

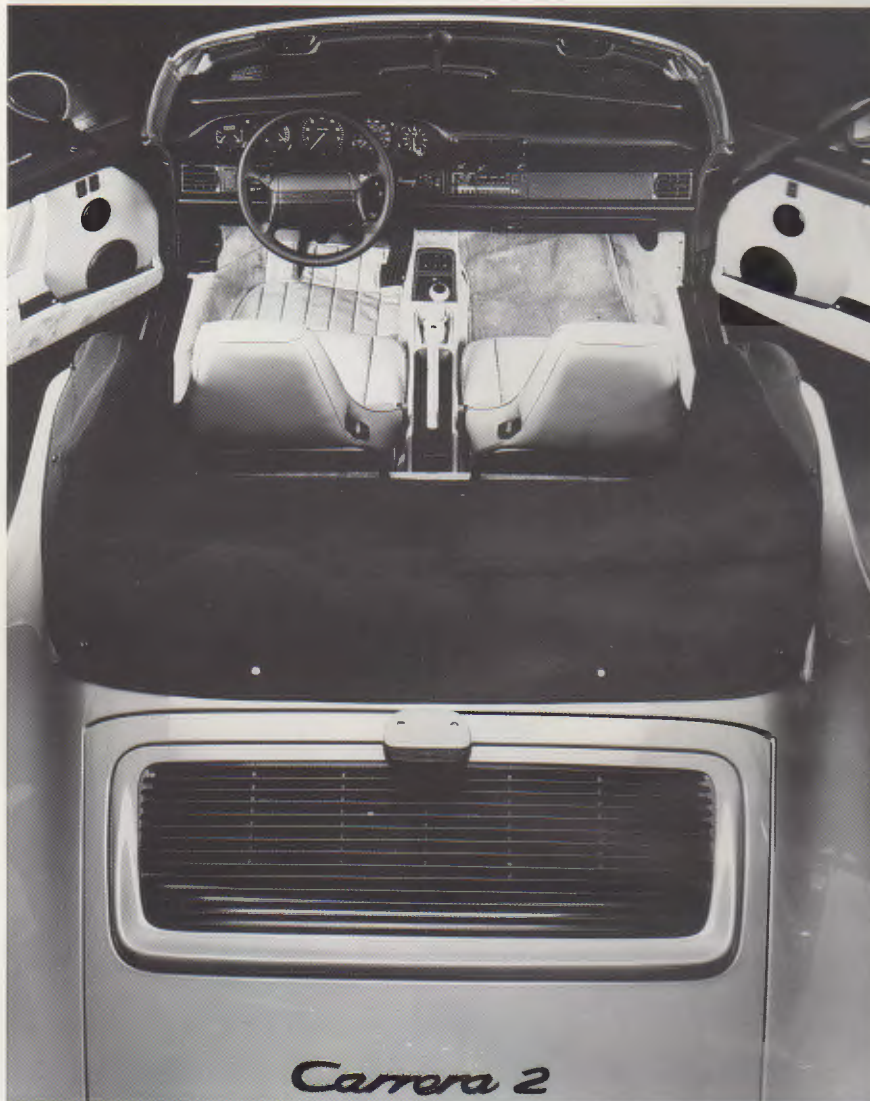


NOVEMBER 1995



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

WE LIKE TO THINK OF IT AS AIR PORSCHE



With the powerful thrust of the 3.6 liter engine and the roar of the wind on your face, the Porsche 911 Carrera introduces you to one very important concept. Excitement.

Bill Jacobs Motorsport introduces you to another important concept. High quality service.

Whether you buy or lease a Porsche, our highly skilled technicians reinforce our commitment to providing dependable, timely service when you need it. I guess you could say we believe in leaving the excitement for the road.

For appointment information and hours, call our service department at 708-357-1200.

PORSCHE

Bill Jacobs Motorsport

1564 W. OGDEN AVE. NAPERVILLE 708-357-1200



"CHICAGO SCENE"

is the monthly publication of the Porsche Club of America, Chicago Region, published at CopyCo, 959 Lee St., DesPlaines, IL 60016. Second Class postage paid at DesPlaines, IL. USPS 006-381 ISSN 10564195. Subscription is limited to members of The Porsche Club of America, Chicago Region. Porsche Club of America dues are \$36.00 annually, of which \$12.00 is for the subscription to Chicago Scene. Subscription rate for non-members: \$18.00 per year. Permission to reprint any material published herein is granted provided full credit is given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. **POSTMASTER:** Send address changes to: Chicago Scene, 1133 West Patterson #1, Chicago, IL 60613.

DEADLINE: Material must be received no later than the 10th of each month for publication in the next 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 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 members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

ADVERTISING RATES:

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

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

CHICAGO SCENE
1133 West Patterson #1
Chicago, IL 60613
(312)929-1943
(312)296-9418 FAX



NOVEMBER 1995 Vol. 39, No. 11

Who's Who	2
On Track With Zann	3
Up & Coming	6
Rear View Mirror	14
The Mart	35

On The Cover: Nick Brenkus at Bill Jacobs' Trac '95 Road America Challenge PCA Club Race.

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-MotorWerks
June 11	Autocross 2
June 21	Blackhawk 2
June 25	Rallye 2 & Concours 2-Loyola
July 1	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 26	Pig Roast & Corn Fest
September 1,2 & 3	PCA Club Race,
	Elkhart 2 & Concours4
September 9	Peggy's End of Summer Pary
Septyember 10	Steve and Susan's Rallye
September 13	Blackhawk 5
September 17	Autocross-Lake Geneva
September 24	Loop Rallye
October 14 & 15	Blackhawk 7- October fest
October 29	Concours 6-Bill Jacobs
November 12	Brunch at Hawthorne Race Track
November 19	Tech Session-Bruce Anderson
December 9	Dinner Dance

WHO'S WHO



PRESIDENT
Arnold Zann
(708) 386-2864



VICE PRESIDENT
John Ruther
(708) 639-1094



SECRETARY
David O'Bryan
(312) 929-1943

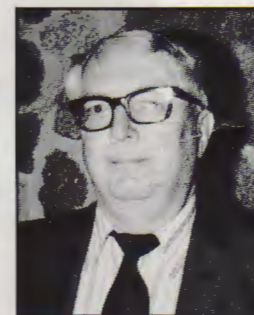


TREASURER
Keith Clark
(708) 690-3381

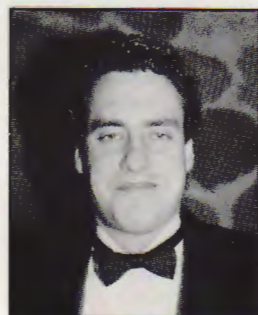


IMMED. PAST PRES.
Dan Gallagher
(708) 784-0784

1995 COORDINATORS	
AUTOCROSS	
Greg Turek	(708) 961-2439
Burce Clay	(708) 837-4754
CHIEF DRIVING INSTRUCTOR	
John Ruther	(708) 639-1094
PCA CLUB RACING	
Arnold Zann	(708) 386-2864
PCA CLUB RACE SPONSORSHIP	
Hari Matsuda	Home: (708) 475-4356 Office: (708) 677-3777
TIMING & SCORING	
Ed Leed	(708) 382-6911
CONCOURS	
Bill Garvy	(312) 973-3938
GOODIE STORE	
Linda Patterson	(708) 740-3562
RALLYE	
David O'Bryan	(312) 929-1943
SAFETY	
Jeff Girard	(815) 725-0309
SOCIAL	
Peggy Gallagher	(708) 784-0784
MEMBERSHIP	
Mike Mullins	(815) 967-0017
24 Hr. Member Info	(312) 769-8193
TECH CREW	
George Weathered	(708) 357-4033
Bill Murrin	(708) 352-5719
"SCENE" CO-EDITORS & ADVERTISING MGRS.	
David O'Bryan	(312) 929-1943
Heather Hypes	FAX (312) 296-9418
CHIEF PHOTOGRAPHER	
Chris Ingliot	(708) 559-1126
ASST. PHOTOGRAPHER	
Bill Murrin	(708) 352-5719
PRINTER	
CopyCo Printing	(708) 824-4425
DATABASE MANAGER	
Debby Leed	(708) 382-6911



Director
Bruce Janecek
(708) 361-8421



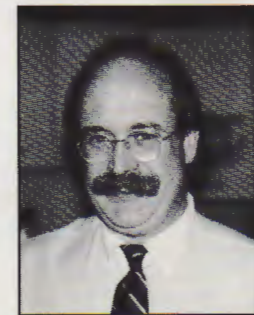
Director
Jeff Girard
(815) 725-0309



Director
Marla Turek
(708) 961-2439



Director
Chuck Bitman
(708) 264-9505



Director
Bill Garvy
(312) 973-3938

ON TRACK WITH ZANN

I hope all of you took the time to vote for the '96 Board. This is a club dedicated to satisfying its members, and we work very hard to produce the wide variety of events that you like. However, if we are to continue to reflect your wishes, you have to let us know if we are on track or if you have other suggestions. Your vote is important.

As of the November issue of *The Scene*, we have a new editor, Heather Hypes, future bride of David O'Bryan. We are delighted that Heather is taking over this very important function. We should all thank Kristen George who was our very dedicated editor for the past several years and put in countless hours in that capacity.

For November, we have two really fun events planned. The first is a brunch at Hawthorne Race Course—a day watching the ponies race instead of our Porsches. This way, we get to eat a great meal while trying to win enough of the green stuff to buy a '96 RSR. Besides, you know that if Peggy Gallagher is in charge, we'll all have a great time.

The second event is the Tech Session by Bruce Anderson. As many of you know, Bruce has

been the PCA National Technical Chairman since 1981. He is also Technical Editor for *Excellence Magazine* and is the author of Porsche 911 Performance Handbook. The event will take place at Bacino's in Naperville and will be quite a special tech session for anyone interested in learning more about our cars. I hope the whole club turns out for this one.

I also trust all of you are planning to attend the annual dinner dance on December 9. The food and dancing will be great, not to mention the raffle organized by Marla Turek. If you thought last year's annual dance was great, wait until you see this year's.

And while we are on the subject of the dinner dance, don't forget that is also the night for the drawing for the '96 911 with the proceeds going to the Make-a Wish Foundation. Please buy a raffle ticket and help out some very special kids make a once-in-a-short-lifetime wish come true.

See ya out there, Arnold

VOICE OF VROOOMM

David and I are very excited about working together on the Scene. In addition to the upcoming events Arnie mentioned we have some other events for you to mark in your 1996 calendar. Sunday, January 7th is the annual membership meeting at Bacino's in Naperville. Sunday, January 21st, we have a restaurant tour at Bella Vista in Chicago. Then on February 4th, we will have a toboggan race consisting of eight-man teams followed by a restaurant tour of Kennesseys-Cypress at 500 East Ogden in Hinsdale. The next weekend I will be celebrating my one year anniversary of Porsche Club events at the Go Kart race in Rolling Meadows. And finally, on February 18th we will have a ball at Chef Karl's in Libertyville. This will also be our workers party and you should be prepared for an Ice Gymkhana. Be sure to mark your 1996 calendar about these events.

We would like to thank all those who submitted articles for this month's issue. We look forward to hearing from more of you in the future.

One more thing.....please read Chris Inglot's letter on page 4. Dave and I really want to win the 1996 911 at the December 9th Dinner dance, so please help us by buying enough losing tickets so there will be a winner.

Heather and David

**PCA Chicago Region Charity
591 Greenwood Road
Northbrook, IL 60062-2624
(708) 559-1126**

10/6/95

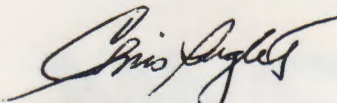
Dear Porsche Club of America, Chicago Region Members:

A special thanks goes out to all the members who have purchased and helped sell raffle tickets for this year's charity event. As of the writing of this letter, we have sold 675 of the 2000 tickets available. It's a good effort but needs to be better to make this event a success.

There are approximately 1000 members in our region. If everyone helped by buying one ticket and selling one to a friend, this goal of 2000 would be easy. If you haven't purchased a ticket, please do so. If you have purchased a ticket, solicit a friend or business associate to help a needy cause such as Make-A-Wish of Northern Illinois.

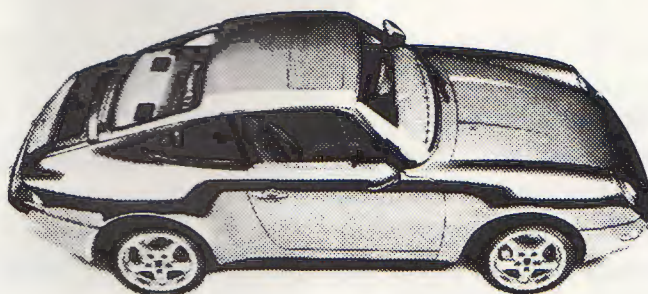
Marketing through teamwork to make this event succeed will make us all feel good when we see the smiles from the lucky children at Make-A-Wish of Northern Illinois. Won't you please help?

Sincerely,



Chris Inglot
1995 Charity Coordinator

MAKE-A-WISH[®], FULFILL A DREAM



WIN A 1996 PORSCHE 993

On December 9, 1995, the Chicago Region Porsche Club of America will be raffling a new 993 Sports Coupe. Only 2000 tickets at \$50 each will be sold. Proceeds will benefit Make-A-Wish Foundation[®]. The Porsche will be a factory order provided by Bill Jacob's Motorsport in Naperville for a spring 1996 delivery.

If you would like to help sell tickets, please contact Chris Inglot.

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

(tear here and mail)

Make checks payable to: **PCA CHICAGO REGION CHARITY**

NAME: _____

ADDRESS: _____

PHONE: _____

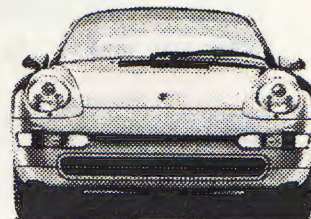
NUMBER OF TICKETS: _____ AMOUNT ENCLOSED: _____

SEND TO: **PCA CHICAGO REGION CHARITY**

c/o Chris Inglot
591 Greenwood Road
Northbrook, IL 60062

HOME: 708-559-1126

WORK: 312-286-5881



THE BILL JACOBS MOTORSPORT EIGHTH ANNUAL PORSCHE - BMW FALL CLASSIC CONCOURS

DATE: October 29, 1995 (Sunday)

LOCATION: Bill Jacobs MotorSport
(Ogden Avenue in Naperville, East of Rt. 59 and West of Rt. 53.)
The big landmark is the Nabisco Bakery directly across the street

TIME: Concours entrants arrival 10:00 A.M. We'll bring the donuts
Judging is at 1:00 P.M.

COST: \$15.00 (PLEASE PREREGISTER)

Buffet and light refreshments are compliments of Bill Jacobs MotorSport, but everyone please register so we can give our host a count for refreshments even if you are not showing..

CONCOURS - SERIOUS, STREET AND NOVICE

We will use the inside showroom and garage facilities for the standard Chicago Region PCA Classes A,B,C,D. Trophies will be awarded to members in these categories, but, of course, non-members and applicants are welcome to participate in these classes.

In addition, there will be a novice special award for first time entrants who have not tried this before. PREREGISTRATION of cars for the Concours is required because inside space is a limitation. Overflow will go outside if necessary.

REGISTRATION - OCTOBER 29, 1995 (SUNDAY) FALL CLASSIC CONCOURS

Name: _____ Member ___ Applicant ___ Guest ___

\$15.00 for Car Entries Only - Checks Payable to: *Chicago Region PCA*

Concours Class: A B C D (Please indicate)

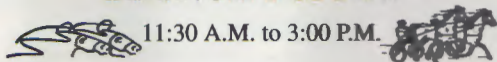
Mail by October 24, 1995 : Pat & Bonnie Yanahan
7754 S. County Line Rd.
Burr Ridge, IL 60521
(home) 708-920-1935
(fax) 708-920-1935

This is the last official concours of the year so bring your Porsche or BMW or both before putting them away for the winter.

HAWTHORNE RACE COURSE

**SUNDAY
NOVEMBER
12TH 1995**

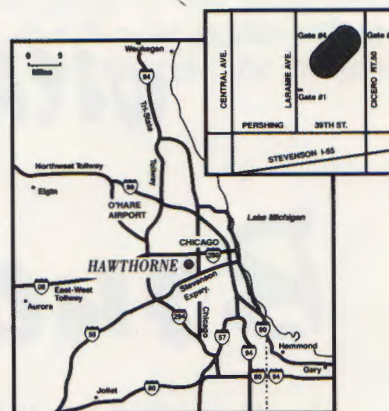
GOLD CUP SUNDAY BRUNCH BUFFET



11:30 A.M. to 3:00 P.M.

An exciting and different buffet every Sunday... This includes Clubhouse Admission, Daily Program, Groups Name in the Program, Winners Circle Picture, tax and gratuity! Finish Line Seating with TV (upon availability). Special gifts for all ladies and fabulous door prize drawings for all Gold Cup Dining Room Attendees.

*Assortment of Breakfast Items
Variety of Carved Meat Items
Multifariousness of Vegetables, Potatoes and Pasta
Salad Buffet
Breads, Rolls and Sweet Rolls
Butter and Jelly
Coffee and Tea*



3501 S. Laramie/Cicero Avenue
Stickney/Cicero, IL 60650

11:00AM: ARRIVE

11:30 AM-3:00 PM: BRUNCH

1:00 PM: POST TIME

Located between the
Stevenson and Eisenhower Expressways

(708) 780-7050
1-800-780-3986

\$20.00 : Preregistered before November 6, 1995 (CASH BAR)
\$ 1.50: General Parking (pay at entrance for parking)
\$ 3.00: Preferred parking (pay at entrance for parking)
\$ 4.50: Valet Parking (pay at entrance for parking)
\$25.00: Late registration

GOLD CUP SUNDAY BRUNCH BUFFET

Make checks payable to PCA-Chicago Region-Send pre-paid registration to

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

Name _____

Address _____

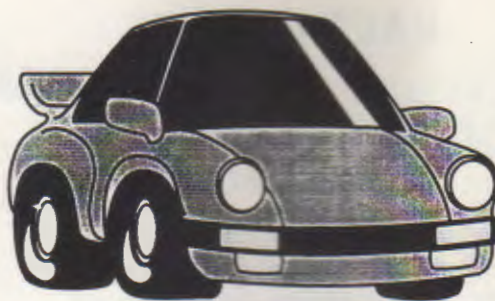
Telephone # _____

Number of tickets at \$20.00 each _____

Total Amount Enclosed \$ _____

GOLD CUP ROOM-CLOSED TO GENERAL PUBLIC FOR THIS EVENT

Tech Session with

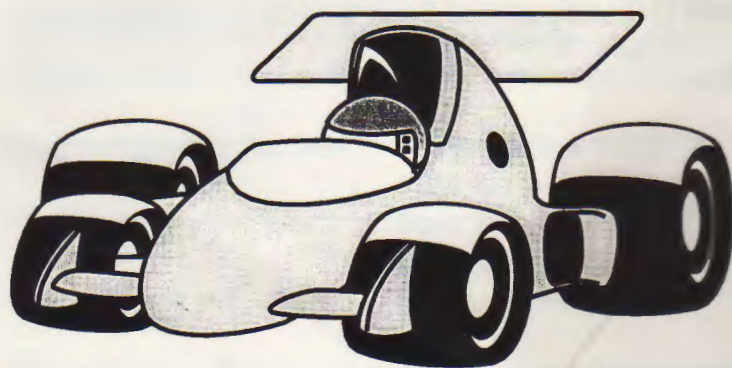


Bruce Andersson

When: Sunday, November 19, 1995, 11:00am
Where: Bacino's in Naperville
1504 Naper Boulevard
Naperville, Illinois
Cost: \$10, includes pizza buffet lunch
????: Call Greg Turek, 708-961-2439, evenings

Bruce has been PCA National Technical Chairman since 1981, Technical Editor for "Excellence Magazine," and has written for publications in the US, UK, Germany and Japan, and is author of "Porsche 911 Performance Handbook."

Bruce's Porsche career started with the rescue of shipwrecked 911 engines and includes winning the Porsche Cup, Porsche Team Cup, IMSA GTR, GT, GTO and GTU championships, and the World Endurance Championship.



This is the Tech Session
you don't want to miss!
Mark your calendar and be
there early.

HOLIDAY FANTASY

665-5380

(Black Tie Optional)

2

This year's dinner dance will be a gala party to celebrate the holidays, reward all our Chicago Region winners and raffle off a new 1996 Porsche 993 with the proceeds going to the Make-A-Wish Foundation. Last year's format for gifts of tires, racing suits, gear and other Porsche goodies will again be in place, so join in the last PCA Bash of 1995 and come away with more than just the memory of a gala evening.

Aggie
Angie
831
1800

DATE: Saturday, December 9, 1995

LOCATION: Skokie Country Club
500 Washington Avenue
Glencoe, Illinois
(708)835-0600

PRICE: \$45.00 PER PERSON

TIME: 6:00 p.m. Cocktails and Hors d'oeuvres (open bar)
7:00 p.m. Dinner
9:00 p.m. Dancing to "The Legends"

Overnight accommodations are available at the Marriott Court Yard Inn, 1505 Lake Cook Road, Highland Park, Illinois (708)831-3338 extension 609. If you reserve your room before November 18, 1995, and identify yourself as a member of our club, you will receive a special room rate of \$49.00. After November 17, 1995, the rate will be \$69.00. AS AN ALTERNATIVE: Call the Sheraton North Shore (708)498-6500, where we have a special rate of \$65.00 per room. The Sheraton is only one mile from the Skokie Country Club.

Directions: Skokie Country Club is in Glencoe, just east of the Edens Expressway, between the Tower Road and Dundee Road Exits.

From the North, take Rt. 41 which becomes the Edens Expressway and exit at Tower Road. At the Exit ramp stop sign turn right. At the next stop sign (which is Tower Road) turn right (East). Take Tower Road to Vernon. Turn left on Vernon (North) to Washington Avenue. Turn left on Washington Avenue to Grove. The Clubhouse Parking Lot is on the corner of Washington Avenue and Grove, with the entrance on Washington Avenue.

From the West, take either Willow Road or Dundee Road East. Willow is an Exit off the toll road to Wisconsin. Proceed East on Willow to Green Bay Road. Go North on Green Bay Road (through Winnetka and Hubbard Woods) into Glencoe. Turn left on Washington Avenue to Grove.

From the South, take the Edens Expressway and exit at Dundee Road East. Turn right on Grove to Washington Avenue.

HOLIDAY FANTASY

RESERVATION FORM

This event is going to be a SELL-OUT! We cannot guaranty there will be a place for you if we haven't received your reservations by November 30, 1995.

Make checks payable to : PCA Chicago Region

Mail your check and a copy of this form to:

*Jack Schriver
932 Sheridan Road
Winnetka, Illinois 60093*

If you have any questions, call Jack Schriver at (312)984-7717 (days) or (708)446-1140 (evenings).

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

Name(s) _____

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

ENTREE: Breast of Capon _____ Salmon Filet _____ Beef Tenderloin _____

Please seat me/us with:

Please indicate: Smoking Table _____ (yes or no)

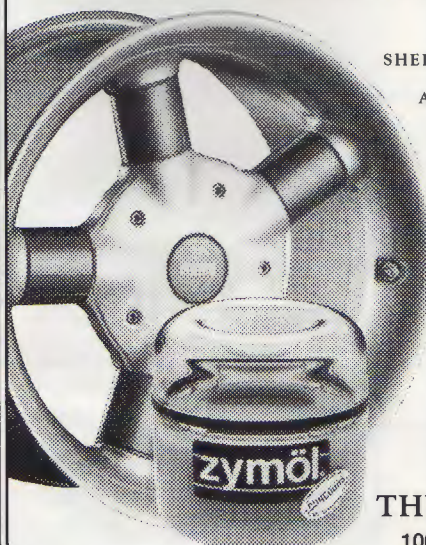
Bottles of fine wine will be available for purchase at your table.

EMMONS

COACHWORKS

Fine Motoring Accessories

"A candy store for anyone
who loves cars"



SHEEPSKIN SEAT COVERS

AUTO CARE PRODUCTS

CUSTOM FLOOR MATS

RADAR DETECTORS

CAR COVERS

STYLING KITS

CLOTHING • SEATS

KEY FOBS • MODELS

708-832-1411

(Outside Chicago Area-
1-800-NOW-4-WAX)

THE COURTYARD

100 E. ROOSEVELT ROAD

10 to 6 Mon.-Fri. / 10 to 4 Sat. / 12 to 4 Sun. VILLA PARK, IL 60181

BIG REDUCTION in insurance costs for many high performance cars

(See lists below)

PREMIUM REDUCTION

NO LONGER RATED AS HIGH PERFORMANCE

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



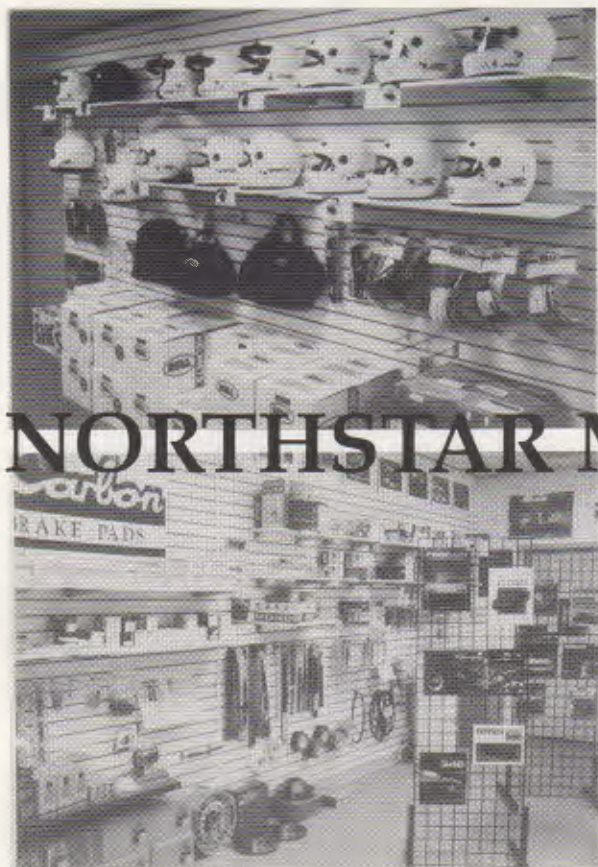
JAMES CADY AGENCY
525 W. Higgins (at Golf)
Hoffman Estates, IL 60195
490-1200

STILL RATED HIGH PERFORMANCE

Acura NSX	Mazda RX-7 Turbo
Buick Grand National GNX	Mazda RX-7 GTUS
Chevy Camaro IROC-Z	Mazda RX-7 GTU
Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati-all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette L98 Coupe	Nissan 300ZX
Dodge Stealth RT Turbo	Plymouth Laser RS Turbo
Ferrari-all models	Pontiac Firebird Formula
Ford Mustang 5.0	Pontiac Trans Am GTA
Ford Mustang GT	Porsche-all models
Ford Probe GT	Toyota MR2 Turbo
GMC Syclone	Toyota MR2 Supercharged
Lotus-all models	Toyota Supra

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

WHAT DO SPARCO, BELL,
SIMPSON, PYROTECT, OMP,
SHOEI, COOL CARBON AND
KONI HAVE IN COMMON?



NORTHSTAR MOTORSPORTS

WHEN THE MANUFACTURERS OF THE WORLD'S BEST RACER SAFETY AND PERFORMANCE PRODUCTS LOOK FOR RETAIL 'PARTNERS,' THEY SEEK OUT THE BEST PEOPLE TO REPRESENT THEM. PEOPLE WHO KNOW RACING, AND THE DEMANDS WHICH ARE PLACED ON CARS AS WELL AS ON THE DRIVERS.

THAT'S WHY THESE FINE MANUFACTURERS, AS WELL AS DOZENS MORE, DO BUSINESS WITH AND ARE REPRESENTED BY THE NORTHSTAR ORGANIZATION. NORTHSTAR'S PEOPLE HAVE OVER TWENTY SOLID YEARS OF DIRECT RACING INVOLVEMENT TO DRAW UPON WHENEVER THEY ATTEND A CLUB RACE, ANSWER A PHONE OR WORK WITH A CUSTOMER IN THEIR SHOWROOM.

FOR PCA MEMBERS, NORTHSTAR'S EXPERIENCE CAN MEAN ONLY ONE THING: COMPLETE SATISFACTION.

NORTHSTAR MOTORSPORTS LTD.

"Your Complete Racer Safety Store"

1099 BROWN STREET, BLDG. No. 206 • WAUCONDA, IL 60084
1-800-356-2080

PCA Members Since 1974

Mon - Fri: 9-5
Sat: 9-1
*Evenings Available
by Appointment*

Directory Update and Member Survey Is Your Area Code Changing?

The Chicago Region Membership **Directory** is published every year for the convenience of our members. It is regularly updated from information **provided** you and by the national PCA office. The 1996 directory will soon be prepared for its annual **publication**.

If your Area Code is changing in 1996 or if your membership information is incorrect as it appears in the 1995 directory, please make your **corrections** on the form below and mail immediately to:

**Debby Leed
PCA Chicago Region Database Manager
37 Lakeview Drive
Barrington IL 60010-1949**

Please update your information as you want it to appear in the annual directory. This database is also used to deliver your Chicago Scene. You will speed up delivery of your newsletter by including your 9 digit ZIP code. The Chicago Region membership list is not sold or rented.

If you are changing your Family or Affiliate Member's name from that which we published last year, you must also notify the PCA national office. The address for the PCA national office is PCA Executive Office, P. O. Box 30100, Alexandria VA 22310

Member Name: _____

Family Member or Affiliate Member Name: _____

Address: _____

City: _____ State: _____ ZIP (9 digits, if known) _____

Home Telephone: _____ Work Telephone: _____

Psst! Take A Minute For Our Survey

Although your membership data may not require changes, please complete the following survey, **write your name above** and mail it to the above address. This information is not printed in the directory. The results of the survey will be used to analyze membership needs, desires and demographics.

Please rank the following club activities from 1, your highest interest, to 10, your least interest.

☐ Autocross ☐ Rallye ☐ Concours ☐ Social ☐ Technical Sessions ☐ PCA Race Series

☐ Driving Schools (Classroom) ☐ Driver Education Lapping Sessions (Blackhawk, Road America)

Porsche(s) you own: (Year, Model, **Type**) _____

I am interested in volunteering to help with club events in the following ways (e.g., event chair or co-chair, registration, tech, timing & scoring, goodie store, newsletter, etc.): _____

Comments: _____

Official Solo Results

Chair: Bill Murrin

Utica Autocross

August 20, 1995

OA	CP	#Class	Region	Driver	Car Desc.	
17	1	24 P1	CHO	Chuck Bittman	'80 924	53.233*
8	1	713 P2	CHO	Jeff Girard	'85 944	51.966*
15	2	74 P2	CHO	Keith Clark	'87 944S	53.189*
26	3	41 P2	CHO	Bruce Clay	'86 944	54.086*
33	4	024 P2	GST	Bill Chamberlain	'80 924	56.470*
40	5	143 P2	CHO	Spencer Hopper	'89 944 Turbo	58.868*
44	6	931 P2	CHO	Rich Noose	'89 944	1:02.643*
19	1	712 P2L	CHO	Jill Krohn	'85 944	53.483*
31	2	1 P3	CHO	Dan Gallagher	'88 928 S4	55.935*
32	3	422 P3	CHO	Michael O'Meara	'72 911 T	56.218*
45	4	111 P3	GST	Ed Barnacle	'88 928 S4	1:02.679*
36	1	11 P3L	CHO	Peggy Gallagher	'88 928 S4	57.545*
2	1	16 P4	CHO	Nick Brenkus	'89 944 S2	50.520*
10	2	28 P4	CHO	Chris Inglot	'91 944 S2	52.468*
11	3	251 P4	CHO	Richard Grotemeyer	'89 944	52.500*
25	4	91 P4	CHO	Bill Murrin	'93 968	54.082*
29	5	134 P4	CHO	John Mueller	'93 968	55.387*
34	6	81 P4	CHO	Rich Potempa	'86 944 Turbo	56.582*
27	1	19 P4L	CHO	Sue Brenkus	'89 944 S2	54.378*
5	1	5 P6	CHO	Greg Turek	'91 C2	51.347*
7	2	610 P6	CHO	Paul Schiller	'94 C4	51.514*
9	3	8 P6	CHO	Jim Starai	'87 911	52.040*
12	4	207 P6	CHO	Keith Olcha	'93 911	52.739*
14	5	151 P6	CHO	Peter Hackensen	'87 911	53.151*
24	6	893 P6	CHO	Bob Turner	'87 911	53.989*
28	7	0 P3	CHO	Bruce Janecek	'93 RSAmerica	54.826*
35	8	152 P6	CHO	Corbett Kull	'85 911	57.511*
38	9	10 P6	CHO	Harold Beach	'95 993	58.471*
21	1	15 P6L	CHO	Marla Turek	'91 C2	53.536*
23	2	18 P6L	CHO	Kim Starai	'87 911	53.852*
30	1	492 I1	CHO	Trent Oler	'74 914	55.828*
39	1	449 I1L	CHO	Laura Oler	'74 914	58.764*
1	1	98 M1	CHO	Tony Koufos	'70 911	49.117* FTD
3	2	653 M1	CHO	Fred Howard	'73 911 S	50.891*
6	3	901 M1	CHO	David O'Bryan	'77 911	51.490*
18	4	423 M1	CHO	Joe Purpura	'73 911 S	53.289*
20	5	45 M1	CHO	Mike Gray	'71 911	53.510*
43	6	457 M1	CHO	Ed Holzer	'82 911 SC	59.482*
13	1	378 M1L	CHO	Heather Diedrich	'73 911S	52.817* LFTD
46	2	902 M1L	CHO	Heather Hypes	'77 911S	1:04.691*
16	1	118 X	CHO	Andy Discher	Fiat X1/9	53.222*
22	2	711 X	CHO	Mike Gallagher	'87 VW GTI	53.827*
37	3	149 X	CHO	Dan Gallagher	'93 Corvette	58.054*
41	4	147 X	GST	Ed Barnacle	'93 Corvette	59.136*
42	5	387 X	CHO	Christopher Diedrich	'93 Honda	59.209*

REAR VIEW MIRROR



Lulu & Peggy try to get warm at Lake Geneva



Jeff goes for the gold



Greg Turek 'round the Bend



Jim Starai swerves as Kim stares



Andy Discher leaves the Fiat at home



Fred Howard feathers it through five

Official Results

Chair: Chuck Bittman
PCA Chicago Region
September 17, 1995

Lake Geneva Autocross
Lake Geneva, Wisconsin

OA CP NO. Class Region Driver

19	1	24	P1	CHO	Chuck Bittman	48.142*
20	2	125	P1	CHO	Ed Paez	48.313*
					Rip Patterson	51.157*
4	1	713	P2	CHO	Jeff Girard	45.781*
15	2	74	P2	CHO	Keith Clark	47.477*
32	3	41	P2	CHO	Bruce Clay	50.731*
47	4	602	P2	CHO	Rich Noose	55.837*
14	1	712	P2L	CHO	Jill Krohn	47.400*
24	1	605	P3	CHO	Mike O'Meara	48.671*
35	2	1	P3	CHO	Dan Gallagher	51.380*
54	3	606	P3	GST	Don Smith	59.712*
41	1	11	P3L	CHO	Peggy Gallagher	52.707*
6	1	16	P4	CHO	Nick Brenkus	45.982*
11	2	28	P4	CHO	Chris Inglot	46.983*
13	3	251	P4	CHO	Richard Grotemeyer	47.355*
27	4	91	P4	CHO	Bill Murrin	49.792*
28	5	134	P4	CHO	John Mueller	50.227*
29	6	181	P4	CHO	Andy Discher	50.286*
37	7	54	P4	CHO	Bruce Rohner	51.637*
26	1	19	P4L	CHO	Sue Brenkus	49.198*
53	2	189	P4L	APP	Pat Cates	58.796*
36	1	616	P5	CHO	Anthony Lisanti	51.522*
42	2	601	P5	GST	Bill Weber	54.321*
45	3	600	P5	CHO	Nick Weber	54.921*
49	4	615	P5	CHO	George Moreno	56.212*
2	1	5	P6	CHO	Greg Turek	45.481*
5	2	612	P6	CHO	Paul Schiller	45.813*
17	3	8	P6	CHO	Jim Starai	47.925*
21	4	199	P6	CHO	Robert Trahan	48.342*
25	5	0	P6	CHO	Bruce Janecek	48.687*

46	6	604	P6	CHO	Rich Gore	55.033*
48	7	131	P6	CHO	Jerry Cohen	56.182*
10	1	15	P6L	CHO	Marla Turek	46.854* LFTD
30	2	18	P6L	CHO	Kim Starai	50.355*
38	3	610	P6LGST		Amy Roth	51.936*
52	4	613	P6LAPP		Tiffany Riker	56.709*
33	1	492	I1	CHO	Trent Oler	50.860*
51	1	494	I1L	CHO	Laura Oler	56.379*
1	1	98	M1	CHO	Tony Koufos	44.864* FTD
3	2	145	M1	CHO	Jeff Girard	45.705*
7	3	653	M1	CHO	Fred Howard	46.585*
9	5	901	M1	CHO	David O'Bryan	46.717*
12	6	66	M1	CHO	Frank Wagner	47.216*
18	7	608	M1	CHO	Joe Purpura	47.961*
31	8	45	M1	CHO	Mike Gray	50.533*
16	1	614	M1L	CHO	Heather Diedrich	47.759*
44	2	019	M1L	CHO	Heather Hypes	54.479*
22	1	041	X	CHO	Dennis Hiffman	48.602*
23	2	711	X	CHO	Mike Gallagher	48.630*
40	3	603	X	GST	Mark Kuvior	52.341*
43	4	350	X	GST	Ed Barnicle	54.426*
39	1	701	XL	GST	June Mushinski	51.945*
50	2	607	XL	GST	Karen Naumann	56.360*

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by
RJK Systems

Submitted by Susan Brenkus - Timing & Scoring CoChairperson

□

FIRST ANNUAL PIG ROAST
BY NICK BRENKUS

THE DAY OF LARRY AND EDITH'S PIG ROAST AND CORN BOIL BEGAN LIKE ANY OTHER NORMAL SATURDAY MORNING, THAT IS, UNTIL I WENT OUT TO THE GARAGE TO PUT THE BRA ON THE 944. AS I BENT OVER I FELT A TWINGE, TRIED TO STAND UP STRAIGHT AND FOUND MYSELF IN BIG PAIN. AN IMMEDIATE VISIT TO MY CHIROPRACTOR DETERMINED I INDEED HAD THROWN MY BACK OUT. AFTER AN HOUR OF TREATMENT WE WERE ON OUR WAY TO MEET THE INGLOTS FOR THE DRIVE DOWN TOGETHER.

THE TRIP DOWN TO HOOPESTON (SWEET CORN CAPITAL OF ILLINOIS) WAS AN ECONOMY RUN WHICH PROVED TO BE A CHALLENGE TO ME WITH LONG, STRAIGHT AND EMPTY ROADS. KEEPING MY FOOT OUT OF IT NETTED US 27 MPG FROM A 3.0 S2 ENGINE. TOP ECONOMY HONORS WENT TO BRUCE AND LOUISE CLAY WITH OVER 29 MPG.

UPON ARRIVING AT LARRY'S FARM WE WERE GREETED BY MANY CONCERNED PCA FRIENDS ABOUT MY BACK CONDITION. I ASSURED THEM I WAS OK BUT STILL VERY SORE. DAN GALLAGER, HEARING THIS SAID, " BRENKUS, WASH YOUR CAR OFF AND GET IN LINE FOR THE CONCOURS" (FRENCH STYLE).

A THIRD PLACE FINISH IN THE CONCOURS WAS OUR BEST TO DATE, PROBABLY BECAUSE CRAIG STASNEY DID NOT SHOW UP. LIBATIONS AND STORY TELLING WERE S.O.P. UNTIL 7:00 WHEN THE FIRST EAR OF FRESH PICKED SWEET CORN HIT MY MOUTH. SIX MORE FOLLOWED DURING THE NIGHT. WINNER IN THIS CATEGORY I BELIEVE WAS DAVID O'BRYAN WHO CONSUMED 8 EARS OF CORN.

EDITH'S IDEA OF CRUISING DOWNTOWN HOOPESTON WAS FUN , THAT IS IF YOU KEPT UP WITH LARRY IN HIS 911. ALL PORSCHEs RETURNED TO LARRY'S FARM FOR A BON FIRE AND SING ALONG. BOYSCOUT ROPING WAS CANCELED DUE TO LACK OF PARTICIPATION.

THE DRIVE DOWN TO THE DANVILLE RAMADA PROVED UNEVENTFUL UNTIL, AFTER WE CHECKED IN, THE 944 WOULD NOT START. BAD BACK AND ALL, I PUSH STARTED IT WHICH WAS THE ORDER OF THE NEXT DAY AS WELL. IT TURNED OUT TO BE A BROKEN GROUND WIRE ON THE STARTER; A \$20.00 FIX.

THE RALLY BACK TO THE BIER STUBE WAS FAIRLY STRAIGHT FORWARD WITH OCCASIONAL SPURTS OVER 100 MPH. (REMEMBER DAVID?). THE CROWD GATHERED IN THE BEER GARDEN WERE ENTERTAINED BY TWO MEN IN SHORT TIGHT LEATHER SHORTS SINGING FAVORITE GERMAN SONGS. NORMALLY KNOWN FOR BEING BASHFUL I JUMPED UP ON STAGE AND DISPLAYED MY OWN TANNED LEGS WHICH DREW LAUGHS FROM ALL.

FINAL RESULTS OF THE RALLY PUT DAVID O'BRYAN AND HEATHER HYPES JUST AHEAD OF DAN AND PEGGY GALLAGHER. BEFORE LEAVING THE BIER STUBE, LARRY AND EDITH GAVE US ANOTHER 48 EARS OF FRESH PICKED SWEET CORN AND WITH A PUSH FROM ALL WE WERE ON OUR WAY HOME. OH, BY THE WAY, WHEN PUSH STARTING ALWAYS USE 2ND GEAR, PER INSTRUCTIONS FROM BILL MURRIN.

RUMOR HAS IT THAT NEXT YEAR LARRY WILL SET UP A GYMKANA COURSE FOR ALL ENTRANTS TO COMPETE ON WHILE RIDING A TRACTOR. SOUNDS LIKE FUN, SEE YOU NEXT YEAR

REAR VIEW MIRROR



Edith laughing at registration



Larry worries Bruce



Concours at the silo



Nick says "This is a tire"



Bruce doesn't seem worried now



I think they're watching us Bruce

Bill Jacob's Motorsports

TOP GUN 95

The Road America Challenge

I am sure you have all heard the success stories about our Top Gun/Road America Challenge held over the Labor Day weekend. The 300 car field was the largest of any Porsche Club Race -- EVER! The field was totally filled three weeks before the event and some Chicago Region members were not too happy when they found themselves on the waiting list, so please keep this in mind for future Memorial Day and Labor day events. There is a good chance that this will be the norm from now on.

Speaking of superlatives, only the June Sprints and Chicago Historic races were bigger than our event. Our party, with over 400 guests, was the biggest ever held at Siebkens -- live combo and all. The dancing under the stars and the food was great, better than any PCA club race event any of us have ever attended. With the elegant buffet of roast beef and baked chicken, there was very little waiting and the kids didn't get fidgety and crab because they were starving to death and would fall over and die any minute. And the weather! It was really, really, nice. I woke up every morning and looked out the window for clouds and didn't find any. On Sunday morning there were a few to the north, but the wind was blowing from the west, and we would have another superb day!

Thursday afternoon saw about fifty participants already waiting to register as Nick and Susan Brenkus were busy getting things ready. Bill Jacobs did a fabulous job with their huge tent, free coffee, fruit and snacks, which were available all three days. They spent a ton on the trophies too. Did you see those trophies? An official, regulation checkered flag on an automotive trophy standing about 54 inches high. Of all the trophies I've won in

SCCA and Council, this was the nicest. It was the kind of trophy anyone would display out front. We were over at the Bonnett's the other night, and John had his right there, in the family room. This is the beginning of the "Top Gun" award to be given out each year at our event.

Friday night saw a bunch of us at Siebkens bar listening to a guitar combo that didn't play so loud that you couldn't hear people with whom you were talking. But the real happening was the Dave Finch, Dave Stone and Price Cobb discussion in the side bar. Those guys really knew how to set up and drive race cars. There were about a hundred or so there, and we all got a lot out of that two hour session. Since the Kink is the most troublesome turn for 911's, Finch's suggestion was that you 911 drivers should get everything done just before you hit that little dip. Both Price and Finch gave us all a few pointers on how to better execute the track, turn by turn..

The California crowd had their Dirty Dozen plus a few, and they did quite well. A few were still having trouble with the nuances of the track, but they started to get it down by the third day and had some pretty fast times.

A number of us started Saturday morning with a visit to the Bill Jacobs tent for coffee, sweet roll and fruit, then on to prepping our cars for practice and the practice starts. The mini practice race saw Martin Snow blow away the competition in the "A" group and Dave Finch do the same for the second race group.

I thought it would be interesting to get some action pictures of the "A" group starting their mini race, so I stood at the south end of the pits when they started, and I must admit that it was not a very smart idea. Those cars were flying by the time they got to me, throwing dust and garbage all over.

Saturday ended with the big party and concour at Siebkens. The concour was very well attended, with amazingly clean cars. There was that cow Porsche that won the people's choice. When I first saw it, I couldn't believe it. Then I remembered that my daughter also had a cow thing for a while. I figured there must be a cow person in that family as well. We're into turtles now. My race car is so dirty all the time that seeing these cars always amazes me. They look like they're brand new, and to have a thirty year old car look like it just drove off the showroom floor somehow seems like a Hollywood plot, like not real. Chicago Region concour winners did pretty well with Bill and Phillip Garvey winning Class B with their '65 356C coupe(249.5) and Dan & Peggy Gallagher for class C with their 928 Coupe(169.0).

Race day, Sunday, was what we were all waiting for! Many of us started the day at the Bill Jacobs tent again for the coffee, sweet rolls and fruit. Its a good thing that everyone didn't take advantage of this freebie because they would have run out by nine. As it was, they ran out about eleven. The racing was excellent entertainment. Martin Snow couldn't get his car back together for the race, so for a change,

Bruce Dandrew and Randy Alexander diced for the lead until Alexander went too deep at five and settled for second. Jerry Petroski and Jerry Quebe kissed their cars at twelve and I broke a rocker while running ninth and limped home to a fifteenth place finish -- same place I started. Chicago Region members took eight out of the sixteen winning positions: Bruce Dandrew (A1), Jim Becker (A3), Chris Ellis (B2), John Bonnett (C2,)yours truly, (D1), George Balbach(D2), Lance Flynn(E), and Nick Brenkus(G). Does this tell you anything about home track advantage? And what about Nick winning his first-ever real race?

The awards presentation was exciting due to the Chicago region taking so many of the top three positions. Two of the corner worker awards also went to Chicago. Nick

Brenkus received one for sportsmanship, I received the other for "overcoming difficulty".

Joe Hish got the "best race in a race," and Bob Law won the Automotion door prize. Not bad for the host region.

The event was definitely a tremendous success and thanks must go the all the time put in by Arnold Zann for treating this as if it were his second job. Nick and Sue Brenkus also spent a whole lot of time with registration and designing and organizing the plaques and regulation trophies. Bob Law had the wonderful job of dealing with the SCCA corner workers and keeping them organized. Bill Jacobs Motorsports went all out for this event with their "Top Gun" trophies, the free concession stand, pace car and forty by sixty foot tent, where all the drivers meetings and the awards ceremony were held. I have since talked to them and they are still really pumped; and Susan Malcomson, primary PCA interface from Bill Jacobs Motorsports, will be coming out to our driving events as a driver soon. Several of their people are also excited about joining our region and learning to drive "the proper line." Midwest Eurosports(third year sponsor) was busy helping any and all racers as was Kelly Moss(first time sponsor) when they had time away from their customer cars. Thanks to Linda Bacin, who was busy at the marshaling lanes and Bella Vista for free meal tickets to all participants. It was really nice to see Tro Manufacturing and Northstar Motorsports continuing sponsorship for the third year running. We also thank new sponsors, Karl Singer of D&K Laminating, Pat Yanahan of USA Chicago, Tire America, and US Robotics. It takes a lot of effort and cooperation to host a successful event and I would like to thank everyone who helped. We look forward to seeing more members on board next year.

Hari Matsuda 77

Official Race Results Group 3 B2, C1, C2, D1, D2, E1

Porsche Club of America
Chicago Region
September 2 & 3, 1995
48 Starters 39 Finishers

The Road America Challenge
Road America
4.00 Miles
Margin of victory: 1:14.016

OA	CP	Class	Car	Region	Driver	Hometown	Car Description	Best Lap	Speed	Laps
1	1	C1	86	SMR	David Finch	Ann Arbor, MI	1987 944 S	2:24.660	99.543	7
2	1	E1	14	POTR	David Williams	Columbia, MD	1993 911 RS America	2:37.184	91.612	7
3	1	Fun	37	WMR	Henry Upjohn	Decatur, MI	1993 911 RSR	2:37.812	91.247	7
4	1	B2	43	CHIR	Chris Ellis	Oak Park, IL	1971 911 S	2:38.564	90.815	7
5	2	B2	2	MVR	Bill Bauman	Toledo, OH	1978 911 SC	2:38.276	90.980	7
6	3	B2	72	MVR	David Hauser	Holland, OH	1972 911	2:38.958	90.589	7
7	2	E1	211	POTR	Steve Shap	Great Falls, VA	1992 911 Cup Car	2:39.537	90.261	7
8	1	C2	60	CHIR	John Bonnett	Long Grove, IL	1972 911 RS	2:38.682	90.747	7
9	2	C1	40	MOR	Steve Southard	Dublin, OH	1970 914-6 GT	2:39.026	90.551	7
10	4	B2	123	RMR	Jim Young	Boulder, CO	1975 911	2:40.178	89.899	7
11	3	C1	58	CHIR	Glen Sapa	Wheaton, IL	1971 911	2:39.608	90.221	7
12	3	E1	26	CHIR	Lad Sanda	Western Springs, IL	1993 911 RS America	2:40.352	89.802	7
13	4	E1	223	NSR	Ronald Smith	Minnetonka MN	1991 944 S2 Clubsport	2:40.725	89.594	7
14	5	B2	571	???	Mike Harley	Bellevue WA	1974 911	2:41.821	88.987	7
15	1	D1	77	CHIR	Hari Matsuda	Evanston, IL	1970 914	2:39.081	90.519	7
16	5	E1	21	NSR	Fred Senn	Edina, MN	1992 911 C2	2:42.441	88.647	7
17	6	E1	177	KR	Ken Partymiller	Georgetown, KY	1992 911 C-Cup	2:44.146	87.726	7
18	4	C1	129	MIL	Bruce Sutherland	Saukville, WI	1973 911	2:43.804	87.909	7
19	6	B2	11	CHIR	George Mueller	Palos Heights, IL	1974 911	2:44.736	87.412	7
20	7	E1	71	RTR	Tuck Hunter	Skippack Village, PA	1987 930	2:44.259	87.666	7
21	2	Fun	67	MIL	Joe Hish	Geneva IL		2:43.096	88.291	7
22	2	C2	109	KCR	Jennifer Bretzel	Leawood, KS	1971 911 E	2:45.331	87.098	7
23	7	B2	167	EBR	Doug Brown	North Canton, OH	1977 911	2:43.203	88.233	7
24	8	B2	57	OVR	Paul Jones	Cincinnati, OH	1979 911 SC	2:48.779	85.318	7
25	8	E1	145	CHIR	Michael Ketten	Milwaukee, WI	1985 911	2:49.584	84.913	7
26	1	D2	341	CHIR	George Balbach	Lake Forest, IL	1974 911 RSR	2:49.470	84.970	7
27	3	C2	89	CHIR	Gerry Petroskey	Oak Park, IL	1990 911 T	2:38.769	90.697	6 NR
28	9	B2	16	CHIR	Jerry Quebe	Chicago, IL	1971 911 S	2:38.895	90.625	6 NR
29	9	E1	17	CHIR	Kent Goebel	Oak Park, IL	1979 930	2:48.795	85.310	6
30	4	C2	19	GPR	Bill Hamaker	Belton, MO	914-6	2:52.869	83.300	6
31	5	C2	161	NOR	Don Velcio	Cleveland, OH	1984 944	2:54.922	82.322	6
32	6	C2	99	WMR	Gary Huizenga	Holland, MI	1986 944	2:54.797	82.381	6
33	10	B2	91	CHIR	Bob White	Urbana, IL	1973 911 T	2:56.200	81.725	6
34	2	D2	711	CHIR	Robert Blain	Janesville WI	356SC	2:55.914	81.858	6
35	3	D2	311	MILR	Bob Tenges	Mequon, WI	1961 356 Roadster	2:56.995	81.358	6
36	4	D2	38	GPR	Dennis Strauss	Omaha, NE	1964 356 C	2:57.779	80.999	6
37	10	E1	44	KCR	John Edwards	Kansas City, MO	1978 911 SC	2:57.764	81.006	6
38	7	C2	3	CHIR	Jeffery Provol	Chicago, IL	1967 911 S	3:01.124	79.503	6
39	3	Fun	45	NSR	Theresa Vickery	Shorewood, MN	1987 911	3:00.048	79.978	6
40	5	D2	97	SMR	Thomas Youk	Waterford, MI	356C	3:11.796	75.079	6
41	11	E1	930	CHIR	Randy Shearer	Hoffman Estates, IL	1987 930 Turbo	2:49.448	84.981	5 NR
42	11	B2	64	CHIR	Everette Morgan	LaFayette, IN	1977 911 S	2:48.172	85.626	5
43	12	B2	56	GPR	Jeff Conkel	Lincoln, NE	1987 911	2:39.659	90.192	3 NR
44	8	C2	88	SCR	Nancy Lorenzen	Tampa, FL	1971 911 E	2:58.417	80.709	3 NR
45	9	C2	61	MILR	Phil Koepke	Mequon, WI	1973 911 E	2:54.226	82.651	2 NR
46	4	Fun	69	LAR	Dave Winders	Burbank, CA	1974 914-6	3:02.341		1 NR
47	10	C2	156	SCR	Jack Hartley	Tampa, FL	1969 911	3:10.745		1 NR
48	11	C2	08	CVR	Doug Trott	Greenwich, CT	1972 911 RS			0 NR
DNS		B2	22	NER	Peter Fuller	Providence, RI	1973 911			
DNS		Fun	29	OCR	Joseph Fan	Anaheim, CA	1978 928			
DNS		D2	5	NSR	Hank Godfredson	Bloomington, MN	1956 356 A			
DNS		B2	190	MILR	Karl Singer	Barrington Hills, IL	1973 911 IROC RSR			
DNS		B2	24	MILR	John Legat	Barrington Hills, IL	1973 911 RSR			
DNS		B2	531	CHIR	Michael Seedman	Deerfield, IL	1986 911			
DNS		E1	90	RTR	Thomas Baldwin	West Chester, PA	1983 930			
DNS		C2	96	GPR	Randy Dotson	Lincoln, NE	1975 911 S			
DNS		E1	54	CVR	Doug Trott	Greenwich, CT	1994 911 RS			
DNS		C2	66	MILR	Joe Hish	Geneva, IL	1987 944 Clubsport			
DNS		Fun	23	CHIR	James Levine	Lincolnshire, IL	1993 911 RS			
DNS		C1	20	NSR	Doug Arndt	Chanhassen, MN	1973 914-6			

ONS	C1	36	SMR	Clemens Weierstahl	Goodrich, MI	1972	911 S
ONS	Fun	41	SDR	Rick Raimist	Poway, CA	1973	911
ONS	Fun	186		David Murry	Atlanta, GA	1993	968 Turbo RS

Class and Race Summary

Over all Leaders: 86 Lap 1 - 7

Class	Car	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed
	86	7	17:18.756	97.039	1:40.356	28.0	86	2:24.660	99.543 Lap 3
	14	7	18:32.772	90.584	17.720	28.0	14	2:37.184	91.612 Lap 5
	37	7	18:39.592	90.032	1:09.538	28.0	37	2:37.812	91.247 Lap 5
	43	7	18:42.691	89.784	5.238	28.0	2	2:38.276	90.980 Lap 7
	60	7	18:51.709	89.068	1:01.354	28.0	60	2:38.682	90.747 Lap 4
	77	7	19:33.053	85.929		28.0	77	2:39.081	90.519 Lap 5
	341	7	20:22.364	82.463	1 Lap	28.0	341	2:49.470	84.970 Lap 6

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems

Deb Leed, Chief Timing & Scoring



Brian set to sell and serve



Water Pumper Row



Why are these men smiling?



Bacin barrels down (up?) the straight

Official Race Results Group 4 E, F, G, H, I, J

Porsche Club of America
Chicago Region
September 2 & 3, 1995
51 Starters 44 Finishers

The Road America Challenge
Road America
4.00 Miles
Margin of victory: 0.439 Sec.

OA	CP	Class	Car	Region	Driver	Hometown	Car Desc.	Best Lap	Speed	Laps
1	1	E	3	CHIR	Lance Flynn	Caledonia, IL	1989 944 Turbo	2:39.070	90.526	7
2	2	E	172	MILR	Tony Singer	Barrington Hills, IL	1995 968	2:38.383	90.918	7
3	3	E	73	MILR	Kasey Singer	Hoffman Estates, IL	1994 968	2:39.260	90.418	7
4	1	Fun	211		Frank Shap	Clarksville, MD	1992 911 C-Cup	2:40.930	89.479	7
5	4	E	180	CHIR	Guy Gardner	Chicago, IL	1986 944 Turbo S	2:40.340	89.809	7
6	5	E	130	ALR	Grady Willingham	Birmingham, AL	1993 911 RS America	2:42.289	88.730	7
7	6	E	85	WMR	Stephen Williams	Grand Rapids, MI	944 Turbo	2:39.940	90.033	7
8	7	E	77	GPR	Leo Theiss	Omaha, NE	1988 944 Turbo	2:44.485	87.545	7
9	8	E	221	SMR	Robert Sandau	Livonia, MI	1986 944 Turbo	2:45.087	87.226	7
10	9	E	121	NSR	Roger Johnson	Plymouth, MN	1993 911 RS America	2:45.582	86.965	7
11	10	E	122	NSR	Tim McGlynn	Minneapolis, MN	1995 993	2:44.365	87.609	7
12	1	F	51	GCR	Carlos De Quesada	Aventura, FL	1991 944 S2	2:46.302	86.589	7
13	2	F	68	NSR	Steve Watson	Hamel, MN	1990 911 C4	2:46.259	86.611	7
14	3	F	164	NSR	Eric Pilhofer	Minnetonka, MN	1990 911 C2	2:48.495	85.462	7
15	4	F	95	KCR	Ian Jones	Smithville, MO	1986 944 Turbo	2:47.133	86.158	7
16	11	E	34	CHIR	Arnold Zann	Oak Park, IL	1985 911	2:48.371	85.525	7
17	12	E	65	SMR	Phil Kubik	Bloomfield Hills, MI	1988 944 Turbo S	2:48.757	85.329	7
18	13	E	141	SMR	Jerry Door	Farmington Hills, MI	944 Turbo S	2:48.604	85.407	7
19	5	F	72	CHIR	Ed Duffy	Naperville, IL	1973 911 S	2:48.975	85.219	7
20	6	F	45	NSR	Joel Pfister	Shorewood, MN	1987 911	2:52.102	83.671	7
21	14	E	960	KCR	Philip Moore	Lenexa, KS	1987 944 Turbo	2:50.511	84.452	7
22	7	F	32		Gary Becker	Sherman Oaks, CA	1981 911 SC	2:52.380	83.536	7
23	1	G	7	CHIR	Nick Brenkus	Bensenville, IL	1978 911 SC	2:52.217	83.615	7
24	2	G	01	CHIR	Tim Daly	Palos Heights, IL	1981 911 SC	2:51.118	84.152	7
25	8	F	13	NSR	Bruce Boeder	Minnetonka, MN	1980 911 SC	2:52.357	83.547	7
26	9	F	8	MVR	Harry Dunn	Perrysburg, OH	1984 911	2:53.084	83.196	7
27	10	F	2	CHIR	Ed Leed	Barrington, IL	1969 911 S	2:53.765	82.870	7
28	11	F	55	MOR	Jack Ley	Dublin, OH	1994 911 Carrera	2:52.905	83.282	7
29	12	F	17	GPR	Matt Salter	Omaha, NE	1988 911	2:52.515	83.471	7
30	3	G	78	OVR	Hank Feeser	Mulberry, IN	1978 911 SC	2:54.943	82.312	7
31	1	I	94	NSR	Jim Bryant	Woodbury, MN	1983 944	2:54.937	82.315	7
32	2	I	75	CHIR	Scott Sanda	Westchester, IL	1986 944	2:53.920	82.796	7
33	4	G	31	GPR	Ted Strnot	Lincoln, NE	1980 911 SC	2:51.995	83.723	7
34	3	I	87	GPR	Ken Burson	Omaha, NE	1970 911 T	2:55.800	81.911	7
35	13	F	116	WMR	Marty Barrett	Kalamazoo, MI	1985 911	2:57.967	80.913	7
36	14	F	371	NSR	Bo Polk	Chanhassen MN	1987 911	2:59.083	80.409	7
37	4	I	64	NSR	Bob Fleming	Minneapolis, MN	1965 911	2:57.500	81.126	7
38	5	I	222	RMR	Dale Tuety	Conifer, CO	1973 914	2:58.335	80.746	7
39	6	I	27	LTR	Gene Pish	Bloomington, IL	1987 944	3:03.385	78.523	7
40	15	F	333	CHIR	Haig Haleblan	Crystal Lake, IL	1970 911 S	3:04.769	77.935	7
41	7	I	63	GPR	Charles Werp	Omaha, NE	1987 924 S	3:07.509	76.796	7
42	5	G	184	CR	Mark Taylor	Tulsa, OK	1983 911 SC	3:09.895	75.831	6
43	8	I	47	CIR	James Scarbrough	Columbus, IN	1972 911 T	3:13.619	74.372	6
44	16	F	07	CHIR	Andrew Heard	Chicago, IL	1987 944 Turbo	2:56.361	81.650	6
45	15	E	117	CHIR	Ted Peterson	Chicago, IL	1989 944 Turbo	2:47.232	86.107	5 NR
46	16	E	99	NSR	Tom McGlynn	Minneapolis, MN	911 RS America	2:45.918	86.789	5 NR
47	17	E	93	MILR	Bill Toonen	Wauwatosa, WI	1995 993	2:46.266		1 NR
48	18	E	89	CHIR	Mike Lambert	Lake Forest, IL	1989 944 Turbo S	2:46.855		1 NR
49	1	B2	23	MILR	John Legat	Barrington Hills, IL	1973 911 T	2:47.838		1 NR
50	17	F	62	NSR	Justin Draper	Eden Prairie, MN	1986 944 Turbo	2:57.185		1 NR
51	19	E	11	CHIR	Dan Davis	Bolingbrook, IL	1986 944 Turbo			0 NR
DNS		E	111	PSR	Robert Hayes	Atlanta, GA	1986 944 Turbo			
DNS		G	12	GPR	Ross Scholz	Omaha, NE	1980 911 SC			
DNS		F	131	CHIR	Jerome Cohen	Glencoe, IL	1990 911 C4			
DNS		F	79	CIR	Mark Hupfer	Indianapolis, IN	1979 911 SC			

Class and Race Summary

Over all Leaders: 3 Lap 1 - 7

Class	Car	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed	
E	3	7	1:01:59.959	27.097	0.439	28.0	172	2:38.383	90.918	Lap 6
Fun	211	7	1:02:09.769	27.025		28.0	211	2:40.930	89.479	Lap 4
F	51	7	1:02:40.208	26.807	3.780	28.0	68	2:46.259	86.611	Lap 7
G	7	7	1:03:20.637	26.521	2.943	28.0	01	2:51.118	84.152	Lap 6
H	94	7	1:03:45.046	26.352	1.105	28.0	75	2:53.920	82.796	Lap 7
B2	23	1	2:47.838	85.797		4.0	23			
H	171	1	3:15.764	73.557		4.0	171			

Note: Total time of race in Group 4 is extended by race being stopped on second lap.

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems

Deb Leed, Chief Timing & Scoring



Line 'em up



Pace cars past Canada corner



I wish I had one of these



Party in the street at Siebkens

Official Race Results Group 5 A1, A2, A3, A4, B1

*Porsche Club of America
Chicago Region
September 2 & 3, 1995
48 Starters 41 Finishers*

*The Road America Challenge
Road America
4.00 Miles
Margin of victory: 9.229 Sec*

OA	CP	Class	Car	Region	Driver	Hometown	Car Desc.	Best Lap	Speed	Laps
1	1	A1	18	CHIR	Bruce Dandrew	Elk Grove, IL	1980 935	2:17.862	104.452	7
2	2	A1	07	MILR	Randall Alexander	Madison, WI	1991 911 Turbo	2:19.166	103.473	7
3	1	A2	63	GGR	Kevin Buckler	Carmel, CA	1970 911	2:21.354	101.871	7
4	2	A2	1	NSR	Peter Kitchak	Columbus, OH	1973 911 RSR	2:21.637	101.668	7
5	3	A1	36	NER	Richard Howe	W. Newton, MA	1980 924 GTR	2:23.705	100.205	7
6	4	A1	27	POTR	Jim Loftis	Arlington, VA	1983 944 Turbo	2:26.826	98.075	7
7	5	A1	30	IMR	Scott Peeler	Sandy UT	935	2:27.866	97.385	7
8	1	A3	44	CHIR	Jim Becker	Naperville, IL	1987 944 Turbo Escort	2:28.556	96.933	7
9	2	A3	0	CHIR	Dan Bacin	Burr Ridge, IL	1987 944 Turbo Escort	2:26.988	97.967	7
10	1	A4	50	NSR	Robert Johnson	Northfield, MN	1973 911 E	2:29.174	96.531	7
11	3	A2	178	SDR	Richard Raimist	La Jolla, CA 92038	1993 911 RSR	2:27.661	97.520	7
12	3	A3	42	OVR	Gary Delaney	Xenia, OH	1978 930	2:27.529	97.607	7
13	4	A2	37	WMR	Darren Draves	Kalamazoo, MI	1993 911 RSR	2:29.197	96.516	7
14	2	A4	7	MILR	Joe Hish	Geneva, IL	1992 911 C-Cup	2:30.542	95.654	7
15	5	A2	177	PSR	Karl McKeever	Morrow, GA	1994 911 RSR	2:29.135	96.556	7
16	1	B1	09	GPR	Eric Bretzel	Leawood, KS	1974 911 RSR	2:30.448	95.714	7
17	4	A3	45	SCR	Gordon Nagle	Cressona, PA	1986 944 Turbo	2:30.681	95.566	7
18	6	A2	17	CHIR	Mike Zurick	Oak Brook, IL	1969 911 S	2:33.005	94.114	7
19	2	B1	69	LAR	Galen Bieker	Burbank, CA	1974 914-6	2:28.073	97.249	7
20	6	A1	78	MILR	Donald Brescia	Neenah, WI	1993 911 Turbo	2:27.548	97.595	7
21	3	B1	221	CHIR	Bohdan Kroczeck	Glencoe, IL	1977 911	2:32.870	94.197	7
22	3	A4	123	OVR	Dave Cowan	Cincinnati, OH	1978 911 SC	2:33.425	93.856	7
23	5	A3	11	GPR	Roland Manarin	Omaha, NE	1979 930	2:30.257	95.835	7
24	4	B1	41	SDR	Steve Velazquez	Poway, CA	1973 911	2:31.792	94.866	7
25	5	B1	46	CHIR	Gary Stanko	Barrington, IL	1973 911	2:33.175	94.010	7
26	6	A3	85	GPXR	Robert Dalrymple	Santa Monica, CA	1984 930	2:33.402	93.871	7
27	4	A4	61	MILR	Karl Singer	Barrington Hills, IL	1992 911 Cup Car	2:33.126	94.040	7
28	6	B1	25	WMR	Rick Riley	Grand Rapids, MI	1973 911 RSR	2:32.277	94.564	7
29	7	B1	24	MILR	John Legat	Barrington Hills, IL	1974 911 RSR	2:34.804	93.020	7
30	5	A4	83	PNWR	Bruce Busby	Tacoma, WA	1993 911 RS America	2:34.313	93.316	7
31	6	A4	49	NSR	Mike Hoke	Eden Prairie, MN	1971 911	2:38.057	91.106	7
32	7	A3	131	OVR	Tim Salkow	Granville, OH	1986 944 Turbo	2:36.907	91.774	7
33	7	A2	94	SDR	Rick Ollila	Big Bear Lake, CA	1989 911	2:37.427	91.470	7
34	7	A4	6	CHIR	Jim Oppenheimer	Chicago, IL	1973 911 RSR	2:39.364	90.359	7
35	8	A4	118	WMR	William Hartong	Leawood, KS	1992 911 C-Cup	2:42.155	88.803	7
36	9	A4	76	NOR	Edward Ruch	Shaker Hts, OH	911 C2	2:40.955	89.465	7
37	10	A4	33	CHIR	John Ruther	Cary, IL	1995 993 Super Cup	2:37.927	91.181	6 NR
38	11	A4	13	OVR	Laura Salkow	Granville, OH	1990 911 C-4	2:41.275	89.288	6 NR
39	12	A4	23	CHIR	Roger Levine	Lincolnshire, IL	1993 911 RS	2:42.826	88.437	6
40	8	A2	222		David Lasage	San Diego, CA	1968 912	2:42.032	88.871	6
41	8	A3	995	NNJR	John Russo	New York, NY	1987 944 Turbo	2:45.431	87.045	6
42	13	A4	729	CNYR	Daniel Galyon	Binghamton, NY	1969 911	2:52.060	83.691	6
43	8	B1	288	CHIR	Gary Boss	Lake Forest, IL	1969 911	2:52.108	83.668	6
44	14	A4	66	NSR	Rick Polk	Chanhassen, MN	1973 911	2:51.775	83.830	2 NR
45	9	A2	34	MILR	Bob Van Zelst	Brookfield, WI	1967 911	3:41.005		1 NR
46	9	B1	16	CHIR	Owen Johnson	Munster, IN	1965 911	3:41.005		1 NR
47	7	A1	57	IMR	Martin Snow	Pleasant Grove, UT	1972 911 T	3:41.005		1 NR
48	9	A3	237	LAR	Toshinobu Nagata	Pueblo, CO	930			0 NR
DNS		A2	59	LAR	Jeff Hays	Redondo Beach, CA	914-6			
DNS		A2	21	CHIR	Phillip Collin	Lincolnshire, IL	1966 911 S			
DNS		A4	02	MSR	Mike Van Sicklen	Nashville, TN	1995 911			
DNS		A1	122		Bill Morgenthal	Crescent Springs, KY	1986 930			
DNS		B1	99	CIR	Scott Holley	Fishers IN	1975 911			
DNS		B1	98	CIR	Jim Brillhart	Fishers, IN	1978 911 SC			
DNS		A2	29	OCR	Mark Anderson	Anaheim, CA	1978 928			
DNS		A3	00	GCR	John Chilton	Ft. Lauderdale, FL	1986 930			
DNS		A3	22	MOR	David Kristal	Columbus, OH	1989 944 Turbo			
DNS		A1	179	GPXR	Peter Taddeo	Rancho Palos, CA	930 Turbo			
DNS		A2	119	NSR	Ian David Packer	Minneapolis, MN	1994 993 IMSA GTS-2			
DNS		B1	81	WMR	Jeffrey Kolk	Holland, MI	1971 911 RSR			

DNS	A1	4 NSR	Steve Watson	Hamel, MN	1990 911 C2
DNS	A2	77 CHIR	Rich Moskalik	Madison, WI	1994 968
DNS	A1	186 MGR	Lloyd Hawkins	New Orleans, LA	1993 968 Turbo RS
DNS	B1	571	Mike Harley	Bellevue, WA	1974 911
DNS	A4	531 CHIR	Michael Seedman	Deerfield, IL	1986 911

Class and Race Summary

Over all Leaders: 18 Lap 1 / 07 Lap 2 / 18 Lap 3 / 07 Lap 4 / 18 Lap 5 - 7

Class	Car	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed
A1	18	7	17:44.501	94.692	9.229	28.0	18	2:17.862	104.452 Lap 5
A2	63	7	18:03.490	93.032	3.154	28.0	63	2:21.354	101.871 Lap 6
A3	44	7	18:53.628	88.918	6.955	28.0	0	2:26.988	97.967 Lap 4
A4	50	7	19:00.583	88.375	7.896	28.0	50	2:29.174	96.531 Lap 6
B1	09	7	19:09.378	87.699	8.316	28.0	69	2:28.073	97.249 Lap 5

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems

Deb Leed, Chief Timing & Scoring



I made it!



Gentleman Racer



Thank you Arnie and Hari



Sponsored by Becker Automotive

LAGUNA SECA RACEWAY
Monterey, California

March 1, 2 & 3, 1996

Although this will not be an official PCA Chicago Region event, several of our members have expressed an interest in putting a group together to attend the Jim Russell Racing School at Laguna Seca. The Racing School has set aside a Friday-Saturday-Sunday three-day school for our group on March 1, 2 & 3, 1996 if we can generate sufficient interest. Our counterparts up in Minnesota put a group together last year and they raved about it to the extent that they've again put a group together this year for a three-day school in late February. We are told that they are oversubscribed and, therefore, if we cannot get a total of 30 of our members to commit, we anticipate that any shortfall will be quickly filled from outside the Chicago Region. Here are the specifics -

** * **

The Jim Russell Racing School has available for us:

*15 Formula Mazda Racecars
Run on Racing Slicks with Operable Wings*

*15 Formula Ford Racecars
Run on Street Tires*

Both are open wheel single seat Racecars

Our group would be divided into two classes:

- 15 spots available for the Advanced Racing Course in the Formula Mazdas
(In order to qualify for this Course you must have completed an Open Wheel Course
or its equivalent, i.e., have a PCA Racing License or sufficient track time to
convince the Jim Russell Racing School staff that you qualify)*
- 15 spots available for the Techniques of Racing Course in the Formula Fords
(No Experience Required)*

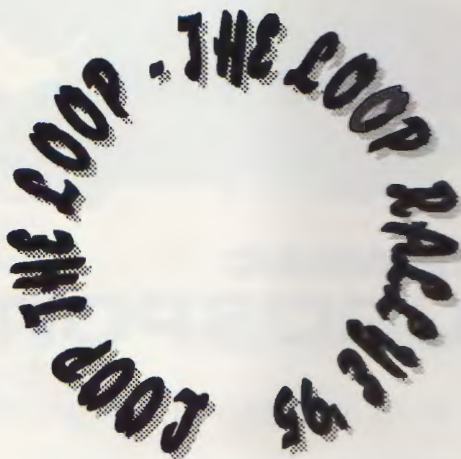
** * **

If we are able to put together a group of 30 participants, the school may discount its prices substantially. The Minnesota PCAers have secured \$500 discounts off of the list prices so that the Techniques Course is offered at \$1,350 and the Advanced Course is offered at \$1,995. We anticipate that we can also get comparable discounts on airfare and hotel space.

We need to let the school know of our interest no later than November 15, 1995. If you're interested, or would like further information, please contact either:

*Jack Schriver
Home: 708-446-1140
Work: 312-984-7717*

*Jeff Edgar
Home: 708-362-5858
Work: 312-368-6014*



By David O'Bryan

Gallagher's 5th Annual Loop Rallye on Sunday September 24th began on a fine Fall morning at Jimbo's Restaurant near Comiskey Park on Chicago's south side. That morning began for me at my home near Wrigley Field on Chicago's north side. I feel, because of this, that I, my navigator, Geoff, and my fiance, Heather, are the only ones who truly competed in the event that is worthy of the title "Annual".

As we arrived at Jimbo's that morning, we thought we were at the wrong place because Keith Clark was already there. It was not until we spotted Gallagher in his bright red garb that we knew we weren't lost. We headed inside to register and fill up on donuts and coffee.

After listening to Gallagher's instructions and correcting typos his typist (as if anyone believes that) made, we were ready to begin. Geoff and I were car number 11, but were the second car to leave for the odo check. VROOMM's odo was -20% from the official leg mileage.

As the rest of the cars poured (or should I say dribbled) into the parking lot outside Mieg's Field, Geoff relaxed with a cigarette while he filled in some answers to the first few bonus questions. While we waited, we spotted a few rallyists in a very peculiar position (preparing for the proctologist?) as they watched planes land at the air strip.

As our minute of departure approached, we warned Keith and Heather of their out time. Little did I know that I was off by one minute and was pressuring them to get an early start. Keith remained calm and unpredictably cool about his departure time - almost as if he knew something I didn't. It was only just after they left that Geoff taught me how to read the watch he gave me last Christmas.

We left a tad late and had to zero our odometer

on the fly as we crossed the starting point. Dan and Peggy had been in the parking lot but were quite closed-mouthed as we tried to converse with them prior to our departure.

As we wound our way through the Loop, we saw Porsches here and there, going this way and that. After some time, I decided to quickly compute in my head where we stood timewise in relation to the distance we covered at the cast specified. Knowing that VROOMM was at 80%, I looked at the trip odo, 10 miles, and multiplied that reading by 80%, then figured at 12 mph (5 minutes per mile) we should have been driving for approximately 40 minutes. Checking our watches, we learned we were out for over 54 minutes already.

We hit the checkpoint only a couple of minutes later and Gallagher greeted us with "Welcome to checkpoint number two." Our jaws dropped in disbelief. Gallagher then explained that checkpoint one was hidden 22 feet from the start point. Looking back, I again wondered if Keith knew something we didn't. After receiving our checkpoint slip and critique, we discovered that we were roughly seven minutes early! Lesson number one for the day: If your odo is less than the official odo, divide by the percent, not multiply. Well, even the best rallyists can have one bad leg.

We headed to Lizzie McNeil's for lunch and the start of leg three.

We started leg three (CAST 15) right on time and shortly arrived at Navy Pier for a four minute pause. We started again and headed down Lower Wacker to Columbus and began our tour of the pedestrian laden, north of the river, downtown area. We were having a tough time maintaining the speed required. I reconfirm the cast with Geoff.

We are running behind schedule as we enter the famous "Triple T Loop" and decide, as fun as the TTT is, to u-turn on Inner Lake Shore Drive to save some time. We eventually find ourselves behind Keith and Heather as we head south towards Marina City. I reconfirm the cast with Geoff.

Again, in an effort to save time, we short cut a couple of blocks as Keith and Heather head around near Harry Carey's. We then find ourselves behind Chuck Bittman and "The Barnacle" in old number 24 (or is that number 7?). I reconfirm the cast with Geoff. We have a good race with them east towards Michigan Avenue, playing cat and mouse the whole way.

We finally reach the checkpoint having leap-frogged about four other rallye cars. After receiving our slip, we determine that we are again about seven minutes early. Looking back, we discover that the CAST was only 12 as we left Navy Pier, not 15. Lesson number two for the day: When asked to reconfirm a CAST, actually look it up. Well, even the best rallyists can have one bad leg.

As we start leg four, realizing our chances for a victory in this rallye are utterly nil, we decide to just drive the route and not try to calculate anything as the donuts and coffee obviously have an adverse effect on the useful power of our brains. We end up retracing our tracks a few times to answer bonus questions - a task not recommended by Gallagher in the morning's meeting. This leg proved to be the newest as we passed Dearborn Station, Printers' Row, Chinatown (Chinese for 76 is 76), Marshall Field's Mansion, and Judge William O'Malley's Circuit Court building. Did anyone spot "Pete's Auto Repair" sporting a Porsche logo?

We weaved our way back to Jimbo's and entered the last checkpoint, glad to be finished, giving Gallagher the 'You're Number One' sign as we passed the checkpoint sign. After receiving the checkpoint slip, we learned we were within a minute and a half on the last leg. We thanked Gallagher for a wonderful event and headed inside to tally the scores.

Geoff and I needed to score at least in the points (sixth place Porsche or better) to advance ahead of the Gallaghers for the year end rallye trophy. We also needed to finish no less than two places behind the Brenkus' for first place outright, or exactly three places behind for a two way tie for first.

At the 2nd Annual Loop Rallye in 1992, Geoff and I needed to finish as first place Porsche for the year end trophy. We finished second that day, but the first car was a Dodge piloted by the Sanders. Last year, at Gallagher's 4th Annual, we needed a second place finish to clinch the year end. We finished fourth that day, but were only the second Porsche in the top four.

The Loop Rallye has become an annual make-it-or-break-it event for me and Geoff. This year, we finished fifth for the day, but with the Sanders driving a Ford Contour (even if it is the Duratech V6 it still doesn't count as a Porsche), placed as the fourth highest Porsche. However, the Brenkus' repeated as victors and this year even drove a Porsche. Is this another annual facet of this event? As a moral victory, Geoff and I did place first in the bonus question portion of the Rallye.

Thanks to all the Rallyemasters this year for four great events and thanks to Geoff for five years of superb navigational service. Geoff is retiring from rallying just as Alain Prost is retired from F1. Keith, open up your checkbook.



midwest EUROSPORT

- AUTHORIZED RECARO DEALER
- AFFORDABLE, ACCURATE,
PERFORMANCE ENGINEERING
- RACE CAR PREP. & EQUIPMENT
- AUTOTHORITY DISTRIBUTOR
- BOSCH 4-WHEEL ALIGNMENTS
- YOKOHAMA TIRES
- SUSPENSION TUNING
- WINDWARD PERFORMANCE
HEADERS & MUFFLERS

Committed to excellence, MIDWEST EUROSPORT specializes in the maintenance, repair and performance tuning of fine European automobiles. With emphasis on Porsche and Mercedes-Benz cars, our professional mechanics have been expertly trained by the European manufacturers. Using only state-of-the-art diagnostic equipment and genuine parts, our work is satisfaction guaranteed. And, as a Bosch Service Center we will provide reliable service on your car's advanced fuel injection, ignition and brake system. Whether it's minor maintenance or an engine overhaul, MIDWEST EUROSPORT is your best source for quality, service and value.



Bosch
Authorized
Service

RECARO®

104 W. Irving Park Road, Bensenville
708/595-5577

(Just 1 block west of York Road on the S/W corner of
Irving Park and Center Street.)

GALLAGHER'S 5TH ANNUAL LOOP RALLYE

OFFICIAL RALLYE RESULTS - SEPTEMBER 24, 1995

OFFICIAL TIMES	#	EG 1 0.01	ERR	EG 2 63.11	ERR	EG 3 51.40	ERR	EG 4 53.70	ERR	BNS	TOTAL	IN	CAR
BRENNUS/ BRENNUS	5	0.08	0.07	58.98	4.13	50.31	1.09	54.50	0.80	-830	-221	1	944 S2
BITTMAN/ BARNICLE	7	0.04	0.03	57.24	5.87	49.36	2.04	56.87	3.17	-790	321	2	924
SANDERS/ SANDERS	3	0.07	0.06	57.52	5.59	48.12	3.28	59.13	5.43	-810	626	3	FORD
OESTERICH/ VAL	1	0.08	0.07	47.44	10.00	49.39	2.01	53.02	0.68	-610	666	4	944
O'BRYAN/ ARNOLD	11	0.15	0.14	56.03	7.08	43.92	7.48	55.17	1.47	-910	707	5	911
INGLOT/ WOSTOUPIL	12	0.15	0.14	63.20	0.09	41.54	9.86	57.72	4.02	-590	821	6	944 S2
CLARK/ HYPES	10	0.05	0.04	57.21	5.90	45.56	5.84	59.73	6.03	-720	1061	7	944S
OLSON/ HOEKSTRA	6	0.17	0.16	56.92	6.19	39.42	10.00	56.22	2.52	-740	1147	8	911
STEPHENSEN/ TRIMBLE	4	0.05	0.04	58.56	4.55	40.56	10.00	49.34	4.36	-510	1385	9	911
SOSKE/ TURNER	9	0.21	0.20	54.98	8.13	49.19	2.21	66.51	10.00	-620	1434	10	JEEP
MURRAY/ BURICH	13	0.95	0.94	56.47	6.64	44.98	6.42	62.20	8.50	-810	1440	11	968
NAUMANN/ O'BRYAN	2	0.33	0.32	52.49	10.00	48.46	2.94	60.05	6.35	-460	1501	12	AZDA
KAMP/ GOLDSHER	8	0.06	0.05	53.52	9.59	40.00	10.00	49.38	4.32	-770	1626	13	SAAB
BEST			0.03		0.09		1.09		0.68	-910	-221.0		
AVG			0.17		6.44		5.63		4.43	-705	962.6		

GET EQUIPPED...

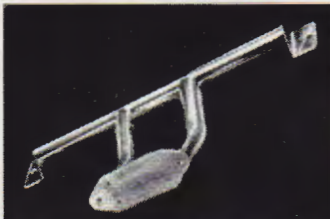
with Brey-Krause stainless steel equipment for Porsches.



HARNESS GUIDE BARS



STRUT TOWER BRACES



FIRE EXTINGUISHER MOUNTS

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.

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.

Where there's smoke ...

PCA driving events require cars to be equipped with a 2.5lb. fire extinguisher. Brey-Krause has solved your problem with a simple reliable mount that keeps your fire extinguisher out of the way, but within easy reach.

Order through your performance parts dealer.

> Easy to install.

> No Holes To Drill!

Available at Kelly Moss Motorsports:
Phone:(608)274-5054 Fax:(608)274-6252

Technical questions contact:

Brey-Krause Mfg. Co.

Phone (610) 867-1401 Fax (610)866-1433

Internet WEB Address: <http://www.enter.net/~breykrause>



R. Fischer Motors, Inc.

Specializing In Repair of

Porsche ■ Mercedes Benz ■ BMW ■ Volkswagen ■ Audi

30 Year Factory - Trained Technicians

Competition Performance Service

Modifications on Suspension and Engines
Featuring Hunter Wheel Alignments

908 S. Northwest Highway (Rte. 14)
Between Lake Cook Road & Dundee Road
Barrington, Illinois 60010
(708) 304-8822 - 8823

Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM

MORE FOR LESS by Howard Yefsky, 1988

The other day I was listening to the radio and a well known national news reporter (whose name escapes me) began his commentary by asking "Did you ever wonder why it costs more for less?" Now, this was an intriguing concept. After all, I thought, who in their right mind would pay more for less? So, I listened intently as he went on.

If you go to the supermarket and pick up a can of corn, he said, you may pay \$.69 for it. But on the shelf right next to this can is a can of "salt-free" corn which costs \$.79. Now I thought that it must be expensive to remove all of that salt which is why it costs more; until you look at the can and you see that "no salt was added." Now this was interesting. If you continue to look, you'll find things that have no sugar, no caffeine, no sodium, no fat, all of which costs more than the same items with all of these ingredients included. As I pondered this, I was about to drink a can of soda when I realized that it had no sugar, no sodium, no caffeine and not a lot of anything else. I decided not to drink the soda because with all of those things not added, it must be too expensive to drink casually, and like vintage wine, I put it back in the refrigerator to save for a special occasion.

Did you ever wonder how expensive it must be for the telephone company not to print your name, address, and phone number in the telephone directory if you have an unlisted number? It must cost a lot because they charge extra for it. Can you imagine how expensive it would be for the telephone company if everybody had an unlisted number and they were "forced" not to print a directory? We probably could not afford the charge they

would assess for this enormous cost of not publishing a directory, not to mention the tremendous cost of not having operator information assistance. The enormity of the cost to us of these potential no-expenses boggles the mind.

What does this all have to do with Porsches? Well, there's this Club Sport Carrera that I've been looking at. Now, I had no idea how expensive it must have been not to add that passenger-side sun visor. Or, how about those rear jump seats, and that insulation. It must have cost a fortune not to install these things. Can you imagine how expensive that sucker would be if it were "engine-free"? And don't even ask what it would cost to have an "unpublished" Club Sport where all they make and send you is the key.

Now, before you all start throwing stones and accusing me of blasphemy, I, like most of you, go along with the concept that sometimes less is better and does cost more. Why else do I drool over that Club Sport (No, I didn't buy it . . . yet!). I think this illogical attitude is part of the paranoia that comes with the car. Besides, now that I remember, didn't I spend more to remove things like the air conditioner from my 911. why? So I could have less, of course. And now it's more expensive. Right???

I could go on and on but seriously, there is a message in my jest. And there is a concern.

Sometimes more for less is not so good. New Porsches are selling for more and more, but less and less of them are being sold. The ramifications of this could be significant in the future. Think about it.

October 6, 1995

I was cleaning out some old files in my office today and ran across the above article which I wrote sometime in 1988 when I was President of the Chicago Region. Some of you may remember reading it seven years ago but I thought that some of the more recent members might enjoy it. With the ever increasing presence of products that are fat free, salt free, sugar free, alcohol free, caffeine free, and, to some extent, taste free, one would hope to have a product that is "free" free, or, at least, more free. Anyway, with the exception to the reference of the Club Sport, the article still seems current.

Cheers!!!

Howard Yefsky

WELCOME: NEW MEMBERS

By Mike Mullins

Allen Balk, Riverside, 1973 911

Richard Binder, Highland Park, 1991 911

Gene Borrows, Barrington, 1995 993 C4 Cabriolet

Joseph Brickman, Lake forest, 1988 911 Cabriolet

Robert Burress, Caledoniia, 1995 968

Steven Cohen, Buffalo Grove, 1993 911 RS America

Dr. Walter Falkowski, Lake Forest, 1990 Carrera 2

Anthony Giannini, Chicago 1986 911

Sheldon Gullinson, Highland Park, 1995 993

Paul T. "Tuck" Jasper, Lake Forest, 1987 930

Tom Karkos, Hampshire, 1989 911 Cabriolet

Chris Klee, Hoffman Estates, 1983 911SC

Jeffrey Kohlberg, Lincolnshire, 1995 911 C4

James Kubiak, Chicago Heights, 1986 911

Mark Litzsinger, Lake Bluff, 1991 911

Clyde Lowstuter, Lake Forest, 1987 911 Targa

Mike MacDougal, Chicago, 1987 928 S4

Steve Mraovic, Niles, 1979 930

Larry Newman, Naperville, 1986 944T

Eric Nyman, West Lafayette, IN, 1986 944

Edward Pacz, Northbrook, 1974 914

Robert Schaffner, Buffalo Grove, 1995 968

John Schneider, South Barrington, 1964 356C

A. J. Tiller, Homewood, 1989 930

Transfers into the Chicago Region:

Pratul Patel (Longhorn Region), Chicago, 1995 993

Wiley Short (San Diego), Hoffman Estates, 928

Ava Weaver (California), Joliet, 1986 944T

NOTICE: The following issues of the *Chicago Scene* are missing from the region historical files. If you have a copy, please contact John D. O'Keefe, 708-344-0911. Thank you.

Any and all issues before 1967; 1967 - Jan, Jun, Nov, Dec; 1968 - Jan, Nov; 1970 - Dec; 1971 - all copies either missing or in very poor condition; 1972 - Apr, Aug, Oct, Dec; 1973 - May, Jul, Dec; 1974 - Jan, Feb, Apr, Jun, Jul, Aug, Nov; 1975 - Jan, Feb, Apr, Jun, Jul, Aug, Sep, Oct, Dec; 1976 - Apr, Jun, Oct, Nov, Dec; 1978 - Jul, Aug; 1979 - Jan, Feb, Mar, Apr, May, Jul, Aug, Sep, Oct, Nov.

THE MART

911'S

1993 RS America - Limited Slip; Sunroof, A/C. Special Order Paint to Sample in **Spectacular Fly Yellow**. Arguably the only one ever painted this color by the factory (the NY show car was reportedly painted Fly Yellow) and according to Bruce Anderson, one of the best paint jobs he has ever seen leave the factory. Painted 17" wheels (w/Expeditas) to match body color. Lowered, RUF Shock Tower Brace, Moderate Exhaust Modification. Leather Recaro Speedster Sport Seats (Black/Gray) with matching Fly Yellow shells. Original seats are also available. Will sell w/o Speedster Seats for \$3,000 less if buyer so desires. Car cover, MagBra. Car is absolutely flawless with only 4,625 original miles. no more RS Americas currently planned for USA. Expensive, but worth it. No tire kickers please. \$53,000 with Speedster Seats; or \$50,000 without Speedster Seats. Howard Yefsky 312/368-4600(D); 708/821-0438(E).

1986 911 Turbo WPOJB0930GS050875 19,500 miles. Black/Black. Sport seats, limited slip differential, sunroof, and full leather interior. The car is in near perfect cosmetic and perfect mechanical condition. Serviced exclusively by a factory service center. All factory required service complete (factory books and records), Alpine CD player, Nakamichi speakers. The car has not been driven in less than perfect weather. No eating, drinking, or smoking in vehicle. No disappointments. \$36,900. Brad Zeman, 13162 Thelma Circle, Plainfield, IL 60544, 708-584-3200 office, 815-436-5746 home.

1973 911T Club Racer. 2,120 lbs. Johnson Autosport prepared. RS narrow body look, ducktail, Lexan. 6-point cage, race seat, 5 pt. harness, front air dam, side skirts. 3.3 liter case windage, shuffel-pin, and line bored 10.5 compression ratio pistons fly cut for future compression increases. Twin plug direct fire ignition, 46 IDA Webbers- 39mm racing manifolds and headers. Programmed rev limiter 915 Race Transmission- RSR Clutch and Tilton Flywheel. Built -in front oil cooler w/ air passage to cool brakes. Front oil reservoir. Fuel cell- Holley pump and regulator. All SS braided fuel/oil lines. Electrical cut-off. S4 front and 930rear brakes w/driver bias

control and dual master cylinders (Race-prepared clutch and brake pedal assembly). Carrera trailing arm with 7.5 x 16 and 10 x 17 Youngblood rims. Gauges: Oil and fuel pressure, Tach, Oil temp and EGT Warning lights for oil pressure and generator. All critical bolts safety wired 1995 New, 4 Autocross events-- just broken in. John Waterbury (612) -429-0242 CT (home).

914'S

1973, 914 1.7 Car in very good condition: Clean, Mean, and green, garage kept, summer driven, rebuilt engine, newer tires. Great buy. \$6,000. Call Bob 312/335-5335.

1970, 914-6GT, S/N 4702910739, mild 2.7 engine recent rebuild, body blue with black interior. Note: modified from kit rather than factory original. Roll cage, racing belts, fire extinguisher and battery cutoff in addition to the original style mods. \$15,500.00 Can't go racing anymore so will take 79 924 in part trade. John Kissinger, 3S570 Landon Drive, Warrenville, IL 60555, 708-392-6592

928'S

928S4, Arizona car, silver, linen leather int., suto, dual A/C, sunroof, CD, all options. 53K miles. \$26,000. Vytav Barcas, 1221 Brook Ln., Downers Grove, IL 60515, 708-963-7649

944'S

1986 Porsche 944 Turbo, VIN# WPOZZZ95ZGN140452 (Alternative # 9409230001). Copenhagen blue/grey leather power seats; S/R, 55K ;i; 1 owner, nonsmoker (car and driver) very good ccondition. Modification include K-27 Turbo, K&N air filter, fuel regulator, chips- approx. 275-300 hp. New/updated parts include exhaust headers, motor mounts, power steering pump, steering rack, water pump, timing belts and more. New clutch put in Sept. 85. 2 sets of wheels & tires (15" and 16"), \$10,000. Call Roy Goldarb 312-942-4821 (days)

THE MART

PARTS

Parts: FP914 fuel ump, DB-009 dist. FR050 fuel reg. package deal, all new to convert to carbs \$70.00 complete, WR7DP, plat. plugs, \$1.50ea; 914-332-029-03 C-V jt, \$50.00; 914-423-401-05 clutch cables, \$10.00; ANT-001, chrome lockdown antennas, \$5.00 ea.; OC-28 Mahle oil filters, \$5.00 ea; PM -1152 original air filter element \$5.00; 4263/64 Teftar rear pads \$10.00 set; 411-407-075- Front rotors, early style \$25.00 ea.; All parts are new. Contact Kelly Wagner (Daughter of Uncle Frank), 419 Wicks, Grayslake, IL. 60030, or 708-2-2-FAST6 (Dad screens all calls.)

911 Performance Parts; 930 lower valve covers, new, \$50.00 set; K&N Weber air filters, complete, used, excellent, \$75.00 set; Alloy "S" calipers, rebuild, \$350.00 set, Alloy "S" calipers, rebuild, and S.S. pistons, \$425.00; 911-351-041-20 vented, new front rotors, \$70.00 set; New oil tank 73-86, \$350.00; H-4 Euro headlamps, used, excellent, Contact Uncle Frank, 419 Wicks, Grayslake, IL. 60030 or 708-2-2-FAST-6

911 PARTS: 6x16 Fuch mag, straight, good condition, \$75.00; 911-107-006-20 oil tank, 73-89, 911, \$350.00 firm; 911-505-280-03 bumper shock \$20.00; 911-318-029-00, 65-71 speedo. dr. \$30.00; 901-341-049-00, 69-71 lower ball jt., \$20.00; 911-423-401-05, 76 clut. cable, \$20.00; 911-613-306-01 wrp switch 74.75 911. \$70.00; 911-613-622-00, 74 and newer S.R. swit \$15.00; 20877 Textar front pads, 930 78-79, \$50.00; 911-641-33-01 elect. speedo, 150mph, \$100.00; D552M Repco Pads 83-85, \$40.00 set; GF-144 Purolater fuel filter, 82-83 911SC, \$10.00; PFC-7 fuel filter, 82-83 911SC, \$10.00; PM1702, air filters with hourings, used, excellent, \$60.00; LH&RH out door handles, black, new, sold only as a pair \$75.00 a set, Contact Uncle Frank, 419 Wicks, Grayslake, IL. 60030. 708-2-2- FAST-6

1972, 914 FREE Four cylinder Porsche electronic fuel injection set up complete, running when removed. Contact Bob B. 708-325-2083

Parts: Swepeco 201 Trans Gear Lube \$33/Gal; 911 Alum. Trailing Arms \$299/Pr; 935 Heim-Joint Spring Plates \$649/Set; 45mm Wheel Stud Kits \$30.00

K&Nvcast Alum.air Filter Set \$135; New 24" Megaphones \$110/Pr; Factory 3.2l/3.3l Turbo Steel Con. Rods \$349/Set; Michelin Xgt Tires P225/50-16 \$150/Pr., P315/40-16 \$100/Pr, Centerline Racing Wheels 10x16 \$199/Pr., 12x16 225/Pr, Fiberglass RSR & RS Quarter Panel Sets \$375/Set, Rsr Rear Bumper \$249, New Fiberglass Slantnose \$795, 74' Later Fiberglass Hood \$299; Box Rockers \$249/Pr, 911/930 Steel Lght. Weght Doors@22#S,no Frames \$499/ Pr; Simpson 911 Long Shoulder Harness Camlock \$45; Simpson Helmet Size 7.25 Snell 80 \$100; Tony Stevens (414) 367-9009

356 Parts: 356A driver side door, w/ulpholstery (Schank says worth \$245); 356 carburetors (solex 32PBJ - Chuck says \$100/pr). 356A tool kit (Gustavson says \$1000 if perfect, for you...\$200). **For '73 914:** Give your C4 some class: 914 racing stripe rocker panel decal (\$1). Used 914-2.0 clutch assy (\$50). Fuel pump for 914 carbs (\$20-used for 10 hours). 914 rear brake equalizer (\$5). 4 orig 914 steel wheels with orig. chrome hubcaps (\$75). 914 ski rack (\$15). 914 exhaust (\$35ea). Doc Gunther -- Wanna sell your 914-6 exhaust? I've had it since '78. Also tire chains for '55 Chrysler are still available @ \$25. Other 914 stuff too. Making room for 4-poster in bedroom; everything must go. Ed Russ 312/701-6004 H:708/835-3561.

944: Performance software fits 944 Turbo's Autothority Version 2.7, \$300. I will install for \$50. Chris Pederson, Mundelein, 708-949-9930(D), 708-949-0899(E).

WANTED

911 Carrera - '84 or newer. Excellent condition required, concours condition not necessary. Must keep investment under \$21k, preferably \$15-18k. Cash, or trade for (a) 1-owner 914S (b) 40 mpg Honda (c) attractive wife (d) all of above. Ed Russ O: 312-701-6004 H: 708-835-3561.

Body Werks of Barrington

For the Finest in
PORSCHE, MERCEDES and BMW
Work and Painting

DESI VINCZEN • 126 Cook Street • Barrington, IL
381-9144

DOUBLE YOUR GARAGE SPACE



Harding-AFG CAR LIFT has an exclusive feature that allows us to stack two cars totaling in height more than the ceiling height.

NO FOUNDATION OR FLOOR PREPARATION REQUIRED!!

All Car-LIFTS are of galvanized steel construction. Call us for a demonstration.

We can help with all car parking problems, with "above ground" or "below ground" systems.

CIRCLE AFFILIATED SYSTEMS, INC.

A Harding-AFG Dealer

P.O. Box 1729 • Palatine, IL 60078-1729
1-800-447-7410 • FAX (708)359-9218

Porsche
Conversation
Always on the
Menu!



CONTEMPORARY ITALIAN CUISINE

"The Best of the Informal Newcomers..."

First Rate Dining--It's a Pleasure to Eat Here."

*** Food & Wine

...One of Chicago's Best New Restaurants

*...Prices moderate ...Original interesting tasty fare ...Gleaming copper clads the bar
and walk-through wine rooms ...Multi level dining rooms are a sight to behold ...*

This isn't your usual Italian Restaurant

Chicago Magazine

...Chicago's 'Must-See' Restaurant

Chicago Tribune

...Restaurant as art... the end result is spectacular!

Chicago Sun Times

Valet Parking • Reservations Accepted

Private Party Rooms

Lunch • Dinner • Late Night

1001 West Belmont Avenue • Chicago • 312 404-0111

CHICAGO SCENE
1133 WEST PATTERSON # 1
CHICAGO, IL 60613

SECOND CLASS
POSTAGE PAID
AT AURORA, IL



DATED MATERIAL

