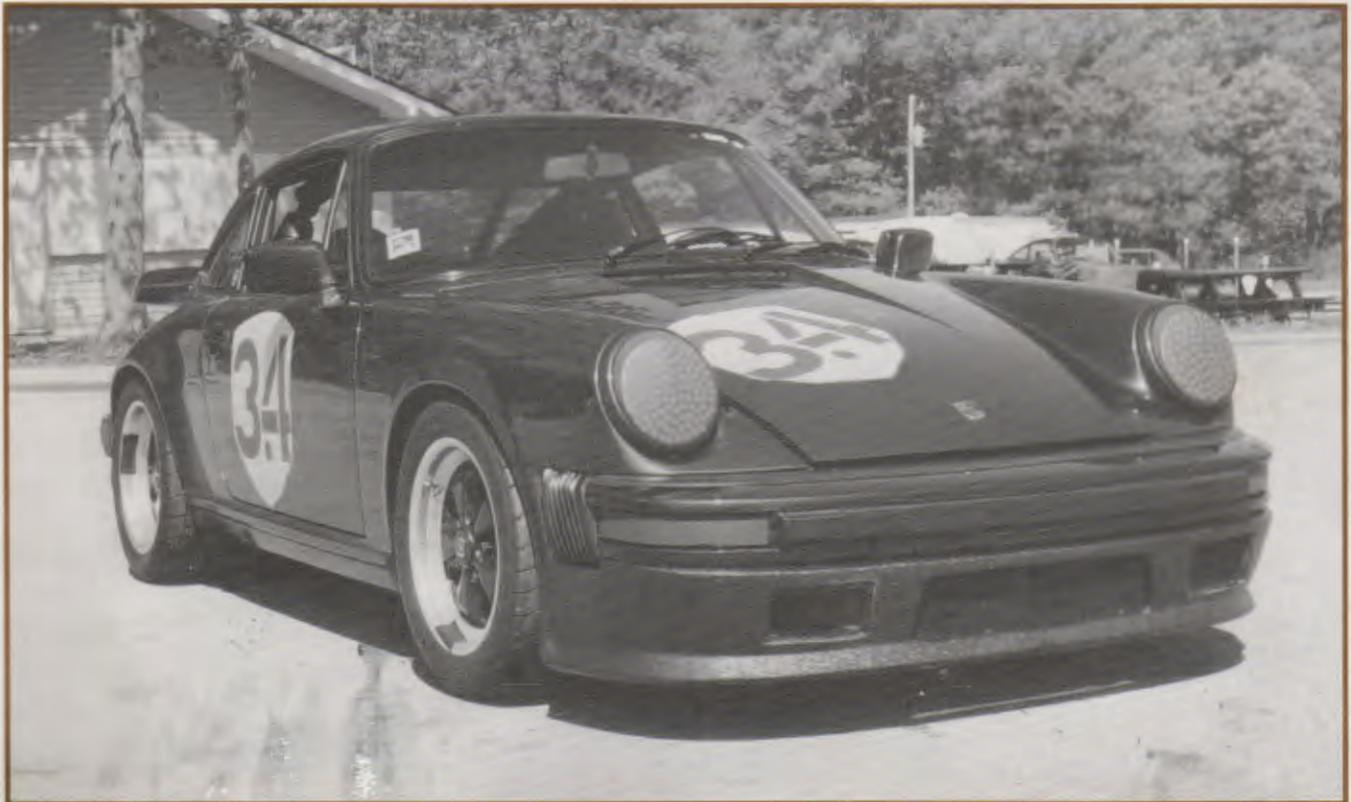


A brown silhouette of the Chicago skyline, featuring prominent skyscrapers like the Willis Tower and the Hancock Tower. The title "CHICAGO SCENE" is printed in white, bold, serif capital letters across the bottom of the silhouette.

CHICAGO SCENE

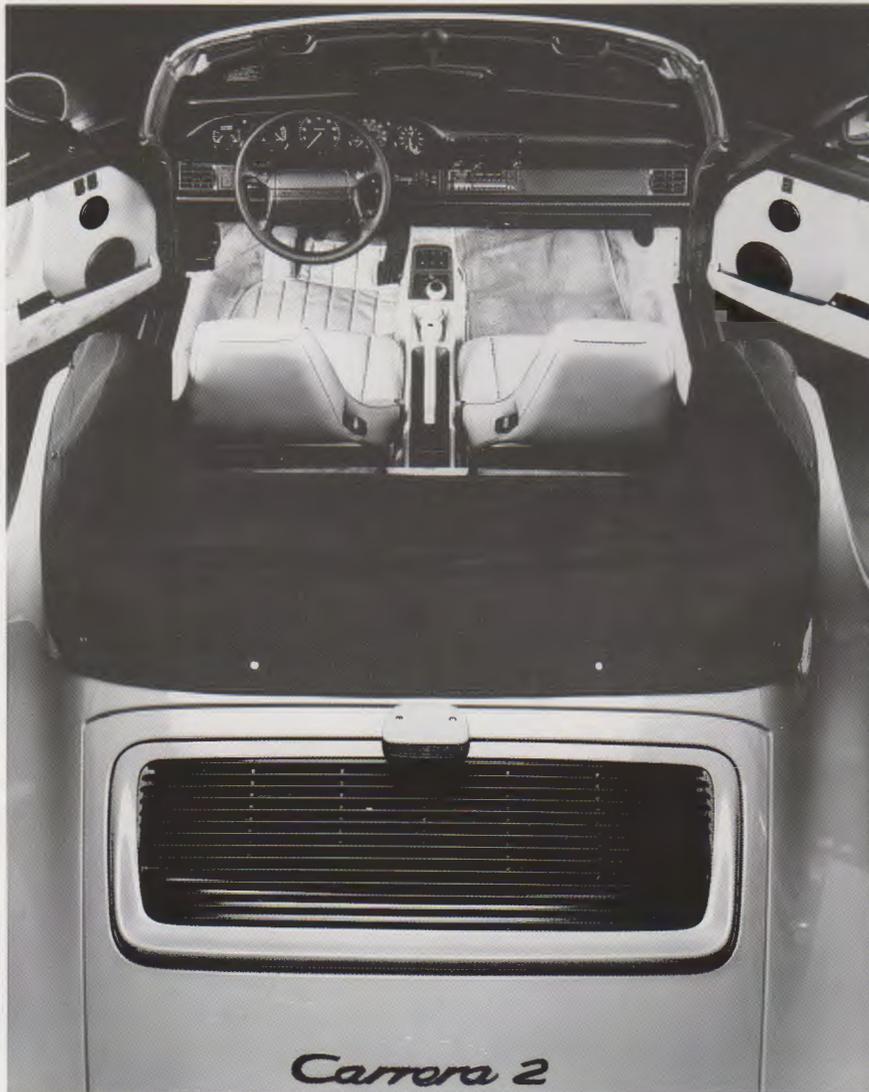


AUGUST 1993



The Official Publication of the Porsche Club of America, Chicago Region

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"CHICAGO SCENE"

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MART: Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

ADVERTISING RATES:

Quarter Page: \$20.00/mo. yearly, \$30.00/mo. quarterly; **Half Page:** \$40.00/mo. yearly, \$50.00/mo. quarterly; **Full Page:** \$75.00/mo. yearly, \$90.00/mo. quarterly.

All requests for advertising space must be made through the editor.

CHICAGO SCENE

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COVER: Arnold Zann's "Fast Toad" at Road America Memorial Day weekend. Photo by Chris Inglot.

CHICAGO REGION 1993 CALENDAR OF EVENTS

January 24	Annual Membership Meeting
February 21	Restaurant Tour
March 20	Spring Social - Medieval Times
April 4	Concours School
April 18	Spring Rallye
April 25	Tech Session
May 2	Driving School & Gymkhana
May 12	Blackhawk I
May 22	Concours
May 28, 29, & 30	Elkhart I
June 13	Rallye & Gambling Boat
June 16	Blackhawk II
June 26	Gymkhana
July 15 & 16	Race Series-Road America
July 18	Potter's Picnic & Concours
August 1	Rallye
August 8	Porsche Phenomenon
August 11	Blackhawk III
August 15	Utica Gymkhana
September 3, 4 & 5	Elkhart II & Concours
September 19	Charity Gymkhana & Concours
October 10	Loop Rallye
October 16 & 17	Blackhawk Octoberfest
October 24	Concours
November 6	Social Event
November 14	Tech Session
December 4	Dinner Dance

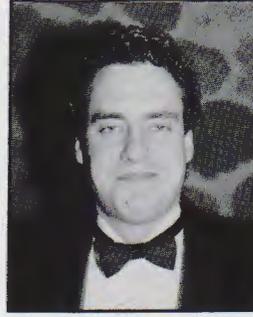
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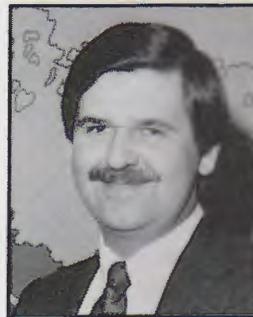
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(708)386-2864

IN GALLAGHER'S GEAR

I didn't stay in Cincinnati so you get to hear from me once again. I had not been to a Parade since 1984 and the good lady Peggy had never been to one so I was really looking forward to seeing what progress had been made or how they differed over the years. Cincinnati itself was not a bad place to host the annual event. I was surprised to see how small the town really was. The downtown area only has three first line hotels and PCA had all three. It really is something to pull into downtown and see well over a thousand Porsches at one time and place. Peggy could hardly believe it. Each car was nearly perfect. I wish I had taken a camera, not so that I could photograph cars but so that I could remember the license plates. It seems that each car had a vanity plate and each plate was better than the previous one. There are two schools of thought about parades, those who like a city parade and those who like a resort area type of parade. One of the benefits of a city parade is usually there are plenty of good restaurants. Peggy and I spent plenty of time over in Kentucky at some great restaurants. The food and camaraderie were the highpoint.

The concours were held inside at the Convention Center. Most people were not happy with an indoor sight as lights and concours cars do not usually mix but I do not know where they could have put the two hundred and fifty entrants particularly in a town noted for ninety-five degree days and high humidity, so the inside air conditioned site was perfect for me.

You have no idea what several hundred full concours Porsches look like. This makes a Parade a worthwhile thing to do. I was very proud of my sons, at a cost of hundreds, who took second in the 912 class. Rod Gustafson was fourth and a trophy for his great '57 Speedster and Cy Ling took first in the street class in his 914. The only problem with the concours is that you can buy a trophy if you so desire. For the second year in a row the Manhattan Concours Trophy for the best in show was won by a brand new car, a '93 Cabriolet with 33 miles on it. This car had not turned one mile since leaving the showroom and I understand some twenty four thousand dollars was spent on its preparation. This is not what the Manhattan award was designed for. This was the second year in a row this has happened.

The same guy won last year with a car with 77 miles on it.

I cannot understand how this occurred two years in a row. I am urging you to write National and express your unhappiness. Of course you can always vote them out.

Several of our members did very well in the autocross. Jill Krohn took a first, Lee Lichenstein took a fourth and Chris Inglot a sixth. It seems that super sticky tires were necessary.

All in all the Parade was a lot of fun. I just believe that the philosophy of the club needs a changing.

I cannot tell you how proud I am of your club. The race series was a great success. I had been begging our members and other regions not to let us down as our prestige and financial well being was on the line. I should not have worried, you all were super. We had 96 cars that attended and an even greater number of volunteers.

This event had to be our finest hour. The event went like clockwork and the times were posted about four minutes after a session ended. We had practiced all Memorial Day weekend and had sent a lot of key people to fire and rescue school and timing and scoring school.

All the practice and hard work paid off. Our zone Rep Phil Doty, who attended showed me the ratings on the event. We had the highest rating we could get for the event. I cannot thank Arnie Zann and his staff enough for such a terrific job. Thanks also to Mike Zurich for registration. Bob Law for corner workers, Bob Ostholthoff and Uncle Frank Wagner for handling the pre grid and grid. A special thanks goes to Ed and Debby Leed for an absolutely fantastic job of timing and scoring. Not only were the results accurate but they were posted no later than 5 minutes after the last car in class crossed the finish line. The Leed's had about 30 people working up there in timing, a great big thanks to each of you. I know that all of you must think I have lost my mind, singing the praises of an event I fought so hard not to have. It appears I was wrong. We didn't lose a fortune and

the membership came out on the weekday and put on a great event. We as a board will have to decide if we want to put in this amount of effort next year and if it is possible to get a weekend or should we add a day to our Labor Day event?

On the way back from Elkhart Peggy and I stopped at Lauderdale Lake and pre-ran David O'Bryans Wisconsin rallye. By the time you get this newsletter the rallye will be history. All I can tell you is that the roads are terrific and the CAST is high enough to put a smile on the drivers face. While I was pre-running this rallye a woodchuck committed suicide on the front spoiler of the 930. I did my best to miss him but his number was up. Well anyway the lady Peggy was very upset by the whole thing and had to take a break from the rallye to compose herself. I hope this never happens on a real rallye because you cannot stop to bury dead animals. I hope you all had a good time on the rallye.

We stayed overnight at David's because it made no sense to go to Chicago and then go back out to Potter's Farm in Grayslake. Peggy, David and I spent about 6 hours cleaning 2 weeks of Parade and Elkhart dirt off of our machines. Off we went to Potter's Picnic. Wayne and Family were presenting the thirty-fifth edition of their famous picnic and concours. The only problem was that my sons were in charge of the concours so as they have not yet sold their souls to the weather gods, it rained some six inches on the

picnic. There were tears in the eyes of many concour participants as they watched mud and dirty water attack the bottoms on class A concour cars. Rain or not we all had one hell of a good time in the garage. Linda had a great day in the goodie store as she had the only supply of dry clothes. Thanks to the Potter and Patterson families for a fun day in the country.

I hope you are planning to attend the Porsche Phenomenon. Not only are we long overdue in honoring the old timers but it should be a great party. I hope you plan to attend.

We have four events this month. Peggy and I have been so busy and now with the Phenomenon and Blackhawk we are ever busier. The August Blackhawk will sell out, as have all the driving events of the year. It sure seems that we just started this summer and now we are almost ready for the Labor Day Elkhart. If you plan to be there I suggest that you don't wait any longer. We turned away people in May and I am sure that Mr. Laidlaw and company will have the same success.

After we get over August I can concentrate on my Loop Rallye. As of this writing this event will end at Wrigley Field (unless the Cubs are in the World Series) with dinner at Murphy's Bleachers. Even a die hard Cub Fan that I am, I am sure that the dinner will be at Murphy's. So mark your calendar's for the 10th of October.

Well if I don't eat too much pasta and drink too much wine at the Galleria Marchetti you will hear from me next month.

Dan

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ROAD AMERICA II
SEPTEMBER 4 & 5, 1993
Sponsored by Bill Jacobs Motorsport

Event Chairpersons: John Laidlaw 708/438-3043

Registrar: Robert & Nancy Neal 708/541-1527

The second Road America driving school of the year is soon to be a reality. The usual procedures will be in place...run groups alternating every half hour of open track lapping. Plenty of track time to practice those turns, learn those lines and have fun.

On Saturday, the novice drivers will be required to attend a half day Skip Barber drivers school to learn the proper driving techniques for cornering, braking, safety practices, and the safe negotiation of the track. The novices will then have the opportunity to drive the track while being observed and critiqued by the Skip Barber instructors and then they will be able to join in the alternating run groups for the rest of the weekend.

Again, all corners will be staffed by professional SCCA corner workers. The corner workers will be strictly enforcing the rules of passing (restricted to certain straight aways), with no passing being allowed in the braking areas or turns.

A special treat is in store for all those in attendance. On Saturday and Sunday, during a portion of the lunch hour, there will be a lapping demonstration with a late model F1 Ferrari race car. Since F1 racers are rather rare in this country, this will truly be an exciting opportunity.

The remainder of the lunch hour will be used for touring. PCA National has changed the touring rules. All participants must be 18 or older, wear an 85 (or newer) Snell approved helmet, wear a seatbelt, and wear all other required racing attire.

Using your **Chicago Region Tech Sheet**, it is your responsibility to thoroughly check your car yourself, or have it checked by a competent service organization **immediately prior to the event**. Be sure to pay close attention to the specifics on the tech sheet concerning brake fluids and brake pads.

The mandatory clothing requirements remain that a **1985 Snell approved helmet (PLEASE NOTE...WE REPEAT...A 1985 SNELL APPROVED HELMET)**, a long sleeved shirt, long pants, and socks, all made of a non-synthetic material, and closed toe shoes. Recommended, but not mandatory, are drivers suits and driving gloves made of nonflammable materials, fire extinguisher, and a safety harness. Also, due to the local ordinances, all cars must run with mufflers.

There will be a **MANDATORY NOVICE DRIVERS MEETING** at Siebkins promptly at 8:00 pm Friday evening. The novices will be instructed as well as pertinent information as to the format and rules of the event. All novices **MUST** attend this meeting or they will not be allowed to drive.

The Saturday and Sunday **MANDATORY DRIVERS MEETINGS** will be at 8:00 am at the track. **ANYONE MISSING THE MANDATORY DRIVERS MEETINGS WILL NOT DRIVE.**

Registration opens at Siebkins on Friday afternoon at 4:00 pm. The tech crew will be on hand to scrutinize your car. If your car is not teched at Siebkins on Friday, it must be teched at the track on Saturday morning starting at 7:30 am. No car will be allowed to run without a tech sticker.

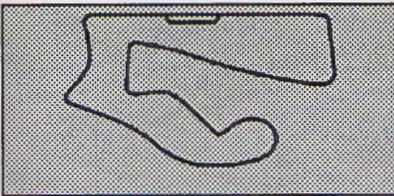
A sellout is a "sure thing" for this event, so please register early. You will be notified of your acceptance by mail by the registrar. Also, please remember that you must present a **VALID DRIVERS LICENSE** at the time of registration.

Siebkins will again be the "headquarters" for the non-track meetings. Contact Siebkins directly for lodging reservations (414/876-2600). Dinner reservations for Saturday night can be made at the same time as room reservations, but please no later than Friday evening. Dinner choices are Weinerschnitzel, Duck, Prime Rib, and Fresh Fish if ordered in advance.

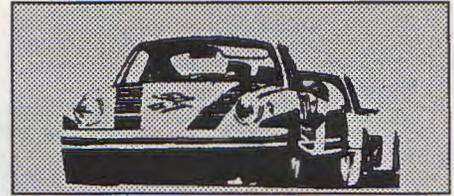
Continental breakfast at Siebkins will be available at 6:00 am, with full service starting at 9:00 am. Siebkins is attempting to provide full service breakfast earlier for the drivers, but this information will only be available at registration.

Places to stay:

Siebken's Resort* Elkhart Lake, WI 414/876-2600	Barefoot Bay* Elkhart Lake, WI (special rate if you say you are a member of PCA) 414/876-3323	American Club Kohler, WI 414/457-8000	Americinn* Plymouth, WI 414/892-2669
Budgetel Inn Sheboygan, WI 414/457-2321	Crest Hotel* Plymouth, WI 414/893-6111	Best Western Fountain Park Motor Inn* Sheboygan, WI 414/458-4641	Comfort Inn* Sheboygan, WI 414/457-7724
Imperial Motel Sheboygan, WI 414/458-3578	Holiday Inn Manitowoc, WI 414/682-6000	Dillon Inn/Best Western West Bend, WI 414/338-0636	Driftwood Motel Port Wash., WI 414/284-4413
Starlight Motel New Holstein, WI 414/898-4216	Super 8 Motel* Sheboygan, WI 414/458-8080	52 Stafford* Plymouth, WI 414/893-0552	Harbor Center* Sheboygan, WI 414/458-1400
Harbor Inn* Sheboygan, WI 414/452-2424	Harborside/Best Western Port Washington, WI 414/284-9461	Inn on Maritime Bay Manitowoc, WI 414/682-7000	Parkway Motel* Sheboygan, WI 414/458-8338
Pine Beach Resort Oostburg, WI 414/564-2998	Pinehurst Inn Sheboygan Falls, WI 414/467-4314	Port Motel Grafton, WI 414/284-9964	Sheraton Fondulac Fon du Lac, WI 414/923-3000
Sheraton Mil. North Brown Deer, WI 414/355-8585	Silver Springs Inn* Plymouth, WI 414/893-0969	Stagecoach Inn B & B Cedarburg, WI 414/375-0208	Stunz B & B Newton, WI 414/726-4388
Thunderbird Motel Chilton, WI 414/849-4216	Travelers Motel Manitowoc, WI 414/682-8234	Washington House Inn Cedarburg, WI 414/375-3550	Westmoor AAA Manitowoc, WI 414/684-3374
<u>CAMPGROUNDS:</u>	EIGENBERGER'S across from Road America 414/876-2197	PLYMOUTH ROCK RESORT on Rt. 67 next to Road America 414/892-4252	HICKORY HILLS on Rt. 67 414/892-4732



**Registration Form
PCA Chicago Region
Road America Drivers School
September 4 and 5, 1993**



First Driver		
Name:		
Address:		
City:	State: Zip:	
Eve Phone:	Day Phone:	
Member <input type="checkbox"/>	Region:	
<Fastest A <input type="checkbox"/>	Requested Run Group B1 <input type="checkbox"/> B2 <input type="checkbox"/>	Slowest C <input type="checkbox"/>

Second Driver		
Name:		
Address:		
City:	State: Zip:	
Eve Phone:	Day Phone:	
Member <input type="checkbox"/>	Region:	
<Fastest A <input type="checkbox"/>	Requested Run Group B1 <input type="checkbox"/> B2 <input type="checkbox"/>	Slowest C <input type="checkbox"/>

Porsche Year, Model, Type, Engine Size _____	----- PCR Class ----- Production <input type="checkbox"/> Improved <input type="checkbox"/> Modified <input type="checkbox"/>
Permanent Car Number : _____	Requested Car Number : _____

Drivers must attend the Skip Barber classroom instruction unless they attended at a previous event, or have very strong driving credentials and receive approval from the event chairman.

<u>First Driver</u>	<u>Second Driver</u>	Did you receive Skip Barber Instruction at a previous Chicago Region PCA Road America event?
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted.

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

Fees: One Driver \$185, Two Drivers, same car \$230 . Total amount enclosed: \$

**Make check payable to "PCA Chicago Region." Mail the registration form and check to:
Robert & Nancy Neal, 445 Regent Dr., Buffalo Grove, IL 60089
Phone: (708) 541-1527 No refunds or cancellations after August 27, 1993**

PCA/CHICAGO REGION TECH INSPECTION SHEET

NAME _____ COLOR _____ CLASS _____
 MODEL/YEAR _____ ENG. DISP. _____ ENTRY NO. _____

Passed Failed

TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

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

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.

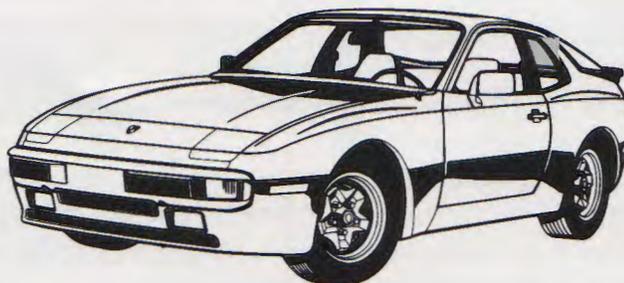
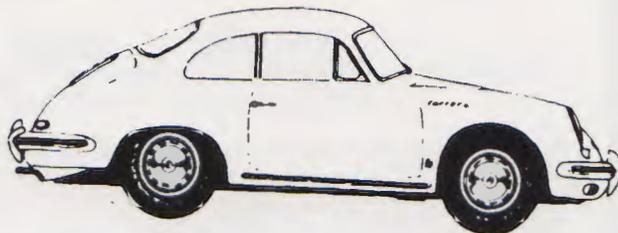
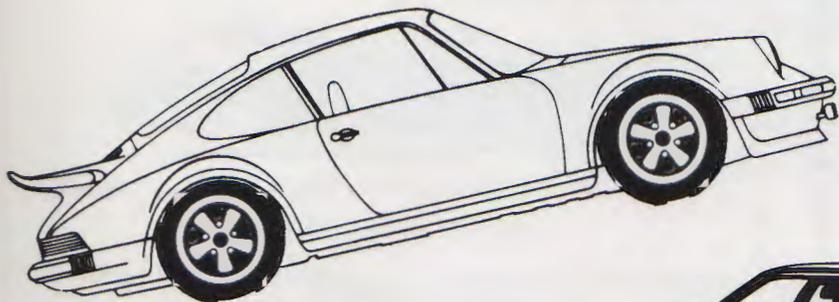
ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE WHICH WARRANTS COMPLIANCE.

DRIVER'S SIGNATURE _____

WITNESS TO DRIVER'S SIGNATURE _____

DATE _____

ROAD AMERICA II CONCOURS SEPTEMBER 4, 1993



Let's do it again! As last year there will be a concours on Sunday, September 4th at the Road America II event. The site will tentatively be on the west side of the pit area, as last year. We hope to have judging start after lunch at about 1 PM, with the results/trophies to be announced Saturday evening at the dinner at Siebkins. Concours entrants are urged to pre-registrar by mail. Those who do not pre-register may do so the morning of the event.

Those who have pre-registered and paid for track event will be eligible to show their cars in the concours at no charge. The regular \$10.00 fee is for entrants who concours only. Parade laps can be made, I have been advised, only for those concours entrants who are dressed appropriately, i.e. helmets, and are over 18. (Sorry, Phillip) The concours following and racers alike are urged to come to this event, show their cars, and make this an entire weekend of family fun the PCA way!

REGISTRATION - ROAD AMERICA II CONCOURS

Name: _____ Member _____ Guest _____ Applicant _____

Concours Class: A B C D

Year and Model Porsche: _____

Are you participating in the Road America Driver's School? Yes _____ No _____

Send \$10.00 (checks payable to PCA-Chicago Region) for concours entrants only to:
Bill Garvy, 8742 North Campbell Avenue, Chicago, IL 60645-4616.
Questions?? (312) 973-3938, evenings preferred

CHICAGO REGION'S CHARITY EVENT

WHEN: SEPTEMBER 19, 1993

WHERE: HAWTHORNE RACE TRACK
(Parking Lot)

WHAT: A) AUTOCROSS
B) CONCOURS
C) LUNCH AT TRACK SIDE
D) CHARITY AUCTION

We are gearing up to provide you all with a great day of Porsche activity. Because we want to encourage everyone to become involved in this event, we are presenting a combined event. We will have both an autocross/gymkhana and a concours.

We will use the beautiful Hawthorne facility to give the Concours Crazy's a great view of the Gearheads gettin' their rrrrevs up on this HUGE parking lot. Then while the autocrossers are letting their helmets cool off, they can marvel at the presentation of a pleasing panorama of pristine Porsches. (Sorry Pete)

The real challenge is to Concours the car and run the Autocross on the same day. (Rip, can they judge the car between autocross runs? Also, if mileage points count, do you take the mileage before or after the autocross runs?) If donations warrant it, we will also be conducting a Silent Auction during the day. You can place your bids on your way from the Autocross area to the Concours area (no sweat).

Since we hope to keep you busy and entertained all day it is only fair that we provide food and refreshments on site. We will have a grill, surrounded by some of the world's best cooks. Bill of Fare will be Brats, Hot Dogs, Burgers, Chips, and Soda. Dessert can be taken care of by stopping at the Bake Sale.

After the competition is over, we will gather together for Trophy presentation and our auction. Since the focus of this event is to raise money for the Sally Potter School, we will be presenting "Paper Trophies" for both the Autocross and the Concours.

Fill the registration form that is with this article out, or the Concours Only form that is after Bill Garvey's article. Mail it in. Come out and have fun. We need you all.

Also, WE NEED EVERYONE'S HELP !!! Please contact your business friends, relatives, and acquaintances to ask if they could provide items of any kind for the Auction, Raffle, Silent Auction, and/or Bake Sale. I know we can be a great help to the students at Sally Potter School if we work together.

SEE YOU THERE -

Rip, Linda, Gail, & Keith

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REGISTRATION FORM

NAME: _____
MEMBER _____ APPLICANT _____ GUEST _____

GYMKHANA CLASS _____ CAR NUMBER _____

GYMKHANA COST: \$20.00 - 1ST Driver \$5.00 - 2ND Driver

CONCOURS CLASS _____ CONCOURS COST: \$10.00 Per Entry

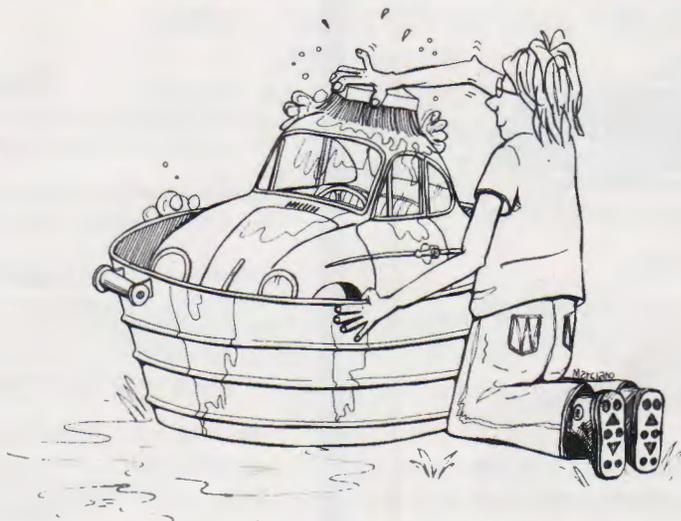
AMOUNT ENCLOSED _____

MAIL REGISTRATION TO:

Rip & Linda Patterson
24397 Cherokee Trail
Grayslake, IL 60030

QUESTIONS - Call: Rip or Linda Patterson - 708 740-3562
Gail Becker - 708 420-7155
Keith Clark - 708 690-3381

CHARITY EVENT CONCOURS SEPTEMBER 19, 1993



In conjunction with the scheduled Charity Event and Autocross to be held Sunday, September 19th at Hawthorne Race Track, we have scheduled our fourth concours event. Joining us will be the Mercedes Benz Club of America for both the autocross and concours events.

All entry fees for this concours will be donated to the Sally Potter School.

There will be no trophies, however points and standings in this concours event will count for the year-end totals. Entrants are urged to pre-register, although registrations will be taken the day of the event.

REGISTRATION-CHARITY EVENT CONCOURS September 19, 1993

Name: _____

Member: _____

Guest: _____

Applicant: _____

Year and Model Porsche: _____

Send \$10.00 check payable to PCA-Chicago Region
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THE FAST LANE

by Dick Badler

Let's face it. To most of the population, we car nuts are grossly misunderstood. By that, I don't mean they don't understand the attraction. I mean they don't even understand what we're talking about. When we motorheads get going, eyes glaze over, feet start to shuffle. They don't have a clue.

It's true. Ever try to talk cars with a "guy on the street?" With someone who paid real money for a Caprice Classic, out of his own free will, and didn't own a taxi company, or have a gumball mounted on the roof? It's hopeless.

And what irritates me even more is that the blimp pilot probably does understand terminology for baseball, football and basketball, and probably uses that stuff, every day. He probably "huddles" with his co-workers, and then does plenty of "blocking and tackling" to "score points." This guy might even "swing for the fences," or try a "slam dunk."

I'm tired of this, and I say it's time to do something about it. We have our own terms. Let's use them! Let's "get the power to the road." Let's "lay rubber." Let's get "hooked up." We can win this race!

My friend Alan, who has a Ph.D. in linguistics, says language is continually evolving. He says there really is no perpetual right and wrong. There's what people use, and what they don't use. And a lot of what they do use eventually becomes "correct" usage, by definition.

There's power in those words. Horsepower. Let's give that power to the people. Let's get on down the road. Let's all use car terms, racing terms, motor terms.

Ever make a mistake? Ever "drop a pass?" "Fumble the ball?" "Get called for walking?" Never again. From now on, you're going to "miss a shift." Or "miss the apex." And then you'll go "into the weeds." Or worse, "eat concrete."

We can do it, PCAers. And let's reach out to our crosstown cousins at the BMWCCA, too. Hey,

Munchen munchkins, don't you hate it when the Yuppie swine cruise by, in your favorite marque, on the way to their VIP stadium-side parking? And they don't even know how to say "BEEmer." Teach them!

Ferrari Club of America, you guys get to do it with handsigns! Extravagant gestures! You'd better wake up. Michael Jordan drives a Testarossa. But is he a "Tifosi?" Has he made the pilgrimage to Modena? Can he say "che bella macchina," with an appropriate wave and a tear in his eye?

Vette people - well, well, well. You say "there's no substitute for cubic inches." I'd like to see for myself, because, while you say you're all "big block," I have a feeling you may be "small block," after all. And, what's more, you're "made in Bowling Green." You'd better wave that flag proudly, pal. Because, when you think about it, does GM really need a Corvette? Does anyone? Not unless you get out there and sell the concept.

I think it's amazing. Here you have my seven and 11 year-old daughters, who know what a 24-second clock is. They can differentiate a reverse dunk from a layup, tell you how many runs you get for a grand-slam homer and points for a safety. But do they know who won Indy this year? What state Sebring is in? How to pronounce "Le Mans?" No, no and no.

I'm telling you, it's up to us. But first, let's get in shape. And not by "pumping iron." Let's "pump gas!" "Put air in our tires." Give ourselves a "complete tune-up." I don't know about you, but my running shoes are ZR-rated, and they don't say Nike. They say Pirelli and Goodyear and Michelin.

This will take practice, I'll admit. And repetition. Some terms you'll just have to think of in different ways. Like "nice pass." Did it have a good spiral? No, you took the other guy, cleanly. And got ahead. You got him to get out of the way. Or take the term "Big D." It's not for Dallas or for defense. Not any more. From now on it's Daytona, for "Speed Weeks."

I think this is do-able, but not if we leave it for a "two-minute drill." It will take preparation. Lot's of it, if we expect to be "running at the finish." Team Penske-type preparation. I don't want to win the game. I want to take the checker. I want to talk to Paul Page, from the winner's circle. Then I'll see you afterward, but not in the locker room. I'll be up on the podium. You'll spot me easy enough. I'll be the one spraying the magnum of champagne down on the crowd.

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Will'n 2 Gamble Rallye June 13, 1993

I wish to thank all who volunteered in helping to make this rallye a success. I wish to thank Chuck and Jean McKay especially in explaining to me how to put together a "Tulip" rallye.

Alice and Helen Harper Co-Rallyemaster and Staters
Lee Lichtenstein Pre-Ran and 2 Checkpoints
Bruce Janecek Pre-Ran and 2 Checkpoints
Bob Vlazny Pre-Ran and 2 Checkpoints
David O'Bryan 1 Checkpoint
Geoffrey Arnold 1 Checkpoint
Mark Harney 1 Checkpoint
The Tillers 2 Checkpoints

Jim Harper

RESULTS

<u>DRIVER/NAVIGATOR</u>	<u>CAR</u>	<u>POINTS</u>	<u>FINISH</u>
Howard Yefsedy/Margaret Young-Lai	BMW	487	1T
Dan Gallagher/Peggy	930	508	2T
Gene Urban/Bill Urban	911SC	633	3T
Myron Walters/Mike Walters	911	762	4T
Chuck Bittman/Terry VanderBiezen	924	765	5T
Art Sebek/Kathy Sebek	911	825	6T
Tom Verachttert/Mike Verachttert	911	845	7T
Fred Marchese/Dawn Marshese	925S4	896	8T
John Carlson/Laverne Carlson	944	951	9T
Rich Gurrieri/Chris Gurrieri	Ford	1,045	10T
Bruce Dandrew/Chris McCormick	911	1,124	11
Ralph Kruse/Erik Kruse	924	1,124	11
James Schuch/Jill Schuch	911	1,166	13
Maureen Hutton/William Lyon	924	1,271	14
Peter Kaludis/Nick Rakintsis	930	2,025	15
Lea Petrikas/James Petrikas		2,640	16
Ralph Kruse Sr./Mae Kruse	928S	3,297	17
Keith Clark/Karen Clark	944S	3,697	18
Bill Browne/Bill Browne III	911SC	3,786	19
Kevin Schilling/Stacy Fuja	944		DNF
Ken Floyd/Paul Maumpach	911		DNF



Everyone gets Jim's instructions



Alice and Helen Harper



How can you shift and puff at the same time?



The winners are!!

Photos By: Keith Clark



Dan and Peggy busy at registration



Looks like Harold hit the Jack-Pot!

motor

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A familiar face to midwest Porsche owners, Rich has an impressive 22 years of Porsche technical expertise on his resume.

Service Technician
Chris Plummer

A Porsche Certified Master Technician, Chris has acquired seven years of Porsche experience — all with Motor Werks of Barrington.

Service Technician
Dave Poston

Porsche and A.S.E. Master Technician Dave Poston is a racing enthusiast and 944 owner. He is lead technician and senior member of Team Porsche at Motor Werks

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ARENA AUTOCROSS II

June 26, 1993

By Nick Brenkus

Organization? Well let's put it this way...Securing the spacious lot of Arena Auto Auction was already arranged. So, you ask yourself, what else could we possibly have to do? Event Chairperson, Jeff Girard will host the event, pick up the timing trailer and pylons, set the course up and tear it down, arrange for trophies, return the trailer to God's country and probably a few other things I overlooked. Jill Krohn would handle registration of the 30+ Porsches and BMW's that would show up, and Ed Leed would make sure the timing equipment would be there.

OK, so far pretty well organized, you say, but wait--it gets better! Friday evening, Jeff and I arrive at Arena to set up the course. We find an ocean of cars!!! Apparently a breakdown in communication meant no employees and 300 cars to be moved. Jeff was assured that a crew of 10 able-bodied Arena employees would be there Saturday morning to clear the lot by 8:00 AM. Jeff and I, along with our ladies, retired to Homerun Inn, where after a few pitchers of beer and pizza, we planned the track set up for Saturday morning. We figured--NO PROBLEM!!! We should be finished setting up the track just as the entrants began to arrive.

Saturday morning--I pull in at 7:30 AM, and I am greeted by Jeff who is hanging out of a late model car, saying, "Where the F-- have you been????!! Good morning to you too buddy! I guess this was my cue to start moving cars as it appeared the ten able-bodied Arena employees weren't so able. The plan as Jeff told me was to jump in any car and just drive it to the side of the lot. Simple, except for the cars that would not start and there were many. In the frenzy to move cars, at one point I saw my wife and

Jeff racing to a Mercedes Benz both yelling, "I want to drive the Mercedes." Susan won. I thought it would be fun to drive an old Dodge pick-up truck with no power steering just to see how the farmers really build their arms up. One by one, the cars eventually were moved. Some driven, some pushed, one even pushed into another--oops! As the entrants arrived and saw this madness, they realized the course would not be set up until the lot was cleared and began jumping into cars. Those that helped probably had almost as much fun as the actual autocross.

Speaking of the autocross, this challenging course proved a bit too much for some drivers as DNF's were abundant. Shaking heads and comments like "Where am I suppose to be?" were seen and heard by many. However, everyone received six timed runs, and most people figured out the course in time to get a good, competitive time in. Veteran Tony Koufos took FTD honors with Marla Turek taking top Ladies FTD.

The three fastest times by Porsches and BMWs got those drivers to the run-off competition and utilizing some Einstein formulas to compensate for the difference in the cars, we had an overall winner of the day--yours truly. The BMW Club participants graciously thanked us for the opportunity to run with us, and said they would be looking forward to a challenge with the Porsche Club again.



Uncle Frank's 914-6



Liz Quebe

CHICAGO REGION RESULTS

<u>DRIVER</u>	<u>R1</u>	<u>R2</u>	<u>R3</u>	<u>R4</u>	<u>R5</u>	<u>R6</u>
Rip Patterson	58.677	57.121	56.067	55.727	56.797	
Sam Patterson	1:07.94	1:11.037(DNF)	1:06.257			
Chris Inglot	55.544	54.529	53.525	52.698	52.583	
Jeff Girard	52.831	53.002	53.525	53.348(DNF)	52.831	
Rich Potampa	57.825	57.850	57.427(DNF)	55.175	55.417	
Mike Mullins	59.938	57.127	59.417	57.219	55.288	
Bruce Clay	57.309	56.871	56.967	56.766	55.325	
Gary Kovener	1:01.648	59.386	59.827	57.890	58.756	
Don Civgin	59.880	58.883	58.769	59.000	58.689	
Scott Sanda	1:01.932	1:02.127(DNF)	1:01.234	1:01.996(DNF)	1:06.657(DNF)	
Jill Krohn	55.569	55.344	57.532	55.098	54.790	
Leah Herman	1:03.083(DNF)	1:02.090	1:00.635	1:00.993	59.759	
Lee Lichtenstein	52.837	53.091	52.091	53.610	52.284	
Nick Brenkus	53.659	54.237(DNF)	53.495(DNF)	53.635	54.080(DNF)	
Randy Shearer	56.299	54.937	54.293	55.712	54.774	
Jeff Girard	55.568	56.188	54.693			
Dan Gallagher	59.276(DNF)	57.229(DNF)	57.388	54.149(DNF)	56.222	
Mark Squitieri	56.378	57.264	58.476	58.542	58.140	
Richard Grottemeyer	59.507	56.094(DNF)				
Bill Murrin	1:08.097(DNF)	1:07.486(DNF)	1:03.908(DNF)	1:04.281(DNF)	1:02.155	
Jeanne LaMarsh	1:06.631	1:05.006	1:04.063	1:03.908	1:02.700	
Peggy Goldenberg	1:06.741(DNF)	47.397(DNF)				
Jerry Quebe	52.762	51.844	50.943	59.362(DNF)	50.820	51.672
Nick Brenkus	54.202	52.373	52.179	51.024(DNF)	51.047	
Sue Brenkus	1:01.670(DNF)	59.223(DNF)	57.978(DNF)	59.642(DNF)	56.955	56.343
Liz Quebe	1:10.362(DNF)	1:04.450(DNF)	1:07.468(DNF)	1:04.426	1:04.118	1:00.622
Greg Turek	54.186	54.567	52.287	54.204	52.668	1:00.105
Jim Starai	55.118(DNF)	56.210	56.118	55.720	55.666	
Charlie Pyne	1:07.219(DNF)	1:00.812(DNF)	59.795	56.334	57.026	56.823
David Jenkins	1:16.482	1:05.987	1:05.232	1:08.736	1:11.454(DNF)	
Bruce Janecek	1:36.274	1:19.208	1:28.359			
Abel Schall	1:01.824(DNF)	14.580(DNF)	1:07.195(DNF)	1:05.809(DNF)	1:05.918(DNF)	1:03.869
Marla Turek	57.859	57.974(DNF)	56.469(DNF)	52.492	1:02.635	54.981
Kimberly Starai	1:11.015(DNF)	1:05.200(DNF)	53.320(DNF)	1:09.376(DNF)	1:03.950(DNF)	1:07.171
Mike Zitzmann	56.362	54.500	DNF	54.510	53.309	
Tony Koufos	48.326	50.840	50.380	49.549	50.046(DNF)	(DNF)
Frank Wagner	54.546	53.440	53.263	53.034(DNF)	52.465	(DNF)
Arnold Zann	58.865(DNF)	56.541	54.926	56.711	54.195	
Peggy Wagner	57.291	54.223	53.949	54.400	53.687	54.021

BMWCC RESULTS

Jerry Quebe	59.522	58.691	58.251	56.340	57.212	56.683
Paul Schiller	59.803	5:15.701	58.482	58.131	57.779	55.957
Ron Potter	1:02.464	59.101				
Mike Hackney	1:07.640	1:02.892	59.530	1:00.849(DNF)	59.851(DNF)	58.148
Patrick Simpson	59.700(DNF)	1:00.490	59.890	59.817(DNF)	54.578(DNF)	(DNF)
Bill McArdie	1:03.847	2:38.524	1:00.113(DNF)	1:02.322(DNF)		

PORSCHE PEOPLE ON PARADE

By Chris Ingot

Never having been to a Parade before, I didn't know what to expect. We had a caravan of three tow vehicles to venture to Cincinnati. The trip was slow and hot, thanks to Nick's tall trailer. We passed through Indianapolis to refuel our cars and ourselves. What a mistake! We stopped at the Shell station form hell, only to be out done by what seemed to be the only McDonald's within a 100 mile radius. These together added to more than an hour of our trip. Onward we headed to our destination.

Arriving in Cincinnati via a Kentucky visit was especially fun. Three cars, towing trailers, venturing through downtown Cincinnati without a clue of where we were supposed to be. Having found the Hyatt, we were told parking was several blocks away. After some ensuing negotiations the parking was resolved. On to Parade registration! The volunteers at registration did a great job shuttling a ton of new arrivals through quickly and with stacks of handouts.

The first couple of days were spent observing all the diligent concours entrants as they prepped their cars for the big event. These people are serious! Shrink wrap was at a premium as these cars looked mummified. T-shirts and tire booties wrapped the rubber treads so as not to soil the rolling surface. Now I remember why we stopped concouring. Too much work. Dan and Peggy's highlight was meeting Peter Porsche at the Concours Event. Yes, Peggy, THE Peter Porsche Perseverance paid off to several of Chicago Region's entrants. Many showed well and received awards.

The next several days were consumed by hundreds of entrants running the autocross. This was a much faster and longer track than we normally run in our region. A portion was done on a quarter mile drag strip with the reality of slalom cones at the end. Not as easy as it looked! Just ask Jeff or I. It felt like an ice rink while the temperature hovered around the mid-nineties. We do have some "hot shoes" in the region however, as many autocross trophies were distributed to Chicagoans. Congrats go out to Jill Krohn with a ladies first place in class P6.

Thursday evening was consumed as our Porsches turned into dragsters as we went to "Night at the Drags". A crazy but fun event as we scrubbed off a little of that clutch material. Nick, Jeff and I performed well as we lost in the final brackets to a sandbagging 928 from Arkansas that won our division. Friday we chose to work the rally instead of run it. Jeff and I were a spare checkpoint so for awhile we got to run the rally route without the stress. As we were playing sweep car, we came upon the location for checkpoint five. We were there but there was no checkpoint or workers. Set up a checkpoint computer and no provisions with the first car due within twenty minutes. No problem....Computer would work but no the printer designated to issuing in and out timing slips. When in doubt, handwrite. AT on point, we had fourteen cars stacked up while we calculated and handwrote the slips. What fun.

In summary, the week was interesting and full of excitement. Plans are already in the works for another National Lampon's Porsche Vacation. This time Vanessa and Monica will join in the fun. See you next year in Lake Placid.



Chris & Peggy Party at Parade



President Dan, Peter Porsche and Peggy



Yanahan' put final touches on their concours car



Rod Gustafson's '57 356S Super Speedster



Photo: Chris Inglot

Gallagher Boys and Q-Tip Crew



Jeff & Jill with "Dream Car"



Jim Becker Dreams of Winning Lotto

CLUB RACE - ROAD AMERICA July 15-16, 1993

By Arnold Zann, Chairman

Our club has just hosted what I believe was the best event ever...THE CLUB RACE. For those of you who did not make it up to Road America, you missed one hell of a good time. There were 70 cars in two race groups and over 30 additional cars in the drivers education group.

The race group attracted cars from all over the United States and ranged from full blown race cars to stock Porsches modified for safety to race in the club racing event. Some of the best looking race cars included Mike Zurick's RSR, Owen Johnson's 935 look alike, and Chris Ellis's green and pink '72 911S.

What really made this event a special event were the over 100 PCA members who volunteered their time and energy to make this event a success. These volunteers were also from throughout the country and all of their help was greatly appreciated, as was GARY STANKO'S help with designing and placing all the advertising for the club race.

The national PCA Club Race stewards also thought that this was the best run club racing event that they had seen and they thought that we had practiced it for weeks on each part of the event...registration, tech, grid, and timing/scoring. I have been receiving calls from all over the country since the event to find out how we did it and my answer is always the same, it was the volunteers. The volunteers made it happen.

I would like to thank our two main sponsors, BILL JACOBS MOTORSPORTS, who not only helped us out financially, but who supplied the beautiful '94 Speedster as our pace car; and TRO MANUFACTURING (Lad Sanda) who stepped forward over a year ago to help out. Our additional sponsors of MIDWEST EUROSPORT (George Weathered)...who is also our tech person at all events), and NORTHSTAR MOTORSPORTS'S, Brian Allman.

As the event chairman I can not thank the volunteers enough for the help and support. I hope you and many others will help out again next year to make it happen even bigger and better.

And as a note to all those historical car drivers that participated in the most recent Chicago Historical's at Road America and only had one 5 lap race on Sunday, please remember our PCA Club Race next year...you'll get more track time, cars to race against and the best time ever.

Special thank you's go out to...MIKE AND CONNIE ZURICK, BOB LAW, ED AND DEBBIE LEED, GEORGE MUELLER, BOB OSTHOLTHOFF, FRANK AND PEGGY WAGNER, GEORGE WEATHERED, JOHN RUTHER, STEVE HEIM, AND HARI MATSUDA.





Photos: Lee Balgeman If you'd like to purchase photos of your car call Lee at 708/771-9427

PCA CLUB RACING AT ROAD AMERICA

By John Ruther

Can you imagine two days at Road America where the weather is 72-75 degrees, no humidity, no clouds, and a light breeze; where you have an opportunity to either race or do lapping at your own pace for two full hours a day; and where you get to watch some of the neatest and fastest Porsches in the country?

If this sounds like a dream or too good to ever be true, then you no doubt missed the Chicago Regions PCA Club Race at Road America on July 15 & 16. Not only are the odds of having great weather better in July (most of us know all about the recent weather trends over Memorial Day), but just having the opportunity to race against some of the nations quickest Porsche drivers is a real treat.

What does it take to have an event of this magnitude come off perfectly? Well for starters you need an ARMY of volunteers, something in the order of 100 will do nicely, more volunteers than racers; then you need people who really know how to run critical functions like registration, tech inspection, timing and scoring, grid and pit control, and finally someone like Dan Gallagher to make sure the entire weekend runs on time, all the time. That is exactly what we had and every one of these functions worked like a well oiled Porsche race motor.

From my perspective this was the best organized driving or racing event I have ever attended, bar none! Within 15-20 minutes of the conclusion of a session not only were all of your lap times posted but there were Xerox copies of everyones best laps for the session available for all participants. The event ran so much on time that if you weren't in the pre-grid area at the time on the schedule you would likely miss that session. We drivers had so much track time that most of us were changing brake pads on the morning of the second day, and most of the brake pad vendors were even selling out of the popular sizes of Cool Carbons. By comparison at the PCA Club Race at Road Atlanta I also had enough to do a two day BMW club event at Road America in April. And at our event I used up a new set of front pads in one day! After having gone to the Chicago Historics this

past weekend I don't think I saw anyone changing pads. At the Historics you got two 1/2 hour practice sessions on the first day and a 5 lap race on the second day all for the cost of \$235. That works out to roughly 100 miles in two days or \$2.35 per mile. That's a real expensive "E" ticket ride compared to four full hours on the track including three practice starts, a practice race, a qualifying race and the feature race. I would guess conservatively I ran over 300 miles, most of which were in actual racing conditions, for a cost of \$250. That works out to a little over \$.80 a mile - not counting the cost to repair my car, but that was my fault and no one elses.

So what do I think about PCA Club racing as a venue? First I think the quality of drivers and cars is some of the best I have ever seen. Clearly PCA drivers are generally superior to many of the drivers I witnessed this past weekend at the Chicago Historics - Porsche drivers excluded. Secondly the on track etiquette was very good even though we were doing some pretty good racing. The best moment of the weekend had to be going into the "Kink" at redline in 4th, checking my mirror only to see Owen Johnson's very fast 911 and Peter Kitchak's RSR side by side about to make me the Boloney in the sandwich. The sound alone was enough to blow your mind - even with ear plugs. Glenn Sapa was behind all of this so he can tell you what it looked like from his vantage point.

So if its track time you seek, with great organization and a lot of very fast Porsches - you really should try PCA Club Racing the way the Chicago Region does it. Arnold Zann, the region's Club Racing coordinator, and the guy who should get a lot of the credit for this great weekend, will be very happy to tell you what we are trying to do at Road America in 1994. Thanks Arnie and all of you who volunteered your time so the rest of us could have a great two days of racing.

PORSCHE CLUB RACING, FROM A WORKERS VIEW

by Uncle Frank

When Peggy and I first learned about the Chicago Region sponsored race coming to Road America in July, we decided to volunteer to work the event. As large as an undertaking as this would be we felt we could make a small contribution to help its success. Arnie Zann put a lot on the line with this event. We just could not sit back and watch it unfold, we have been around PCA too long for that. The pride of our region was at stake.

Our first call was to Arnie. Our next call was to Seibkens Resort, "hello Doug, yeah its us, yeah the usual stay, ready? Okay, thanks". Room was set for our early Wednesday arrival. Wanted to play some golf, hit the beach, then enjoy a nice dinner at the dinner club in Saint Annes.

We had made arrangements with "Gramma" to care for our daughter, Kelly, for the week. This would be the first vacation in the Porsche in over six years.

I was like a little kid getting things ready. Sixer got cleaned, waxed and gased. The suspension got set on full soft and some air was removed from the tires to soften the road bumps. Now, how do we get two sets of golf clubs, suitcase, garment bag, shower kits, cooler, two helmets (never can tell, someone may need a driver), and misc. little car cleaning stuff into a 914.6? Oh yeah, I got to get Peggy in there also. Well, it fit and on Wednesday early morning we were off.

Breakfast at Whitney's in Grayslake, then some back roads into Wisconsin before cutting over to pick-up the expressway. Weather kept getting better the closer to R/A that we got. SIXER's sport muffler kept right on singing, never missing a beat.

Our arrival at Seibkens was uneventful, in other words, no tickets. After check in and unloading we headed for the golf course. As usual my lovely wife beat me by several strokes. My reputation proceeds me. The "green fees" I pay are for damage to the golf course. I really should keep to driving, the Porsche that is.

Thursday was a beautiful morning. We arrived at the track to attend a short workers meeting. Once we received our assignments, radios and race schedules it was off to our positions. Peggy and I worked pre-grid, sorting out the cars before they moved out onto the pit lane for starting.

Three worker shifts had been arranged by George Mueller before we arrived at the track. That way no one had to work all day long. Our group was the first group and had several capable volunteers. We worked out some last minute bugs and started flowing the cars. Once our shift ended, we stuck around to be sure the second shift had everything under control. No problems here, things were really running smoothly now.

It was nice not to be under pressure to drive as well as work. Preparing a Porsche for a lapping session at a major track such as Road America, or Mid-Ohio requires some effort. It was nice to be able to relax, eat an ice cream bar or go to the corner five bleachers to watch the cars run.

Thursday evening arrived and Peggy and I enjoyed a nice dinner right in Elkhart Lake with Jim and Debbie Leaman, a nice couple we met from the Milwaukee Region. After a few drinks and listening to some bench racing, we retired.

Friday dawned just as bright as Thursday. This time we had to completely repack SIXER with all our gear again. As the day before, work assignments ran smooth and timely. I had asked several drivers during the day how our workers had performed for them during their two days of driving. All drivers polled thought we were doing a great job, no complaints.

Would we work a race again and not compete in the event? In a word, "Yes". Next year should Chicago Region decide to provide another competition event for our PCA racers, and family and work calendar allow the time, you'll see Uncle Frank and Peggy out there on grid. What do you say Arnie, want to do it again?

PCA CLUB RACING AT ROAD AMERICA

By Andrew Heard

Congratulations, kudos, cheers, extra dessert and after dinner drinks for all the Chicago Region members who made the first time for us such a thunderous success. The weather, cars, competitors, volunteers and corner workers all contributed to a magical chemistry. I hear this was a gutsy play on the part of our Board to go way out on a limb to make this happen. Sighs of relief from that quarter. Arnie Zann led this enterprise and determined volunteers made it run, and run and run on time. Boy, did I have fun. I hope you were there to share it.

The weather was perfect. Warm, but not too hot. It warmed the track, tires, brakes and the cockles of your heart, clear skies and enough sun to tune up my tan. Be kind to our President. He had to parcel out another portion of his soul to the Demon of the Dark for these perfect days.

How about those Por-Shas. Wonderful roaring machines with pretty paint jobs to honor the original studs of Stud-gate. They brought along drivers of notable skills from ten states by my count, maybe more. I love to watch them fly low and execute those turns two and three abreast. Mike Zurick, Lad Sanda, Bill Bauman, Jerry Quebe, Ted Petersen, Owen Johnson and Arnie Zann were always near the head of the pack and contending for pride and glory. The rolling starts were full of beautiful sights and sounds.

This was real racing with a few cars slightly over the limit. Got to have a little controversy to spike the excitement. Lad Sanda was a cool dude at the 'inquisition' by video tape. Nobody hurt, maybe a dent here and there.

The lappers made their mark on the festivities. For my part I started with an early turn in at five that carried me into the gravel. Liz Quebe was my nemesis, could not lose her no matter what. Just once I was able to build speed and fly out of the carousel, no brakes at a good turn into the kink and take it across the rumble strips while moving through five grand. Next time I might even peek at the speedometer. Bjorn Forsell was taking the RS America around in less than three minutes. Bo Krocze displayed the surgeon's nerves in navigating

the Carrera 4. Denis Hall, Don Brescia and Norm Goldrich showed the lappers the fast lane.

Unbelievable performance by the timing and scoring crew led by Ed Leed. They reported out race results in 2:49, 13 seconds better than my best lap. This is humiliating. More lessons are indicated. Nancy and Bob Neal were among the many solid soldiers who kicked the software into action.

So much good fun owes a debt to volunteers and corner workers. More volunteers than drivers made for pampered treatment. Tap my helmet, tug my chin strap and check my harness. Go away, I fall in love too easily. Bob Cook, Lee Lichtenstein and Harold Beech moved traffic in and out of grid. A corner worker at 2 pushed me farther from danger and Ms. Vicki dragged me in with the Olds. Such teamwork, on the gas all the way. Bob O was the master of ceremonies at grid and kept them in neat lines for smooth starts.

Entertainment by Gallagher was amplified, giving him more power and range. We were admonished, cajoled, embarrassed and hustled to pre-grid. His public service announcements sought out errant husbands. He presented a dubious brief claiming passion and prowess as a lover. Housewives in the surrounding area listened to Road America AM and found his commentary 'colorful'. Don't mess with the FCC Danny Boy.

Warm expressions of gratitude are deserved by the sponsors; Bill Jacobs Motorsport, TRO Manufacturing, Brian Allman of Northstar Motorsport and George Weathered of Midwest Eurosport. You made it happen for us and I hope you had a good time. See you next year.

I'm hooked. Where do I sign up for next year. I haven't had so much fun since I cut class and roamed Jackson Park looking for another juvenile delinquent who wanted to pitch pennies. My mother beat me with her purse. Chicago Region PCA has laid the foundation for another grand tradition and did it with a flair for Excellence.

Final Official Race Results Group 1 A1,A2,A3,B1,B2

**Porsche Club of America
Chicago Region
July 15 & 16, 1993
Starting time: 4:00 PM**

**Porsche Club Race Series
Road America
4.0 Miles
30 Starters 26 Finishers**

Margin of victory: 33.109 Sec.

OA	CP	Class	Car	Region	Driver	Hometown	Car Desc.	Best Lap	Speed	Laps
1	1	B1	116	CHO	OWEN JOHNSON	MUNSTER IN	'65 911	2:28.743	96.811	7
2	2	B1	2	NSR	PETER KITCHAK	EXCELSIOR MN	'73 911 RSR	2:33.858	93.592	7
3	1	A1	7	SMR	DENIS HALL	BRIGHTON MI	'86 911 TURBO	2:33.479	93.823	7
4	1	A2	341	MIL	ROBERT VAN ZELST	BROOKFIELD WI	'67 911S	2:35.073	92.859	7
5	2	A2	17	CHO	MIKE ZURICK	OAK BROOK IL	'69 911S	2:36.103	92.246	7
6	1	A3	87	POT	GREGORY MILLS	GREAT FALLS VA	'79 930	2:36.081	92.259	7
7	2	A1	74	CHO	JIM BECKER	NAPERVILLE, IL	'86 944 TURBO CS	2:37.029	91.702	7
8	3	A2	48	NER	HAJIME ENJOJI	PEPPERELL MA	'91 911 C2	2:38.307	90.962	7
9	2	A3	70	EBR	CARL PESHOFF	CANTON OH	'88 944 TURBO	2:41.661	89.075	7
10	1	B2	73	CHO	JAMES LADWIG	CHICAGO IL	'73 911 RSR	2:41.827	88.983	7
11	3	A3	9	OVR	NORM GOLDRICH	WEST CHESTER OH	'77 930	2:43.640	87.998	7
12	2	B2	72	MVR	DAVID HAUSER	HOLLAND OH	'72 911	2:44.157	87.720	7
13	4	A3	111	NSR	BOB JOHNSON	NORTHFIELD, MN	'72 911T	2:46.078	86.706	7
14	5	A3	122	NSR	FRED SENN	EDINA MN	'92 911	2:44.216	87.689	7
15	3	B1	149	CHO	GLENN SAPA	WHEATON IL	'71 911	2:46.316	86.582	7
16	3	B2	97	POT	DANIEL CARTER	VIENNA VA	'78 911SC	2:44.973	87.287	7
17	4	B2	16	SCH	JEFF LORD	RUMSON NJ	'87 911	2:47.974	85.727	7
18	6	A3	710	CHO	GENE D'ANDREA	MATTESON IL	'86 944 TURBO	2:47.081	86.185	7
19	5	B2	57	CWR	JAMES VOS	FORT ATKINSON WI	'71 911RS	2:47.850	85.790	7
20	4	A2	44	LSR	KEN PARTYMILLER	WOODLANDS TX	'92 C2 CC	2:46.929	86.264	7
21	7	A3	34	CHO	ARNIE ZANN	OAK PARK IL	'85 911	2:48.119	85.653	7
22	8	A3	777	CHO	DAN DAVIS	BOLINGBROOK IL	'86 944 TURBO	2:52.383	83.534	7
23	9	A3	22	NSR	MICHAEL HOKE	EDEN PRAIRIE MN	'89 944 TURBO	2:50.680	84.368	7
24	6	B2	51	KCR	BRUCE COOPER	LANSING KS	'91 944S2 CS	2:52.495	83.480	6
25	5	A2	622	RED	THOMAS POOLE	MILL VALLEY CA	'76 914	2:53.598	82.950	6
26	10	A3	45	SUN	GORDON NAGLE	CRESSONA PA	'89 944 TURBO	2:40.660	89.630	5
27	4	B1	43	CHO	CHRIS ELLIS	OAK PARK IL	'71 911S	2:37.825	91.240	5
28	5	B1	3	CHO	JAMES OPPENHEIMER	CHICAGO IL	'73 911 RSR	2:49.690	84.860	5
29	7	B2	89	CHO	PHILIP COLLIN	LINCOLNSHIRE IL	'71 911S	2:50.774	84.321	5
30	11	A3	33	CHO	JOHN RUTHER	CARY IL	'93 911 RS	2:45.857	86.821	4
DNS		B2	13	CHO	MICHAEL ZITZMANN	METTAWA IL	'86 911			
DNS		B2	46	CHO	GARY STANKO	BARRINGTON IL	'73 911T			
DNS		A3	134	CHO	GEORGE BALBACH	LAKE FOREST IL	'73 911 CARRERA			
DNS		A2	8	CHO	FRANK ZAFFERE	CHICAGO IL	'76 911			
DNS		B1	50	GGR	DAVID KIMES	MORGAN HILL CA	914-6			

Class and Race Summary
Over all Leader: 116 Lap 1 - 7

Class	Car	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed
B1	116	7	17:49.140	94.281	33.109	28.0	116	2:28.743	96.811 Lap 6
A1	7	7	18:25.361	91.191	27.919	28.0	7	2:33.479	93.823 Lap 3
A2	341	7	18:26.661	91.084	0.311	28.0	341	2:35.073	92.859 Lap 6
A3	87	7	18:35.845	90.335	35.512	28.0	87	2:36.081	92.259 Lap 4
B2	73	7	19:13.098	87.416	38.878	28.0	73	2:41.827	88.983 Lap 5

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems
Ed Leed Timing & Scoring Chairman

Race results for Group 1 (A1, A2, A3, B1, B2), at Road America

The "Porsche Club Race Series" was hosted by Porsche Club of America on July 15 & 16, 1993

The race was 7 laps, 28 miles.

The race starting time was 4:00 PM with 30 starters and 30 finishers. OWEN JOHNSON driving a '65 911 finished First, 33.109 seconds ahead of PETER KITCHAK driving a '73 911 RSR. In 3rd, 36.221 seconds behind was DENIS HALL driving a '86 911 TURBO. The race time was 17:49.140 for an average speed of 94.281 MPH. The best lap was 2:28.743 at 96.811 MPH on lap 6 by OWEN JOHNSON driving a '65 911. OWEN JOHNSON was never passed for the win.

THE OVERALL LAP SUMMARY

Lap 1: OWEN JOHNSON (93.087 MPH), 2nd ROBERT VAN ZELST (-7.124), 3rd GREGORY MILLS (-7.240)
Lap 2: OWEN JOHNSON (95.347 MPH), 2nd GREGORY MILLS (-15.262), 3rd DENIS HALL (-16.427)
Lap 3: OWEN JOHNSON (95.946 MPH), 2nd DENIS HALL (-19.822), 3rd PETER KITCHAK (-22.749)
Lap 4: OWEN JOHNSON (96.043 MPH), 2nd DENIS HALL (-25.021), 3rd PETER KITCHAK (-28.353)
Lap 5: OWEN JOHNSON (96.422 MPH), 2nd DENIS HALL (-31.373), 3rd PETER KITCHAK (-32.975)
Lap 6: OWEN JOHNSON (96.811 MPH), when OWEN went off course/slowed losing 16.576 seconds, 2nd PETER KITCHAK (-38.090), 3rd DENIS HALL (-39.113)
Lap 7: OWEN JOHNSON (87.104 MPH), 2nd PETER KITCHAK (-33.109), 3rd DENIS HALL (-36.221)

THE CLASS RESULTS

B1 had 5 starters and 5 finishers. OWEN JOHNSON driving a '65 911 finished First, 33.109 seconds ahead of PETER KITCHAK driving a '73 911 RSR. In 3rd, 2:212.907 behind was GLENN SAPA driving a '91 911. The race time was 17:49.140 for an average speed of 94.281 MPH. The best lap was 2:28.743 at 96.811 MPH on lap 6 by OWEN JOHNSON driving a '65 911.

A1 had 2 starters and 2 finishers. DENIS HALL driving a '86 911 TURBO finished First, 27.919 seconds ahead of JIM BECKER driving a '86 944 TURBO CS. The race time was 18:25.361 for an average speed of 91.191 MPH. The best lap was 2:33.479 at 93.823 MPH on lap 3 by DENIS HALL driving a '86 911 TURBO.

A2 had 5 starters and 5 finishers. ROBERT VAN ZELST driving a '67 911S finished First, 0.311 seconds ahead of MIKE ZURICK driving a '69 911S. In 3rd, 37.184 seconds behind was HAJIME ENJOJI driving a '91 911 C2. The race time was 18:26.661 for an average speed of 91.084 MPH. The best lap was 2:35.073 at 92.859 MPH on lap 6 by ROBERT VAN ZELST driving a '67 911S.

A3 had 11 starters and 11 finishers. GREGORY MILLS driving a '79 930 finished First, 35.512 seconds ahead of CARL PESHOFF driving a '88 944 TURBO. In 3rd, 1:00.751 behind was NORM GOLDRICH driving a '77 930. The race time was 18:35.845 for an average speed of 90.335 MPH. The best lap was 2:36.081 at 92.259 MPH on lap 4 by GREGORY MILLS driving a '79 930.

B2 had 7 starters and 7 finishers. JAMES LADWIG driving a '73 911 RSR finished First, 38.878 seconds ahead of DAVID HAUSER driving a '72 911. In 3rd, 49.194 seconds behind was DANIEL CARTER driving a '78 911SC. The race time was 19:13.098 for an average speed of 87.416 MPH. The best lap was 2:41.827 at 88.983 MPH on lap 5 by JAMES LADWIG driving a '73 911 RSR.

Final Official Race Results Group 2 C1,C2,D1,D2,E,F,G,H,I,J,K

**Porsche Club of America
Chicago Region
July 15 & 16, 1993
Starting time: 3:15 PM**

**Porsche Club Race Series
Road America
4.0 Miles
23 Starters 23 Finishers**

Margin of victory: 6.526 Sec.

OA	CP	Class	Car	Region	Driver	Hometown	Car Desc.	Best Lap	Speed	Laps
1	1	C2	148	IMR	MONTE SMITH	LIBERTY, UT	'93 911 RS	2:40.662	89.629	7
2	1	D1	77	CHO	HARI MATSUDA	EVANSTON IL	'70 914	2:44.300	87.644	7
3	1	E	5	CHO	LANCE FLYNN	CALEDONIA IL	'89 944 TURBO	2:46.038	86.727	7
4	2	C2	60	CHO	JOHN BONNETT	INVERNESS IL	'72 911S	2:45.644	86.933	7
5	1	C1	10	POT	MATTHEW STANTON	MCLEAN VA	'71 914-6	2:46.716	86.374	7
6	1	G	69	MVR	BILL BAUMAN	TOLEDO OH	'78 911SC	2:47.614	85.911	7
7	2	E	117	CHO	ED PETERSON	CHICAGO IL	'89 944 TURBO	2:49.880	84.765	7
8	2	G	99	CHO	ED DUFFY	NAPERVILLE IL	'73 911S	2:52.492	83.482	7
9	3	C2	26	CHO	LAD SANDA	WESTERN SPRING, IL	'92 911 RS	2:46.581	86.444	7
10	1	F	88	CHO	GERRY PETROSKEY	OAK PARK IL	'89 911	2:55.557	82.024	7
11	2	C1	11	GGR	CHARLIE AROLLA	SANTA CLARA CA	'73 911 RS	2:48.652	85.382	7
12	1	H	316	CHO	JERRY QUEBE	CHICAGO IL	'74 911 CARRERA	2:54.570	82.488	7
13	2	F	96	KCR	PHILIP MOORE	LENEXA KS	'87 944 TURBO	2:55.759	81.930	7
14	3	E	930	CHO	RANDY SHEARER	HOFFMAN ESTATES IL	'87 930	2:59.135	80.386	7
15	3	G	86	CHO	TIM DALY	PALOS HEIGHTS IL	'81 911SC	2:58.571	80.640	7
16	4	G	81	NSR	ROD JOHNSON	MINNEAPOLIS MN	'87 911	2:59.893	80.047	7
17	1	I	123	CHO	PHILIP MARQUEZ	PORTAGE IN	'71 911T	2:59.706	80.130	7
18	3	F	31	NSR	BRUCE BOEDER	MINNETONKA MN	'80 911SC	2:59.071	80.415	7
19	2	D1	171	MIL	ERIK WINBERG	BROOKFIELD WI	'73 914	3:00.520	79.769	7
20	4	F	173	CHO	PETER KAPLAN	DEERFIELD	'88 911	3:01.930	79.151	7
21	2	I	41	CHO	DENNIS HIFFMAN	RIVER FOREST IL	'83 944	3:10.171	75.721	7
22	3	I	127	LTR	GENE PISH	BLOOMINGTON IL	'87 944	3:11.420	75.227	6
23	4	I	48	MIL	GARY MESSING	WAUWATOSA WI	'76 914	3:13.215	74.528	6
DNS		D2	62	CHO	JEFF PROVOL	CHICAGO IL	'62 356B			
DNS		J	15	CHO	ED RUSS	WINNETKA IL	'73 914 2.0			
DNS		G	38	EBR	DAVID SCHAUER	CANTON OH	'89 944 S2			
DNS		I	64	NSR	BOB FLEMING	MINNEAPOLIS MN	'65 911			
DNS		C2	914	RMR	GREG CURTISS	LITTLETON CO	'74 914			
DNS		E	91	MGR	ARTHUR WEST	MANDEVILLE LA	'73 911			

Class and Race Summary
Over all Leader: 148 Lap 1 - 7

Class	Car	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed
C2	148	7	19:21.004	86.821	20.005	28.0	148	2:40.662	89.629 Lap 6
D1	77	7	19:27.530	86.336	2:09.690	28.0	77	2:44.300	87.644 Lap 4
E	5	7	19:37.732	85.588	25.398	28.0	5	2:46.038	86.727 Lap 6
C1	10	7	19:41.019	85.350	1:15.359	28.0	10	2:46.716	86.374 Lap 3
G	69	7	19:53.712	84.442	32.769	28.0	69	2:47.614	85.911 Lap 5
F	88	7	20:42.827	81.105	22.615	28.0	88	2:55.557	82.024 Lap 5
H	316	7	20:57.464	80.161		28.0	316	2:54.570	82.488 Lap 6
I	123	7	21:27.544	78.288	1:01.514	28.0	123	2:59.706	80.130 Lap 7

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems
Ed Leed Timing & Scoring Chairman

Race results for Group 2 (C1,C2,D1,D2,E,F,G,H,J,K) at Road America

The "Porsche Club Race Series" was hosted by Porsche Club of America on July 15 & 16, 1993
The race was 7 laps, 28 miles.

The race starting time was 3:15 PM with 24 starters and 24 finishers. MONTE SMITH driving a '93 911 RS finished First, 1.989 seconds ahead of TIM MCGLYNN driving a '92 CARRERA 911. In 3rd, 6.526 seconds behind was HARI MATSUDA driving a '70 914. The race time was 19:21.004 for an average speed of 86.821 MPH. The best lap was 2:40.662 at 89.629 MPH on lap 6 by MONTE SMITH driving a '93 911 RS. MONTE SMITH led laps 1-4, when MONTE went off course/slowed losing 14.985 seconds returning in 2nd. TIM MCGLYNN led laps 5-6. MONTE SMITH led lap 7.

THE OVERALL LAP SUMMARY

Lap 1: MONTE SMITH (86.353 MPH), 2nd TIM MCGLYNN (-2.979), 3rd JOHN BONNETT (-4.353).
Lap 2: MONTE SMITH (87.601 MPH), 2nd TIM MCGLYNN (-4.893), 3rd JOHN BONNETT (-7.508).
Lap 3: MONTE SMITH (88.366 MPH), 2nd TIM MCGLYNN (-7.034), 3rd JOHN BONNETT (-10.194).
Lap 4: MONTE SMITH (88.250 MPH), 2nd TIM MCGLYNN (-8.580), 3rd JOHN BONNETT (-12.988).
Lap 5: TIM MCGLYNN (87.468 MPH), 2nd MONTE SMITH (-4.946), 3rd HARI MATSUDA (-6.142).
Lap 6: TIM MCGLYNN (87.744 MPH), 2nd MONTE SMITH (-1.495), HARI MATSUDA (-7.503).
Lap 7: MONTE SMITH (87.315 MPH), 2nd TIM MCGLYNN (-1.989), HARI MATSUDA (-6.526).

THE CLASS RESULTS

C2 had 3 starters and 3 finishers. MONTE SMITH driving a '93 91 RS finished First, 20.005 seconds ahead of JOHN BONNETT driving a '72 911S. In 3rd, 1:10.138 behind was LAD SANDA driving a '92 911 RS. The race time was 19:21.004 for an average speed of 86.821 MPH. The best lap was 2:40.662 at 89.629 MPH on lap 6 by MONTE SMITH driving a '93 911 RS.

D1 had 2 starters and 2 finishers. HARI MATSUDA driving a '70 914 finished First, 2:09.690 ahead of ERIK WINBERG driving a '73 914. The race time was 19:27.530 for an average speed of 86.336 MPH. The best lap was 2:44.300 at 87.644 MPH on lap 4 by HARI MATSUDA driving a '70 914.

E had 3 starters and 3 finishers. LANCE FLYNN driving a '89 944 TURBO finished First, 25.398 seconds ahead of TED PETERSON driving a '89 944 TURBO. In 3rd, 1:39.241 behind was RANDY SHEARER driving a '87 930. The race time was 19:37.732 for an average speed of 85.588 MPH. The best lap was 2:46.038 at 86.727 MPH on lap 6 by LANCE FLYNN driving a '89 944 TURBO.

C1 had 2 starters and 2 finishers. MATTHEW STANTON driving a '71 914-6 finished first, 1:15.359 ahead of CHARLIE AROLLA driving a '73 911 RS. The race time was 19:41.019 for an average speed of 85.350 MPH. The best lap was 2:46.716 at 86.374 MPH on lap 3 by MATTHEW STANTON driving a '71 914-6.

G had 4 starters and 4 finishers. BILL BAUMAN driving a '78 911SC finished First, 32.769 seconds ahead of ED DUFFY driving a '73 911S. In 3rd, 1:25.272 behind was TIM DALY driving a '81 911SC. The race time was 19:53.712 for an average speed of 84.442 MPH. The best lap 2:47.614 at 85.911 MPH on lap 5 by BILL BAUMAN driving a '78 911SC.

F had 4 starters and 4 finishers. GERRY PETROSKEY driving a '89 911 finished First, 22.615 seconds ahead of PHILIP MOORE driving a '87 944 TURBO. In 3rd, 45.098 seconds behind was BRUCE BOEDER driving a '80

911SC. The race time was 20:42.827 for an average speed of 81.105 MPH. The best lap was 2:55.557 at 82.024 MPH on lap 5 by GERRY PETROSKEY driving a '89 911.

H had one starter and one finisher, JERRY QUEBE driving a '74 911 CARRERA. The race time was 20:57.464 for an average speed of 80.161 MPH. The best lap was 2:54.570 at 82.488 MPH on lap 6.

I had 4 starters and 4 finishers. PHILIP MARQUEZ driving a '71 911T finished First, 1:01.514 ahead of DENNIS HIFFMAN driving a '83 944. In 3rd, 1 lap behind was GENE PISH driving a '87 944. The race time was 21:27.544 for an average speed of 78.288 MPH. The best lap was 2:59.706 at 80.130 MPH on lap 7 by PHILOP MARQUEZ driving a '71 911T.

Dear Editor,

Just a note to thank the Chicago Region for a fantastic experience at Road America. Your timing, your hospitality and, most of all, your racing membership are incredible. Seeing Lance Flynn handle a 944 Turbo the way Porsche planned; being challenged by youthful John Bonnett in his beautiful RS clone; watching the incredible Hari Matsuda maneuver his 914 through corners that made the rest of us look like we were driving pickups; and hearing on the radio that Lad Sanda, after the mishap on the first lap, had moved from 24th place to 10th...these are experiences that I will remember forever. To quote your president, You Did One Hell of a Job. You should be proud of your accomplishment and I can hardly wait 'till next year. Thanks!

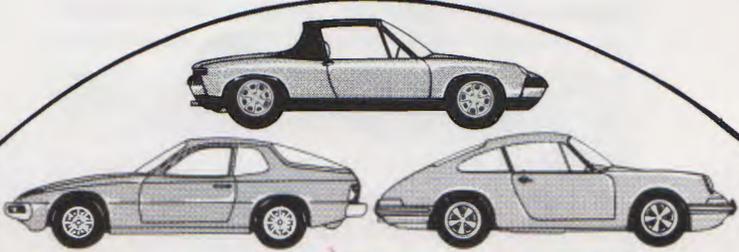
Monte Smith
Intermountain Region, Vice President

Dear Chicago Region,

Instead of thanking each person individually, I would like to send my thanks to the whole Chicago Region and all those responsible for the PCA Club Race. There were so many people involved to make it such a great event. Super Job!!! This was my first PCA Club Race...but not my last! See you soon.

Thanks Again,

Gene Pish
Lincoln Trail Region



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POTTER'S PICNIC

July 18, 1993

PICNIC REVISITED

DRIP - DRIP - POUR - POUR! Yes, it rained on the picnic, AGAIN. We were happy the Club Racing on Thursday and Friday had beautiful weather. We were just greedy. We wanted the same kind of weather.

Really though, the weather was not important. We didn't let it stop us. Between the deluges the cars were judged, brats were cooked and served, soda and beer consumed, people visited and told tall tales about fantastic driving skills, etc., games were played (OK - so the rain did stop the water balloon toss), prizes were awarded, trophies awarded, lots of people went home, and then the sun came out. Those people who hadn't left then played a few games, drank some more soda and beer, and watched the Gallagher boys "Slip & Slid" through the water that was standing on the Concours field.

To all who came and all who helped (there were more helpers than we can even begin to name): THANKS FOR BEING THERE. To the kids who came out to play with me; Thanks. It was good to see your all. The pictures you colored were wonderful. I always look forward to them. Next year we're going to play two years worth of games. One Question for Laura Mayer - Did you get the "Dinosaurs in the Tar Pit" home without a mess in the car, or am I trouble with your parents?

The Potters & The Pattersons

LOST AND FOUND

- 1 Pair Child Sun Glasses (White)
- 1 Pair Adult Sun Glasses (Wrap around)
- 1 Gray & Maroon Thermos (Was filled with tea, now empty)



Rip is taking the highest bid



The Clarks call it a day

SWIM TIME GOOD TIME: 35TH POTTER'S PICNIC

By Michael Gallagher

Once again it seemed like all the Porsches in the world gathered for the 35th Potter's Picnic and Concours. Although it rained the event was still a huge success. There were over 25 cars that participated in the coucours and more than 100 members showed up mostly in Porsches, what a gathering it was. Better than Noah's Ark!

I would like to thank all those who participated. For all those unfortunate who could not attend or compete, take some time out to see these magnificent cars. We have some of the best around. Reinharts, Gufstafson's and Dale Moody's cars are as good as any in the country. If that's not enough check out Rips car, our Presidents '59 D and Lee Lichtenstein's rare Turbo S.

Thanks to all the judges who managed to survive through a myriad of showers. Judging on this day was most difficult and you did a great job. Maybe next time we can award on the basis of which cars repelled, beat, etc. the rain the best! Also thanks to Dale Moody for double checking the scores.

As usual Bill Garvy put on a great show. Bill and his family really work hard to organize these events while most of us just show up, dust our cars and celebrate. Bill and his gang are busy before, during and after the event. Dan and I never knew that running a concours was so difficult. Preparing for the event took months. I hope everyone had a good time, that the event ran as smooth as possible and that the winners get alot of use out of their baskets.

Thanks also to my sisters Kelly, Erin, Shannon and my mother. They helped us clean spare tires, the bottom of the car, windows, tool sets and even the motor. Yes the engine, because they have smaller hands to reach in those difficult tight spots. Also thanks to my girlfriend, June who has learned that Q-Tips are not just for removing ear wax. We seem to score the highest on the parts that the "girls" have worked on. Perhaps it is their perfume smell that intoxicates the judges and results in better scores.

Special thanks to George Gutmann, The Whites, George LaCross, Chuck McKay, Pat Yanahan, David

O'Bryan, Keith Clark, John Takehara, Howard "tweedy" Yefsky, Rip and Europa Imports. They have really helped us with Softy; which after Potter's has been renamed Mobby Dick. Further thanks to Peter and Richard Fischer for the countless hours they have put towards preserving Mobby Dick. Thanks also to John Markiewicz and Pete Schultz for working on the 912 for over two years. With Rick Fischer restoring his '72 911, John competing his 914-8 and Rick's cousin Pete Schultz finishing up his 904 and 934, I feel future concours will reach even greater heights.

Thirty-five years may seem like a lot but I feel the best event in Chicago is still young. The Potter's and Patterson's give all of themselves to the club. Potter's picnic has a meaning beyond just the greatest cars on earth. It is a time to have fun with family and friends.

After the awards were presented I had the pleasure of watching Danny, Sam and Chris perform Pete Rose slides into mud puddles. Covered from head to toe with mud, they really made base ball players look like whimps. The day was further enhanced with a birthday cake and fun for all. The Leed's and everyone wished Dan & I a happy Birthday; we are 2 years and 1 day apart and celebrated that day. It was nice to see Danny taking time off from the engine's wiring system and studying.

When leaving I wish I could of exited with the grace of Arnold Zann's "Fast Toad". He managed to swim through the puddles. It was easy to tell that "Fast Toad", now a low, fire breathing bad to the bone, race car was once a tadpole. Mobby Dick managed to get stuck on the way out. The clean bottom had top soil all over it. Not to worry we have her enrolled for swim lessons at the local Y.M.C.A. next week.

Dan and I thank you all for a great day, especially Wayne.

POTTER'S PICNIC CONCOUR RESULTS JULY 18, 1993

Class A

1.	Reinhart Bartell	311.25T*
1.	Rod Gustafson	311.25T*
2.	Dale Moody	306.95

Class B

1.	Gallagher Brothers	235.5T
2.	Chuck Will	234.0T
3.	Jeff Lorch	233.0T
4.	Bruce Janacek	229.5T
5.	John Takehara	226.5 *
5.	Fred & Vicki Howard	226.5 *
5.	Bill Garvy	226.5 *
6.	Larry Smith	217.5
7.	Chuck Schank	206.0

Class C

1.	Uncle Frank	189.5T
2.	Howard Yefsky	172.0T
3.	David O'Bryan	151.0

Class D

1.	Howard Beach	146.5T
2.	Craig Stastney	142.0T
3.	Arnie & Andy Zann	141.0T
4.	Rick Wulf	140.0T
5.	Nick Brenkus	138.5*
6.	Dan Gallagher	138.0*
6.	Jeff Girard	138.0*
7.	Ken Floyd	136.5
8.	Gordon Govalet	129.5
9.	"GEHT VOR"	126.5
10.	Maureen Hutton	125.5
11.	"WHX 201"	107.0

*Donates a tie.

Wayne Potter's Choice:

**Mike and Dan Gallagher
1967 912 Targa**

People's Choice:

**Dan & Peggy Gallagher
1979 930 Turbo**

Judge's Choice:

**Bill & Denise Garvy
1965 356 Coupe**



It was dry for awhile



The judges came prepared



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Porsche Carrera 2. All numbers match. Original 4 Cam engine rebuilt 5,000 miles ago by Reinsport Werke. No rust. Car has never been hit. Heron Grey. Serious inquiries only, no tire kickers. This car is rare and expensive. Best offer over \$60,000. Dan Gallagher, 360 E. Randolph Apt. 2202, Chicago, IL 60601. 312/616-1416.

1975 911S Coupe Mexico, 73500 Miles, Orig. paint, lowered and aligned, \$12,600. Chris Jensen, Home 708/895-5732, Work 708/895-3140.

1987 911 Carrera Coupe #WPOABO91XHS122388, Guards Red/Black. 21500 Miles. All service records. F/R spoilers, 16" alloys, sport susp., Ltd. slip, sunroof, Reno, cruise, clifford alarm, K-40 F/R radar, all tinted glass, excellent condition, garaged. \$30,000. Ron Romac, 18626 Carpenter, Homewood, IL 60430. 708/799-6677.

1973 911 Carrera RS conversion/full restoration, Targa, #9113111382, receipts totaling \$45,000+, sell \$22,500+. An extraordinary vintage Porsche value. Photos and build sheet on request. Serious inquiries only. Scott Bonnett, 507 W. Church St., #10, Champaign, IL 61820. 217/352-1620.

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For Sale: 911/930 Parts. 915 8:31 Ring & Pinion set \$400; Modine 11 row oil cooler w/(-12) fittings \$250; pair of 911 wheel hubs \$125; brand new A.I.R. GTU fiberglass slanthose \$895; GTU box rockers (pr.) \$250, GTU lip spoiler \$60; New Blaupunkt tucson SQR receiver in carton \$250; Buyer pays shipping. Tony Stevens, N14 W30028 High Ridge Rd., Pewaukee, WI 53072. 414/367-9009.

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911 Carrera Parts: Autothority 2.5 chip, \$175; workshop manuals Volume 1-8 (1984-1989), \$100; New front rotors (84-89), \$100 pair; 2-pc Porsche bra, \$30; Momo shift knob, \$15; Upfixin' Vol 3-5, \$10; Keith Olcha, 173 Jonathan Ct., Glen Ellyn, IL 60137 Eve: (708) 469-6640, Fax: (708) 469-6642.

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