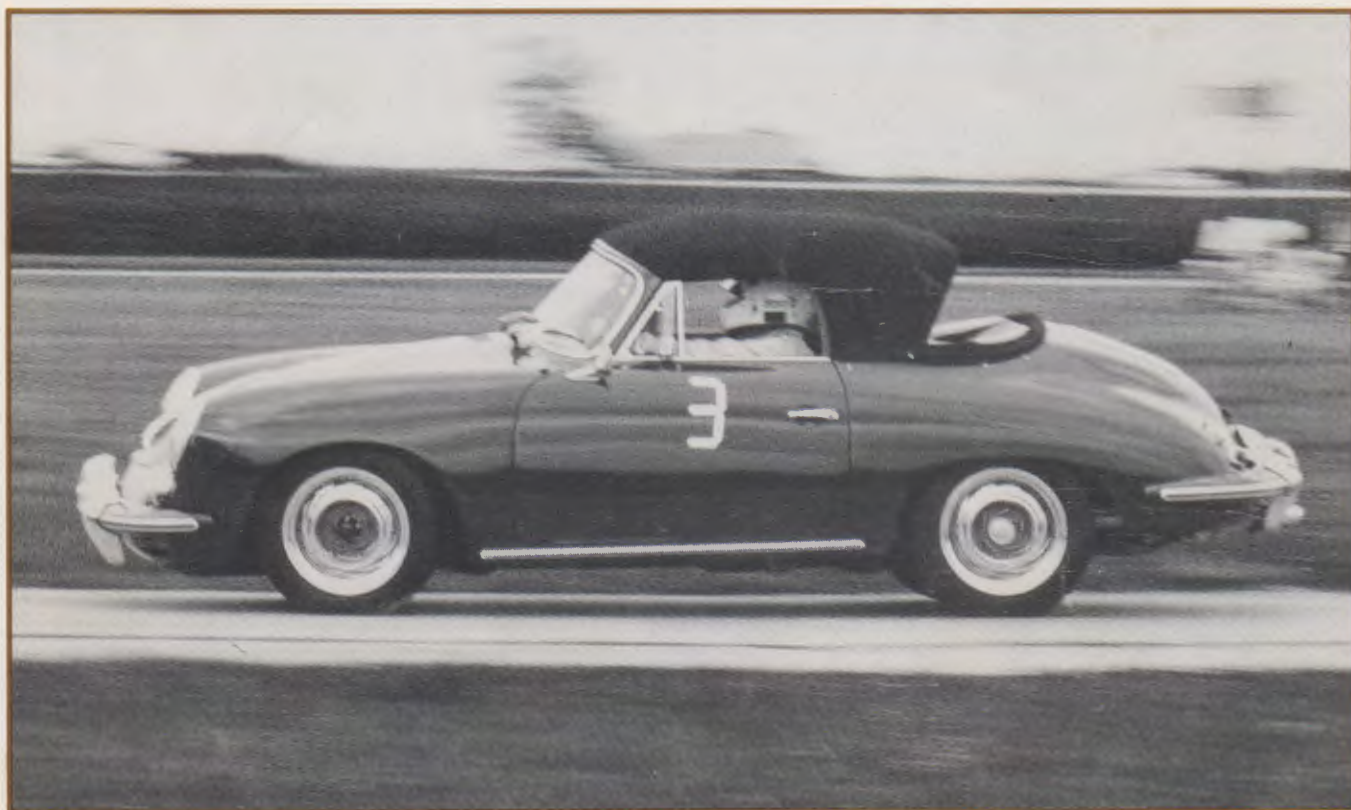


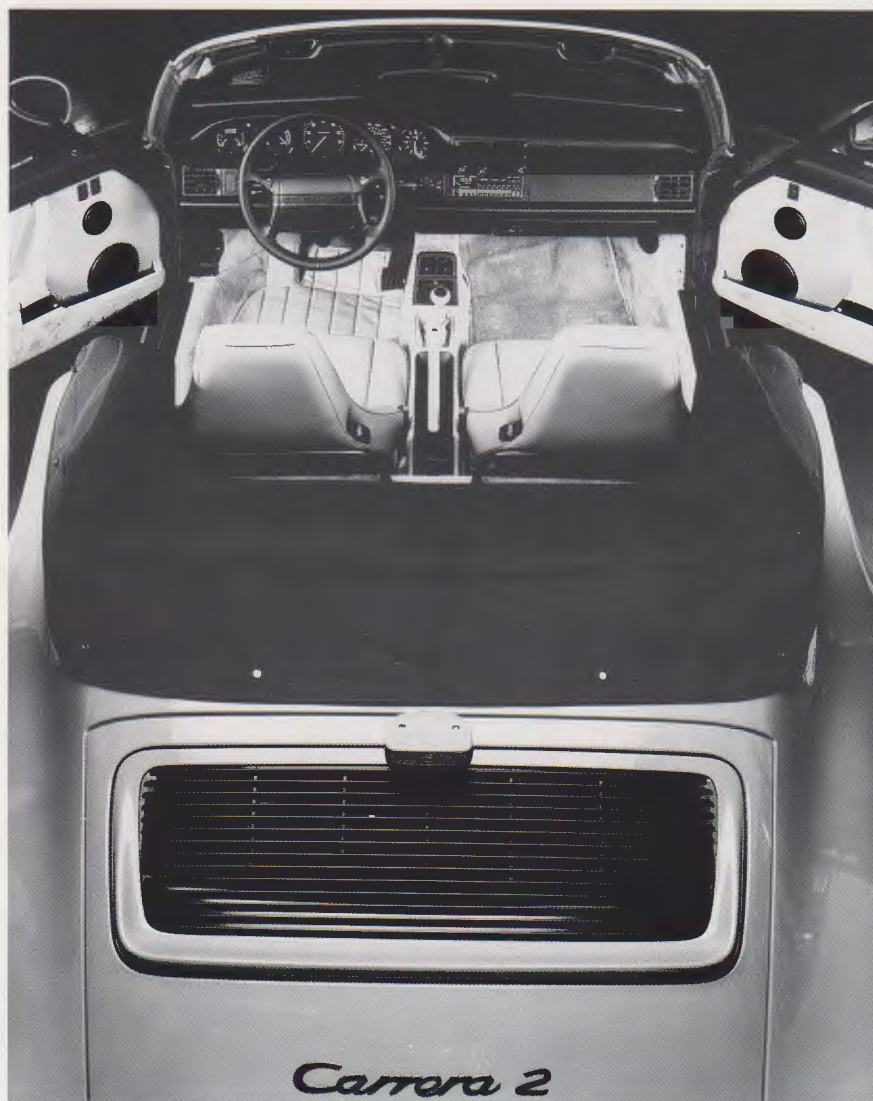


FEBRUARY 1995



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.

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On The Cover: Rip Patterson's "MIS-TRIS," driven by Bob White. Utica Autocross, August 21, 1994.

CHICAGO REGION 1995 CALENDAR OF EVENTS

February 19	Annual Membership Meeting
March 5	Tech Session-Kelly Moss
March 12	Social-Restaurant Tour
March 19	Indoor GoKart Racing
April 9	Concour School
→ April 23	Cafe 36 Restaruant Tour
April 30	Drivers and Rallye School
May 7	Rallye 1
May 10	Blackhawk 1
May 21	Autocross 1
May 27 & 28	Elkhart 1
June 4	Concours 1-Brookfeild Zoo
June 11	Autocross 2
June 17	Autocross 3-Norway Speedway
June 21	Blackhawk 2
June 25	Rallye 2 & Concours 2-Loyola
July 2	Cubs Game
July 12	Blackhawk 3
July 16	Autocross 4
July 30	Potters Picnic and Concours
August 9	Blackhawk 4
August 13	Concours 3-Cuneo Estate
August 20	Autocross 5-Utica
August 27	Pig Roast & Corn Fest
September 1, 2 & 3	PCA Club Race,
	Elkhart 2 & Concours4
September 10	Rallye 3
September 13	Blackhawk 5
September 17	Autocross 6 & Concours 5
	at Great America
October 4	Blackhawk 6
October 8	Autocross 7
October 14 & 15	Blackhawk 7- October fest
October 22	Rallye 4-Loop (Bears?)
October 29	Concours 6-Bill Jacobs
November 12	Social Event
November 19	Tech Session-Bruce Anderson
December 9	Dinner Dance

WHO'S WHO



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Arnold Zann
(708) 386-2864



VICE PRESIDENT
John Ruther
(708) 639-1094



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David O'Bryan
(312) 929-1943



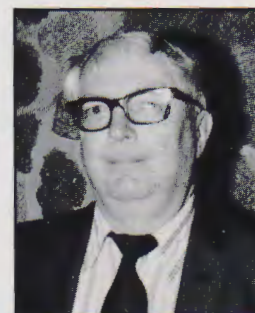
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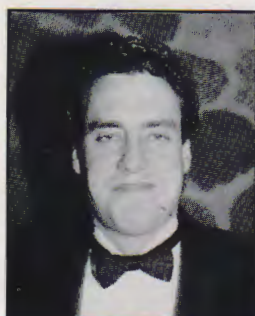
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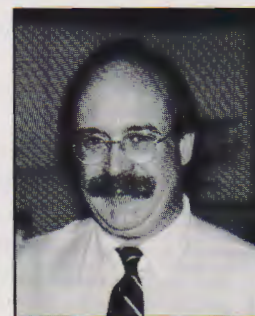
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3/2783 222 ✓

ON TRACK WITH ZANN

Short and sweet. I hope all of you will attend the Chicago Region PCA General Meeting this month. WE will be talking about the coming year, meeting the new Board of Directors, and discussing how to make this coming year more fun.

See Ya Out There..... Arnold



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Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM



TECH SESSION '95

SUNDAY, MARCH 5TH 1995

THE CHICAGO REGION OF THE PCA IS OFF TO MADISON WISCONSIN ON MARCH 5TH 1995; WE ARE CORDIALLY INVITED TO TOUR THE HOME OF FIREHAWK AND WORLD CHALLENGE CHAMPIONSHIP WINNING

KELLY MOSS RACING

THE CREW OF KELLY MOSS WILL SPEND THE DAY DISCUSSING THEIR TEAM HISTORY, CAR BUILDING, ENGINE BUILDING, RACING SETUPS, AND GIVE A SHOP TOUR.

OUR BUS WILL LEAVE AT 8 AM, SHARP ON SUNDAY MARCH 5TH FROM THE SOUTHEAST CORNER OF THE OAK BROOK SHOPPING CENTER PARKING LOT (CORNER OF 22ND AND SPRING RD, OAK BROOK IL). I HAVE TO MAKE FINAL BUS AND FOOD ARRANGEMENTS, SO THE MINUTE THAT YOU READ THIS AD, CALL

BILL MURRIN @ 708-352-5719, OR FAX @ 708-485-0043 OR MAIL TO: 812 N. STONE, LA GRANGE PARK, IL 60525 IF YOU WANT TO HELP ME, CALL

THE COST WILL BE APPROXIMATELY \$20.00 PER PERSON BASED ON HOW MANY GO, SO GO DIAL YOUR PHONE. DON'T WAIT, CALL NOW.

THE BUS HOLDS 47 PEOPLE ONLY, BUT WE CAN GET MORE, OR WORST CASE SOME CARS GO. IT'S OK TO BRING YOUR OWN BUS BEVERAGES. SINGING IS NOT ALLOWED.



DON'T WAIT, CALL NOW

IF PORSCHE MADE A BUS WE'D GET ONE

EMILIO'S TAPAS

DATE: Sunday, March 12th
PLACE: Emilio's Tapas
4100 W. Roosevelt Rd.
Hillside, IL
708/547-7177
TIME: 2:00-5:00 PM

We have the restaurant reserved just for our function! Space is limited to 50 people, so register early.

The price per person will be \$26.00 which includes a Buffet Dinner and Dessert (Tax & Tip Included). CASH BAR.

For those of you who have never had TAPAS, it is appetizers size portions of Spanish cuisine. Our menu will consist of the following:

PATATAS CON ALIOLI: Potato Salad With Garlic Mayonnaise
PISTO MANCHEGO: Sautéed Zucchini, Peppers, Onions, Eggplant, Anchovy, and Olive With Garlic Tomato Sauce
TOMATO Y QUESO CON ALBAHACA: Tomato and Fresh Mozzarella With Basil and Sherry Vinaigrette
POLLO AL CURRY: Chicken Breast With Celery, Green Onion and Grapes Served in a Curry Mayonnaise
ALAS DE POLLO A LA ANDALUZA: Spicy Chicken Wings, Grapes and Sherry Mayonnaise
PINCHO DE SOLOMILLO A LA PIMIENTA: Beef Brochette Rolled in Cracked Pepper, Grilled With Sautéed Peppers, Carmelized Onion, and Horseradish Sauce
SETAS SALVAJES AMONTILLADO: Sautéed Wild Mushrooms With Garlic and Amontillado Sherry
CALAMARES A LA PARRILLA CON AJO Y LIMON: Grilled Squid with Lemon Garlic Olive Oil
FLAN AL CARAMELO: Egg Custard With Caramel Sauce
DALICIA DE CHOCOLATE: Terrine of Chocolate With Raspberry Sauce

Directions: Off 290, exit at Manheim South, Right on Roosevelt Rd., 1 Block

Send Reservations To: Peggy Gallagher, 11156 Indian Woods Dr.,
Indian Head Park, IL 60525.
Questions???? 708/784-0784

_____ people at \$26.00/person

_____ enclosed

HIGH SPEED INDOOR KART RACING

Sunday, March 19, 1995
10:00 am - 4:00 pm

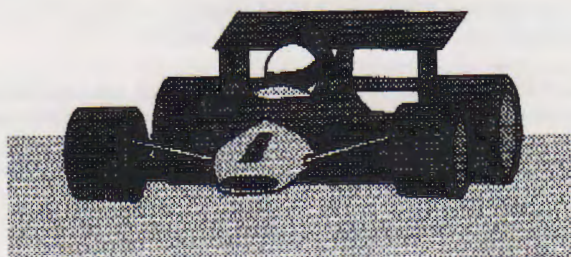
Come join us for Jeff & Nick's Excellent Adventure III at the Indoor Grand Prix in Rolling Meadows. This was one of the Club's most popular events last year. We'll have the place all to ourselves, and fun will be the order of the day. You will be driving Honda powered high speed karts in an enduro or 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 and guaranteed laughs during driver exchanges. At the end of the day, there will be a trophy presentation. ***So that everyone can have fun, teams will be chosen at random at the track.***

Bacino's will be catering this event for the club. Choices will be sandwiches or pizza. Bacino's will contact you prior to the event for your selection.

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
Jeff Girard

(708) 766-4734 (evenings)
(815) 725-0309 (evenings)



Indoor Grand Prix Registration

Driver 1: _____ \$20.00

Driver 2: _____ \$20.00

Total number of people attending _____

Home phone number: (____) _____

Work phone number: (____) _____

Make checks payable to PCA/Chicago Region

Mail to: Susan Brenkus, 16W503 2nd Court, Bensenville, IL 60106

PORSCHE RACING NEWS...

PORSCHE ANNOUNCES WORLD SPORTS CAR RACING PROGRAM FOR 1995

RENO, Nev. Dec. 19.. Porsche today revealed plans to contest the world's three premier sports car endurance races in 1995 with a new thoroughbred sports car.

Created to compete in the World Sports Car (WSC) category, the new entry is an open cockpit two seat design built in cooperation with TRW (Tom Walkenshaw Racing Team) of the U.S. It is powered by a three liter turbocharged Porsche engine which is limited to 530 horsepower by air restrictors and boost pressure regulations mandated to WSC category rules. The new entry also incorporates the gearbox and driveline from the 962 LeMans GT model. Porsche began the project in October of 1994 after sanctioning bodies for the world's three leading endurance sports car races, the 24 Hours of LeMans in France, the 24Hours of Daytona, and the 12 Hours of Sebring in Florida, all agreed to permit the WSC entries powered by turbocharged engines to compete in their 1995 events. The new model is currently undergoing testing prior to it's debut in the Rolex 24 Hours at Daytona on February 4 and 5 of 1995. It will then contest the Sebring event on March 18 and the famed LeMans racing classic in June.

With more overall victories in these three prestigious events than any other marque, Porsche is the most successful manufacturer in the history of international sports car endurance racing. Since 1960, Porsche-powered entries have won the three races a combined 48 times. This total includes 18 victories in the 24 Hours of Daytona, 17 wins in th 12 Hours of Sebring, and 13 titles in the 24 Hours of LeMans.

MORE ON PORSCHE'S WSC CAR

By Larry Wilson, PCA Newsletter Chairman
Courtesy - Bob Carlson, Gen. Manager, Public Relations, PCNA

RENO, NEVADA, Jan 16, 1995 Motor racing great Mario Andretti joins a premier lineup of international stars signed to drive for the Porsche factory team in the 1995 edition of the IMSA Rolex 24 Hours at Daytona sports car endurance on February 4-5.

Andretti, who retired from Indy Car racing at the conclusion of the 1994 season after a brilliant career in open wheel cars, has yet to win either the 24 Hours of Daytona or the 24 Hours of LeMans, two of the worlds most prestigious sports car endurance races. With the goal of capturing both this year, he is also scheduled to drive a Porsche factory entry at LeMans in June.

Andretti will be partnered at Daytona by Canadian Indy Car driver Scott Goodyear and four time Daytona 24 hour winner Bob Wollek from France. A second identical Porsche factory entry will be driven at Daytona by World Sports Car Champion Hans Stuck from Germany, four-time IMSA Camel GT Champion Geoff Brabham of Australia and Belgian Formula One star Thierry Boutsen.

Both driving teams will pilot new Porsche-powered cars in the World Sports Car (WSC) category. These open-cockpit prototypes combine Porsche's famed six-cylinder turbocharged engine with the latest carbon fiber chassis designed in cooperation with TRW in the U.S. The new entries weigh 1,950 lbs., race on 16 inch Goodyear tires, carry 80 liter fuel tanks and utilize five-speed Porsche transmissions.

With 18 overall victories in 27 previous races, Porsche is the most successful manufacturer in the history of the 24 Hours of Daytona. No other make has won the event more than twice. Practice for the 33rd Rolex 24 begins on Thursday February 2. Front row qualifying will be Thursday afternoon, night practice on Thursday night and final practice and qualifying all day Friday. The race will begin at 3 PM on Saturday February 4.

PORSCHE SALES FIGURES

Courtesy - Porsche Cars North America
1993 - 1994 COMPARATIVE SALES FIGURES

MODEL	Dec 94	Dec 93	1994	1993
968	82	94	1269	1197
911 Carrera 2	3	100	380	1789
911 Carrera 4	3	36	100	307
911 Turbo	-	30	114	315
95 911 Turbo Carrera	453	-	3881	-
sub-total 911	546	274	4485	2411
928 GTS	5	14	84	121
TOTALS	546	274	5838	3729

Pertaining to Things Social and Other Pertinent Matters

As I start my fourth year as social chairman, I would like to share several thoughts with you. I am sure you are aware that the PCA - Chicago Region is a very large and diverse organization. This year President Zann and the Board of Directors have decided to put on 2 Elkhart events, 7 Blackhawk driving schools, 7 Concours (car shows), 6 or 7 parking lot events (Autocross or Gymkhana), 4 Rallyes, a couple of Tech Sessions plus a handful of social events. This is where I come in.

My job, as I see it, is to put on and promote events for those of you who do not like to drive your Porsche competitively and for those of you who do but want to enjoy yourself in a different manner and meet wonderful people. During the past several years, I have tried to put on different types of fun events that I thought would appeal to the majority of members. I have put on restaurant tours, dinners at Medieval Times and on the Odyssey Cruise Boat, gambling tours to the Empress, dinner plays, etc. The only problem is that I keep seeing the same two hundred or so members. My husband (member for 26 years) and I have only missed four events in the last five years. Last fall we counted the number of member families we know. out of 900 plus member families, that number was less than 300. Gallagher and I don't understand how with as many varied events as the club offers why only approximately only 30% of the membership take advantage of our great events.

I want to tell you about the club's social events for the coming year. We start out March 12th at Emilio's Tapas Restaurant (see article in this newsletter) and then March 19th we are Go-Karting (while not purely social, it sure is fun). In April, due to popular demand, we will once again dine at Chef Reinhard Barthel's Cafe 36 in LaGrange. For you baseball fans, we have rented one of the roof tops across from Wrigley Field for the July 2nd Cubs/Cardinals game. Also in July we will

once again picnic with the Potter/Patterson family at Wayne's farm. During August we will brunch and tour the beautiful Cuneo Estate and Musuem (what a great site for a Concours - truly de Elegance). I always try to do one purely social event unlike anything we have done. So, on August 27th, we will be touring the first Porsche dealership in the Midwest (Hoopston, where Gallagher tells me they made the famous Glocker Porsche in 1952) and then out to Larry Petry's farm for a camp out and pig and corn roast. On September 24th we will view the fabulous Chicago skyline from the Odyssey while enjoying their famous Jazz Brunch. I have scheduled a social event for November 12th but as of yet we have no set plans. I am always open to suggestions, so if you have any great ideas or merely some good ones, please do not hesitate to give me a call. On December 9th we will end what could be our greatest year with our annual dinner dance at the Skokie Country Club.

As you can see that between Driving events, Concours, Rallyes, Autocrosses, and Social events, we have tried to offer something for every Porsche lover. If you cannot find at least one event that interests you and makes you want to attend, then I wonder why you are a member of this club.

Hope to see you again or meet you for the first time in '95.

Peggy Gallagher,
Social Chairman

Bill Jacob's Motorsports

TRAC 95

The Road America Challenge

THE PASSING PROTECTION: SAFETY MIRRORS

Many of you racers with street prepared cars depend on your street mirrors for racing, yet they are totally inadequate. At minimum, you should have convex mirrors on each side of the vehicle, and, better yet, one on your internal rear view mirror. I met one of the Chicago area drivers in Atlanta last year when he ran another car off the track with me right behind. His response to the many angry inquiries was that he "just didn't see" the other car--he had stock flat mirrors.

What is difficult to overcome in wheel-to-wheel racing is passing and being passed in the corners. When being passed, keep in mind that it is the responsibility of the overtaking car to pass you safely; however, you must also be fully aware of the passing car's location and whether the driver is really going to pass or not. The only way to confidently know this is for you to actually see the overtaking car. When you know the other car's location, you can then safely chop it off or, if it has the established overlap, allow the car to pass through. In either case, you do not want to make a dumb mistake and end up exchanging paint color chips or causing a serious incident like running the two cars off the course. You may have seen the way professional drivers go at each other after such an incident. Did you

see Mansel taking Karate lessons in Autoweek last month?

In SCCA, where competition is crazy, you would expect this kind of behavior, but in PCA, you look for drivers to be more concerned about keeping their cars in good shape rather than taking chances at beating another car through a turn. So, I would imagine that PCA drivers would tend to "give-way" before they take a corner, but you don't win races this way. Knowing where the other car is allows you to do the right thing all the time. My rear view mirror broke off last year during qualifying at Summit Point. I almost took out a competitor, but he was smart enough to back off when he saw that I was blindly "chopping" him off. I bought a 14 inch long convex mirror before the race, taped it to my roll cage cross member, and I even won the race.

Hari Matuda

(708)677-3777(W) (708)475-4356(H)

TRAC 95 update

Sponsorship for our Trac 95 event has already begun and Bill Jacob's Motorsports has once again signed on as our primary sponsor. For more information regarding sponsorship, please contact me--the sooner the better to maximize your potential advertising exposure.

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NAPERVILLE, IL
(708) 357-1200

MIDWEST EUROSPO RTS
104 W. IRVING PARK,
BENSENVILLE, IL
(708) 595-5577



WHAT'S THIS "CLUB RACING"?

by Bruce Pickering

You probably have noticed the ads and articles in Pano the last three years about "Club Racing" or have seen the neat PCA Club Racing logo, which has been popping up more and more frequently. Have you wondered what it is all about? Well, you might say it's the birthmark of a whole new PCA "subculture". The Club Racing program had a modest start in 1992 with only four races and blossomed into twelve events for 1994. This may only be the tip of the iceberg, as twenty events are currently planned for 1995, with many eager organizers and racers wanting to put many more events together. Why is Club Racing growing so rapidly? I believe it is because it is truly an affordable form of amateur racing that is supported by the largest and finest single marque car club in the world, the Porsche Club of America, and because of Porsche, the greatest marque.

To Porsche people, "Club Racing" refers to "PCA Club Racing", which is comprised of races that are sanctioned by PCA and are exclusively for Porsche cars and PCA members. The race itself is not the metal-crunching kind of race you may think of when you visualize wheel-to-wheel racing. Neither is it like "SCCA Club Racing" where contact between cars is not uncommon. Instead, it is much like vintage racing, where there are severe penalties for contact between cars or for damage resulting from an off-course excursion. As a matter of fact, PCA Club Racing uses the "13/13" rule, which originated with vintage racing. As explained by the chairman of the Club Racing Committee, Alan Friedman (see November '92 Pano article), "The basic philosophy is to drive in such a way that you don't endanger your car or anyone else's car."

In the past, autocrossing was the only low cost form of racing where you could run a basically "stock" Porsche, where classes were closely matched and where you didn't have to worry much about damaging your Porsche. With Club Racing, we now have an additional legal venue which offers you the opportunity to even more fully explore the capabilities of a Porsche. A Porsche is one of only a few cars that you can take straight from the showroom to the track and compete in a safe and enjoyable manner. Of the eighteen Club Racing classes, eight are stock classes where all you need are a few safety related components. In fact, you don't even need to make modifications which can't be removed without a significant cost, plus they won't

leave "scars" on your Porsche. You can also drive to a track, compete, and drive home again in the same car you drive every day to work. Sure, there are the fifty-foot custom racing rigs which roll in and unload two cars along with a pit crew, but racing in a stock class may provide the most fun as well as the closest competition.

Club Racing is also a way that you can get your automotive "fix" in various ways without driving. You can get your highs through crewing, working the event (corner workers, timing and scoring, paddock marshalling, etc.), building or preparing the cars, or just hanging around and helping out wherever you can at these events. Many vendors of parts and services are also getting excited about filling the needs of racers who want to build or modify cars for Club Racing.

Getting involved in Club Racing is quite easy. If you want to be a helper or a competitor at an event, just call our volunteer worker chairman, (editors note for Chicago Region) Arnold Zann (708/386-2864) for Chicago Region event September 1, 2 & 3, 1995. If you want to be a competitor in other PCA Club Racing events, you need to call the PCA National Office (708/922-9300) and ask Ruth Harte to send you the free packet of info on Club Racing. In this packet you will receive a set of rules, an application for a competition license, a physical examination form, a list of race dates, info on car prep, and a list of car classes. You will then need to fill out the application, have your doctor complete your physical form and submit this information to the PCA Club Racing office along with your check for thirty dollars. You will then be put on the Club Racing Newsletter mailing list and be sent information for upcoming events.

If you do not have a current competition license from a recognized road racing sanctioning organization, you will need to do a few things to get a club racing license, depending on your level of experience in road racing. If you have completed eight or more days of racetrack driving, you will need to get your region's chief instructor to certify your experience and skills with respect to high speed driving. With these requirements fulfilled, you will be granted a PCA Club Racing novice permit and will be accepted at a four to six hour "Club Racing School". Upon completion of this school, a rookie status license will be granted which after successful completion of two events, the rookie status will be deleted. If you have a current

competition license you will automatically be given a provisional license which, after two evnets, will be upgraded to full license status. We are very fortunate to have PCA and all the talents and resources which it attracts. Its members are not only very talented but also are activists who make things happen! Club Racing is just another example.

(Reprinted from Mid-Ohio Region Newsletter, Die Offene Strasse.)

FREE RACING DRIVER SCHOOL! LEARN TO DRIVE QUICKLY AND SAFELY. YOU CAN BE RACING NEXT SEASON!

FREE SPORTS CAR RACING SCHOOL will be held on four Friday nights, March 3, 10, 17 and 24 at 7:30 PM. Sessions are at Holiday Inn-Rolling Meadows. Route 62 (Algonquin Road) just east of I-53.

Learn what you need to know to get started in sports car road racing... about current era and vintage/historic wheel-to-wheel racing, time trial style autocross racing, high speed touring and on-track driver schools. And the sessions are free.

For more information or a brochure, call (708) 358-8673. Or write Driver School, 147 S. Winston Drive, Palatine, Illinois 60067.

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914 CONSERVATION SERIES™ Exclusive! Protect Your Investment!



The 914 Conservation Series consist of a new line of quality products designed to protect, conserve, and prolong the life of your 914. Researched, developed and tested over several years, the 914 Conservation Series is designed for the serious 914 owner and collector who wishes to maintain and preserve his car and investment.

- Part Werks' exclusive **Resupport/Stiffening Panels** protect your car by restoring and increasing its structural integrity which was lost to the 914's corrosion "cancer".
Heavy Duty \$195 per set, Super Heavy Duty: \$245 per set (will sell separately)
- Part Werks' new, specially designed **Rocker Covers** protect your 914 from the corrosive effects of moisture retaining dirt trapped by conventional rocker covers. **\$45 per side**
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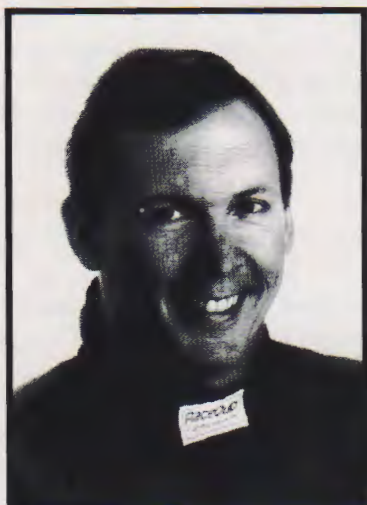
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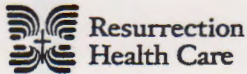
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December 9, 1994

Dear Dr. Lakemaker:

I want to add my thanks to Sister Donna's for your tremendous efforts on our behalf. I am pleased to enclose our receipt for the gift of \$10,800 which you presented on behalf of the Porsche Club of America. Also, I have purchased a plaque that will be affixed to the incubator, to note that it was given by Porsche Club of America.

It was a pleasure to work with you for the benefit of the families who rely upon the services of our Special Care Nursery. Thank you for this and all your good efforts on behalf of Resurrection.

Sincerely,

A handwritten signature in black ink, appearing to be "Patricia McKinlay", written over a horizontal line.

Patricia McKinlay
Vice President for Development

PM/jas
enclosure



Resurrection
Health Care

Resurrection Medical Center
7435 West Talcott Avenue
Chicago, Illinois 60631
312.774.8000

December 9, 1994

Dear Dr. and Mrs. Bernard-Eric Lakemaker:

It gives me special pleasure to thank you for the very generous gift you delivered to me, for purchase of an incubator for our Special Care Nursery. Please extend my gratitude to The Chicago Region Porsche Club of America, and especially to those members who worked with you to produce such a successful fundraising event.

As you must know, a great many infants will benefit from your thoughtfulness, and from the many hours of thought and work that you devoted to this project. That realization will, I hope, bring you much pleasure and satisfaction. For all of our families and staff, thank you.

Sincerely,

Sister Donna Marie, C.R.
Executive Vice President & CEO

SDM/jas



Tech Tips:

The Ten Best Tools of All Time

The Ten Best Tools of All Time

Forget the Snap-on Tools truck; it's never there when you need it. Besides, there are only ten things in this world you need to fix any car, any place, any time.

1. **Duct Tape:** Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope and more in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in concours competitions, but in the real world everything from LeMans winning Porsches to Atlas rockets uses it by the yard. The only thing that can get you out of more scrapes is a quarter in a phone booth.
2. **Vise-Grips:** Equally adept as a wrench, hammer, pliers, bailing wire twister, breaker-off of frozen bolts, and wiggle-it-until-it-falls-off tool. The heavy artillery of your toolbox, Vise Grips are the only tool designed expressly to fix things screwed up beyond repair.
3. **Spray Lubricants:** A considerably cheaper alternative to new doors, alternators, and other squeaky items. Slicker than pig phlegm. Repeated soaking with WD-40 will allow the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross-eyed, one of the ten worst tools of all time.
4. **Margarine Tubs With Clear Lids:** If you spend all your time under the hood looking for a frendle pin that caromed off the needle valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pints of tasteless vegetable oil replicas, just so

they can use the empty tubs for parts containers afterward. (Some, of course, chuck the butter colored goo altogether or use it to repack wheel bearings). Unlike air cleaners and radiator caps, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.

5. **Big Rock At the Side Of the Road:** Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop nosy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "Made in India" emblem is not synonymous with the user's maiming.
6. **Plastic Zip Ties:** After twenty years of lashing down stray hoses and wires with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur-quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. Of course, it works both ways. When buying used cars, subtract \$100.00 for each zip tie under the hood.
7. **Ridiculously Large Standard Screwdriver With Lifetime Guarantee:** Let's admit it, there's nothing better for prying, chiseling, lifting, breaking, splitting, or mutilating than a huge flat-bladed screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for oil filters so insanely located they can only be removed by driving a stake in one side and out the other. If you break the screwdriver-and you will, just like Dad or your shop teacher said-who cares? — it's guaranteed!
8. **Bailing Wire:** Commonly known as MG muffler brackets, bailing



wire holds everything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders, since it works so well you'll never replace it with the right thing again. Baling wire is a sentimental favorite in some circles, particularly with MG, Triumph, and flathead Ford sets.

9. **Bonking Stick:** This monstrous tuning fork with devilishly pointy ends is technically known as a tie-rod-end separator, but how often do you separate tie-ends? Once every decade, if you're lucky? Other than medieval combat, its real use is the application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it.)
10. **A Quarter and a Phone Booth:** See #1, above.

(Reprinted from Air Cooled Advisor, May 1994, by Jim Selders)

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REFLECTIONS ON A 928S4

It seems that whenever Venus nears the orbit of Mars, a young man's thoughts turn to cars. The only problem with that is I am no longer a young man, but my thoughts always turn to cars anyway; particularly to fast ones from Germany. I have seen fifty plus years come and go and have been pushing Porsches for twenty-seven of those. During that rather extended period of time I have owned some great ones, '67 912 Targa, '70 911S Targa, '59 RSK Spyder, '64 Carrera 2 Coupe (real Carreras have four cams), '59 Convertible D, and a '79 930 - but a water-pumper..NEVER!!

One of the problems with being such an absolute Porsche freak is that I have never had a Porsche as a daily driver. Dings, rust and dirt - NEVER! I always drove a beater; usually a VW GTI (3) or lately a Mitsubishi Eclipse four wheel drive turbo coupe. This has always bothered me a little because these cars all wore license plate PCA 1; a plate I have been particularly proud of. I justified this oxymoron by the impeccable logic of the fact that Porsches never should be driven in the winter (Porsches are like Kleenex - great when dry) because of rust and dirty dirt. I was always a great believer that Porsches were not meant to be daily beaters - foiled spark plugs, hot clutches, carbs going out of sync and other things too terrible to think about. Besides all these horrible things, my left knee gets really tired after about a thousand shifts on my way home from work on the Chicago Expressway System. However, as I near the autumn of my life, I realize all the fun I have missed while driving these inferior automobiles. Well anyway, enough of this background and on with this exciting story.

Several factors led me to purchase a 928S4. I will try to explain them to you. What Porsche would you chose as a daily driver? This question has puzzled philosophers and car nuts for ages. I currently own a Convertible D and a 930. A 356 as a daily driver? I would rather die first. The 930 could easily be a great daily driver. It's very docile, yet very, very fast. The maintenance would be higher than the gross national product of Mexico and my left knee would need replacing after two weeks. A 911, in my opinion, should never be

mated with an automatic (Sorry Bob & Virginia). The 944 handles very well and in the Turbo form goes like hell but once again is not suited for and automatic. The 928 with that big torque V8 and rear transmission layout is very well suited for an automatic and most car magazines prefer it that way. Also, the body does not rust and the engine and transmission are bullet proof. I had driven a few at Blackhawk (while I was still instructing) and could not believe how well they handled (could drive any line), how well they went and the way they stopped for such a big car. I have never understood why we have so few in the club. I do realize that the Chicago Region is basically driving orientated and the so called Porsche mystique is carried on by the 911, but the 928 is a great car even if is not in the tradition of the 911 or even the 944. What I mean is that it is really a great GT as compared to a sports car. I still don't understand why so few are represented at our events.

The second reason for considering a 928 automatic is the good lady Peggy, my wonderful wife and fellow Porsche Pusher. Peggy knows how to drive stick shifts and enjoys driving the 356 and 930. She particularly like to drive the 930 on the gymkhana courses. It seems she has discovered the Turbo will do 60 in first gear and seldom needs second. I made the mistake of telling her how much the engine costs, which has caused her to dislike driving the track events because of fear of missing a downshift. She knows we would have to put a second mortgage on the house to fix it. This leads us to the second reason. The good lady can put the 928S4 in D3, hit the loud pedal and not worry about anything unless she exceeds 138 mph. Besides that, she doesn't have to worry about dreaded 911 oversteer either.

Now on to reason #3. They are cheap. For a Porsche they sure do depreciate. A nice '88 911 which costs about \$20,000 less than a 928 when both were new, will bring more than a similar 928 on the used car market. Reason #3 is that very nice 928's can be bought very reasonably.

Finally, the last reason. My 1990 Mits

REFLECTIONS ON A 928S4

had 90K miles and was in need of a clutch, so a new car was a necessity. I decided that my budget could only afford a \$20,000 car. What can you get for 20K? there are a few good ones out there; for example, the GTI and the SHO but then you have instant depreciation and still don't have a Porsche as a daily driver. Place into effect Plan A - purchase a 928.

I decided that an '87 928S4 would be just right. It has the later 4 cam 316HP V8, 317 foot pounds of torque (zero to sixty in 5.7 seconds), the later body style plus the biggest brakes ever put on a road going Porsche. I watched the *Scene* and the *Tribune* for about four months but never saw the right car at the right price. I happened to mention this sad state of affairs to Dom Cece, fellow member, and a used car broker specializing in exotic automobiles. I explained to him that I was looking for an '87 928S4, auto, red with black leather and a sun roof. This occurred at Peggy's mystery dinner tour in November. Several weeks went by and I had not heard anything. Then on a Tuesday afternoon, my beeper went off. I returned the call and it was Dom. He said "I am standing next to your new car." He said that there was an '88 (not '87) red S4, auto, black leather interior, sun roof, and in very nice shape. He told me he could get this car for the right price and I told him to go for it. Dom called back 10 minutes later and said I now owned another Porsche. I just bought a car I had never seen, but I trusted Dom's judgment. I picked up Peggy and headed to the Auto Auction (where we hold the Spring Drivers School) and there I saw the big red Porsche for the first time. Dom said if I didn't like it, he would keep it. We took a test drive during which Peggy had a fit when Dom brought her down from 80 in less than 200 feet, just before the fence ate the front end of the 928. I gave him the keys to the Mitsu (which he sold) and I proudly put PCA 1 where it belonged - on the rear end of a Porsche.

Mr. Cece told us to take the car to George Weathered the next day and have it checked out. Once again he told us if it didn't check out to bring it back. After putting twenty dollars of premium in it, we hit the tollway. Down the entry ramp, hit the apex,

hit the gas - Holy Shit!, this thing rally goes! 120 comes up real fast, not as fast as the 930, but damned fast for a 3500 pound car. Leaving it at 120, Peggy does not even flinch a false eyelash. Rock stable at 120, a good sign. Ok, let's try the brakes - check to make sure no one is behind us - man, this thing really stops, even the ABS is super. We go past our exit so we can take the double clover leaf and then go back to our exit. Drop the trans into 3, point into the apex and mash it. Nice, very nice. Would be even better though if not on the Michelin tires.

Next day we take the car to George's. The car checks out. I do spend some dough fixing some minor problems such as hood struts, horn, minor rattles and changing all fluids.

Well, how is the 928S4? Everything I thought it would be and a little more. It is probably the world's best GT. No, it is not a sports car in the tradition of the 911. The big car handles very well and goes like hell. In the D4 position the engine shifts at 2000 rpms, with all that torque it does not need to go any higher for normal driving. put it into D3 and it holds the gears longer. In sported driving, it holds up to the redline (6200 rpm). In normal driving, if you hit the loud pedal, the downshifts are right now and the car just goes.

It is bigger than my 930 with naturally more room. The seats are very comfortable and supportive, but you have to recline more, at least if you are 6'2". I am used to sitting more upright but in the sunroof 928 you cannot do that. However, at least the instrument panel moves with the steering wheel position so you always have a clear view of the instruments. But why a voltmeter instead of an oil level gauge? All in all, a very comfortable car. If I wanted to go from Chicago to L.A. fast and comfortable, I would take the 928. You might even call it the world's best Mercedes-Benz, but I like it.

Sorry, Keith Clark, I am not joining the water-pumper club, but I will admit that the 928 is every bit a Porsche.

Watch out for me and Peggy on the gymkhana circuit (at least I am no longer in the same class as Brenkus). If you happen to see PCA 1 on a red 928, move over, unless you

REFLECTIONS ON A 928S4

can go faster than 165. Not bad for an under \$20,000 daily driver.

I have not named her of yet. Yes, she is definitely a she. What other Porsche has such a nice round end (don't tell me about the 356). Besides, she is not hard like the 911, no doubt about it: a woman. What do you call a Porsche with a nice big round end and a lot of power? I think I will call her "TORQUESTER."

Dan Gallagher



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1990 911 Carrera 2 coupe WPOAB2962LS451618 Guards red/cashmere supple leather wblk piping, 16,035 miles, Tiptronic, 3pc BBS gold wheels, heated electric seats w/lumber support, computer, Stuttgart Blaupunkt, sun roof, alarm, climate control A/C bra & cover, perfect well maintained mint car (non-smoker) w/all records, looking for a good home. \$37,700/OBO Jim Murray, 25W437 Hamilton Dr., Wheaton, IL 60187. Pls call befor 10:00 PM. 708/653-3357.

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944 Autopower Race Roll Bar. PCA Club Race legal (1.75" x 120"). Bought new in 1993. Includes welded harness bar brace from Autopower (\$45 option). Includes all Grade 5 mounting hardware and backup

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944 Factory Leather Seats: Black. Drivers side electric \$700.00/pair. Gene Pish 309/827-4795 (eve). 800-766-4640 (days).

911, 912: 4-8x15 factory Fuchs with A008's, 4 7x15 cookies with racing rains, heat exchangers, S struts, 73 airconditioner. 901 Transaxles & gears (rare AA & B 1st & others). 3.2L engine. Parts: engine, body, interior, suspension, electric, etc. SASE for list and pricing. Much more from cars parted. Ricardo Gonzales, 8037 Lake Shore Drive, Miller Beach, IN 46403-1339, 219/939-9946.

Winter tires and wheels-four American Racer steel wheels, original O.E.M. pattern chrome and steel with mounted and balanced Pirelli Winter 190 tires-approximately three-quarters tread remaining. Rims 7Jx15xH2, tires 195-65-R-16. Wheels and tires cost over \$1000 new-asking \$350.00 for set of four. Tony 815/469-9050.

Goodyear Eagle M+S, Vrated, winter emergency backups on Reno-based Porsche executive's 944 Turbo now stored in Chicago with new owner. Fronts are 225/50VR 16, rears are 245/50 VR16. Great shape, lots of tread. First \$150 takes. Jim Brosseau, 500 N Michigan Ave #1820, Chicago, IL 60611. 312/856-9000 days, (312) 789-0200 Home.

Winter tires, Goodyear Eagle M+S, 2-205/55 R16, 2-255/50 BR16. Wheels, Ronal R-9, gold center/Silver Rim, 2-7x16, 2-8x16. Best Offer. Robert Mitchell 708/317-0419.

Wheels: Four 7x16 forged alloys made by American racing equipment (ARE) of California; three piece; came off my 1990 C-4 so will fit 80's 911's. \$700 or best offer. Jerry Cohen, 574 Woodlawn, Glencoe, IL 60072. 708/835-4279 evenings.

911 Parts: Two 15x6 Fuch mags, straight, gold spokes, O.E. on 74 black Carrara's, \$100/ea; one 6x16 Fuch mag, clean, straight, black spokes, \$100. Deist 3" lap belt for 911, excellent cond \$30; 911SC shop manual, reproduction \$75; 1967 all factory manual w.hard

cover, almost complete \$50 or OBO; 911S, 2.2 liter owners manual, like new \$10; Panorama's 1973-1989 in binders, offers, cleaning out basement, need room and bucks for next motorsport season. Contact "Uncle Frank", 708/2.2.FAST.6 or 419 Wicks, Grayslake, IL 60030.

914-6 Parts: 1/2 shafts w/C.V. joints, two used, but good condition. \$100/each, one new 1/2 shaft w/C.V. joints \$225; 5 sp. gear box for 914-6 with 914-4 gears, good cond. \$500; Weltmeister 140 lbs rear springs, new \$69.95' Fiberglass rocker panels, excellent \$50/set; two front deep style spoilers w /air ducts, \$50/ea OBO' 21m.m. torsion bars, new 230 retail, now \$175. 914-914/6 tail light housings, no lens, excellent cond. \$25/ea. Contact "Uncle Frank" at 708/2.2.FAST.6 or 419 Wicks, Grayslake, IL 60030.

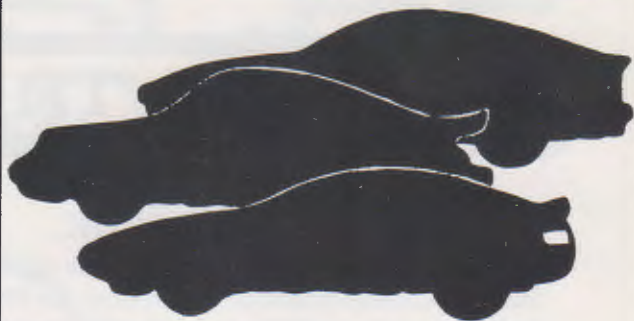
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Air compressor/Tire Gauge Kit for concour display applicable to 1987 944. Phone Jack 815/485-8950.

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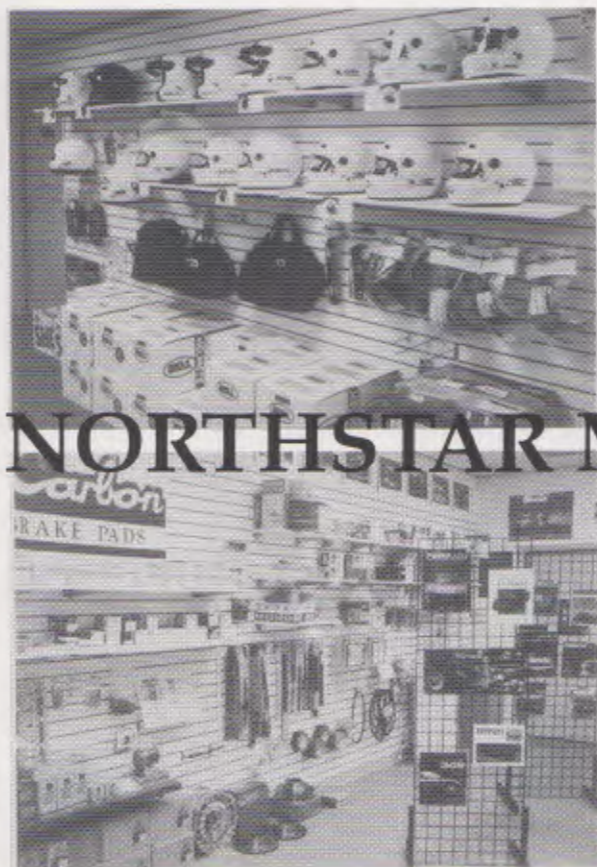
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