our raffle winner. Here's a preview of what Peter has in mind for 2000. Get your raffle tickets now!

Grand Prix Of Grattan, September 24th - 26th

This Drivers' Ed event, put on by the Western Michigan Region, is limited to 60 drivers. Friday, September 24th is set aside for advanced Drivers' Ed drivers only - prior track experience required. Saturday is set aside for novices, with instructors available. By noon on Sunday Drivers' Ed will be completed, with the afternoon set aside for time trials.

For more information please call Kurt Wirth 616.956.0249.

VW/Porsche Reunion, '99 Car Show, And Swap Meet

On Sunday September 26th the Cincinnati Volkswagen Club will held a "Family Reunion" Swap and Swap Meet for VWs and Porsches. This meet is exclusively

for Porsches and VWs of all years and it is hope that every variation of Dr. Porsche's designs, including a Wartime Kubelwagen and Schwimmwagen will be on display. Please call (days) 513.861.9112 or (eve) 513.662.2076 for further information.

Michiana Region DE At GingerMan Oct. 2nd - 3rd.

On October 2nd and 3rd the Michiana Region will host a Drivers' Ed weekend at GingerMan Raceway. For more information please call Ken Little at 219.291.5355.

Porsche One Of The World's Best Managed Companies

ATLANTA, Aug. 16 -- Dr. Ing. H.C. F. Porsche AG of Stuttgart, Germany, has been chosen by the editors of INDUSTRY WEEK magazine as one of the world's 100 best-managed companies.

Porsche was selected for this fourth annual list from the INDUSTRY WEEK 1000, a list of the world's largest publicly held manufacturing companies based on revenues. Each company was chosen after a lengthy evaluation that included the following four steps: analysis of the company's financial performance; review of a questionnaire that each INDUSTRY WEEK 1000 company was given an opportunity to complete; research into each company's practices in areas such as philanthropy and safety; and voting by a panel of more than 100 business leaders, analysts, and academicians.

(courtesy Porsche Cars North America, Inc.)

Mid U.S. 914 Ramble

by Charles Davis

The fledgling PCA 914 Special Interest Group is sponsoring a multi-day, multi-event weekend this fall in Hot Springs, AR ... called a Ramble. The event dates are October 22 - 24, 1999. This event, while sponsored by PCA, is open to all 914 owners (to

increase the visibility of PCA).

For more information please check the web page: www.stazak.com/916ramble or contact me at 940.682.4719 or e-mail: chux-ter@airmail.net.

PCA Register Program Looking For Enthusiastic Vintage Advocates

by Jim Pasha,
PCA Special Interest Group Coordinator

The PCA Register Program is growing at a steady pace, much due to the enthusiasm of the Advocates and participants. The 914 Register will be holding its first major activity in the coming months as will the 928 group. Consult your PANORAMA for the dates and locations. Many groups are online with chat rooms or websites and many informal meetings and PCA related activities are starting to take place. This is what the Register Program is about: talking to other members with like interests.

The PCA Vintage Register

To reach out to owners of the 356 and pre-1965 racing Porsche membership, we are forming a Vintage register with two divisions. Those are 356 production models and a group for the racing models including documented 356-based race models. The latter would include any 356 that has a race history from the pre-1965 era and all 4-cam derivatives as well. We are well aware of the fact that many of the race cars are still in existence but owned by collectors. We would like to encourage their participation in PCA activities such as Parades, Zone or Regional Concours or even Club Racing/Driver's Ed events. If you are a 356 owner or an owner of a race model such as a 550 Spyder, RSK, etc. and would like to participate as an Advocate, please contact me directly at the address listed in PANORAMA magazine (see below). We will need an interested and active Advocate for each Vintage group.

A note for signing up for a

register. If you have access to the internet, you may obtain a register signup sheet by going to the PCA site, www.pca.org, and then selecting the Member Goods and Services button. You will find a line for signing up for the register. Follow the instructions for printing the form and send it to Ruth Harte at the PCA National address printed in PANORAMA or listed at the site. If you own a 356 or 4-cam race car, just send in the form and we will consult with you to find a good Advocate for each group.

Remember, if you have an idea for your region to sponsor a Register group activity, please contact the Advocate of that group or myself to get things rolling. And of course, if you want to start a group, write or e-mail me: japasha@aol.com.

Jim Pasha
PCA Special Interest Group Coordinator
316 Ethan Court
San Ramon, CA 94583

Porsche In The News

(PCA Editors News Service)

Boxster Gets Residual Value Award

SANTA BARBARA, Calif., July 19 -- Automotive Lease Guide, the automotive industry's benchmark for residual value forecasting, today announced the Porsche Boxster received the top 1999 Residual Value Award for sports cars. The award honors automobiles that are predicted to retain the highest percentage of their original price.

Winners in other categories included Honda Motor Company (Accord, Odyssey, and TL), Toyota Motor Company (Tacoma, RX 300), General Motors (K1500 Silverado, Suburban), Volkswagen (New Beetle), and Daimler Chrysler (CLK).

Based in Santa Barbara, California, Automotive Lease Guide (www.alg.com) is a privately held company that has been forecasting automotive residual values for 35 years in the U.S. and Canada. "ALG has a proven track record of accurately forecasting residual values. By bringing our research into the

Letters ...

public eye, we hope to focus attention on the industry's best performing models," said ALG's president, John Blair.

Plants Picks Porsche

SAN FRANCISCO July 27 -- Europe's new single currency is beginning to have a big effect on the equity markets of the 11 countries that adopted the euro, according to David Plants, a fund manager at Dresdner RCM Global Investors. Dresdner RCM is the global platform for the Dresdner Bank Group's worldwide institutional asset management business outside Germany (www.dresdnerrcm.com) located in San Francisco CA

Plants said the launch of euro currency in January is moving investors towards markets that have great companies, but haven't typically attracted heavy investment. And, he

likes Porsche A.G.

Porsche has undergone a sweeping restructuring, Plants said. "They're outsourcing more of their engine and parts manufacturing and capitalizing on their design and engineering expertise. They also benefit from a weak euro since they have strong dollar exposure," he added.

"We have significant holdings of German equities," Plants says. Among his top picks are Mannesmann AG, Deutsche Bank AG, and Porsche AG.

Porsche To Harmonize EU Prices
STUTTGART, Germany, July 29 -- Porsche AG said today it would charge the same prices for its cars in five European countries as consumers press for an end to price differences in the European Union. Porsche said it would offer its 911 and Boxster cars at common euro prices in Germany, France, Italy, Spain

and Portugal from the beginning of August.

Car price differentials in European Union countries have widened since last November despite consumer calls for price harmonization, the European Commission said last week. Porsche said in today's statement it would be the first car manufacturer to offer unified euro prices across its entire model range.

Porsche said its standard Boxster will be available for 35,610 euros (\$38,040) and the Boxster S for 41,830 euros. Its 911 Carrera will cost 61,500 euros, the Carrera 4 66,380 euros, and its two cabriolets 69,790 euros and 74,670 euros respectively.

Updates to its existing model range will lift the price of its Boxster and 911 models from August 1 by around two percent, however, the company said. (\$1 = .9362 Euro)

BIG REDUCTION in insurance costs for many high performance cars (See lists below)

PREMIUM REDUCTION

NO LONGER RATED AS HIGH PERFORMANCE

| | |
|-----------------------|---------------------------------|
| Acura Legend Coupe | Lincoln Mark VII |
| Audi Quattro | Mazda 323 GT |
| BMW (all models) | Mazda 626 Turbo |
| Cadillac Allante | Mazda MX-6 |
| Chevy Beretta GTZ | Mercedes - all models |
| Chevy Lumina Z34 | Merkur XR4Ti |
| Chrysler LeBaron GTC | Mitsubishi Eclipse |
| Chrysler TC Turbo | Mitsubishi Mirage Turbo |
| Dodge Lancer Shelby Z | Olds Cutlass (Quad-4 HO) |
| Dodge Shadow Turbo | Plymouth RS Sundance |
| Dodge Spirit R/T | Pontiac Grand AM Quad 4 |
| Eagle Talon | Pontiac Grand Prix Turbo |
| Ford T-Bird SC | Pontiac Grand Prix Turbo STE |
| Ford Taurus SHO | Pontiac Sunbird GT |
| Infiniti Q45 | Saab 900 |
| Isuzu Impulse | Toyota Celica Turbo - all types |
| Jaguar XJS | Volkswagen Corrado |



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STILL RATED HIGH PERFORMANCE

| | |
|---------------------------|--------------------------|
| Acura NSX | Mazda RX-7 Turbo |
| Buick Grand National GNX | Mazda RX-7 GTUS |
| Chevy Camaro IROC-Z | Mazda RX-7 GTU |
| Chevy Camaro IROC-Z Conv. | Mazda RX-7 GXL |
| Chevy Corvette | Maserati-all models |
| Chevy Corvette ZR-1 | Mitsubishi 3000GT |
| Chevy Corvette 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 |
| Ford Probe GT | Toyota MR2 Turbo |
| GMC Syclone | Toyota MR2 Supercharged |
| Lotus-all models | Toyota Supra |

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

Given our increased membership and the extreme popularity of our events, it has become
EXTREMELY IMPORTANT to
PRE-REGISTER FOR ALL EVENTS!



Sunday October 3, 1999

is the

Just A Sunday Drive In The Country Rallye

Rallyemasters Susan Shire and Steve Rashbaum have planned a fall rallye along many of the most picturesque roads in northeastern Illinois.

The rallye (and ODO leg) will begin at:

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

The mall is approximately 1 1/2 miles north of the Rt. 31 exit off I 90.

QUESTIONS ? Susan Shire 847.674. 2285

| | |
|--------------------|----------|
| Registration opens | 10:15 am |
| Drivers' Meeting | 11:00 am |
| First Car Off | 11:31 am |

There will be a post rallye dinner in the Barrington area (at a location yet to be determined). Non-rallyists are welcome to join us. Please call Susan for location and time.

Effectively Immediately: "In order to compete in a rallye, there must be a minimum of one (1) driver and one (1) navigator per rallye car."

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

Mail to (please allow plenty of time):

Susan Shire
9507 N. Central Park Avenue
Evanston, IL 60203

Driver _____ Day Phone _____ Eve Phone _____

☐ Member ☐ Applicant ☐ Guest of _____

Navigator _____ Day Phone _____ Eve Phone _____

☐ Member ☐ Applicant ☐ Guest of _____

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

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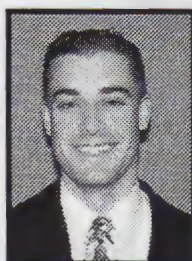
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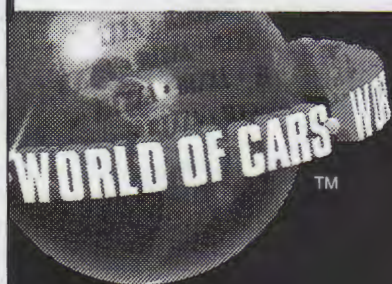


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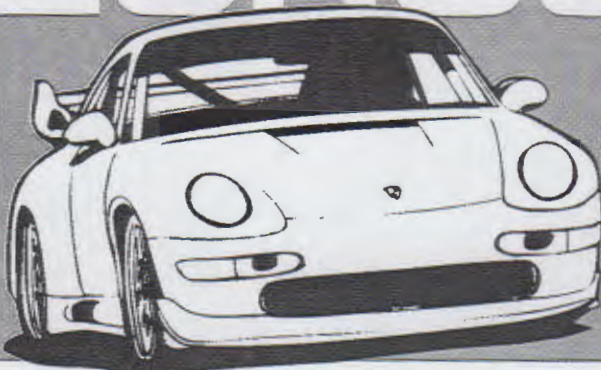
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Give?

Please help stop SIDS, the number one cause of death in infants one month to one year old. All you have to do is buy one or more raffle tickets and not only will your dollars go to help fight this heartless killer, but you will be eligible to win a 2000 Porsche Boxster or \$35,000 cash.

At \$100 each, only 800 tickets will be sold. Think of the odds.

The Grand Prize ticket will be drawn on Friday, October 15, 1999 at Giovanni's Restaurant in Rockford, Illinois. You need not be present to win.

All proceeds from the October 15, 1999 drawing benefit the SIDS Alliance of Illinois.



Call toll-free
800.432.SIDS or
630.325.9108

Win!

Yes, I'll take ☐ one ☐ two or ☐ _____ tickets @\$100 each

Total purchase \$_____ I understand that you will fill out my stub(s) and enter me into the 2000 Porsche Boxster Raffle and send me my raffle ticket(s) by mail. Drawing will be held October 15, 1999. Complete raffle rules available on request.

☐ VISA ☐ MasterCard ☐ Check enclosed ☐ Money Order enclosed

Card Account # _____ Exp. Date _____

Name _____ Phone _____

Address _____

City/State/Zip _____

Make checks payable and mail to: SIDS Alliance of Illinois, P.O.Box 8286 Rockford, IL 61126-8286 or order by credit card and fax to: 815.874.5530 or call 630.325.9108 or toll free 1.800.432.SIDS Monday thru Friday 8am to 4pm.



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(On Highway 100, Between Lincoln & National)

Phone: (414) 543-3000



2400 S. 108th Street MILWAUKEE, WI 53227

Phone: 414 543-3000 Fax: 414 543-2804

Blackhawk Octoberfest Drivers' Ed Weekend

October 9 - 10, 1999

Final details will be in
the September issue of
the Chicago Scene

Directions to Blackhawk Farms Raceway

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

There are gas stations in Rockton, IL near the intersection of Rockton Road and Blackhawk Road.

Mandatory clothing requirements are a SNELL approved SA 1990 helmet, long sleeved cotton shirt, long pants, socks, all of non-synthetic material, and closed-toe shoes. **Recommended, but not required** are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials and a fire extinguisher.

Class 1 must have 5 or 6 point harness.

There is **NO NOVICE CLASS** at this event. In order to drive this event you **MUST** have previous Blackhawk experience.

Questions ? Dan or Peggy Gallagher
708.784.0784

PRE-REGISTRATION WILL CLOSE ON TUESDAY, OCTOBER 5th. Any open spots will be filled from the waiting list. Drivers' **NOT** pre-registered will not be allowed to drive even if they are at the track on the event days. Cancellations received after the 4th may be subject to a service fee.

Blackhawk Octoberfest Drivers' Education Weekend only Registration Form

☐ Saturday, October 9th ☐ Sunday, October 10th ☐ Both days

Car Make/Year: _____ Car Model: _____

First Driver Name

Phone number (with area code)

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

List Experience: _____

Second Driver* Name (same car)

Phone number (with area code)

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

List Experience: _____

Fees per driver

One Day
\$ 130.00

Both Days
\$250.00

*Second driver free if family member

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

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

Views Of The Parade, Part 1

Bonjour Mes Amis!!

by Cindy Jacisin

Bonjour mes amis!! Comment ce va? That's how we said hello at the Mont Tremblant Parade during the week of August 8th—14th.

The scenery was gorgeous, to put it mildly, although being high in the Laurentian Mountains, the weather was quite unpredictable. But the weather didn't stop us from enjoying hikes on Mont Tremblant, sight-seeing in local villages up in the hills, and dining in some great restaurants and friendly cafes.

The view driving into the resort area was that of a European village—winding, narrow streets, brightly colored buildings, and flower boxes hanging from bridges and windows. And the people were so friendly! One didn't need to have spoken French to fall in love with the people and the place! And, on top of all that, there were the Porsches!

As most members know, this was the first Porsche Parade held in Canada, sponsored by the Rennsport Region. For those of us first-timers to the Parade experience, it was an unforgettable introduction. It was great to watch old friends from around the country get together again after a year's absence. We met up with several Chicago Region members, still behind the wheel, having driven many miles, saying hello as if we had just arrived at an

event back home and were looking for a place to pit. A common sight in the village at any time was a table full of PCA members dining at an outdoor café. No one lacked for meal companionship.

Standing on any hill, driving into the village, or just strolling along the road gave us a view of several hundred Porsches at any given time. There were some of the rarest models and the most unusual colors. But, viewed together with the more common models, they looked as beautiful and complimentary as the flower boxes.

The Chicago Region members present did our very best to represent the region well! And we were handsomely rewarded as Chicago Region members took home trophies in every category, and, in some cases, more than one trophy. Not all of us participated in every event, but the attendance at the event award banquets usually included the entire contingent to cheer and support the successes of our region members.

Sacramento? We'll be heading for those hills in search of Porsche gold!

ESSTOO And SETOO

by Dennis Costis

Driving up to Mont Tremblant, we passed thru Montreal where we encountered a tremendous down-pour - the kind of rain that makes guys on motorcycles pull off the

road and huddle under the overpasses. As we headed north towards Mont Tremblant, the rain started to let up, and as the roads became increasingly fast and twisty, the sun began to poke through the heavy clouds.

It was just about then that my wife Jan and I caught up with a pair of Porsches, a 911 and a 944. She was in the 944, license plate read "ESSTOO". He was in the black 911, license plate read "SEETOO". For the last 40 or 50 miles we traded off leading and following as we made our way on the fast and twisty mountain road that leads to Mont Tremblant, making full use of both lanes and hitting "apexes" and "track out points" and enjoying our drive. More than once, as we would pass each other, we would wave and smile at each other. I remarked to my wife, how incredible this was; 1000 miles from home driving this awesome mountain road, and we are automatically great friends with these people whom we had never met before.

This friendly attitude was very prevalent throughout the events at Parade. Our room at the Chateau overlooked the front entrance, and we were constantly entertained by the assortment of Porsches that pulled up to the front door. New Boxsters and 996s, classic 911s and 914s, all kinds of Porsches in all colors, and everyone of them was just as special as the next. The



The village (at bottom of the ski run) from half way up Mont Tremblant



A narrow winding main street that climbed towards the square.

people who drove these cars were perhaps even more varied than the cars themselves, but they all had the same *sheiss-aufessen* grin on their face. Everywhere we went we met new people from all over North America, and everyone was happy to say hello and how are you and we love having a good time and driving our Porsche and we know you must enjoy that too. We met track people, rallye people, concours people, and even Porsche big-shot type people.

I must admit that I momentarily did doubt the sanity of some of the Chicago Region concours guys who spent three days in the bowels of the Chateau garage detailing their cars. But all doubt was gone when I saw how well they did at concours, and I felt great pride at how well they represented Chicago Region.

By the way, the first day at registration we met Susan and Abe, the ESSTOO and SEETOO drivers.

We ended up having a wonderful dinner with them that night, and over the next few days we met many people from their region.

If your recent PCA experiences are limited to reading this magazine, go to a concours, to a rallye, or to a DE event. Better yet, go to Parade!!!



Monday night award winners!



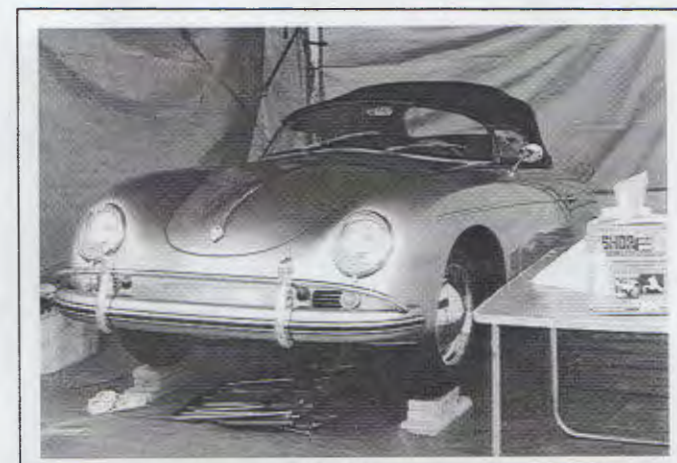
The main meeting place and central square



(Left to right) John Diwit, Beth Luddy, Patty Jacisin, Renee and John Takehara hiked UP Mont Tremblant with Jim Jacisin (not pictured)

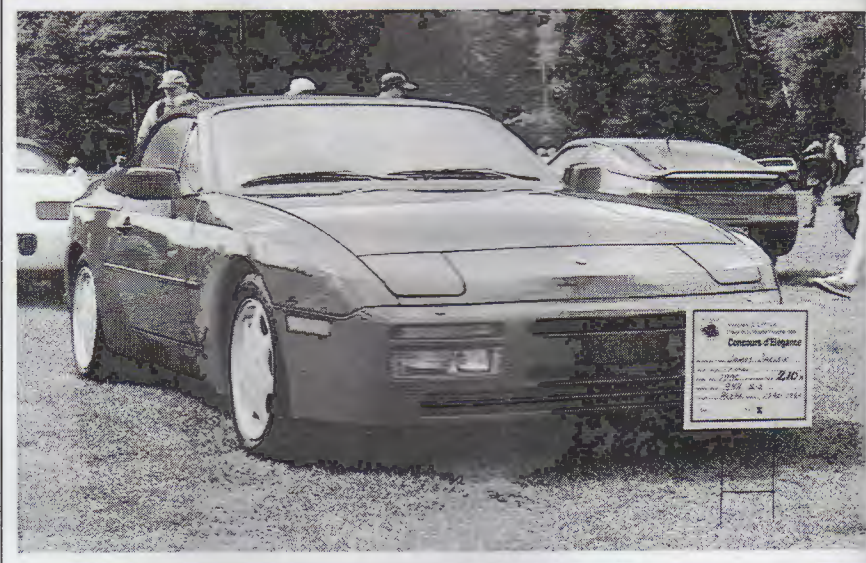


Indoor concours prep in the basement of the Chateau



Outdoor 'indoor' concours prep

Parade ...



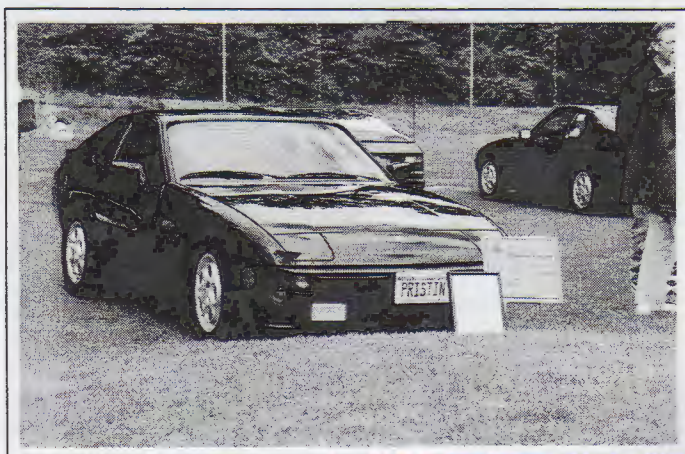
Jim and Patty Jacisin's winning 1992 944S – Preparation Division Winner!



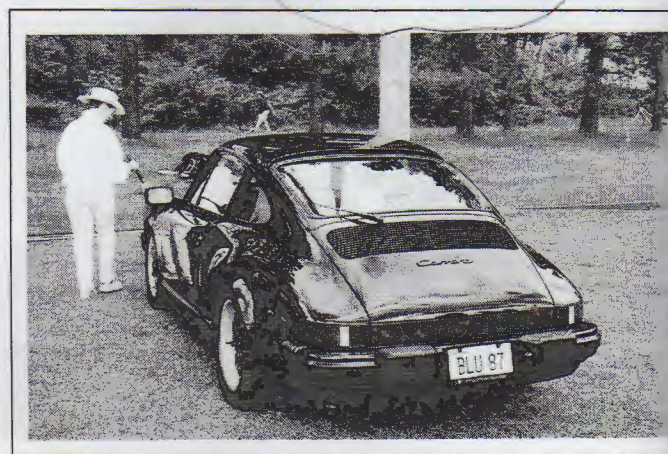
Pat and Bonnie Yanahan's 1st place winning 1958 356A, 100% original – Preservation Group Winner



Parade Photo by Steve Rashbaum, and Jim Jacisin



Beth Luddy's 1987 924S



Renee Takehara dusting off John's 'baby'



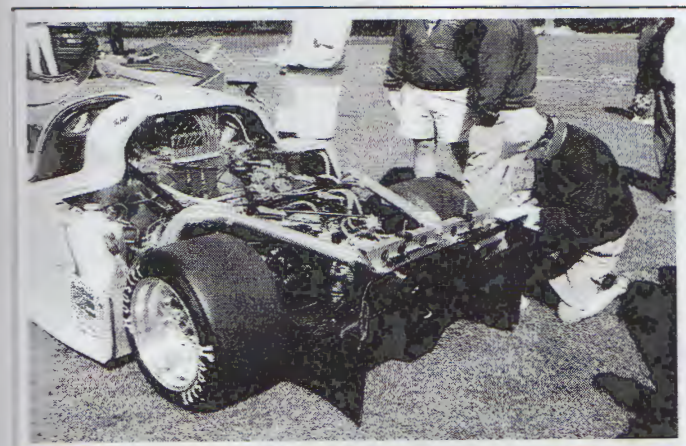
Cy and Marcia Ling's 356



John Diwik's 1985 911 Targa



Judging Pat and Bonnie Yanahan's original tool kit



To be continued next month ...



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"THE PREMIER MEMBERS CHOICE"

Board Meeting Minutes

by Keith Clark, Secretary

Porsche Club Of America Chicago Region Board Meeting Minutes August 6, 1999

Voting members present:

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

Voting members absent:

Janecek, Yanahan

Coordinators present:

Clark, D. Gallagher, P. Gallagher, Shire, Rashbaum, Ruther, Inglot, Leed, Lynn, Nowakowski, Knoblauch, Bittman

Meeting called to order at 8:35 pm at Walter's.

Secretary - Keith Clark

- Clark presented the minutes from the July meeting. Inglot moved, Rashbaum 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 On The Double Rallye, GingerMan Drivers' Ed, Navy Pier Concours, Rockford Rumble Autocross, and Blackhawk II. Ruther moved, P. Gallagher seconded to approve the treasurer's report as presented. Approved unanimously.

Vice President - Bill Murrin

- No report.

President - Susan Brenkus

- S. Brenkus forwarded the second quarter rebate check from National to Inglot.
- S. Brenkus moved to make a donation to the Dana Quebe Memorial Scholarship Fund. P. Gallagher moved, Murrin seconded. Approved unanimously.

Autocross - Jeff Girard & Keith Clark

- The autocrosses are ready.

TRAC 99 - Chris Inglot & John Ruther

- Inglot presented the run schedule to the Board for review.
- All is ready for the event.

TRAC 99 Drivers' Education Registration - Mary Anne Nowakowski

- Registrations is full.

TRAC 99 Club Race Registration - Scott & Sharon Lynn

- Registration is full.

TRAC 99 Sponsorship - Steve Rashbaum

- Rashbaum reported parking for sponsors is being worked on.

TRAC 99 Volunteers - Gary Knoblauch

- G. Knoblauch reported we need more volunteers for the event.

Blackhawk Farms - Dan & Peggy Gallagher

- The August event is full.

GingerMan - Jeff Girard

- No report.

Chief Driving Instructor - John Ruther

- No report.

Insurance Coordinator - Bruce Janecek

- No report.

Concours - Jim Jacisin & Pat Yanahan

- Nowakowski reported that there are 40 cars pre-registered for the Road America event.

Rallye - Dan & Peggy Gallagher

- No report.

Social - Myra Knoblauch

- M. Knoblauch requested a deposit check for the DJ for the Halloween Party October 30th. P. Gallagher moved, S. Brenkus seconded. Approved unanimously.

Membership - Ed Barnicle

- D. Gallagher presented 20 membership applications to the Board for approval. Ruther moved, Murrin seconded to approve the applicants as members in the club. Approved unanimously.

Safety - Jeff Girard

- Clark purchased a new 1st Aid Kit for the trailer.

Technical - Pete Hackenson

- No report.

Goodie Store - Linda Patterson

- A final inventory reported was forwarded to Inglot.

Charity - Ken Pesavento

- Sales are going well.

Chicago Scene Advertising - Steve Rashbaum

- Rashbaum reported 26 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

- No report.

Web Page - Chuck Bittman

- Bittman reported that the new web address is: www.PCA-Chicago.org.

Old Business

- No old business.

New Business

- D. Gallagher asked if the petitions presented to Clark for Murrin as President and Bittman as Vice President were accepted by the Board. They were accepted and both will appear on the October voting ballot.
- S. Brenkus moved to increase the Chicago dues to \$40.00. The vote 7 for / 2 opposed. The motion passed.
- The responsibility of making member name badges will be moved from the PCA Goodie store to Forest Engraving. S. Brenkus moved, P. Gallagher seconded. Approved unanimously.

Adjournment

- Rashbaum moved, Clark seconded. Approved unanimously. The next meeting will be September 10, 1999 at 8:00 pm at Walters in Park Ridge.

Respectfully submitted,
Keith Clark, Secretary



\$ 20.00 Rallye car fee

Join Dan and Peggy Gallagher for the last Chicago Region Rallye of the Millennium. They guarantee a finishable rallye that will be lots of fun and a great way to end the rallye season.

*Effectively Immediately:
"In order to compete in a rallye, there must be a minimum of one (1) driver and one (1) navigator per rallye car."*

Registration opens 9:30 am
Drivers' Meeting 10:00 am
First Car Off 10:31 am

William Tell Holiday Inn
6201 Joliet Road
Countryside, IL
708.354.4200

Post-rallye festivities will be held at Max and Erma's at I 55 and County Line Road in Burr Ridge, IL. Dinner is scheduled for 4:30 pm.

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

Mail to (please allow plenty of time):

Peggy Gallagher
11156 Indian Woods Drive
Indian Head Park, IL 60525

Driver _____

Day Phone _____

Eve Phone _____

☐ Member ☐ Applicant ☐ Guest of _____

Navigator _____

Day Phone _____

Eve Phone _____

☐ Member ☐ Applicant ☐ Guest of _____

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

Tech Scene

911 Engine Mounting - The Compromise

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

In the past several months I have seen a number of "HOT ROD" 911s all complaining of various abnormal noises. These noises have been described as anything from cam chain noise, to 5th gear noise, to ring and pinion noise. Are all these cars just getting noisier? Are gear surfaces failing? Or, are these owners just becoming less tolerant of an inherently noisy car? Well no, most likely not. All of these cars have shared one common factor. They all had solid engine and/or transmission mounts recently installed. In many of the cases, one pair was installed a month or so prior to the second pair, causing the gear noise to "become progressively worse." In reality, the gear noise did not change at all. It was the insulation between driver and drive train that changed.

You might ask yourself why

someone would intentionally install a device into their car that would make it so unbearable to drive?

The answer is quite simple. Solid drive-train mounting has many advantages: increased chassis rigidity, increased throttle linkage feel, more positive shift feel, indefinite mount life (no rubber to deteriorate), and low price (about \$25.00 per mount).

The one sizable disadvantage, however, is the incredible increase in drive-train noise and vibration. Such an increase for a dedicated race car is not a real problem. For a car that serves a dual role as both street and track car, it can be a large one.

Fortunately, there is a compromise between the soft, stock mounts and the completely rigid, solid mounts. The compromise is a factory mount known as the Carrera "CLUB SPORT" mount. It was designed for the Carrera "CLUB SPORT" option (M637). This car was essentially a lighter, high performance, stripped version of the standard '87-'88 Carrera. The premise was to build a car that was set-up for club racing right

out of the box. This is the car where our compromise component comes from. The (M637) engine mounts are considerably stiffer than the stock mounts, yet still offer some dampening not available from solid mounts.

So you're thinking, "A limited production racing part, it's got to cost a fortune." Well, sit down because you're not going to believe this. The stock cushy motor mount (part 911.375.043.00) lists for \$83.45. The (M637) club sport mount (part 911.375.043.07) lists for \$41.70. Yes, that's right, twice the part, half the price! A true Porsche rarity!

So, if you have just got to have the ultimate in rigidity, go out and buy yourself a set of solid mounts. If you want more rigidity but don't want to feel as if you've been placed inside the drive-train, try some club sport mounts. After all, life is just a series of compromises, isn't it? PS. If you have a convertible, you don't need to upgrade to these mounts, because the factory did it for you!

GOOD LUCK.



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IT'S BACK!

O.N T.RACK C.OVERAGE

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Coverage for Drivers' Education Events!

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

Thanks for your patience!

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

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

IT'S BACK! Simple, one page application.

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

Coverage for Drivers' Education Events!

Pricing is back where it used to be, too. A little more than those other guys, but about half of what the regular market charges. Phone us today for a quote. You'll be glad you did!

IT'S BACK!

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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
Schiller Park, IL
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

Chicago Region Membership

WELCOME To Our New Members In August 1999!

by Ed Barnicle, Membership Chair

Mark J. Boden
Chicago, IL
1988 911 Cabriolet

R. Bruce DenUyl
Wilmette, IL
1999 996C4

Matt Jeznach
Chicago, IL
1993 968

Brian D. Rink
Mokena, IL
1979 911 SC

Todd C. Brown
Long Grove, IL
1988 944 TurboS

Davor J. Engel
Chicago, IL
1987 928S4

Douglas L. Johnson
Glen Ellyn, IL
1999 996 Cabriolet

Chad Ryan
Sleepy Hollow, IL
1985 928S

Philip P. Clarke
Western Springs, IL
1999 Boxster

W. Rogers Faden
Northbrook, IL
1999 996 Supercup

Jarek Kloczkowski
Barrington, IL
1986 951

Craig J. Shields
Chicago, IL
1978 911 SC

Michael A. Cunningham, Jr.
Chicago, IL
1999 Boxster

Stephen S. Forbes
Chicago, IL
1999 996

Stephen C. McGue
Hinsdale, IL
1985 911 Cabriolet

John Sikora
Deerfield, IL
1986 930

Timothy J. Curtis
Northbrook, IL
1965 356SC

Donna M. Jahn
Chicago, IL
1988 911

Richard Olson
Naperville, IL
1988 911

Jon Walker
Highland Park, IL
1986 911 Targa

Ed Barnicle, Membership Chair • 24 Hour Info: 773.769.8139 • Fax: 773.767.0186 • e-mail: Edbarnic1@aol.com

Member News

Our prayers, love, and condolences to Julie, Jerry and Liz Quebe on the tragic loss of their daughter Dana. And to Liz, our thoughts and prayers for a steady and complete recovery.

Are You Moving? Has Your Area Code Changed?

Name(s): _____

Old Address: _____

New Address: _____

Phones: (H) _____
(Area Code) (New ?)

(W) _____
(Area Code) (New ?)

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

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

September Membership Anniversaries

by Ed and Debby Leed, Database Managers

| | | | | | |
|------|--|--|------|---|--|
| 1960 | J. Neiland Pennington Ray Stonecipher Richard T. Bennett | Anne T. Pennington Ruthie Stonecipher Carol Bennett | 1995 | Lloyd A. Roin Arthur E. Andersen Robert M. Korth Allen C. Balk Thomas J. Tropp Robert C. Burress Eric A. Nyman Mike S. MacDougal Richard M. Binder | Joan N. Andersen Michael Billings Lori A. Balk Carol Burress Gary MacDougal |
| 1965 | Milly Bangert | Sam Morici | | | |
| 1973 | James C. Peterson Edmond V. Russ | Patricia Peterson Tena Russ | | | |
| 1975 | Richard L. Gonzales Patrick Yanahan Charles O. Feutz Robert A. Ostholthoff | Patricia Gonzales Bonnie Yanahan Jacquelyn J. Feutz Anne Ostholthoff | | | |
| 1976 | Joseph A. Gaucher Maureen J. Hutton | Eric Gaucher Timothy C. Napravnik | 1996 | Michael A. Waters James Riley Donald F. Kramer Frank X. Egan Van A. Larson Jonathan H. Kaplan Alan V. Sahakian Leslie J. Phillips | Charlotte Riley Karen Kramer Janet M. Egan Karen Simpson Lee M. Kaplan Jill M. Sahakian |
| 1978 | William N. Perry Peter D. Corti | Julie A. Perry Judy Smith | | | |
| 1980 | William J. Schneider | Sylvia A. Schneider | | | |
| 1982 | Michael P. Zurick | Connie Zurick | | | |
| 1983 | Gary Wallace Richard M. Moskalik | Marilyn Wallace Kathleen Moskalik | 1997 | Dinker A. Trivedi Jay C. Lake Roger Horn Jonathan N. Levy Robert J. Heider Andrew P. Bulkowski Richard Royce J. Gary Grow James Holden | Varsha Trivedi Marge Bulkowski Susan Royce Chris Holden |
| 1985 | Timothy R. Poisson Louis Bernat James B. McWethy Richard Rutschman John C. Kuetemeyer | Ardes Poisson Robert Bernat Todd McWethy Sandy Rutschman | | | |
| 1986 | Guenther Jennewein | Wilma Jennewein | | | |
| 1987 | Arthur R. Sebek Ken Malo | Kathleen T. Sebek Mike Andrew | | | |
| 1988 | Chuck Bittman Alan L. Miller Daniel L. Jacob | Bridget Bittman Helen Miller Nancy Jacob | 1998 | John McCormick Kevin M. Gallagher Wesley K. Lenz Jerod Zakson John D. Cosgrove William J. LaMack Kathleen M. Klancnik Bernard Freibaum Robert N. Riegel Mark L. Boys Richard Allen Manuel Cantoria Gregory Gulik Paul M. Blidy Dan Radojkovic Randy A. Cara Philip A. Burn Terry A. Larson R. J. Matta Lawrence P. McChesney Jose R. Uson Robert R. Wott Janusz Tokarczyk | Meredith McCormick Madeline Gallagher Phyllis LaMack Ken Klancnik David Freibaum Laura S. Riegel Carol Pranschke Mary Allen Lily Gulik Maryellen Cara Patricia Larson Susan Matta Suzan McChesney Michael C. Uson Maureen Wott Elizabeth Pernal |
| 1989 | Tom Corlett Ares Liakouras Glenn Y. Fujimori Sam Hochberg David W. Hotz | Mae N. Corlett Carole E. Fujimori Cathy Hochberg Sheen Hotz Elaine Belkin | | | |
| 1990 | Harold Belkin William N. Roeser | | | | |
| 1991 | Alix Cecil Michel Michael R. Treister | Diane Louard Michel Dana S. Treister | | | |
| 1993 | Jay W. Pelkey Martin G. Patt John J. Csiha Christopher Walvoord Dennis N. Kostic Christopher Jendralski | Penny Pelkey Marcia Patt Joseph H. Csiha Mary Kostic | | | |
| 1994 | Tom Boysen Haig Haleblan Fred Cohen Kenneth A. Pesavento James C. Brosseau Richard I. Hocking Joel Kaphengst | Stephanie Boysen Hawley Babes Austin Feldman Melissa Hocking Amy Kaphengst | | | |

In the OCTOBER Chicago Scene ...



Sunday November 7, 1999

BRUNCH at CALIFORNIA CAFÉ

Menu, time, and full details

TECH SESSION—November 7, 1999



1999 Chicago Region
Dinner Dance

Saturday evening
December 4, 1999

PCA Chicago Region Tech Inspection Sheet

NAME: _____ CAR COLOR: _____ RUN CLASS: _____
 MODEL/YEAR: _____ ENG. DISP: _____ PERM. CAR #: _____

Pass Fail !!! TO BE INSPECTED BY ENTRANT PRIOR TO EVENT !!!

- _____ 1. **HELMET, SNELL SA 90 or later required for all track events** including Blackhawk, Road America, and GingerMan (sticker must be attached inside). *SA 95 for Yr. 2000*
- _____ 1A. **HELMET, SNELL SA or M 85 or later required for all autocross or gymkhana events** (sticker must be attached inside). *M 90 for Yr. 2000*
- _____ 2. **APPAREL** - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Highly recommended, but not mandatory are drivers' suits, driving gloves and shoes all made of Nomex or similar fire-resistant materials
- _____ 3. **SEAT BELTS** - Original factory installation; or securely anchored metal-to-metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five or six point harnesses required for Any Class except Novice at Road America and highly recommended for all events.
- _____ 4. **FIRE EXTINGUISHER** - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended.
- _____ 5. **ROLL BAR** - All open cars except 914's, Targas, and cars in the Production class.
- _____ 6. **PEDALS** - Free return and in good operating condition. Firm brake pedal.
- _____ 7. **LOOSE OBJECTS** - Remove all loose items from trunk and interior, including glove compartment, door pockets, console, etc.
- _____ 8. **WINDSHIELD** - No cracks. Functional wipers with good blades.
- _____ 9. **MIRRORS** - At least one securely mounted rear view mirror.
- _____ 10. **GAS CAP** - Gasket intact and cap tightened.
- _____ 11. **RUST** - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.
- _____ 12. **FRONT SUSPENSION** - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle and shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition.
- _____ 13. **WHEEL BEARINGS** - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.
- _____ 14. **BRAKES** - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh competition pads properly bedded in.
- _____ 15. **WHEELS** - No cracks. No bends. All lug nuts torqued to 90 - 96 lbs. Valve stem must have airtight cap. Hubcaps removed.
- _____ 16. **TIRES** - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured.
- _____ 17. **REAR SUSPENSION** - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber.
- _____ 18. **BRAKE FLUID** - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If an other high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.
- _____ 19. **BATTERY(IES)** - Securely fastened and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.
- _____ 20. **ENGINE** - Check for odd sounds and satisfactory exhaust. (Remember 108db sound limit at Road America.)
- _____ 21. **DRIVE BELTS** - Tight and in good condition.
- _____ 22. **LEAKS** - No leaks of any fluid - oil, gas, brake, or coolant.
- _____ 23. **THROTTLE RETURN** - Freely operating and good springs. Check both throttle return springs on CIS cars.
- _____ 24. **BRAKE LIGHTS** - Functional.

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

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

DRIVER'S SIGNATURE: _____ DATE: _____

WITNESS TO DRIVER'S SIGNATURE: _____ DATE: _____

The Mart

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

The Mart/Chicago Scene
Susan Shire
9507 North Central Park Avenue
Evanston, IL 60203
Phone: 847.674.2285
Fax: 847.679-8973
e-mail: ChiScene@aol.com

FOR SALE

PORSCHE

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 356 Convertible D Ruby/black. #86473, 1600 Super # 84065. Cardex, tonneau, chrome wheels, new tires, excellent older restoration. \$36,500. Richard K. McCord, Springfield, IL 217.585.9878.

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.

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.

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.

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

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.

1985 911 Turbo Coupe Red/black full leather. 47K mi. A/C. Sunroof. Pwr/heated seats, mirrors, locks. #WPOZZZ93ZF5000542. Pioneer stereo/graphic equalizer. Borla SS twin pipe exhaust, 16" BBS wheels 9"/10". Tower brace. New Comp TA's VR4'. Non-smoker. All service by Fischer Motors. \$29,000. Duane Stanek 847.816.6912.

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.

1987 911 Turbo Grand Prix white/dark navy leather. 15,500K mi. #WPOJBO937HS051202. PL, sunroof, A/C, PW, P seats. Momo seating, K&N, Mobil 1. Concours condition w/flannel car cover & bra.

\$39,000. Clint 630.718.0530, e-mail Orionsusa1@aol.com.

1988 911 Turbo Coupe Red/black. 19K mi. Orig. owner. No winters/rain.. Sunroof/L&D/K27/Garretson intercooler/K&N/B&B headers & muffler/Weltmeister Strut brace. Mobil 1. 3 pc. BBS wheels/Goodyear G4-A tires. Sony radio/CD player. Boston acoustics speakers. Car cover. Serviced by Porsche. Have all orig. parts. Looks like new! \$42,000/OBO Bob Wielgus 630.289.3036.

1989 911 Coupe Silver Anniversary. 17K mi. Books/service records. New Toyo tires. Pwr. Seats/mirrors/roof/windows. C/D & Cassette. No winters/rain/accidents/chips/dings. Looks better than show room new. Bra & cover. \$40,900. Dino Pillizzi. e-mail Unit15@aol.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.

1993 911 RS America Red. 14K mi. Like new. 2800 lbs. Chip. 8" & 9" turbo wheels w/new tires. Recaro. Big red turbo brakes. Quaife. Lowering springs. Tower brace. Sway bars. Cage. Schaf 5 pt. Harness. Kill switch. Window net. Momo wheel. Mobil 1. Serviced by Midwest Eurosport. No A/C. No radio/sunroof. \$45,000. Björn Forsell 630.892.0181.

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. 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.

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.

1998 Boxster Arena red/tan lather/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.

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.

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.

1964 1/2 Mustang Red/white leather

convertible. 72K mi. A/C. Mint.

Completely restored from Mark Motors. \$18,000/OBO. Ted Boundas 708.352.4400.

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 616.253.4445.

1975 Oldsmobile Delta 88 Royal

Convertible 48K mi. Loaded, exc.

cond. Garage kept. \$10,500/OBO.

Richard 708.867.6316 (after 6:00 pm).

1981 BMW GT3 Steve Dinan &

Dan Schnitta's 1st race car. \$19,000.

Free track days at GingerMan! Dan 616.253.4445.

'96 Trailax Aluminum Twin

Axel Trailer Electric brakes,

diamond plate, tool box, spare tire,

ramps. \$3,900. Mike Mullins (days

after 10:00 AM) 815.967.0935.

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.

Fuchs Factory Allow Wheels &

Tires (2) 7x15 & (2) 8x15 w/ Dunlop

tires (more than 50% tread). \$790.

Paul Pelski (days) 847.523.8931, (eve)

847.438.6190.

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 for JPEG pic.

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

Tires Brand new/no track time.

Yokohama Advan 032R's. two (2)

275/40R17, two (2) 235/R17. \$275

per pair. Glen Spiegler 847.884.0818.

Wheel Center Locks for ring clip-

style caps only. \$25 new in orig.

package. Rich Rybar 630.850.9553 or

e-mail rybar@cwix.com.

2.8 RSR Engine (4S Class) 15

hours since complete rebuild:

2:32.6 at Elkhart. Fuel Injection sys-

tem (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.

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.

'69 (2.0) 911E Fuel Injection Sys-

tem \$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/](http://members.aol.com/porscheelvw)

[porscheelvw](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

block, 78K mi, runs but low com-

pression: 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.

The Mart ...

'94 3.6 Whale Tail Exc. Cond.
\$1,000. Bill Wann 847.872.3317, e-mail: 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. Automotion 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).

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.

Porsche Design Carrera Sunglasses Gold rims, extra lenses, travel case. Flawless condition. Orig. price \$225/sell for \$95. Rich Rybar 630.850.9553 e-mail: rybar@cwix.com.

Private Chicago Region Porsche Only Storage Facility
In western suburb. Heated, in/out privileges, secured, private. Steve Wagner. 708.738.5775

WANTED

1989 944 Stock street car in good shape. Sport package. Ltd. slip differential. Kevin Gill 630.773.6071.
911 Space Saver Tire Ken Smoot 773.784.6292.

Civil Engineer interested in working on a sports car facility. Mark A. Basso 630.620.4800, ext. 27.

FOUND

Silvertone Men's Watch Found at Road America over Memorial Day Weekend. If you can identify it, it's yours! Sharon Lynn 630.513.0091.
Mag 4 Open Face Helmet Found at Utica Autiocross. Call Bill Murrin 708.352.5719

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Aungahh! ...

(Continued from page 56)

dreams would Steve have had the courage to imagine such a heavenly sight in the garage. Much too much to bear.

Since we are writing this just before Utica, we will have to wait to report how it was to autocross the Boxster.

And finally, one moment of pride. The Chicago Scene won 2nd Place in Class V (regions of 600+ members) and took 3rd Place overall (nationally) in the Newsletter Contest at Parade. We are incredibly proud of this award.

* Obviously we could not have won it without you. Thank you. Though the award is not the ultimate goal for us as editors — your approval of our efforts is — it is nice to be recognized by one's peers and to be part of the winning Chicago Region effort at Parade this year.

In the October issue we will finish the feature article on the Mont Tremblant Parade and list all of the Chicago Region winners. You will be amazed and delighted! You will find yourselves chanting, as we did during Parade week, "We are THE Chicago Region." Next year we need to take our flag!

We'll see you at Road America over Labor Day and out in the Boxster on the 18th for Jack Stephensen's River Run Rallye!

Steve and Susan

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

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WHO!

DIDN'T
KNOW
ABOUT IT!

RESPOND
TO
MURKIN

Aungahh!

It has been a wonderfully tiring few weeks. Off to Parade for a week, back for two days and then to Blackhawk. We missed the golf outing, but will make it to autocross at Utica and then Road America. We will need a vacation from our vacation.

Parade was astonishing. Since most of our time is spent participating in all of the various activities within the Region, we do not have many chances to represent the Region outside of the Region nor do we have much of an opportunity to "observe" the Region from the "outside". Club Races are the one venue where we have an excellent opportunity to represent our Region to the rest of PCA, to make new friends, and enjoy the camaraderie of PCA racing.

Parade is the other opportunity to represent the Chicago Region and, in some respects, see the Region from the "outside".

It began as we arrived in Mt. Tremblant on Saturday afternoon. We checked into the hotel and then registered. Almost immediately, we saw friends from the Region preparing their cars for the Concours. Sunday we volunteered at Registration and were able to officially greet more Region members. Monday began the real excitement. The Concours was beautiful with, along side the entrants, the legendary No. One and the Carrera Panamerica race car from the factory. The Region spirit began to build as the Concours results were posted. That evening at dinner, when the trophies were presented, most of the Region's

members in attendance sat together. And did we win trophies! With each additional announcement of another Chicago Region winner, the cheers got louder, the smiles larger and the spirit greater. This continued for the entire parade. Spectacular showings in every venue. Each day, we commented to each other how happy we were for one another and proud of the Chicago Region. It was quite remarkable and wonderful to experience. We were proud to be a member of the Chicago Region.

It took several days to return to a normal emotional state after Parade (if there is such a thing with us), but just in time for Blackhawk Driver's Ed. This Blackhawk was very unusual because the weather was not the typical sunny and dry day. Though the forecast was for rain, the 951 went on the trailer and Steve went off to the track. Once there, the 951 was unloaded and readied for the first session. Rain. No rain tires, no session. Back onto the trailer for the 951. The day was not a washout though because he got out on the track as an instructor and was able to practice the line vicariously through the hands of his student.

Plus, Steve enjoys instructing, Steve and his student probed the limits of a 996 in the wet without incident. The day ended quite happily for Steve, the student and the 996.

While all of this was happening, the garage got another resident and the 951 got a 986 cousin. Since Aungahh can not be a novel, we will simply state that after all of the conflict between emotion and logic, emotion won. Steve and Susan are the proud owners of a new 986. Metallic Black with a P69 interior (black sport seats, three spoke steering wheel, unique shift lever and interior trim). 18" Fikse wheels finish the Boxster nicely. We can't wait for everyone to see it. The first several hundred miles have been a top-down blast. The experience has been so good, in fact, that Steve has not had more than a millisecond of buyers remorse. The only draw back is that Susan's garage door is getting way too much work as Steve can not get close to the garage without an admiring look. And if the Boxster were not enough, the garage door opens to reveal the front of the Boxster sitting next to the (now) 951 race car. Never, ever, in his wildest

(Continued on page 53)



The Chicago Scene and editors Steve Rashbaum and Susan Shire won 2nd in Class V and 3rd overall in the 1999 Newsletter Contest at the Mont Tremblant Parade.

Photo by Jim Jacisin



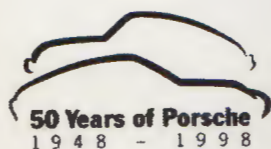
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