



CHICAGO SCENE



December 1996



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



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Chicago Scene

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DEADLINE: Material must be received no later than the 5th of each month for publication in the next month's issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in the *Chicago Scene* are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

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, Chicago Region members, \$5.00 per ad.

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December 1996
Volume 40, Number 12

On The Cover:

Nick Brenkus at Octoberfest
Photo by Steve Rashbaum

NOTICE:

This is the last issue - Number 12 of Volume 40 - of the *Chicago Scene* for 1996. The first and second issues - Number 1 and 2 of Volume 41 - of 1997 will be combined into a single issue - Number 1-2 of Volume 41 - and will be mailed on or about the 20th of January, 1997. Announcements and registration forms for events in January and February of 1997, as well as the Chicago Region 1997 Calendar are included in this issue. Any questions regarding the January/February issue of the *Chicago Scene* should be directed to the editor.

Chicago Region 1997 Calendar

January 5	Tobogganing/Hackney's
January 19	Annual Meeting
February 1	"Rock 'N' Bowl Bop"
February 16	Go-Kart Racing
March 2	Tech/Concours Sch/Chili/Art Tasting
March 16	Rallye School/Rallye 1
March 23	Cafe 36 Restaurant Tour
April 12	40th Anniversary Dance
April 20	Rallye 2
May 4	Driver's School
May 14	Blackhawk 1
May 18	Lake Geneva - Autocross 1
May 24, 25	Road America
June 1	Concours 1
June 8	Rallye 3
June 15 - 22	Texas Porsche Parade
June 18	Blackhawk 2
June 21	Kane County Cougars
June 29	Autocross 2
July 5	Golf/Dinner
July 13	Rockford - Autocross 3
July 16	Blackhawk 3
July 27	Potter's Picnic - Concours 2
August 3	Hawthorne - Autocross 4
August 9, 10	Gingerman Raceway
Aug. 30 - Sept. 1	Road America/Concours 4
September 17	Blackhawk 4
September 20	Rallye 4
September 21	Utica - Autocross 5
September 28	Concours 4
October 11, 12	Blackhawk Octoberfest
October 18, 19	Two Day Rallye 5
October 26	Bill Jacob's Concours 5
November 16	Tech Session
December 6	Dinner Dance

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In Gallagher's Gear

Once again the major story of the year, as far as Porsche events are concerned, was the weather. I cannot remember a worse spring or a better summer. The weather for our final driving event was perfect. Two days of blue skies, 72° and no rain. Probably, because of the great weather, 148 cars participated in our two-day year-end event at Blackhawk. The event went perfectly. Many thanks to all who helped: particularly to the good lady Peggy who worked registration, to Rich Noose who was a great help at the start line, to Bill Murrin, Mike Gray and George Weathered who handled Tech. Thanks also to John Ruther for coordinating our driving instructors for the year. And, a special thanks to Gary Boss who made it a perfect event by not violating Rule #1. He didn't leave an unauthorized 11 quarts of oil on the track this year! A great event, a great year. I cannot wait until May.

One of our biggest successes of the last couple of years has been the increase in Concours participation. It was very gratifying to me to see 30 or so very clean Porsches at Bill Jacobs wonderful facility in Naperville. Not only has Concours participation been increasing, but so has the quality of the cars. I was very impressed by how good the cars were. The cars entered in our Street Class D were as good as the cars entered in Class B several years ago. There were 6 Full Concours or Class A cars entered. This was the biggest Class A I can ever remember. Pat Yanahan and his crew are doing a great job. I think I should reappoint him. Thanks so much to Bill Jacobs and his staff for the use of their beautiful facility and for all their hard work.

I cannot tell you how excited I am about next year. On October 20th the Board of Directors and the 1997 Coordinators set the 1997 calendar and a damn good one it is. We start with our second attempt at a Tobogganing event. This year Bruce 'The Hunk' Janeczek is going to follow my advice. He will, the night before this event, sacrifice several Heineken's to the weather gods to ensure adequate snow and not too cold temperatures. I guarantee a great time! We will - successful sacrifice or not - have drinks and dinner at Hackney's in Palos Park.

The good lady Peggy has planned a totally different social event for February. We are going to have a "Rock 'N Bowl Bop" bowling party. We are always try to have several different types of events to bring out some of you members we have not seen in awhile or possibly have never met. Also in February we will have our annual Go-Kart event. You can read all about these up-coming events in this *Chicago Scene*.

We have scheduled 5 concours, 5 autocross/gymkhanas, 5 rallyes, 8 track events, and 11 social

events. In addition to the above-mentioned social events, we are really excited about our first golf outing to be held at a nine-hole golf course with dinner following. We, as a board, have tried very hard to address the varied member interests of our rather large club. I know that whatever we do we cannot please everyone or fit into every member's schedule. When you are trying to schedule 33 or 34 events you will inevitably not fit everyone's plans. Several years ago, in one of her articles, Peggy mentioned that, with the multitude and variety of the events we have, if you cannot find one you wish to attend, we cannot figure out why you belong to this club. I concur in this logic. I hope all of you look at the Chicago Region 1997 Calendar on Page 1 and mark your own diary for the coming year. I am really looking forward to the coming season! I hope you concur.

While on the subject of things I am looking forward to, the Dinner Dance is almost here. By the time you read this the dance will be just days away. I hope you have already registered.

The January and February issues of the *Chicago Scene* will be combined into one issue. The *Chicago Scene* is very expensive and we are only in first gear at this time of the year. You can expect the January/February *Chicago Scene* in late January along with the 1997 Membership Directory.

One thing of interest from our last board meeting. The Board approved the use of solid state stop watches in the Seat of Pants Class for rallyes. Most stop watches now available, as well as most simple time pieces, are solid state liquid crystal. So, grab your watches and sign up for the Rallye School and Rallye I on March 16th.

On behalf of the incoming Board of Directors, thank you for your support in the recent election. We, and the 1997 coordinators, will do the very best that we can. Join us for the Annual General Membership Meeting on Sunday, January 19th.



Peggy and I wish you and yours the very best of the holiday season and a very Happy New Year. Hope to see you all in '97.
GALLAGHER

Aungahh!

Aungahh (a-úun-gaaa), n. [Skip Barber Racing School]. *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.*

This is the first month for us as editors of the *Chicago Scene*. It has been an interesting and time consuming (mostly for Susan) process as we learn how much effort David and Heather devoted to this job and what a good job they did. We are excited and apprehensive about the task since the *Chicago Scene* is the primary vehicle by which the Club communicates with its members. We hope to make future issues both fun and informative and we hope to encourage members to try new events next year.

There will be a combined issue for January and February of 1997. We have included two calendars - for January and February - so that you can make all of the events at the beginning of the new year. Our goal is to have the *Chicago Scene* in the mailbox by the first of every month so our deadline is the fifth of the month preceding the publication date. Although we can be reached by postal service, fax and e-mail, disc and e-mail are the simplest way for us to use your text in the *Chicago Scene*. If you have e-mail, please use it or send us your text on disc - we use WordPerfect or Works.

1997 marks the 40th Anniversary of the Region. We would like to showcase historical stories and photos in each month's edition. Articles, reflections, funny photos and embarrassing stories from our members of long-standing would be appreciated.

We have been members of PCA Chicago Region for ten years. For most of those ten years we limited our participation in Region events to rallyes. When Dan Gallagher asked us to be Rallye Coordinators for 1996 we reasoned that if we were to 'hit on' members to participate in rallyes, then we should try the other events. Well, we tried, and really enjoyed, 5 autocrosses, Road America I and II, Blackhawk, 4 rallyes, 5 concours and most of the social events. Not only did we have a great year, but we learned more about our beloved Porsche and how to drive it. We've made many new friends and look forward to seeing them at the 1997 events.

During the year, as we see you at the various events, we will ask many of you to write articles. Volunteering to write an article before we ask would even be better. We would like to include your impressions of events for everyone to enjoy. It's very possible that you can encourage someone to try something new and share the enjoyment with you.

Shakespearean skills are not required. We would also appreciate photographic contributions. It would be very helpful, as we still do not recognize a lot of our fellow Chicago Region members, to label the back of the photos.

We look forward to being editors. If you have any questions or comments, please let us know.

We'll see you at the Dinner Dance.



Thanks, David and Heather. A great job!

EFFECTIVE IMMEDIATELY

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January 1997

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5 Scene Deadline TOBOGGANING - HACKNEY'S	6	7	8	9	10	11
12	13	14	15	16	17	18
19 GENERAL MEMBE- RSHIP ANNUAL MEETING	20	21	22	23	24	25
26	27	28	29	30	31	

February 1997

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 "ROCK 'N' BOWL" BOP
2	3	4	5 Scene Deadline	6	7 BOARD MEETING	8
9	10	11	12	13	14	15
16 GO-KART RACING	17	18	19	20	21	22
23	24	25	26	27	28	

Tech Tips

Removal of 912 Cooling Fan

John Clever, Diable Region

Recently, while autocrossing my '67 912 in Sacramento, the duct that furnishes warm air to the carburetors came loose and fell into the engine cooling fan. This created an awful racket, and I thought I had blown the engine. I shut off the engine and coasted off the course. When I tried to start the engine, at idle it was okay, but when I would rev up the engine, the loud racket would start again and there was also an awful vibration.

The car was pushed back to my trailer, and I loaded the car to take it home. I opened the engine lid and took one more look at the engine, and noticed the warming duct was loose. I pulled it out and discovered it was all chewed up. Then, checking the fan, discovered it was full of trash. I pulled most of it out and started the engine. The noise was gone (the duct was not dragging in the fan) and the vibration had disappeared. (The fan turns about 1.8 times crank speed; at 6,000 rpm, the fan is turning about 10,800 rpm, and a little unbalance causes a great vibration.) I decided not to press my luck, and came home.

Once home, I got serious about getting the trash out of the fan, and out of the engine compartment. A vacuum and much cleaning got the fan clean. I took the car for a short test drive, and there was still a strange noise in the fan, more of a whistling noise. When I got back home, I again checked the fan and there was more trash in there. As the supreme check, I decided to drive the car to the Diablo Region Oktoberfest. Going up the Altamont Pass, the car ran a bit warm (okay, it ran HOT), but it was a very warm day. On the way home, in the cool of the evening, it was still a bit warmer than usual. I decided some trash had gotten through the fan, and was blocking the oil cooler. At Oktoberfest, I discussed this with Herb Schreib, the resident 912 expert. He thought I might be able to get the fan out without pulling the engine, but he wasn't sure.

Sunday afternoon, I decided to try. So, I got my tools, set up a card table, and started to work. To remove the fan: first disconnect the battery ground, as you will be working on the generator also. Remove the distributor cap, with all the wires still connected, to provide a bit more room. Remove the strap holding the oil filter and move it aside. Remove the two hoses connected to the oil filler. (Note: this is the FILLER and not the FILTER.) Disconnect the wires connected to the generator. Remove the four bolts that hold the generator/fan assembly to the fan shroud. Remove the four bolts that hold the generator/fan assembly to the fan shroud. Remove the four bolts

holding the generator to the engine case. Turn the generator stand 90 degrees to the right and place a rag over the hole that was under the generator stand. This will keep small objects out of the crankcase. Now pull the generator/fan assembly straight out of the fan shroud. As you look into the large hole in the shroud, you will see the oil cooler to the left.

Sure enough, there was trash on the face of the oil cooler. There was also trash on the top of the engine. I removed all the trash.

Reassembly is the reverse of disassembly. Total time for removal, cleanup, and reassembly was about two hours. Your time may vary. After reassembly, I went for a short drive, and oil temperature seemed to be down. So the answer is: Yes, you can remove the fan without pulling the engine.

Get The Sticky Off

Jerry Austin, North Country Region
(from NORTHLANDER)

To remove wheel weight adhesive, I recommend a 3M product called General Purpose Adhesive Cleaner (quart size part number 08984). This product can be obtained from most auto part stores that supply auto paint supplies and is safe to use on any painted surface, so you will also be able to remove the "I Brake For Moose" bumper stickers.

Road Test: The New Porsche S

Ron Snelgrove, Riverside Region
(from PORSCHE GEDANKEN)

In mid-September I went to Doheny State Beach to have a day in the sunshine with the Porsche 356 Club. Soon after I arrived, a fellow parked near my car in a white "C" coupe. When he got out, he introduced himself as Peter Albrecht --the free-lance automotive author. Peter was a Riverside Region PCA member at one time, but transferred to the Orange Coast Region because he lives in Costa Mesa. He recognized my name and announced that he had a new Porsche Bicycle in his car. The bike was on loan from Porsche Cars North America (PCNA) for an evaluation and story.

Looking at his little white coupe, I could see the right front seat had been removed to make room for the bike. The front wheel was hiding in the front luggage compartment. As Peter extracted the bike, I could see the quality that was built into this mountain bike. It was an

S-model (Suspension front-only) that will sell for around \$2,000. The S-version has a front fork with a double-fork bridge and uses the microcellular elastomer (that's rubber band technology) that was developed by VOTEC. The frame is aluminum 7020 that features oversized tubes and a powder-paint finish in Indian red. The brakes are very interesting --a hydraulic cantilever/rim system with a carbon fiber "u" support bracket for light weight and strength. The brakes are made by MAGURA, a firm that makes motorcycle parts. Most of the other components are by SACHS. The shifters are the SACHS Noes Power-GRip Extreme units with twist-grip shifters on the handle bars. The shifter is an 8-speed rear derailleur (SACHS Nos) with a triple chain ring front derailleur for 24 speeds ($8 \times 3 = 24$).

Peter made sure that anyone who wanted got a chance to ride the new Porsche S bike. I took my turn and found the brakes to be very responsive. Too much squeeze-power would probably put you over the bars and on the ground very quickly. I found the bike to be very comfortable to ride and easy to adjust for my size. It was quite different from my 7-year-old ASAHI mountain bike (with no suspension) that I nicknamed, "The Yellow Moose."

I have since learned through PCNA's Barbara Manha (public relations) and Terry Wells that an FS-version (that's Full Suspension) bike will be sold in the \$4,000 price range. The FS will feature hydraulic disc brakes on

front and rear and a rear suspension system is included. The rear suspension is a FOX-Alps4 swing-arm pivot system. (Gee, that sounds like my 356B.) The FS model uses the same front-fork suspension system as the S model and the aluminum 7020 frame comes powder-painted in black. The FS also uses a SACHS quartz, 8-speed derailleur system that features power-grip shifters. This bike is priced competitively in the market place and, feature for feature, will be a perceived value by the savvy, up-scale mountain bike consumer. Terry Wells tells me that only 75 FS bikes and 200 S models will hit the American shores during the first year of production. Remember that the Porsche bikes are made up of mostly German parts and components, the saddle and spokes are outsourced.

Mountain bikes are a California phenomena, the craze started about 10 years ago in Marin County, California. The first mountain bikes were little more than heavy, old beach cruisers (heavy carbon-steel frames) that had gearing for climbing and added center pull-style brakes. From here, SPECIALIZED (an American company) got the mountain bike thing into gear, so to speak. Many of the bike manufactures that had been into kids BMX (Bicycle MotoCross -- you know, the little jumpin' bikes) abandoned ship or added to their line to grow up with their clientele and the mountain movement. The old

style (skinny-tired racer) has done rather poorly since the mountain bikes have become so popular. Many people resisted road-styled bikes because of the bent-over riding position; the curved down handle bars were developed to lower the drag of one's own body.

If you have been paying attention to other German automobile manufactures, you will realize that BMW, Mercedes-Benz and Volkswagen are also offering mountain bikes for sale. BMW is offering a mountain bike made by MONTAGUE CORP., in Cambridge, Massachusetts. This bike has no suspension, but does fold in half so it will fit into the trunk of their diminutive Z-3 roadster. The bike also fits into a carry bag when folded. Shimano (Japan) gearing and brake components are used and the bike features a 21-speed (7×3) unit priced at \$800.

Mercedes-Benz offers a bike manufactured by AMP RESEARCH in Laguna Beach, California. It has an aluminum frame with front and rear suspension systems and disc brakes. This mountain bike features a Shimano 24-speed derailleur system (8×3) with grip-shifters. I can't wait to see one of these bikes stuffed into the passenger seat of a top-down, 12-cylinder, MBZ 600SL. The price on the bike is set at \$3,300.

Volkswagen will give you a free Jetta when you purchase their bike (at \$14,200) that is made by TREK, USA in Waterloo, Wisconsin. The bike is similar to the BMW offering; it has a chromoly steel frame, no suspension, is non-disc braked, and geared by a Shimano 21-speed (7×3) grip-shift system. Since Volkswagen doesn't price out the mountain bike separately from the car, I'll guess that the bike is in the \$400 - \$500 retail range.

With Porsche, that makes four German car companies that are enthusiastic about mountain bicycles. Everything always seems to come a full circle. The world wide bicycle craze of the late 19th century brought forth many automobile manufactures as the 20th century saw light. Opel, Peugeot and many others began as producers of bicycles. For many years, France and Italy have produced very high-end road bikes. France and Italy got into the mountain bike business to ride the crest in the popularity of this new style of bike, and to ward off the expected slower sales of their own road bikes.

Porsche will introduce their new mountain bicycles about the same time as the new Boxster, in January, 1997. A really nifty option for the Boxster will be a custom bike, surfboard or ski rack that fits on top when the top is down. The rack has supports that go from the top of the windshield frame, and curve gently to behind the doors. From a side view, it reminds me of a window frame. Porsche has a great publicity photo of the Boxster with the rack and a S-type bike and a surfboard mounted. My, my, how very California! Now, where can I get a small license plate frame that proclaims, "My other bike

Letters and e-mail

Boxster Site Overwhelmed

(PCA Editors News Service)

28 October, 1996 -- Porsche Cars North America announced today that due to the unprecedented amount of user traffic on the Porsche web site, they will be upgrading to a larger, more powerful server to handle the great demand. In fact, when the exclusive Boxster electronic postcards debuted on Monday October 21, the Porsche web site served a site record 13,115 pages in a 24-hour period. This translates to well over 100,000 hits.

The site was reconfigured on October 27 to handle the higher than expected postcard volume, however even more traffic ensued the following day with the debut of the Boxster development story thus necessitating the more powerful server.

The new server will be operational in the next two weeks. If you have lately experienced slow response or have even been unable to access the Porsche web site with the high number of users on line, these problems should be rectified soon. PCNA thanks you for your patience.

Boxster Briefs

(PCA Editors News Service)

- Why is the Boxster water-cooled?

"The principal reasons are emissions and fuel economy," according to Horst Marchart, head of Porsche development at Weissach. With the ever-tightening standards manufacturers have to meet, we obviously needed four valves per cylinder to meet the power and fuel efficiency standards our engineers had set. With a mid-engined car, there is much less airflow over the engine than with the 911's rear engine, and so water-cooling was required.

- How many will be built?

Regarding production, Marchart reported, "Around 15,000 cars per year is the maximum Boxster production planned at the moment. This accounts for half of the output at Zuffenhausen. But if there is very high demand for the car, we can boost production, albeit at the expense of the 911 in the short term."

- Younger owners?

With the Boxster price targeted at \$39,980 Porsche reportedly hopes to attract buyers some five to 10 years younger, bringing the average age of customers down from 43 to around 35.

- Boxster Standard Equipment

Driver and passenger airbags; Bosch ABS5

anti-lock brake system; Power steering; Alloy wheels, front 6Jx16, rear 7Jx16; High performance tires, front 205/55ZR16, rear 225/50ZR16; Power windows with express feature; Automatic lowering of side windows when door is opened or closed; Leather covered steering wheel and shifter; Steering wheel adjustable for reach; Free-form headlights for high and low beams; Fog lights; Headlight warning buzzer; Pollen and dust filter; Illuminated key; Driver seat height adjustment; Electric seat backrest adjustment, left and right; High-strength alloy steel roll bar; Electric top operation; Central top locking; Steel lid for top compartment; Tinted glass; Anti-theft system with transponder; Central locking including filler flap.

- Boxster Optional Equipment

Sport Technik package (Sport suspension, 17-inch wheels, Traction Control); Tiptronic S five-speed automatic transmission; Traction Control; Electrically adjustable heated outside mirrors; Automatic climate control system; On-board computer; Speed control; Aluminum hardtop; Roof Transport System; Metallic paint; Special Color; Color to Sample; Active carbon filter for interior; Alarm system; Center console; Porsche CR11 cassette radio; Porsche CR21 cassette radio; Porsche CDR21 CD radio; Porsche CR31 radio with dual tuner; Radio installation kit with antenna and 2 speakers; Sound package, 6 speakers and amplifier; CD changer; Telephone installation package; Headlight washers; Leather covered seats; Left and right heated seats; Special leather interior; Winning deflector; Green tinted top of windshield; 17-inch wheels with 205/50ZR17 and 255/40ZR17 tires.

The Dirty Socks Caper

by Judy Schreib, Diablo Region
(from THE DEVIL'S ADVOCATE)

Socks!!! -- old, dirty, athletic socks!!! We could never understand why there wasn't any fresh air flowing within the 912. My husband, Herb, was always messing around with the control levers, but was never able to solve the problem. Recently, while he was removing the wiper motor assembly, he noticed something stuck in the air flow inlet. You guessed it -- socks -- not one, but four socks were blocking the air flow.

A major discussion ensued between Herb and Honest Bill (the name of Herb's Porsche mechanic's shop, aka HB) regarding the placement of these socks. HB is also Herb's second home where he has learned everything he knows about Porsches. It's a place to "hang out" with his Porsche buddies because HB has THE Friday night cocktail party for all the Porsche dudes for this area. But,

HB knew nothing about the socks.

The car has always resided in California, so they probably were not inserted to block cold air flow during cool, winter months. Could they have been placed there to absorb water during heavy rainstorms due to a leak? During assembly at the factory in Stuttgart, could Fritz or Hans possibly have set the socks on the air flow assembly just prior to lunch break and then forgot to remove them? "No, I don't think so, Tim," I told Herb.

Because he felt they may have originated in the factory and could be a "collector's item," Herb wanted me to wash the socks. I said, "No, I don't think so, Tim," and immediately dumped the "famous," filthy, rust-stained socks in the trash can -- never to be seen again. We'll never know the true answer to the mystery of the placement of the socks in the air flow inlet.

If you're having the same problem with no fresh air flowing into your 912, you might want to check the air flow inlet. Herb thinks others may have factory socks installed.

If you watch Home Improvement, you'll know the famous quote, "No, I don't think so, Tim," that Al so often uses. I use it a lot with Herb.

Porsche In Advertising

Michael Mackenzie, Suncoast Region
(from PORSCHE PROFILE)

I was recently flipping through a TV Guide and I saw a four-page ad insert for miniature sportscar booklets. What marque graced every page of that ad? You guessed it --Porsche. Why is this significant? Well, not only is Porsche successfully advertising its current product line and handling PR for its future (read Boxster) product, but other non-competing companies (such as publishers of sportscar booklets) have recognized that the name Porsche and the picture of a car can also sell their wares.

Another example of this is the commercial that aired on TV several months back for the new Nissan 200 SX. The commercial featured people playing tennis, and after the match they drew straws to see who had to ride in the back of the 993. Then Nissan plugged the 200 as some sort of an all-purpose sportscar.

At least Dodge (I think it was Dodge) was honest in the commercial they ran where they touted the improved power of the minivan. The commercial features the minivan passing cars on a two-lane back road until it happens upon a 993, which proceeds to suck the headlights out of the minivan.

What does this mean? My guess is that virtually everybody, no matter the product, sees Porsche as an icon of some sort. For the sportscar booklet publisher, it is history, longevity, tradition, or whatever else you might

like to add. For Nissan, it is a sexy but somewhat impractical car (like, that is a bad thing? Does anybody buy a Porsche for "practical" reasons?).

For Dodge, Porsche is eye-candy for their ad. It says, "If you want a sportscar, buy a Porsche. If you want to haul your family and luggage (or your Porsche and track-tires), buy our minivan.

A Brief History of the 930/911 Turbo

Paul D. Young Jr., San Diego Region

Porsche introduced the turbocharged version of their 911 to the US market for the 1976 model year. The car was different enough from the standard 911 to have a new model designation --930. The car had an engine displacement of 3 liters, the same as the 3.0 RS, but with lower compression ratio because of the turbocharging. A 4-speed transaxle was used as it was not feasible at the time to squeeze in a 5-speed that was strong enough to handle the increased torque. The rear deck lid graphics called the car "Turbo Carrera" identifying it as a successor to the Carrera and Carrera RS/RSR, but the car was usually known as the 930 in the USA.

Porsche sold all it could make that first year, as the news of this car's phenomenal performance spread rapidly. Other news which became well known was the car's habit of putting drivers quickly backwards into the weeds or a guardrail. Although the rear spoiler helped handling and stability well above 100 mph, many new 930 owners found themselves in trouble on freeway ramps or twisty roads. The tricky 911 handling was enhanced by a more powerful engine (234hp for USA, 260 in Europe) which came on with a rush above 3000 rpm.

For 1977, the car remained essentially unchanged, the most significant addition being the smallish boost gauge in the bottom of the tach. Major changes were made to the car in 1978, although the 930 model designation was retained. The engine was increased to 3.3 liters, with an intercooler placed in the redesigned rear spoiler. The rear deck now sported the simple 'Turbo' script. 917 style four-piston brakes were added, and 16 inch tires and wheels were now standard. The '78-'79 930 had 265hp in the US and 300hp for the European version. Late in 1979, it was announced that the car would no longer be imported to the USA. Although it was a banner year for 930 production, Porsche felt the volume was too low to economically justify certifying the car for the US market. A run of the last 50 930s was made for the US market, and these went for a premium.

In the early 1980s, the 930 was continued for the European market with the 300hp 3.3 liter engine. Various improvements were made to the car though, such as an oil filler baffle in 1982 and the 'Carrera' chain tensioners in 1984. A number of 930s found their way to our shores through a growing gray market for trying to bring in

European makes and models not normally available to the USA.

For the 1986 model year, Porsche decided that all car models would be available for the US market, and the 930 was reintroduced (sadly they chose to back down on this position with the 959). Since the 'last 50' 930s had been sold, the car was emphatically called the 911 Turbo by the factory. Over 1000 were sold in 1986, indicating the pent-up demand for an official Factory version of this car. The Turbo was offered in Targa and cabriolet versions as well as the coupe. The slant-nose option also became available, yielding a total of six body options. The list price started at about \$50,000 and went up to nearly \$100,000 for a slant-note cabriolet with all the options.

In '89 the 930 style 4-speed gearbox was replaced with a beefed up version of the G-50 5-speed which was introduced on the 911 Carrera in '87. 1989 marked the last year of the 930 model designation, and of 911s of any sort with torsion bar suspension.

With the new C4/C2 911 (model designation 964) came a new Turbo in '91 (model 965). Like the new 911, it sported a coil-over suspension at each wheel and new body style with aerodynamic 959 style mirrors. Carried over from the '89 Turbo were the 3.3 liter engine and G50 gearbox. The engine still used the K-jetronic injection that it had since '76. A larger intercooler and turbocharger, as well as improved exhaust boosted the power to 320hp worldwide. ABS was now standard, and the wheels and tires were 17". Although no Turbos were produced for '93, a few special Turbo S cars were made with 380hp. For 1994 the engine size was increased to 3.6 liters like the C2/C4, with 355hp. Wheels were increased to 8x18 front and 10x18 rear.

1995 was another model year without a 911 Turbo. Nobody seemed to mind however, as early '95 saw the introduction of the 993 based '96 Turbo. Here was the long awaited 959 for the street. The car had a 400hp twin turbo 3.6 liter engine, huge brakes, a sophisticated AWD system, and the phenomenal handling of the 993. The original '76 Turbo-Carrera drew rave reviews and was worshipped as a super star athlete in the sports car world. The '96 twin-turbo has duplicated that feat, which is no ordinary task in today's competitive automotive market.

Porsche Victory At Zhuhai (PCA Editors News Service)

ZHUHAI (China) --November 3, 1996 --Porsche continued its dominance of BPR Endurance Championship racing today when the #36 Porsche 911 GT1 of Emmanuel Collard and Ralf Kelleners won the

season-ending race at Zhuhai, China. The Ferrari F40 GTE of Eric Bernard, Jean-Marc Gounon, and Paul Belmondo finished second, two laps behind, and the 1996 BPR series-winning McLaren F1 GTR of Ray Bellm, James Weaver and J.J. Lehto placed third. The inaugural event on the first permanent race circuit in China attracted 120,000 spectators over the week-end.

The Porsche factory team's chances for a one-two finish were dashed half-way through the four-hour race when the #35 Porsche 911 GT1 driven by Bob Wollek and Yannick Dalmas was called to the pits and given a four-minute penalty by the organizers because mechanics had push-started the car during a refueling stop early in the race. After an agonizing wait, Dalmas re-entered the course and promptly demonstrated the potential of the 911 GT1 by setting the fastest lap of the race, by almost a full-second. The penalty was too great, however, and the 911 sister-car finished fifth behind the McLaren F1 GTR of Pierre-Henri Raphanel and David Brabham.

Both 911 GT1 Porsches maintained a two-second gap over the field during practice and filled the front row in qualifying when Kelleners put the #36 Porsche on pole with a 1:30.401 lap, nearly 107 Mph over the 2.7-mile circuit, a scant 17-thousandths faster than Wollek's 1:30.418 lap in the sister-car. Twenty-eight cars qualified.

With its third start in the series, the 911 GT1 came away with its third win, this time with a new set of drivers replacing factory-regulars Thierry Boutsen and Hans-Joachim Stuck. The new Porsche supercar won BPR events earlier this summer with a single-car entry for Boutsen and Stuck at Brands Hatch, England, and Spa, Belgium.

TOP FINISHERS

- 1 Porsche 911 GT1 Collard/Kelleners 149 laps
- 2 Ferrari F40 GTE Bernard/Gounon/Belmondo 147 laps
- 3 McLaren F1 GTR Bellm/Weaver/Lehto 147 laps
- 4 McLaren F1 GTR Raphanel/Brabham 147 laps
- 5 Porsche 911 GT1 Wollek/Dalmas 147 laps
- 6 McLaren F1 GTR Nielsen/Bscher 146 laps
- 7 McLaren F1 GTR Giroix/Deletraz/Prutirat 144 laps
- 8 Ferrari F40 GTE Olofsson/Della Noce/Ange 143 laps

Visit the
**PCA - Chicago Region Home Page on the
WorldWideWeb**
<http://www.mcs.net/~bman/pca.html>

Updated Region Calendar
Electronic Board Directory
Recent Event Results
Region Point Standings
Happy Surfing!

From Our Members

Vintage Hoosier Hospitality by Ed Duffy

I just got back from the October 11-13 VSCDA race event at IRP - Indianapolis Raceway Park, and wanted to share the news with Porsche folks who do vintage races.

In short, it was a terrific event sponsored by VSCDA as a benefit for the Indianapolis Children's Museum. It seemed that the event was adopted by the entire city, with commercials on television, coverage in the Indianapolis papers, and apparently a few brief coverage items on the evening news. There were loads of volunteers from the local community, and I would guess almost 5,000 people attending. There were lots of activities for kids sponsored by the museum including touring rides in the race cars, and a mini-grand prix for toddlers in toy race cars. The whole event had a special feel and certainly is well worth considering next year.

Oh, by the way, it also included a driving tour of INDY. At 8:00 on Sunday morning, there was a 200 race car convoy escorted by four Indianapolis police cars traveling from IRP to the Brickyard. All the major intersections were blocked off to allow the mile long group of cars to drive non-stop from one track to the other. It was a great kick driving through the tunnel, down the paddock area, and out to the track just beyond the pole! It is amazing how big the place looks, but how

short the track is when you consider the speeds that these guys are doing. The banking was more pronounced than it appears from the stands and on TV. The raceway folks seemed to clean the place up very quickly - there were virtually no marks on the barrier wall; the track surface was impeccable, with a surprisingly small amount of rubber remaining. Ed and Debbie Leed and I traded photo ops and enjoyed every minute of it.

The few Porsches who participated in the event appeared to do pretty well. Rick Gurolnick was first in class in the USRRC race in his 356 cab; Jim Knupp also did very well; Ed Leed finished third and I finished second in our respective classes in our group race - against some Alpha's and other cars which were set up really well for a very challenging 14 turn track. Also, I was surprised to find that I won my class in the Enduro and received a trophy made out of a \$1,000 "throw away" connecting rod from a dragster.

The 2½ mile track itself was very challenging and a lot of fun. It has a number of fast sweeper corners, linked turns and a really challenging hair pins. Unfortunately there are several areas where the track is rather rough, and puts both the car and the driver through a fair amount of heavy duty work. Keeping all four wheels on the track was impossible.

Finally, for too many of us who end up breaking something at almost every race, Tweaks is only 15 minutes away. How do I know? Don't ask.



Ed and Debby Leed



Ed Duffy

Photos by Ed Leed and Ed Duffy

HELP DRIVE CYSTIC FIBROSIS AWAY!

By: Ken Pesavento

To those of you who have supported the past charitable events of the Chicago Region Porsche Club, I extend my sincerest thanks. It takes considerate caring people to make something good happen. That is why I'm counting on you to help us make this year's event a great success.

Even though we are sponsoring a very worthy charity-The Cystic Fibrosis Foundation; selling 2500 raffle tickets is no easy task. But, **WE CAN MAKE IT HAPPEN!** If each of our 1,000 members even bought one ticket and got one "sold" to a friend we could be ever so close to our goal of 2500 tickets. To children and young adults with a life threatening disease, money for research means they may live a little longer and a little better...a new drug or a cure may be just dollars away.

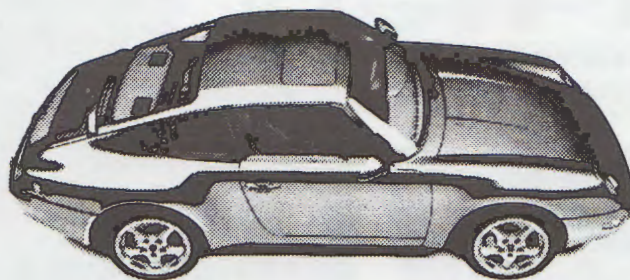
Not only can we make our raffle of this beautiful new **1997 Porsche 993 4S Coupe** a fantastic opportunity for it's lucky new driver, but we can **HELP DRIVE CYSTIC FIBROSIS AWAY**...making the #1 genetic killer of children and young adults that much closer to a cure.

Many people have assisted me in getting this raffle "on the road" and I sincerely thank each of them...

Most of all, I want to thank every one of you for taking time and caring enough to give by buying these raffle tickets...who knows? Maybe you'll hold that lucky number!!! Last year William Linhares was our winner and we raised over \$27,000 for the **Make-a-Wish Foundation**.

Over 30,000 children and their parents are counting on us to help find a cure for CF. Our help gives them hope, not just for a better tomorrow, but that there might be a tomorrow.

Help Drive Cystic Fibrosis Away!



**Retail Value
\$75,891**

Win A 1997 Porsche 993 4S Coupe

ONLY 2500 TICKETS AT \$50 EACH WILL BE SOLD

On December 7, 1996, at Indian Lakes Country Club, Bloomingdale, Illinois, the Chicago Region Porsche Club of America will hold a raffle for a new, 1997 Porsche 993 4S Coupe. Proceeds will benefit The Cystic Fibrosis Foundation. The winner will be chosen randomly via lottery ball method.

Cystic fibrosis causes the body to produce an abnormally thick, sticky mucus. This abnormal mucus clogs the lungs and leads to fatal infections. The thick CF mucus also obstructs the pancreas, preventing enzymes from reaching the intestines to digest food. CF affects approximately 30,000 children and young adults.

The 1997 Porsche 993 4S Coupe will be provided by Bill Jacobs Motorsport in Naperville, Illinois for a Spring, 1997 delivery.

To help sell tickets, please contact Ken Pesavento.

Winner need not be present to win and may not substitute the Porsche for cash. PCA Chicago Region reserves the right to cancel the raffle at any time by notification and full refund.

Make checks payable to: PCA Chicago Region Charity

NAME: _____

ADDRESS: _____

PHONE: _____

Number Of Tickets: _____ Amount Enclosed: _____

Send To: **PCA Chicago Region Charity**
c/o Kenneth Pesavento
520 Sears Lane
Wheaton, Ill. 60187

Home: 708-668-1170
Work: 708-954-6268
800-826-4686

Kettle Klassic Rallye Revisted

Kettle Klassic Rallye Revisted Results

by Linda and George Gutmann

Nine cars plus one checkpoint crew ran the tour on Saturday, October 5th from The Porsche Exchange in Highland Park to the Holiday Inn in Appleton. It was an enjoyable ride with ninety-six questions to look for along the way.

The final results were:

1. Gary and Myra Knoblauch	90	T
2. Dan and Peggy Gallagher	85.5	T
3. Michael and Terri Vanklaveren	85	
4. Bernard and Holly Lakemaker	83	
5. Art and Kathy Sebek	82	
6. Steve Rashbaum and Susan Shire	81.5	
7. Nick and Susan Brenkus	79	
8. Jerry and Helga Meyer	78	
9. Ron and Karen Miller	72	
10. Jim Murray and Mary Burich	41	

Fifteen cars started the TSD Rallye on Sunday that ran from Appleton to Elkhart Lake. Fourteen cars finished. The colors were glorious. The ride through the Kettle Moraine State Forest was just made for Porsches. A good time was had by all! I We know we had a good time. Thanks to all of you for coming out to revisit the area. The final results were:

Equipped Class

1. Jerry and Helga Meyer (Ford)	339	T
---------------------------------	-----	---

Unequipped (SOP) Class

1. Steve Rashbaum and Susan Shire	451	T
2. David and Heather O'Bryan	840	T
3. Art and Kathy Sebek	944	T
4. Dan and Peggy Gallagher	949	T
5. Jack Stephensen and Dan Delfava	1008	T
6. Nick and Susan Brenkus	1179	
7. Bernard and Holly Lakemaker	1206	
8. Gene and Bill Urban	1367	
9. Charles Eble and Kathleen Simmons	2053	
10. Mell and Ilene Wostoupal	20701.	
11. Jim Murray and Mary Burich	2482	
12. Paul and Susan Jasper	3256	
13. Michael and Terri Vanklaveren	3500	
14. Gary and Myra Knoblauch	DNF	

(Ed. note: This was a spectacular rallye. The weather was great and the instructions concise and straightforward. But best of all, were the roads. If rallyes are constructed to give us a chance to enjoy our cars at a more leisurely pace than on the track, then this was the perfect rallye.)



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Rear View Mirror

Kettle Klassic Rallye Revisited



George and Linda "find" us.



The Lakemakers listen.



David O'Bryan



Jerry and Helga Meyer - the best equipped of the bunch!

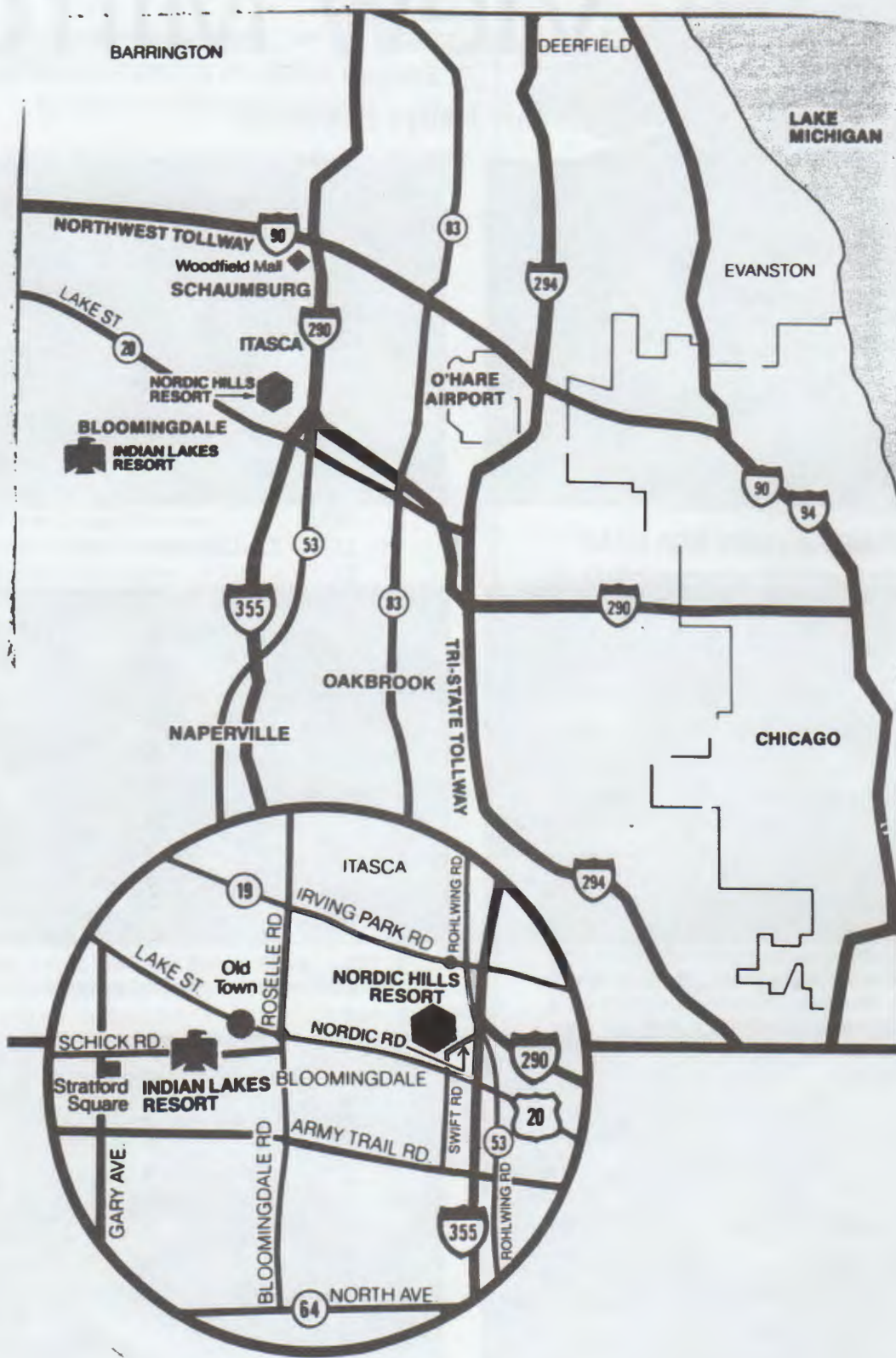


CAST 165 - Don't we wish!



Linda gives a lesson.

Photos by Steve Rashbaum



The Chicago Region PCA Presents the 1996 Dinner Dance and Awards

Winter Lakes Fantasy

Black Tie Optional

Mark your calender for **Saturday December 7, 1996** and come celebrate the Holidays with all your Porsche friends at **Indian Lakes Resort in Bloomingdale**. We will be holding the Second Annual Charity Raffle to pick the winner of a new 1997 Porsche 993 4S Coupe with the proceeds going to the Cystic Fibrosis Foundation.

Date: Saturday, December 7, 1996

Location: Indian Lakes Resort
Huron Room
250 West Schick Road
Bloomingdale, Il. 60108
(630) 529-0200

Price: \$45.00 per person (Members and Invited Guests)

Time: 6:00 p.m. Cocktails and Hors d'oeuvres (open bar)
7:00 p.m. Dinner
8:30 p.m. Trophy Presentation
9:00 p.m. Dancing to the music of 'Touch'

Menu: Choice of: Sauteed Breast of Chicken with Artichokes, Mushrooms and
Chardonnay Cream Sauce
Sliced Roast Strip Sirloin of Beef with Merlot Wine Sauce
Broiled Norwegian Salmon with Hollandaise Sauce

Each entree will be accompanied by soup, salad, rolls, vegetable and potato followed by a scrumptious dessert.

Overnight accommodations will be available at Indian Lakes with a special room rate of \$79.00. Please identify yourself as a Porsche Club member when making reservation.

Call 1-800-334-3417 by 11/7/96

Winter Lakes Fantasy

Reservation Form

Please send in your reservation early. We expect a large response and cannot guaranty there will a place available if we haven't received your reservations by November 26, 1996.

Make checks payable to: **PCA Chicago Region**

Mail your check and a copy of this form to: **Louise Clay, 781 Duxbury Lane, Bartlett, Illinois. 60103**

If you have questions, call Louise Clay at (630) 837-4754 (evenings)

If you have a special seating preference, let us know and we will attempt to accommodate you.
(tables are set for eight people)

Name(s): _____

Check is enclosed for _____ people at \$45.00 per person.

Entree choice(s):

Breast of Chicken _____ Broiled Salmon _____ Roast Sirloin _____

Please seat me/us with:

Please indicate smoking preference: Yes _____ No _____ Either _____

Bottles of fine wine will be available to purchase for your table.

THE PCA CHICAGO REGION

WELCOMES IT'S NEW MEMBERS FOR OCTOBER 1996

We look forward to meeting you and seeing your car at the events.

Bill Murrin,
Membership Chairman

Eugene Kaminski
Chicago, IL

75-914

Gary Kreutz,
Lake Forest, IL

95-993 Cab

Jim Laughlin
Manitowoc, WI

88-930

Jim Schwade
Kankakee, IL

97-993 Cab

Paula Gatto,
Chicago, IL

82-911 SC

David Newkirk,
Warrenville, IL

94-968



Joe Sundberg,
Rockford, IL

96-993 Targa

Mike Haney,
Chicago, IL

89-911



Tommy Thompson,
Chicago, IL

86-930

Hans Becherer,
Moline, IL

95-993-C2 Cab

Joe Fraczek,
Barrington, IL

86-911 Targa

Tom Skinner,
Lake Bluff, IL

86-944 Turbo

Tom Thompson,
Mundelein, IL

90-944 S2 Cab

Martin Carmody
Prairie Grove, IL

77-911S Targa

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HARNESS GUIDE BARS

Brace yourself !

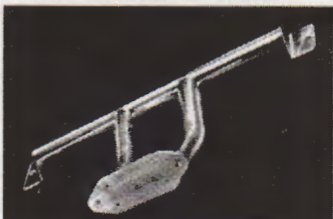
Brey-Krause harness guides keep you where you belong during hard cornering and braking. Our harness guides allow full range seat movement and are adjustable to fit your car because each car is different. Install or remove in 10 minutes. Will not mar car.



STRUT TOWER BRACES

Brace your car !

We have strut tower braces to fit all 944, 924, 911 C2, C4 and 993s. Simple designs that look right and do the job. Securing both strut towers together improves handling, while strut tower fatigue and excessive tire wear is reduced.



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Rear View Mirror

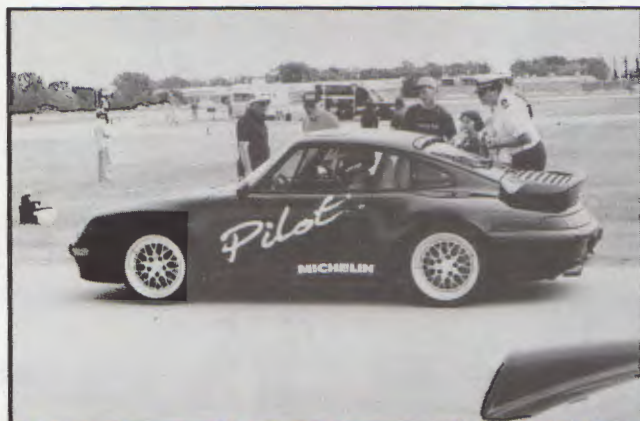
The Oklahoma Parade



Linda Gutmann wins "Tech" quiz.



George Gutmann trophies at "Tech" quiz.



Piloting would be fun.



Chris takes 2nd in P9.



Rich

Becker 'motors',

Pl



Chris 'motors', too.

Photos by Chris Inglot

CRAZY BOWLE



1. ROLL BALL DOWN ALLEY WITH FOOT.
2. USE YOUR PARTNER'S BALL.
3. STAND AT THE FOUL LINE FACING THE PINS AND USE TWO HANDS BETWEEN YOUR LEGS TO BOWL.
4. SKIP DOWN THE ALLEY.
5. BOWL WITH YOUR EYES CLOSED.
6. USE THE OPPOSITE HAND TO BOWL.
7. HOP ON ONE FOOT AND BOWL.
8. SIT ON THE FLOOR AND PUSH THE BALL WITH YOUR FEET.
9. BOWL BETWEEN YOUR LEGS WITH YOUR BACK TO THE PINS.
10. BOWL BETWEEN YOUR PARTNER'S LEGS, WHILE THEY STAND AT THE FOUL LINE.

1 PM

1st Annual **ROCK 'N' BOWL BOP!!!**

Date: Saturday, February 1, 1997

Time: 7:00 PM Dinner Buffet

8:00 -11:00 PM Bowling

Place: DIVERSEY RIVER ROCK 'N' BOWL

Cost: \$22.00 per person* *Cash bar

Come join us for the Chicago Region's **1st Annual ROCK 'N' BOWL BOP** Party at one of Chicago's hippest bowling arenas.

Tremendous acoustical sound system!
D.J. plays all your favorite hits, all night long!
Laser light show!
Reserved area for our group!

The evening includes a buffet dinner, your equipment rental, free parking and three hours of non-stop rock and bowl bop! Bring your favorite song request and your most clever bowling challenge.

Registrations **MUST BE** received no later than **JANUARY 15, 1997**.

Questions? ? ? Call: Peggy Gallagher 708.784-0784

Directions to Diversey River Rock 'N Bowl:

Located off the Eisenhower Expressway (Rt. 290) at Western Avenue.

Go north to Diversey Avenue -2 blocks west of Western Avenue



Rich Laurie and his Turbo S.

Photos by Jim Jacisin

Choice: "Kofu" and People's Choice: Tray Anderson's 1959 Convertible D. Congratulations to all the concours participants; your cars are outstanding.

Our thanks for use of his beautiful facilities go to Bill Jacobs and the staff at Bill Jacobs Motorsport. They supplied us with an impeccable shop area and three show rooms for our concours. They also nourished our bodies with a fantastic lunch from Bacino's. Thanks!

Beautiful facilities - beautiful weather - beautiful cars and great food; what more could you want? How about more of the same!

After the concours we retired to Bacino's for libations and dinner. Relaxing after the stress of the concours, car preparation and skinned knuckles, we enjoyed the camaraderie of good friends and the reason we are there together - our love of Porsches.

Bill Jacobs 9th Annual Porsche - BMW Fall Classic Concours

Concours: One-Oh-Won!

by Jerry Matta

As the old saying goes, "There's a first time for everything", but a 1st Place my first time!

Over the years I've owned numerous Porsches (a 914, couple of 944s, several 911s) and have always attempted to have my cars properly represent the marque. Some were daily drivers, others "King of the garage". A few years back, I joined the PCA Chicago Region with the desire to meet and participate in events with 'Porsche People'. For one reason or another, I've had little opportunity to join in other than as spectator at a few events.

This past July 4th brought a beautiful sunny day, so, my latest Porsche (1988 red Turbo slant-nose) found its way out of the garage. A brief trip (which began by strapping a 3 and 5 year old in the rear seats!) found us at the driveway of our destination. There just a short time, a very friendly PCA member walker over to take a closer look. He introduced himself as Bob Cook. After chatting with Bob awhile, he encouraged me to bring my car out to the next event and join in the fun. Well, Potter's saw rain and my Turbo stayed in the garage. With October almost over, Bill Jacob's was to be my last chance this year - not even my kid's Halloween party would keep me this time.

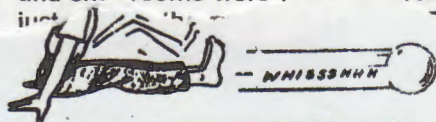
A good part of Friday and Saturday were spent cleaning and polishing in preparation for Sunday's event. I arrived at what I deemed early, only to see the entire place packed with shining Porsches and BMWs (my other car). Since the service areas and showrooms were full, Bob directed me to a spot just



Jerry's car.



First concours - Winner of Novice Class C.



8



9



10

1. ROLL BALL DOWN ALLEY WITH FOOT.
2. USE YOUR PARTNER'S BALL.
3. STAND AT THE FOUL LINE FACING THE PINS AND USE TWO HANDS BETWEEN YOUR LEGS TO BOWL.
4. SKIP DOWN THE ALLEY.
5. BOWL WITH YOUR EYES CLOSED.
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7. HOP ON ONE FOOT AND BOWL.
8. SIT ON THE FLOOR AND PUSH THE BALL WITH YOUR FEET.
9. BOWL BETWEEN YOUR LEGS WITH YOUR BACK TO THE PINS.
10. BOWL BETWEEN YOUR PARTNER'S LEGS, WHILE THEY STAND AT THE FOUL LINE.

..-1 PM



The Knoblauchs place in Class B.



"Myron, when I open my eyes, Jacisin better be gone."



Rich Laurie and his Turbo S.

Photos by Jim Jacisin

Sunday, October 27, 1996

by Gary Knoblauch

While the rest of us are enjoying an extra hours sleep after setting our clocks back for Day Light Savings time, Pat and Bonnie Yanahan arrive at Bill Jacobs Motorsports at 7:00AM.

7:00AM. Are they nuts?

No! As the Concours Co-ordinator someone has to be there first. While Pat and Bonnie are arranging things for our final concours for 1996 the rest of us get to sleep in.

This turned out to be one of the better concours days of the year. It didn't rain. That's always a plus. With the temperature in the 60's and partly cloudy both Saturday and Sunday; the weather was nearly perfect for washing and waxing your Porsche. I personally like the idea of a concours in late October. I have a reason to clean and wax my car before I put it away for the winter. However, it is obvious from the turn out that some people didn't need a reason to wash and wax their Porsche.

You should have been there! The cars were incredible!! There were over 30 cars in the four judged classes and the exhibition class. The BMW Club also fielded some really incredible cars.

It was refreshing to see the number of 356's entered. If you think concours are boring because it's always the same cars competing - Boy, are you wrong! Rollin Polonitza showed his incredible black 1955 Speedster for the first time and took 1st Place - Class A. Wow, what a car! Richard Laurie took home 1st Place - Class B. Another beautiful car! Some people say concours are too much work and that they could never win. Well, Jerry Matta, a first time concours entrant, never thought that for one minute. He garnered a 1st. Yes, 1st Place for a Novice - Class C. Our Class D winner was Andy Discher. Another job well done. Topping off the Class judging was Judge's Choice: Rollin Polonitza's 1955 Speedster, and People's Choice: Tray Anderson's 1959 Convertible D. Congratulations to all the concours participants; your cars are outstanding.

Our thanks for use of his beautiful facilities go to Bill Jacobs and the staff at Bill Jacobs Motorsport. They supplied us with an impeccable shop area and three show rooms for our concours. They also nourished our bodies with a fantastic lunch from Bacino's. Thanks!

Beautiful facilities - beautiful weather - beautiful cars and great food; what more could you want? How about more of the same!

After the concours we retired to Bacino's for libations and dinner. Relaxing after the stress of the concours, car preparation and skinned knuckles, we enjoyed the camaraderie of good friends and the reason we are there together - our love of Porsches.

Bill Jacobs 9th Annual Porsche - BMW Fall Classic Concours

Concours Results

Place	Name	Score
-------	------	-------

Class A

1st	Rollin Polonitza	303.5
2nd	John Brandt	301.0
3rd	Jim Jacisin	298.5
4th	Pat Yanahan	293.0
5th	Keith Olcha	276.0
6th	Jim Scardina (Novice)	246.0

Class B

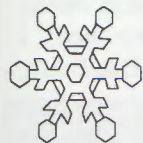
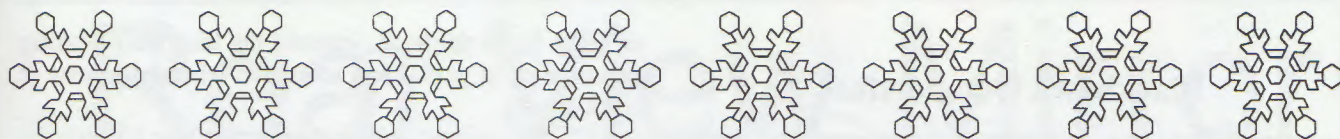
1st	Richard Laurie	238.0
2nd	Bruce Janecek	228.0
3rd	Gary Knoblauch	226.5
4th	Casey Wisniewski	225.5
5th	Mike Vanklaveren	212.0

Class C

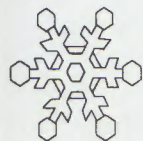
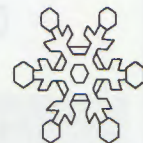
1st	Jerry Matta (Novice)	189.5
2nd	Bob Cook	184.5
3rd	Bob Vercillo (Novice)	176.5
4th	Craig Stastny	146.0

Class D

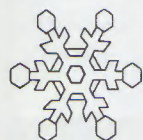
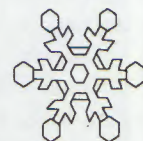
1st	Andy Discher	150.5
2nd	Tray Anderson	148.0
3rd	Harold Beach	141.0
4th	Mike Milkevich	139.5
5th	Steve Rashbaum & Susan Shire	136.0
6th	Nick & Sue Brenkus	134.5
7th	Mike Mullins	127.5
8th	Stacy Steffens (Novice)	121.5



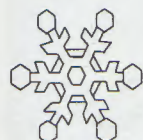
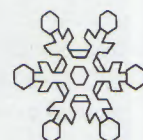
DOWNHILL RACER - THE SEQUEL



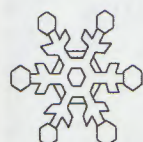
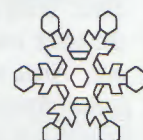
Just because our Porsches are in their storage mode, doesn't mean we can't GO FAST! Because - - - - - IT'S TOBOGGAN TIME!!!!



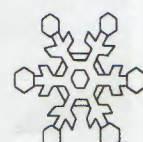
Our last event of this nature was a great success with all of us agreeing that a repeat was definitely in order. Perhaps this time we'll actually have snow!



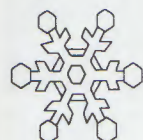
Stay tuned to your local weatherperson for the latest conditions. The slide needs 4" of snow and overnight temps of 20 - 25 to open.



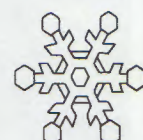
Bring your own toboggan or rent one (\$1 per hour fee) on the premises. Food and libations to follow at Hackney's.



When: Sunday, January 5, 1997



Noon - 3 PM

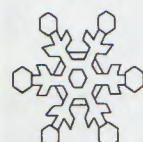
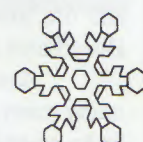


Where: Swallow Cliff Forest Preserve

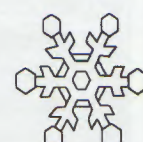


Rt. #83 ½ mile west of Rt #45
(La Grange Rd.)

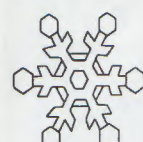
This is S/W Cook County - Palos area



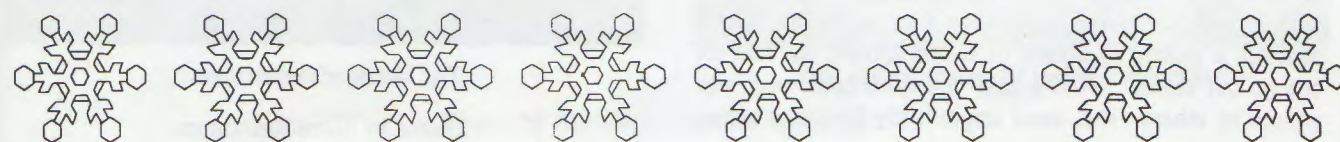
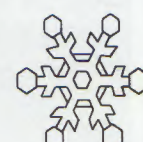
Like to s'now more ???: Bruce Janecek



Weekdays: 708.354.1901



Other times 708.361.8421



Blackhawk Octoberfest

On the Track Again

by Steve Rashbaum

It had been almost 10 years since I last drove at Blackhawk. A lot had changed in that period of time. I am older and, perhaps, wiser. I also have more experience in my car and, more importantly, I have made many friends in the Chicago Region who encourage me to drive fast, brake hard and turn in more than one direction.

The first time I was at Blackhawk, I was with my sweetie (Susan, not the Porsche) and was more than a bit intimidated by the whole scene. People were driving FAST and to this inexperienced driver with a new car it seemed too much. But, Susan and I wanted to drive that day and we started out very slowly. - both in the novice class. With an instructor, I gingerly made my way around the track and slowly gained confidence. Susan, too, went out. After we were passed to drive alone, I went out with Susan for a few laps. It was then that she had a slight "oops". Approaching Turn 1 the Porsche did a 360 right in front of Gallagher. (I did good. I actually asked Susan if she was okay before checking out the car.) Remember, this was our first track event. Being new to the Club we were not aware of Gallagher's Rule # 1. Dan came over to offer a few words of encouragement (?) and to mention, only ever so briefly, that the track was now under a yellow flag. Susan finished the lap very slowly, drove off the track, exclaimed that she had retired from track events, and did not drive the Porsche again for almost 10 years. (Due to a great deal of support and encouragement from our friends in the Chicago Region, she did autocross this summer and may even drive at Blackhawk next year.)

But, back to this year. As I mentioned, we have made many friends in the Region and they all encouraged us to go to Octoberfest. Actually, they all said that they would never talk to us again if we didn't. Thanks to Gallagher, Brenkus, Murrin, Gerard, Wiese, Lichtenstein, O'Bryan, Clark and Bittman. It was great! (Susan was with me, but did not drive.)

The weather was spectacular and the crowd was large. It was heavenly to hear the distinctive sound of Porsche motors at full throttle and to see the variety of Porsches all at the same time. Since both the track and I had changed, I again went out with an instructor. Lee "Dad" Lichtenstein was brave enough to sit in the passenger seat while I re-learned the track. Soon, either he had enough and began to fear for his life or he decided that I was not a hazard to myself or others around me and let me go out alone. What a gas! I passed some and was passed by others. But, most importantly for me, I began

to get to know the track, improve my line, learn braking points, turn in points and all of the other intricacies of track driving.

I also had a chance to watch others drive on the track and was invited to go with Susan Brenkus during one of her sessions. (Wow, I learned a lot from her!) I think the spectator highlight was the enduro. Dan Bacin, Jim Becker, Jeff Girard, Nick Brenkus and company were motoring. The skill and experience of this group of drivers was apparent and impressive. It will take many years of dedicated driving to attain those levels of skill. A nice goal.

Finally, late in the afternoon it was time to return home to the more mundane aspects of life, like making a living. It was difficult to leave because of the fun of driving and the comradery. I am anxiously looking forward to all of the Blackhawk events next year and hope that Susan will again drive on the track.



The men of the 'start line'.



The ladies of registration.

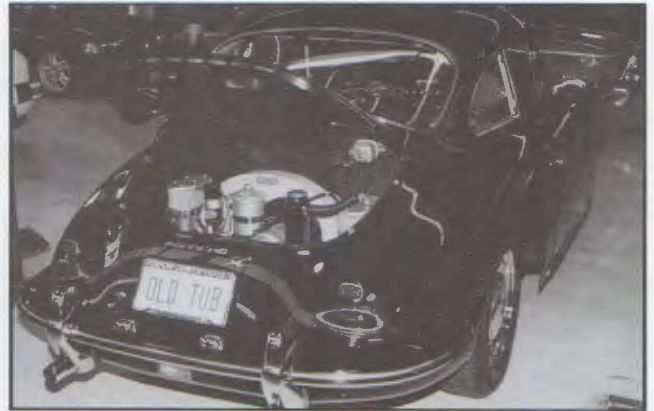
Photos by Steve Rashbaum

Rear View Mirror

Potpourri



Bacino's delivers.



Self explanatory.



Pat crawls into clean.



Murrin's lost.



I'm caught.



How did all of that fit into the speedster?

Photos by Steve Rashbaum & Jim Jacisin

Rear View Mirror

Road America Revisited



Photos by many photographers

Annual General Membership Meeting

Sunday January 19, 1997

12:00 noon - 3:00 p.m.

The Weinkeller Brewery and Restaurant
(at the intersection of Ogden Avenue, behind Laurel Motors)
651 Westmont Drive
Westmont, Illinois 60559
Tele: 708-789-2236

Join us at our annual meeting and meet the 1997 Board of Directors and Coordinators.

Bill of Fare

German Sausage Sampler

Assorted sausages braised in beer, then char broiled to perfection.
Served with beer bread and hot peppers.

Buffalo Wings

Chicken wings prepared in BBQ sauce.

German Potato Pancakes

Pan fried cakes sautéed to a golden brown.
Served with sour cream or apple sauce.

Home Apfelstrudel

CASH BAR

The appetizers are free to members!

Questions????????? Call Peggy Gallagher 708-784-0784



Coordinator's Clipboard

Autocross '96, Travelling in More Than Just Circles

This year started off with a sellout crowd at the annual drivers' school at the Arena Auto Auction in April. Eighty students showed up to have several hours of classroom education by Ed Leed, while Jeff Girard and I helped set up the practical driving experience. A skid pad, a braking zone, and a slalom course proved to be an entire action packed day.

Moving on to the first official "timed" event brought us out to Hawthorne Race Track on May 19th with Jeff & Jill Girard setting up a challenging, but fun and fast course. Nearly sixty participants showed up to practice what was learned at the April drivers school.

June 30th, had us travelling up to Lake Geneva Raceway with Chuck Bittman throwing a banked oval track at us. This is always a fun sunday getaway. Again, fifty plus drivers experienced the thrill and competition of autocrossing.

It took a little coercing, but Jim & Kim Starai took charge of their first chairing event at Rockford Speedway with great success. Drivers flocked to this event on July 14th as it too was another opportunity to drive our Porsches on a banked oval track.

August is normally a very hot & humid month here in Chicago. But this year, Bill Murrin had the luck of the Irish and a beautiful sunny day in the upper 70's had us driving down to Starved Rock area. Bill is our resident Utica expert. He has chaired this event at the go kart track for about four years. It is always fun and well attended. Never know who might go off road and pick a few bushels of corn.

The season drew to a close as Jeff Girard and Tony Koufos set up yet another great course at Hawthorne again. These two hot shoes have alot of autocross seat time so they know how to set up challenge and fun.

The season was a great success with Mother Nature cooperating and many new faces coming out to experience thrills of personal victories. Jeff and I hope everyone had fun and you will come out again next year.

Chris Inglot

Tech -96

The season of driving events has come to an end. I hope the tech process was painless for everyone. I appreciate all the people that volunteered to help out. Tech at all events went smoothly thanks to the people that volunteered. I hope to have has much help next season. On behalf of myself and George Weathered, thank you very much!

Mike Gray

Rallyes -96

Our goal for 1996 as Rallye Coordinators was to provide the Club with rallyes and to improve attendance at those rallyes. To that end we taught a Rallye School in March for all who wished to attend and found 5 Rallyemaster teams to design rallyes. Wow! Five wonderful rallyes that were well attended and well run. Thanks to all of the rallyemasters who took on the awesome job of putting together and putting on a rallye. Thanks to all of the rallyists who took to the designated roads at the designated CAST in the designated direction. Your support and enthusiasm are what makes all the effort worthwhile.

Susan Shire and Steve Rashbaum

HIGH SPEED INDOOR KART RACING

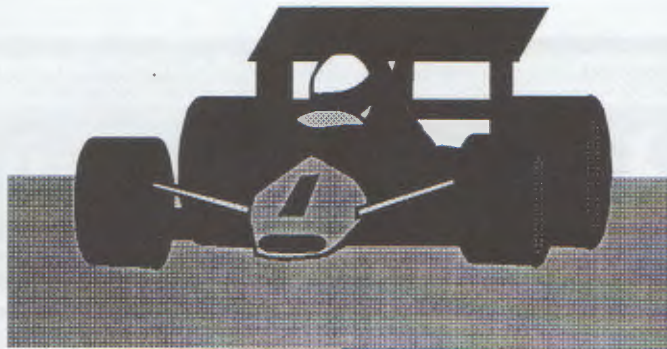
Sunday, February 16, 1997
12:00 pm - 4:00 pm

Come join us for Nick & Jeff's Excellent Adventure V at the Indoor Grand Prix in Rolling Meadows. This continues to be one of the Club's most popular events each year. We'll have the place all to ourselves, and fun will be the order of the day. You will be driving Honda powered high speed karts in an enduro or grand prix style race (depending on the number of racers). You can bring your own helmet (full-face) or they will supply you with one. The spectator area allows full view of the track. **So that everyone can have fun, teams will be chosen at random at the track.**

Rosati's will be catering this event. The menu will consist of roast beef sandwiches and pasta; money will be collected at the event.

Directions: The Indoor Grand Prix is located at 2785 W. Algonquin Road at the corner of Keystone Court in Rolling Meadows, just east of Route 53.

Questions: Nick Brenkus (630) 766-4734 (evenings)
Jeff Girard (708) 985-6739 (evenings)



Indoor Grand Prix Registration

Driver 1: _____ \$20.00

Driver 2: _____ \$20.00

Total number of people attending: _____

Make checks payable to PCA/Chicago Region

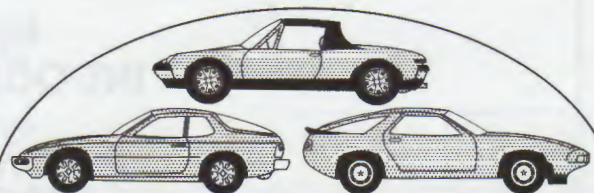
Mail to: Susan Brenkus, 822 2nd Court, Bensenville, IL 60106

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*Part Werks' new, specially designed **Rear-End Covers** protect your 914 from the corrosive effects of moisture retaining dirt trapped by conventional rear covers. \$45 per side

*Part Werks' new **Porsche® Ring Center Cap Tool Set** prevents damage to your original Porsche® 914 ring center caps when they are being removed and reinstalled. \$19.95 per set

*Part Werks' exclusive **Battery Tray Liner** protect your 914 from the corrosive effects of leaking battery acid. Made of the highest quality Lexan plastic at \$39.95 per kit

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Tech Session & Concours School Chili Tasting & Edible Art Contests

Sunday, March 2, 1997

In our continued effort to appeal to everyone in the club, we are planning a spectacular event which will be hosted by Napleton Porsche in Elmhurst. For the serious drivers, a tech session will offer you the opportunity to learn how to best prepare your car for the upcoming season. If you're a clean-car aficionado, a concours school will be presented by Chicago's best when it comes to restoration and preservation. And if you're a gourmet Porscheophile, we will have our second annual chili tasting contest along with this year's addition of an edible art contest (translation: dessert with a Porsche theme). We will provide chili toppings (cheese, sour cream, onions), tableware, beer, wine and soda. You need to provide chili and a crockpot, or your own unique version of Porsche edible art. There will be more information in the January/February Scene, but in the meantime mark your calendar, and if you have any questions, please call:

Pat Yanahan (Concours School)

(630) 887-7605

Mike Gray (Tech Session)

(630) 420-2329

Nick Brenkus (Chili Tasting/Edible Art)

(630) 766-4734



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Chrysler TC Turbo
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Eagle Talon
Ford T-Bird SC
Ford Taurus SHO
Infiniti Q45
Isuzu Impulse
Jaguar XJS
Lincoln Mark VII
Mazda 323 GT
Mazda 626 Turbo
Mazda MX-6
Mercedes - all models
Merkur XR4Ti
Mitsubishi Eclipse
Mitsubishi Mirage Turbo
Olds Cutlass (Quad-4 HO)
Plymouth RS Sundance
Pontiac Grand AM Quad 4
Pontiac Grand Prix Turbo
Pontiac Grand Prix Turbo STE
Pontiac Sunbird GT
Saab 900
Toyota Celica Turbo - all types
Volkswagen Corrado



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Chevy Corvette L88 Coupe
Dodge Stealth RT Turbo
Ferrari-all models
Ford Mustang 5.0
Ford Mustang GT
Ford Probe GT
GMC Syclone
Lotus-all models
Mazda RX-7 Turbo
Mazda RX-7 GTUS
Mazda RX-7 GTU
Mazda RX-7 GXL
Maserati-all models
Mitsubishi 3000GT
Nissan 300ZX
Plymouth Laser RS Turbo
Pontiac Firebird Formula
Pontiac Trans Am GTA
Porsche-all models
Toyota MR2 Turbo
Toyota MR2 Supercharged
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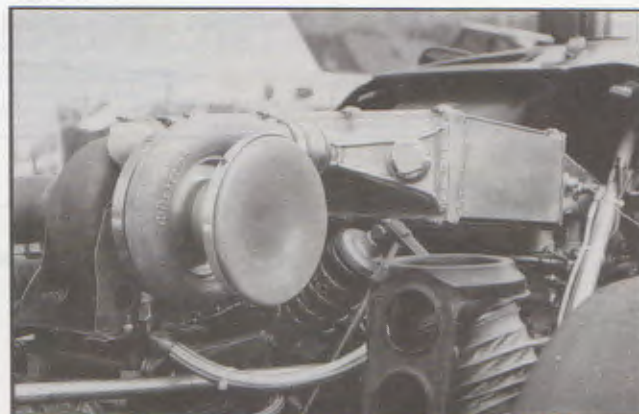
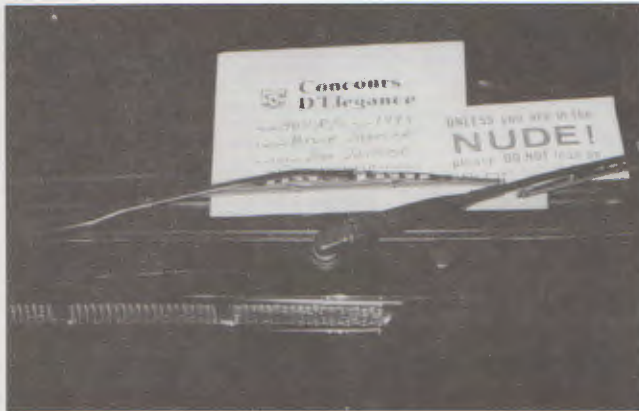
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Rear View Mirror



Photos by many photographers



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TIME: 1:00 P.M.
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Address _____ Telephone # _____

Number Attending _____ Amount Enclosed at \$30.00 per person _____

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40th Anniversary Party Plans Bulletin Board

The Chicago Region will commemorate its 40th anniversary on April 12th, 1997 with a spectacular black tie optional Dinner Dance to be held at the Skokie Country Club in Glencoe, IL.

Peggy Gallagher, the Dance Chairperson, is finalizing the plans for this fantastic celebration. Members who wish to volunteer to help organize the fun should contact:

Peggy Gallagher at 708.784.0784.

At the dance in April we would like to have a display of memorabilia from 40 years of the Chicago Region. Members with cars, pins, photo albums, old Chicago Scene issues, etc. to be displayed should contact:

Lee Lichtenstein
(home) 847.577.1550
(work) 773.237.8211
Fax (work) 773.237.3278
e-mail: PM.Lee@Electrinet.com.

In celebration, the *Chicago Scene* would like to publish photos and articles - new and reprints - as well as reflections from our long time members recounting how the club used to be, embarrassing moments, funny stories etc. (Please mail photos.) Please fax, e-mail, or mail your articles or ideas for stories A.S.A.P. to:

Susan Shire
Chicago Scene
9507 Central Park Ave.
Evanston, IL 60203-1103
Phone: 847.674.2285
Fax: 847.679.8973
e-mail: SShire9066@AOL.COM.

Mark your calendar now! The National Porsche Board of Directors will be hosting their Spring Executive meeting at the Sheraton North Shore and will be celebrating with us. You will not want to miss this anniversary party!

A block of rooms have been reserved at a special rate of \$79.99 at the SHERATON NORTH SHORE HOTEL, 933 Skokie Blvd., Northbrook, IL. 847.498.6500. Please make your RSVP by March 22, 1997 to secure the special rate. Don't forget to say you're with the PORSCHE CLUB. The hotel has been totally refurbished. Great timing for our event.

Rear View Mirror

"The Clean Club"



John Brandt - 2nd Place A.



Nice curves.



Compulsively clean.



Thanks, Dan.



Winner - Class A.



Bob Cook trophies.

Photos by Jim Jacisin

THE MART

Members of the Chicago Region PCA are welcome to place ads of a non-commercial nature at no charge in "The Mart." Non-members fee for this service is \$5.00, payable to PCA - Chicago Region. Ad material must be received by the 5th of the month for inclusion in the next month's issue and will run for one month. Please limit ads to 75 words or less.

Chicago Scene c/o Susan Shire
9507 N. Central Park Avenue
Evanston, IL 60203-1103

E-mail: SShire9066@AOL.COM
FAX: 847-679-8973

PORSCHE

1959 Convertible D. All body numbers match; needs complete restoration. Many new parts. \$10,500. Chuck Shank, 1123 Park Ln., Western Springs, IL 60558 708.246.6395.

1960 356 Coupe Vintage Race Car. Meticulously prepared by Ecurie Engineering with all the latest suspension, gearbox and engine improvements. Extremely reliable and competitive with the best. Fast (2:29 Road America). Two sets of wheels and more. \$37,000. Trailer also available. Jim Knupp 847.729.4865.

1964 C Cabriolet, Dolphin Gray & Black, European heater system & speedometer. All numbers match. Completely rebuilt brake system. New top & tires. Excellent condition. \$21,500. Chuck Schank, 1123 Park Ln., Western Springs, IL 60558 708.246.6395.

1968 911 Coupe #11830085, 56,000 original miles. White/black interior, 5 speed, Fuch Alloys, New tires-A008p's, Sway bars, Koni's Kenwood AM/FM stereo cassette. In excellent condition throughout. Like new, \$9,000. A real bargain!! Ricardo Gonzales, 8037 Lake Shore Drive, Miller Beach, IN 46403-1339. 219.939.9946.

1979 911 SC Coupe Sunroof, a/c, spoilers, Nakamichi, p.w., engine updates, recent clutch and major tune up. Low miles, always garaged and covered. 3rd Place at Oak Brook Concours. \$16,500 or trade. Nick Weber, Oak Forest, IL 708.535.1948 Fax: 312.296.9418.

1980 911 SC Weissach Edition. Platinum, Whale tail, sun roof, leather interior. 123K miles. Good condition, very little rust. Runs impeccably. Anxious to sell. Best offer. Dennis 630.50.7192.

#77 914 2.0L GT5r-won every PCA race (one DNF) since 1991. 1st overall Mid Ohio, Summit Point, Atlanta (twice), Putnam Park (twice). Road America 2:38.5, Atlanta 1:38, Putnam 1:20.5. Less than 1 hour on Finch prepared \$12K 187hp motor/zero hours on track \$5K

short/long track combo transmission. Guaranteed 1st place trophies. \$21,000. Hari (W) 847.677.3777 (H) 847.475.4356.

1986 911 Targa Leather, a/c, cruise, p.w., p. seat, Blaupunkt, low miles, between excellent and mint, \$21,900. Jerry Kowalczyk 630.377.2251.

1986 944 Turbo 55,000 miles, excellent condition, Red/black full leather, LSD, Stage II Chip, cool brakes. \$10,500.00 Hari (W) 847.677.3777 (H) 847.475.4356.

1987 911 Turbo Dark Gray Blue, 9500 original miles, one owner, perfect condition! \$32,000/obo. Wendy or Jay 847.741.0112 (M-F 8am-5pm).

1987 924S Coupe #WPOAA0920HN455273. Red/blk & tan, exc cond., 5-spd, garage kept, AZ car, pwr sunroof, pwr mirrors, security system - \$4800/Obo. Tim Demel, 2142 Camden Ln., Hanover Park, IL 60103. 630.372.0832.

1989 944 Turbo Final production year "Best of the breed". Guards Red w/ black int., 34,000 miles, perfect, clean, mint! Full warranty thru 9/97. New clutch. 45K service done, needs nothing. \$23,900/obo. More info, call: Guy Gardner 312.779.1023. Fax 312.779.4624.

1989 944 Turbo Final production year "Best of the breed". Guards Red w/ black int. Excellent shape, very clean. Rare factory "Turbo" graphic. Drives great, fast! Needs nothing! \$19,800/obo. 60K service done. More info, call: Guy Gardner 312.779.1023. Fax 312.779.4624.

1989 944 Turbo S Red Velvet Mettalic, Linen leather, 51K miles, numerous options, very clean, recent major services, needs nothing. Perfect for street or Club driving. \$19,250. 993 17" wheels w/ Dunlop Sport RT 8000 tires, Brey-Krause harness & Shock Tower brace bars, 3" Sabelt 5-point seat belts also available at additional cost. Dan Bacin 630.655.1982.

1989 944 Turbo S #WPOAA2955KN151076 white/black leather. 54K miles. 0-60 5.7 sec., 162 mph., dual air bags, ABS, limited slip differential, 10 speaker Blaupunkt & EQ. Stock. One owner, all records. Rare/Collectible. \$17,500. Roger Miller, 4170 N. Marine Dr., #6B, Chicago, IL 60613 773.935.2244.

1991 911 Turbo C2 Black on black. 30K miles, all power options, CD player, supple leather package, dual air bags. All engine modifications done by Perfect Power, completed 11/96. 450 hp, 0-60 3.8 secs=, 2 yr/24K mile warranty remaining. All stock parts avail to buyer also full set snow tires with rims. Will accept lease takeover. (5 yr lease w 1 yr pd.) Payments = \$980.83. Christ Koulis Fax: 847.699.2344 / Phone: 847.699.0769.

1992 3.6L Carrera 2. WPOAB2963NS420347; Silver/black full leather, and standard factory options; absolutely

perfect; no track use, no rain/snow, always garaged; 6000 mi; \$44,000/make offer. Nicholas Rhodehamel 608.233.2230 (eve), 608.273.8090 ext 317 (day), nrhodehamel@agronomy.org.

1993 968Coupe (WPOAA2965PS820559) Six speed, Guards red, tan interior, 23K miles. Porsche Sport suspension includes Koni adjustable sport shocks and struts, coil over helper springs, and heavier sway bars, Lowered, corner balanced and aligned, suspension installed by Kelly Moss Racing KMR, camber plates, Brey Krause harness bar. fire extinguisher mount. Full records. No winters, stored in heated building. Fast beauty with excellent handling. Also available for above or separate, all of the standard suspension parts, a set of Porsche RS America black cloth sport seats, and a set of Borbet C2 five spoke 17" wheels (2 x 7.5" and 2 x 9") with 91% new Goodrich Comp TA-R1's. Call Bill Murrin 708.352.5719 (eves), 708.485.7742 (days), 708.485.0043 (fax).

1994 968 Polar Silver/Black leather, rear spoiler matches color, 6 speed, 6 way driver seat, 17" suspension and wheels, AM/FM, cassette, new rear tires. 19K miles, Dealer serviced since new. Immaculate condition. New 993 on order. \$29,500/obo. Paul Burt 708.445.2304.

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1969 Ferrari Dino Excellent original car. 46K.

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1959 Porsche Speedster Drive to California. \$36K.

1958 MGA Vintage Racer, always finishes. \$10K.

1966 Porsche 911 Needs engine work. \$4K.

1965 Porsche 356 C Coupe Wonderful car. \$18K.

1976 Porsche 930 Needs nothing. 23K.

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Wheels and Tires Set of Porsche phone dial alloy wheels, 2-7X16 (23.3 offset) and 2-9X16 (23.3mm offset) with Yokohama A008 tires (approx 60-79% of tread remaining) - \$600 set. Get an extra set of wheels for a little more than a set of tires costs. Buyer pays shipping. David Varwig (days) 312.444.2060 or (eves) 312.938.4479.

911 Parts RS transmission with pump, shaved gears and correct ratios (serial #7136278). \$2500. 73 S Crankshaft \$600. 3 pc. BBS gold centered Race wheels 9.5x16, 11.5x16. Fronts need paint. \$1600. FROB. Michael Ketten, 8725 N. Seneca Rd., Milwaukee, WI 53217. 414.351.5959.

911 Parts 2 each, Fuchs 7x16 w/shaved BFG-R1 225x50x16 race rubber, 2 each, Fuchs 8x16 w/shaved BFG-R1 245x45x16 race rubber. One weekend on tires. \$1200. 2 each, rear Bilstein sports shocks. \$100. 1 each, strut tower brace. \$20. 1 each, Weltmeister 19 MM front sway bar. \$35. 2 each, 24 MM rear torsion bars. \$50. 1 each, factory front and rear sway bars from Carrerra. \$Best. 2 each, Corbeau "GT" lightweight racing seat on seat adjustment bracket. \$320./OBO. George Mueller (eves.) 708.489.0466.

1959 356 A Normal Engine complete, not running, Serial # 72648, \$500. John 630.820.3335 after 6:00 PM.

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