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CHICAGO REGION



Chicago Scene

NOVEMBER 1998



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Chicago Scene

November 1998 Volume 42 Number

Chicago Region 1998 Calendar of Events

- January 11 Tobogganing & Hackney's
- January 18 General Membership Annual Meeting
- February 8 Restaurant Tour - Cafe 36
- February 28 Bowling & Dinner
- March 8 Concours School
 - Chili Tasting • Edible Art Contest
- March 15 St. Patrick's Day Party
- March 22 Rallye School
- April 5 Safety Tech Session
- April 19 Rallye I
 - May 3 Drivers' School
- May 13 Blackhawk I Drivers' Ed
- May 17 Concours I
- May 23-24 Road America Drivers' Ed
- May 31 Autocross I
 - June 7 Rallye II
- June 17 Blackhawk II Drivers' Ed
- June 20 Concours II • Zone 4 Concours
 - Gimmick Rallye
- June 28 Autocross II
- July 18 - 19 GingerMan Drivers' Ed
- July 25 Kane County Cougars
- August 2 Potter's Picnic • Concours III
- August 9 Autocross III
- August 12 Blackhawk III Drivers' Ed
- August 22 Golf & Dinner
- August 30 Autocross IV
- September 5-7 Concours IV (at Road America)
 - Drivers' Ed • Trac 98 Club Race
- September 16 Blackhawk IV
- September 20 Autocross V
- September 27 Rallye III
- October 10-11 Blackhawk Octoberfest
 - October 18 Concours V
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Cover Photo: Fog, Sunday morning, Blackhawk Octoberfest
Photo by Steve Rashbaum

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Aungahh!

The falling leaves drift past the window ... and the events for 1998 are dwindling down to a precious few. The autocross at Lake Geneva was fun and fast. The weather was gorgeous. Mike O'Meara did a great job as a first-time autocross event chair.

As our rallye was the next weekend and the rallye route was close by, we made a slight detour on the way to the Lake Geneva Speedway to check that a sign was in fact at an intersection that Susan needed it to be at. Doesn't sound like a big deal except that we were trailing the 951. Driving the rallye route with a trailer is an interesting experience as the route chosen was hilly and curvaceous. Each twist or bump in the road was answered by a metallic clank that was answered by Steve's "What was that?"

The Road Not Taken Rallye was a qualified success. We had to, unfortunately, 'throw out' Leg Two due to the delay in setting up the checkpoint. But, on the positive side, thirty two rallye teams registered. The weather was glorious. The roads were perfect. The party afterwards was a lot of fun. And although Steve always rather forcefully states, in the middle of the rallye design process, that "we're not doing this again next year", we have already begun to talk about where we'll rallye to next year.

Blackhawk Octoberfest was again a great event and a fitting way to end the track season. It is amazing how Gallagher, year after year, continues to improve on this weekend. Maybe practice really does make some things perfect!

We really hate to see the driving, concouring, autocrossing, and

rallying seasons end and our pretty Porsches stored away for the winter. However, after a bit of body and mechanical work, we will put the 951 away until Steve can convince Susan that he 'needs' to have this tweaked or that upgraded. He's already persuaded her that he 'needs' to have a tire rack built in the garage ASAP. Stay tuned for what she'll get in return. In the meantime, here is the conclusion of Steve's Race Summer Summary.

Step 12: Mission Accomplished con't.

"I thought that I had made great progress in getting adjusted to this 'racing thing'. After all, I successfully completed my first race at GingerMan and felt very comfortable (yet needed much more seat time) with the necessary increase in focus. I was ready for the step up to a bigger and faster track with more competitors.

As Sponsor Coordinator for TRAC 98, I had the opportunity to speak with some previous TRAC race participants. Some were single car 'teams' and some were groups of competitors arriving under the banner of a race shop or group. During these conversations, hoping to bring the best of other venues to our TRAC event, I inquired about the differences between our TRAC events and other Club Races. I was surprised to hear that many consider our event to be the premier Club

Race of the year. ('I ain't braggin', just relayin' information.') At the time though, I did not think much about it as I had never raced there.

Maybe it should have struck me that an event of 300 participants has the potential of being substantially different than one of 100 participants. And maybe it should have struck me that racers come from all over the United States to drive our TRAC event - some with professional experience. But I still didn't think much about it ... until, that is, I got out on the track.

At GingerMan, I found that there was a huge difference in intensity between my modus operandi in Drivers' Ed and Club Racing. At RA I was prepared for that but not for the vast difference between our TRAC event and the GingerMan event. At RA, the other Club Racers were fast ... seriously fast. ... and seriously aggressive.

As I tried to keep the lessons of GingerMan in mind at TRAC 98, I began the first session with the goal of becoming reacquainted with the track. There had been many changes to the track, the driver, and the 951 in the year since I last 'rode the Carousel'. I got out on the track and took a good, slow 'yellow' warm up lap to acclimate myself while also keeping in mind that getting immediately 'up to speed' is not my style.



On the track at Blackhawk for the last time this year.

Photo by Chris Inglot

Aungahh ...

Green flag! Suddenly, it looked like a sprint race had begun, but no one told me. YIKES! It took several more laps before I began to get a good feel for the car and track (read that exploring the limits of the new set-up) and began to bring my times down. In the mean time, I got passed everywhere ... my favorites were getting passed on both the inside and outside of the Carousel and on the inside at the turn in point to the Kink. It was pretty neat but the driving was so good, so fast, so confident, so experienced and so aggressive that I, lacking experience and still having fragile confidence, began to wonder how I would do with all of this. There were no "warm and fuzzies" here. After the session, I chatted with Chris Ingot and Susan and got a good dose of psychological assistance. My times turned out to be personal bests but no where close to competitive (not one of my goals).

The second and third sessions were better. I was no longer surprised and intimidated by the other drivers though they were still very seriously fast. I got a better feeling for the car and began to drive with more confidence and did some passing of my own. Confidence in and experience with this group were improving. I was feeling more at home and my times were still coming down. (Still nothing to be excited about as I was still nowhere near competitive with the front runners, but was running personal best times.) I can do this.

Practice starts and the fun race were just that - practice and fun. Nothing of note new happened during this session - happily. I still did not find starts second nature. There is still a lot of sensory input that must become subconscious until I feel really capable at this. Consequently, my starts will not be assertive for some time to come and that's ok with me.

The race itself was great fun. I qualified about 2/3 down in my class but there were still lots of cars around to dice with. Susan Brenkus did a great job in the pace car - the

start was neither too fast nor too slow. I will say, that from my position in the grid and going up hill to the start line, it was an impossible challenge to see the flag. Since I was attempting to make no assumptions, I was late on the gas in second gear and did not get a sterling start. I entered Turn 1 on the outside of the turn with two cars beside me. Everyone was going slow and those in my vicinity drove cautiously. We all made it through the corner. I drove side-by-side with competitors all the way through Turn 8 after which everyone began to spread out.

On lap 2 I had quite a surprise when I came out of Turn 13 to find a 911 perpendicular to and in the middle of the track. The hooks came out, mirrors were checked and a slow, off-track line was taken. Cars were going around the stopped 911 on both sides; some on the track, some on the grass. Amazingly, there was passing there too. The rest of the race was uneventful."

Looking back on this season's adventure, we don't think we have ever had more automotive fun. It certainly fulfilled a fantasy that Steve has had since he was a teen and drove a friend's father's 356. In spite of everything, we can't think of anything that we would have done differently. The experience has been fantastic. Too bad we can't do this all year long.

We are beginning to work on the 1999 Membership Directory. If your mailing address, area code, phone number, or family member have changed or were incorrect in the 1998 Directory (as Susan's was), please let Susan or Debby Leed know ASAP.

Myra Knoblauch has asked us to remind you to please make your Dinner Dance and New Year's Eve Party reservations ASAP. Both events promise to close out 1998 in a most festive fashion.

Also, the tickets for the Chicago Region Charity Raffle are selling 'like hot cakes'! Don't be left out of the chance at one of the two special Porsches. Please remember that you

don't have to be present at the Dinner Dance to win, but you do need to buy a raffle ticket in order to have a chance. We will have a Chicago Region winner this year!!!!

We'll see you at the Tires Tech Session at Nives Rizza Porsche on the 15th where Pete Hackenson hopes to demystify the subject of tires.

Susan has been making inquiries of some of the women in the club about their interest in a Women's Only Skip Barber Driving School after the first of the year. Due to a lack of lead time, it has been decided to pursue this event as a possibility in early 2000. Any women who would be interested in an event like this, please call Susan.

In our November '97 column we wrote that "... the best thing about this club ... are the friendships. The new friends we've made, the old ones we've kept, and the ones still to be found will be among the blessings we count at our Thanksgiving table." It's still true.

It should also be noted in that same column Steve promised to cease his monotonous mantra of "I need one" every time he saw a 996 or heard about the Boxster S. To his credit, he was remarkably well restrained upon learning of and seeing the Brenkus' new 996 and he has tried to keep his promise. He did indeed cease the aforementioned mantra, but because of having to miss several events this year while the car was 'track readied' or repaired, he substituted a different one: "We need another Porsche!" Some things never change and others only change slightly!

Count your blessings, hug each other, smile at a stranger for no particular reason, and have a very Happy Thanksgiving!

Steve and Susan

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

1 The sound of the motor of a car as the clutch is depressed, the brakes applied, and the throttle "blipped" to effect a heel and toe downshift.

2 Editors' column.

Go for the Gold Porsche!

Two special edition Porsches to celebrate the 50th anniversary of Porsche

Lindsay Davenport, reigning women's Olympic Gold medalist invites Porsche enthusiasts to enter the Children's Program at Lincoln Park Zoo Charity Raffle.

The Chicago Region PCA sponsors this special charity event.



The Chicago Region is offering 4,000 tickets at \$50 each to benefit the Children's Program at Lincoln Park Zoo, which provides world-class free educational programs to children year-round.

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Porsche owner Lindsay Davenport

The two Porsches will be selected by random drawing on December 5, 1998 at the PCA Chicago Region Annual Black-Tie dinner. Winner need not be present. Lindsay Davenport will congratulate the winners.

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November 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6 Board Meeting	7
CR/Memphis						
8	9	10 Scene Copy Deadline	11	12	13	14
15 Tech Session	16	17	18	19	20	21
22	23	24	25	26  HAPPY THANKSGIVING!	27	28
29	30					

December 1998

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5 Dinner Dance CR/Roebing Road CR/Sear's Point
6 CR/Roebing Road CR/Sear's Point	7	8	9	10	11	12
13 Happy Hanukkah 	14	15	16	17	18	19
20	21	22	23	24	25 Merry Christmas 	26
27	28	29	30	31 New Year's Eve Party at Siebkens		

Briefly Brenkus

Briefly Brenkus will return in the December issue.



Happy Thanksgiving!

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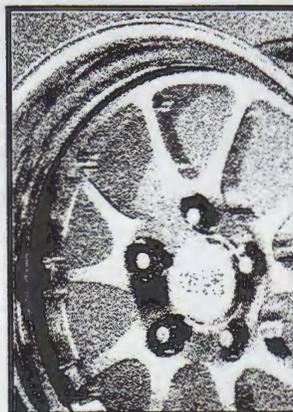
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From Our Members

Glimpses Of The Double Fifty At Watkins Glen

by Darlene Gray and Hari Matsuda

Watkins Glen, what an incredible track! Reminiscent of a giant roller coaster, it was indeed the perfect setting for the Double Fifty hosted by Intercontinental Events over the August weekend of the 28th - 30th. The Double Fifty celebrated Porsches Fiftieth Anniversary and the birth of American road racing fifty years ago at Watkins Glen. For the first time ever PCA racecars were invited to compete at the Glen. The spectator turnout for the "Double Fifty" was second only to the NASCAR race a few weekends earlier. Over 320 racing Porsches turned out to battle each other and entertain the huge crowd that snapped up anything remotely related to Porsche and the "Double Fifty". Event shirts sold out by 4:30 pm Friday, quickly followed by the event program and posters.

Thursday kicked off the weekend early with a sold out open practice day. After practice all of the cars moved out to the "Esses" of the track for a group photo shoot. With over 320 cars lined up chronologically, this was the largest gathering of racing Porsches ever, 200 more than at Monterey. Blessed with

beautiful weather, it was a truly awesome moment.

Some of the highlights of the weekend included:

A reception at the Watkins Glen Motor Racing Research Library at which Intercontinental Events donated a check in the amount of \$10,000 to the library. One PCA racer commented that it was nice to see where part of the entry fees went as it was indeed a worthwhile cause.

Friday night there was a reception at the track sponsored by PCNA, Kelly-Moss Motorsports, Klub Sport, Brumos Porsche, and Amalfi Racing

Saturday night was a catered dinner at the track. With Brian Redman as the auctioneer, one of the highlights of the evening was the auction. One of the items auctioned, a leather-bound portfolio with the original artwork for the Double Fifty poster signed by the pro drivers present, sparked a bidding war between PCNA President Fred Schwab, Joe Hish and Mike Amalfitano. Fred won the bidding war, took possession of the portfolio, and immediately presented it to the Watkins Glen Motor Racing Library. All of the

money raised went to the Vasek and Anna-Marie Polak Foundation for Cancer Research.

At the dinner, each of the pro drivers took a turn speaking. David Murry, roasting Hurley Haywood, spoke of how much he respects Hurley, Hurley's driving history, and how much he enjoys Hurley's stories. But, he said, he especially enjoys when Hurley reminisces about the days he would race Ben Hur in chariots and win!

Racing at the Double 50

Hari Matsuda had trailered his 914-6 from Chicago with high expectations. (*Hari has been racing with Porsche Club Racing since its inception. He has taken such honors as Rookie of the Year from Midwest Council racing; E Production Championship, SCCA National Racing finishing second twice at the June Sprints and second in the Central Division in 89. Hari is no novice to racing*). However, his first lap at the Glen had not gone well.

While he and twenty other cars were still on the grid, the first of the 962s had already gone by the start/finish line. By the time he got out onto the track, much of the field had



Part of the largest gathering of racing Porsches ever - over 320 cars lined up chronologically



A 917 in Martini colors

Double Fifty ...

already passed and the rest were coming up at speed with heated tires, brakes and brains. Learning where the track went, and where the turn and apex points were was difficult enough without wondering what motorized terror might be screaming up behind him.

Hari was puttering along at half throttle, in third gear, wondering if Turn 3 was a braking turn or an accelerating turn, when a 917 flew by him on the inside of Turn 3. After completing Turn 4, he was relieved to see the straight that went into the bus-stop chicane. However, the flatness of the track made it difficult to discern the turn-in point. As Hari entered the braking zone, a 935 swooped by on the inside, zig-zagged through the chicane and promptly disappeared with waste gates whistling and popping.

Turns 2, 3 and 4 are flat out fourth gear turns - he learned after passing through them (*what happened to turn 5?*) - and Turn 6 is an easy carousel that dives down hill to the broad left hand Turn 7. The transition from 6 to 7 was easy enough with only one 911 darting by on the outside, but as he got into 7, a yellow 911 was on his inside and three more were to his right. He thought he would just take the proper line, unfortunately there was no line left available with five cars going through the turn at one time.

Anyway, those cars all went by and as Hari headed up to Turn 8, John Ruther materialized out of thin air on the inside. John's sudden appearance caused Hari to lose his concentration and he decided not to give John a friendly block and followed him up the steep tight right hander and onto the straight toward Turn 9 where another 911 took the inside braking line. Hari was forced to take the wider line that led him to the decreasing radius Turn 10.

As our determined racer concentrated on the braking point, the Copenhagen 962 driven by Hurley Haywood went screaming by causing Hari a brief moment of terror almost running into the infamous Watkins Glen blue bushes (ARMCO to you and me). Then came Turn 11, where a smaller 914-6 blew by him at twice the speed due to the fact that Hari was braking in turn that requires you to stay on the power. Turn 12 (where Stoddards 917 crashed the day before and where his friend Gary hit the wall) came next, naturally, Hari was tentative here. Two more 911s took him on the inside of this last corner onto the front straight.

To make matters worse, his motor misfired throughout the whole weekend due to a faulty temperature sensor (later found by George Weathered). Needless to say, it was like taking a driver's test on the Dan Ryan at rush hour. As he was leaving to get back to his paddock, he was

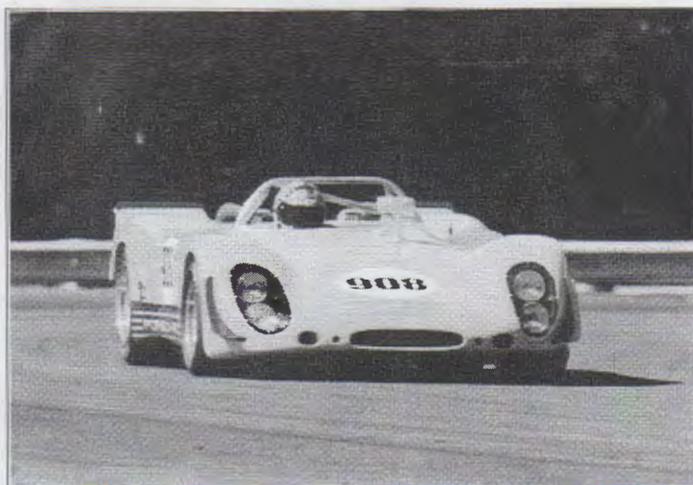
mumbling about his new experience at being a back marker or something to that effect. Hari seemed much better the next day as he got to know the track - and it rained. Hari likes rain.

It was a pretty safe weekend overall. There were only a few mishaps. One accident during Friday's practice on the last corner before the pit straightaway. A white 911, coming through the up hill right hander, noticed a very quick a 908-2 coming up behind him. He stayed wide going into final corner and as the 908-2 went by started to pull back onto the racing line. Unbeknownst to him, a 917 was tucked in behind the 908. The 917 was not badly hurt and the owner was more concerned with finding the rare items, such as headlight covers, side marker lights, etc.

Saturday morning was wet and in the interest of safety the organizers made a decision to use times from the Friday sessions to grid the cars for the Saturday afternoon sprint races. The morning cleared and, of course, there were some drivers that improved on their Friday times thus arguing that the times from Saturday should be the ones used. There was one incident where James Redman (the Race Director) agreed to move one car up a few grid positions based on an average of his time (in the interest of safety). At pregrid, as the cars were



1964 904 GTS



The 1969 908

lined up along the fence, James noticed that a particular individual took it upon himself (taking advantage of James' good will) to move up several additional grid positions. James noticed this and quietly walked over to the car and removed the ignition kill switch. The driver, being strapped in, wasn't in much of a position to object. After letting the driver think about his predicament and following a short discussion, James returned the key and allowed the car to join the race

Joe Hish drove an outstanding race in his 1984 924, finishing a very close second in the Jacky Ickx race.

The "big" race, featuring the GT PCA cars, was the 1-hour "Daytona Cup". Richard Attwood was co-driving with Brian Redman in the 1988 Jaegermeister Porsche 962. Their strategy was to have Richard start the race. They knew that Hurley would pull away from Richard, but Brian, who was clocked several seconds a lap quicker than Hurley, would get in halfway through the race and hopefully catch Hurley, (who was driving the 1987 Brumos Copenhagen Porsche 962), pass him on the final lap and win the race.

It was time for the race to start, but there was no sign of Richard anywhere. Frantic calls were made by the Intercontinental Events staff to locate Richard. Though not

successful in locating Richard, they were assured that he was on his way. The plan had to be changed! Brian climbed into the car to start the race. Finally, Richard appeared, his tardiness due to an inability to find his Nomex underwear!

The first yellow occurred about halfway through the race by which time Brian had pulled out a 20 second lead over the second place Hurley. Both 962s pitted under yellow for their mandatory 5-minute pit stop. Richard got into the Jaegermeister 962 while Hurley stayed in the Brumos car. The track went green with 12 minutes to go, Hurley took advantage of the pace car to close up on Richard. The remaining laps were run with the two cars nose to tail.

Hurley passed Richard with 2 laps to go and went on to win the race

The trophies were quite unique - genuine Porsche 917 parts donated by Carl Thompson from Vasek Polak competition in California. First place overall in each race (there were 10 races total) was a cast magnesium gas pedal. Second place was a titanium lugnut. Third place was a cast and machined suspension link.

Watkins Glen Double Fifty - what a spectacular event! Intercontinental Events, Brian and James Redman really know how to run an event.

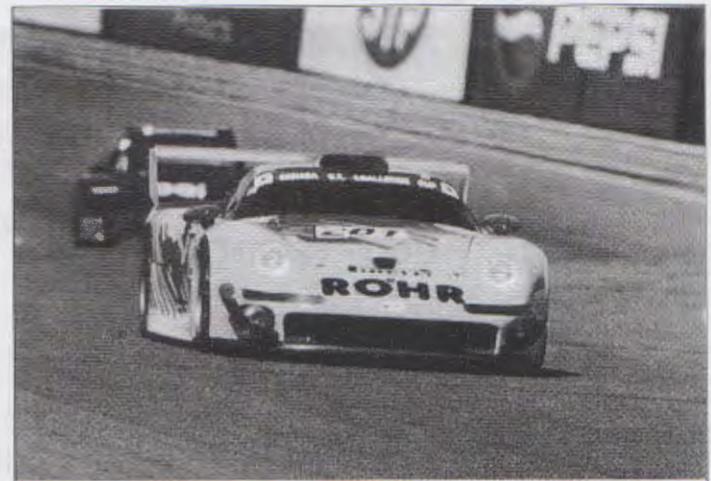
Double Fifty photos by Daniel Mainzer



Chicago Region's Ed Leed



1970 917A . Brian Redman won the Imola Race in 1970 in this car.



GT1 was driven 'very carefully'.



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PORSCHE

Lake Geneva Autocross

Getting Started – What Every Woman Should Know

By Scottie Walsh

How much fun it is! That's what every woman should know. I'll walk, I should say drive you through my first day, my very first time driving on an autocross course, in the hope that soon you'll want to try it too.

Last summer my wonderful husband gave me a beautiful little Porsche Boxster for an ... ahem ... rather significant birthday. Maybe he was thinking that I'd wanted this hot little sports car to drive back and forth to the hairdresser. Boy, was he wrong! I found out about some of the fun events offered by the Porsche Club and decided to join and give more aggressive driving a try. The first event I could fit into my schedule was the Lake Geneva Autocross on September 20th.

For this reason, I left my still sleeping family that sparkling early fall September morning and drove north to Lake Geneva, Wisconsin.

Having punctuated my drive with plenty of coffee, I found it a good move to use for my own pit stop the local Burger King near the Lake Geneva Speedway. And it was a good idea as, until late afternoon, all I could see were the two uninviting porta-potties at the track. (I must add that when I finally asked, I found that

a woman's bathroom with flushing toilets was available.

An intimidating array of decked out, clearly serious sports cars and trailers containing even more heavy hitters, began to arrive. Asking the ladies seated under a canopy at the registration table where I should go, I was instructed to find a 'pit' and then come back to register.

My 'pit' was a simple parking spot that I would call home for the day. At the registration table all I needed to do was show a valid driver's license, sign the PCA waiver, and hand over \$25.00, if I hadn't already done so, in pre-registration by mail. It was then that I was given my number. There were several members who brought guests, one of whom drove his own non-Porsche, and another twosome who drove one car as co-drivers, taking turns.

On to the Tech Check where cars line up to be inspected by an official of the Porsche Club for track worthiness. The Club's insurance requires that all cars participating pass tech and that all drivers wear a Snell SA 90 (or later) helmet. I was told to take absolutely everything not nailed or glued down out of my car, even in the trunks and glove compartment. Apparently, as you're darting between those cones, it can be very distracting to hear stuff rolling around behind you. This also means

also, anything swinging from the rear view mirror and even the carpets on the floor which can shift. I understood that I was to wear a long-sleeved shirt and long pants of non-flammable material (!), cotton would do, no synthetics, and closed toe shoes. Driving gloves and fire extinguishers are recommended but not required.

I brought an awful lot of stuff, some useful, some not, to the track. Water. If you like your own designed water, that's fine, but there was a very acceptable concession stand available. Lunch. Unless you have some special dietary restrictions you needn't bother as this concession stand served quite tasty, albeit, basic fare. Sunscreen and cap. An absolute necessity as you spend a lot of time standing and watching in the hot sun without much shade available. Make up. Forget it until later unless you want mascara streaks and lip-stick stains all over the inside of your helmet. I brought a change of clothes for afterwards but this track had no showers available.

All of the stuff coming out of your car had to be put somewhere, and the one thing I forgot was a big black garbage bag. Thank you, Bob Kerwin, for giving me one of yours because I didn't want to have all of my belongings spread all over the dusty grass beside my 'pit'. Another



Event Chair Mike O'Meara conducts the Drivers' Meeting



At the track 'in style' - Ed Barnicle's pit

Autocross ...

consideration is the possibility of a cloud burst while you're out on the course. Having everything neatly protected in a garbage bag is a perfect solution.

After the Tech Check and stowing all of our gear we went out on the track and walked the course. Any bits of debris or grease spots? Everything looked clean. The banked oval track had two lanes in the infield where rubber fluorescent cones were placed strategically to form an obstacle course, kind of like barrel racing on a horse. Once we had the course imprinted on our brains we had a drivers' meeting which explained the rules and we watched one of the club members actually drive

the course. We were then divided into two groups, ready to go.

I was happy to be in the second group so I could watch awhile before my turn came. Each driver is allowed six chances to run, three in the morning and three in the afternoon, as the groups alternate running and working. Six chances to tear as fast as you can around and between these orange highway cones without hitting any of them.

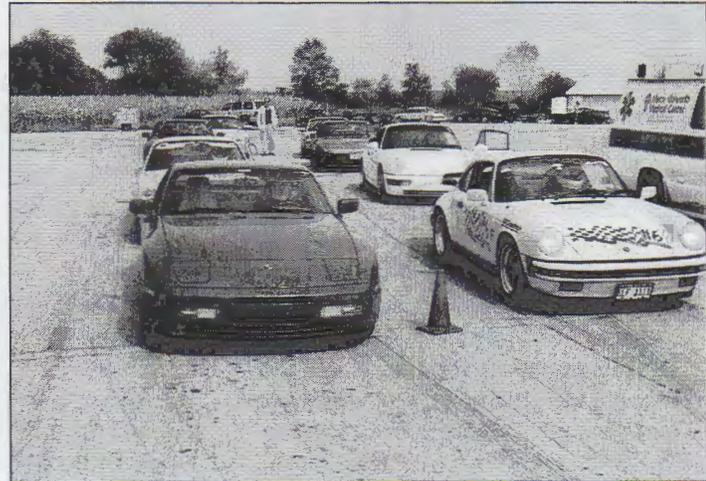
You ease out onto the track about a quarter of the way around from the timing lights that were midway down the front stretch. Then turn into the farthest infield lane and prance through. A sharp, really sharp turn onto the other side of the infield and step lively, swinging through the cone barriers. Be careful here, as

you've got to get back onto the track about half way around from the timing lights, thread the needle through two more cones and accelerate like hell around the last curve. Keep it in second all the way. A good recommendation from several very supportive members was to take it slow and easy the first couple of runs learning the course. Establish a rhythm for yourself. Start slow and at the beginning and you can only get better and faster, right?

I can tell you detail by detail but nothing can prepare you for the heart-pounding rush of adrenaline you feel as you idle in line waiting for your turn. And when you finish, ladies let me tell you, you've never had so much fun with your clothes on.



The obstacle course as viewed while walking the track.



Lined up and ready to go.



Mark Lundstrom 'lifts'



A. J. Tiller navigates the infield

Lake Geneva Autocross Results

Event Chair Mike O'Meara

OA	CP	#	Class	Region	Driver	Best Time	OA	CP	#	Class	Region	Driver	Best Time
19	1	24	P1	CHO	Chuck Bittman	49.357	9	3	406	P6	CHO	Jeremy Goldberger	47.393
34	2	108	P1	CHO	A. J. Tiller	53.813	18	4	170	P6	CHO	Peter Froehlich	49.345
22	1	212	P2	CHO	Bob Boxall	50.594	20	5	691	P6	CHO	John Keck	49.685
23	2	917	P2	CHO	Joe Purpura	50.648	27	6	403	P6	CHO	Mark Sexton	51.135
9	3	153	P2	CHO	Chuck Cassaro	52.352	40	7	407	P6	CHO	Mark Nowakowski	59.555
36	4	401	P2	CHO	Dale Costello	54.237			404	P6	CHO	Ron Krueck	1:16.719
38	1	402	P2L	CHO	Amber Schultz	55.287	16	1	15	P6L	CHO	Marla Turek	49.070
39	2	221	P2L	CHO	Kristin Boxall	56.896	17	1	40	I1	CHO	Trent Oler	49.314
12	1	95	P3	CHO	Mike O'Meara	48.078	21	2	89	I1	CHO	John Takehara	50.101
31	2	410	P3	CHO	Bill Samp	52.584	28	3	91	I1	CHO	Bill Murrin	51.169
37	3	666	P3	CHO	Pedro Moriyon	54.310*	35	1	491	I1L	CHO	Amy Murrin	54.170
2	1	28	P4	CHO	Chris Ingot	45.587	Men's FTD						
11	2	251	P4	CHO	Rich Grotmeyer	47.742	1	1	7	M1	CHO	Nick Brenkus	45.255
13	3	50	P4	CHO	Steve Rashbaum	48.141	5	2	713	M1	CHO	Jeff Girard	46.571
32	4	408	P4	CHO	Robert Kerwin	53.391	6	3	98	M1	CHO	Tony Koufos	46.833
30	1	52	P4L	CHO	Susan Shire	52.576	Ladies' FTD						
3	1	16	P5	CHO	Pete Hackenson	46.188	14	1	17	M1L	CHO	Susan Brenkus	48.695
8	2	116	P5	CHO	Brandon Hackenson	47.229	24	1	409	X	GST	Harry Underhill	50.829
10	3	8	P5	CHO	Jim Starai	47.576			412	X	CHO	Jeff Playter	
15	4	369	P5	CHO	Mark Lundstrom	48.963	26	1	360	MST	CHO	Ed Barnicle	51.071
25	5	223	P5	CHO	Mark Basso	50.933	41	1	405	P7L	CHO	Scottie Walsh	1:05.198
33	6	411	P5	GST	Tom Starai	53.797							
4	1	5	P6	CHO	Greg Turek	46.334							
7	2	184	P6	CHO	Paul Schiller	47.226							

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Autocross photos by Steve Rashbaum



Celebrating birthdays at the track - Brandon Hackenson (left), Susan Shire, and John Takehara



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6:00 pm – 1:00 am

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Drury Lane in Oakbrook Terrace, IL

6:00 – 7:00 pm

*Cocktails and Hors d'oeuvres
Open Bar*

7:00 pm

Dinner

Appetizer

*Sliced Tenderloin & Poached Salmon Fillet
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Vegetable and Potato

House Salad

Fresh Baked Bread and Butter

Dessert

Coffee

Wines may purchased by guests during dinner

8:00 pm

Awards

9:00 pm – 1:00 am

Dancing to the music of "The Mix"

Raffle Drawing

Cash Bar

Smoking permitted only in the Reception Foyer

\$55.00 per person

Reservations Required

Black Tie Optional

RSVP with payment by November 28, 1998 to:

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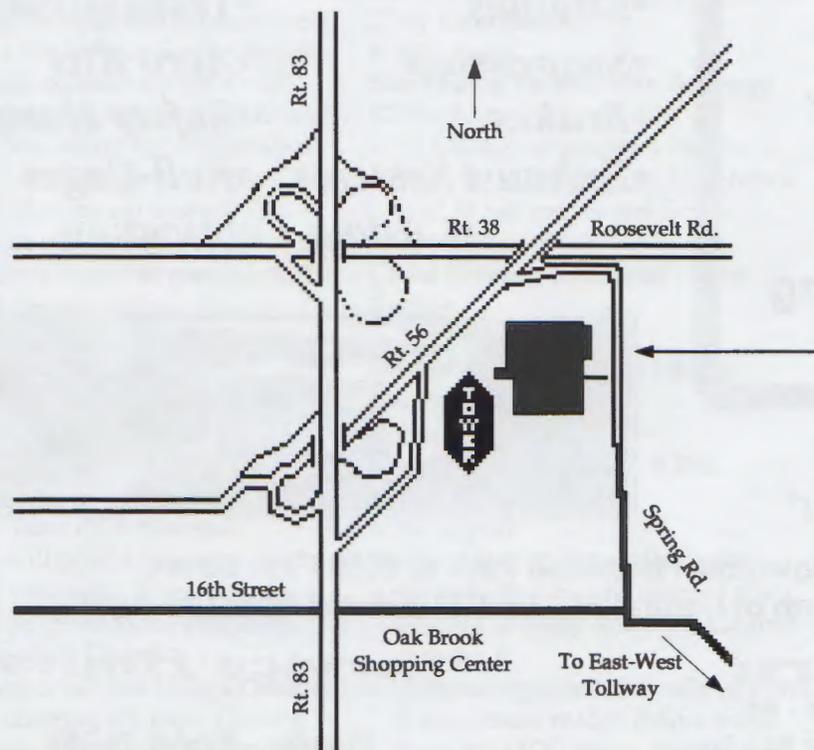
No refunds or reservations after November 28, 1998.

Reserved seating is available for a full table of eight. Please call Gary or Myra Knoblauch before November 28, 1998 to make arrangements.

Overnight Accommodations

The Hilton Suites adjacent to Drury Lane will have overnight accommodations for the PCA Chicago Region members at a special rate for the evening of December 5, 1998. Call 1.800.HILTONS by November 11, 1998 and identify yourself as a PCA Chicago Region member when making reservations.

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Board Meeting Minutes

Porsche Club of America Chicago Region Board Meeting Minutes September 11, 1998

Voting members present: Bittman, S. Brenkus, Clark, D. Gallagher, Inglot, Janecek, Murrin, Rashbaum.
Voting members absent: P. Gallagher, Ruther.

Vote by Proxy: None.

Coordinators present: Barnicle, Bittman, N. Brenkus, S. Brenkus, D. Gallagher, Hackenson, Inglot, Janecek, Jacisin, Rashbaum, Shire, Yanahan.

Meeting called to order by S. Brenkus at 8:10p.m. at the Park Ridge V.F.W.
Secretary - Chuck Bittman.

- Bittman presented the minutes from the August board meeting. D. Gallagher moved, Clark seconded, to approve the minutes as presented. Approved unanimously.

Treasurer - Chris Inglot.

- Inglot presented a report containing the following: A balance sheet; showing positive account balances and total assets a cash flow report from 8/7/98 through 9/11/98 showing receipts and expenditures, giving a net surplus for the period; a prepaid expense report; a cash flow report for August Blackhawk; a cash flow report for GingerMan and a cash flow report for the Kane County. Rashbaum moved, D. Gallagher seconded, to approve the Treasurer's report as presented. Approved unanimously.

Vice President - Bill Murrin.

- No report.

President - Susan Brenkus.

- S. Brenkus presented the treasurer with a check representing the membership renewals for last quarter from PCA National.
- Zone 4 will need a new representative for next year. Any nominations should be given to the President.

Autocross - Jeff Girard.

- It was reported that Mike O'Meara will be chairing the Lake Geneva Autocross and everything is ready.

Road America Drivers' Education and Club Race/TRAC 98 - Chris Inglot & John Ruther.

- Inglot reported that there were mixed reactions from participants at TRAC 98, mostly good. The event was thought to be more "user friendly." Kelly-Moss was again late in their departure and any fine levied by the track should be passed to them.
- It was suggested that we make a contribution to the Elkhart Lake Police Department for their escort to/from the track and town for the concours. Janecek moved, S. Brenkus seconded, to donate \$250.00. Approved unanimously.

Road America/TRAC 98 Drivers' Education Registration - Scott & Sharon Lynn.

- Scott Lynn reported that he has some additional checks and his expense report to give the treasurer.

Road America/TRAC 98 Club Race Registration - Nick & Susan Brenkus.

- No report.

Road America/TRAC 98 Sponsorship - Steve Rashbaum.

- No report.

Road America/TRAC 98 Volunteers - Gary Knoblauch.

- No report.

Blackhawk Farms - Dan & Peggy Gallagher.

- D. Gallagher reported that there were 88 at the August Blackhawk and 58 pre-registered for the September event.

Chief Driving Instructor - John Ruther.

- No report.

Insurance Coordinator - Bruce Janecek.

- No report.

Concours - Jim Jacisin & Pat Yanahan.

- No report.

Rallye - Dan & Peggy Gallagher.

- Shire & Rashbaum reported that rallye 3 is ready and D. Gallagher pre-ran it.
- Bittman reported that rallyes 4 and 5 are almost ready. Rallye 4 will have the ODO check start at the

Holiday Inn in South Beloit and the first leg will leave from Blackhawk Farms.

Social - Myra Knoblauch.

- Barnicle reported that there were 24 players at the golf outing.

Membership - Ed Barnicle.

- Rashbaum moved, Murrin seconded, to approve the applicants as members in the club. Approved unanimously.

Safety - Jeff Girard.

- No report.

Technical - Pete Hackenson.

- Hackenson reported that the 11/15 Tech Session will be at Rizza Porsche. He is asking for suggestions for topics.

Goodie Store - Linda Patterson.

- No report.

Charity - Tray & Danita Anderson.

- No report.

Chicago Scene Editors, Advertising & Chief Photographer - Susan Shire & Steve Rashbaum.

- No report.

Property - Ed Leed.

- No report.

Historian - John O'Keefe.

- No report.

Timing & Scoring - Susan Brenkus.

- No report.

Webpage - Chuck Bittman.

- No report.

Old Business

- None.

New Business

- A subsidy of \$20,000.00 was suggested for the annual dinner dance. S. Brenkus moved, Clark seconded, to budget a subsidy of \$20,000.00 for the band, trophies, flowers and favors for the dinner dance. Motion passed 7 for, 1 against.
- Clark is working to get autocross dates at the Route 66 Raceway.

Adjournment

- D. Gallagher moved, Murrin seconded to adjourn. Approved unanimously. Next meeting November 6, 1998, 8:00 pm, Park Ridge V.F.W.

Respectfully submitted,
Charles Bittman, Secretary.

THE GOOD NEWS *and* BAD NEWS!

Changes in
O.N T.RACK C.OVERAGE
for 1998

First--The Bad News: Through no fault of our own, coverage for Drivers' Education events has been suspended. We are working hard to find another insurance company to provide it. We are optimistic. We will get the word out as soon as we know.

Now--The Good News: Nothing else has changed! Except the cost. (It's lower!)

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? "Whadya mean I can't drive my Porsche to work once in a while?!" *The Good News:* No drivers under age 21. No coverage for racing or participation in Drivers' Education events (stay tuned.) No other restrictions.

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

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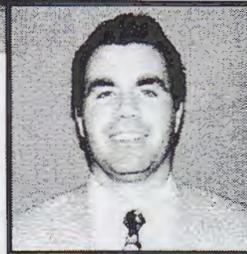
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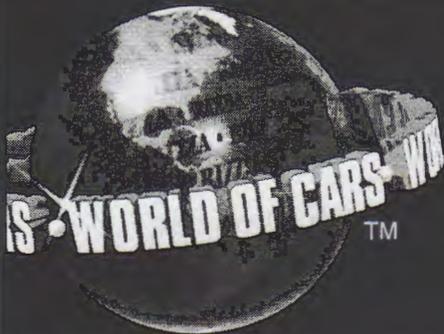
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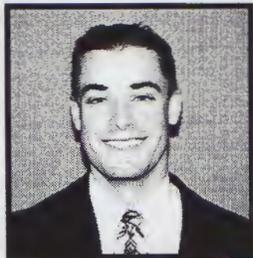
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Letters, Faxes, and e-mails

Cohen Retires From Track Events

by Jerry Cohen

October 21 – Some of you know I had a serious accident at Road America on Labor Day. The roll cage saved me from serious injury ... just a lot of bruises, and a totaled car. I much appreciated the help and support of many friends, especially Chris Ingot, Steve Helms and Ezra Goldman . Some tracks are difficult , but now, with the new walls, Road America is especially troublesome. Please consider a full cage even for Drivers' Ed, and at any track.

After five years of fun I've decided to 'retire'. Thanks for all the fun, and comradery!

Porsche In The News

(PCA Editors News Service)

Porsche-driver Steve Fossett Joins Virgin Global Challenger

LONDON, September 10 -- Today, Richard Branson, Founder and Chairman of the Virgin Group of Companies, and Per Lindstrand announced that American adventurer, entrepreneur, and occasional Porsche race driver Steve Fossett, age 54, would be the third member of their Virgin Global Challenger team. With a launch window beginning in November, the Virgin Global Challenger will attempt global circumnavigation by balloon.

In addition to ballooning and participating in other sports, Fossett drove for the Kremer Porsche team at Le Mans in 1993 (Porsche 962C) and again in 1996 (Kremer K-8). The 1996 drive ended in the fourth hour when co-driver Stanley Dickens had a huge accident on the entry to Indianapolis curve destroying the Kremer Porsche Spyder.

Steve Fossett has made the four longest flights in ballooning history. He made the first crossing of the Southern Atlantic Ocean and the Indian Ocean and the first Solo Flight

across the Pacific Ocean. His sailing results include 8 World Records, including the fastest Pacific Ocean crossing both with crew and solo. He also holds 7 yacht race records. He also has completed premier endurance sports events including the Iditarod, Ironman Triathlon, and the English Channel swim.

At The Petersen: "50 Years of Porsche"

by Joseph Steuben,
Los Angeles Region
(from PORSCHERAMA)

15 Porsches, imported from the Porsche Museum in Stuttgart, representing 50 years of Porsche Automotive excellence, were on a one-time-only display at the Petersen Automotive Museum in Los Angeles from September 11 through November 8.

Compared to the extravaganza that the Porsche Company mounted for the roll-out of the Boxster and magnitude of the presentation at Monterey for the "Fifty Years of Porsche" spectacular, the Petersen show was, at first glance ... well austere. But take a closer look.

The Exhibition was understated and beautiful, just like the benchmark Porsches on display. Walk into the room, and a 1954 550 Panamerican Spyder (number 04) stopped you in your tracks. Let your eyes wander over the perfectly restored race car, then take a deep breath. The smell of honest-to-god gasoline tickled your nostrils. This four-cam Carrera-engined beauty, which is wrapped in an all-aluminum body, has been very recently driven!

When asked about the smell of gas, Klaus Bischof, the manager of the Porsche Museum, confessed. After extended hours of flesh pressing during the Historics in Monterey, he needed some time alone. So he jumped into the 550 and rambled into the back country. No big deal! Klaus has long been up close and personal

with all of the Porsche racing cars, first as a factory mechanic, and today as the Curator in Stuttgart. The museum is home to many of the machines he helped build during his 30-plus years at Porsche.

Guess what? Jerry Seinfeld, who's currently restoring a Panamerican Spyder at the Porsche factory, got word of Klaus's clandestine run and immediately set off to track Mr. Bischof down. They teamed up and commenced carving apexes on the back roads of Monterey. It wasn't long before Klaus was giving Jerry inside tips for his own 550. For over two hours, the two of them just played. Back at the ranch, Seinfeld's security folks went nuts. Jerry had left his cell phone in his street car. He and Klaus could not be reached. Perfect!

Like all of the cars on display at the Porsche Exhibition, one got the feeling that one could jump in, buckle up, and drive any of them into the real world. Oh for a shot at the pristine 959! Even a beautifully restored car like the 1955 Continental Cabriolet, which seduced your eyes as you entered the exhibit, looked like it was dying to go back to work. Above all (the 1989 Panamerican Concept car excluded), all of these machines have pounded real pavement and run thousands of serious miles.

To Porsche's credit, they acknowledge the history of these outstanding machines and have the honesty to let stand all of the scars and blemishes in and on these distinguished warriors. For example, the 1989 March-Porsche Indy Car. There are stress cracks on the side pods, and assorted chips in the paint and suspension. This car was worked very hard. Yet, when the time came, someone turned off the engine, wiped off the dirt, and pushed the car into its place of honor at the Stuttgart Museum. Could it be that fresh fuel, tires, oil, and a cool, sweet morning at a race

track, is all that is needed to bring this screamer out of hibernation?

Ghosts abound and Ferry Porsche would be happy to know that his vision is alive and well on the Golden Anniversary of his legendary marque.

However, there was one caveat. If your Car Show tastes run toward vegetarian, beware! You didn't want to go to this exhibition! "Fifty years of Porsche" at the Petersen Museum was the real thing, a 100% pure beef experience. It was a joy to behold for all who love the look and smell of Porsche big iron.

Without a doubt, until November 8th, the beef stopped here.

Porsches featured at the Petersen Automotive Museum

- 1954 Carrera Speedster
- 1954 Panamerican Spyder
- 1955 Continental Cabriolet
- 1960 718/2 Formula 2
- 1964 904 Coupe (8-cylinder)
- 1971 917 Longtail (Martini)
- 1972 917/10 Can Am
- 1973 911 RS Ducktail
- 1974 911 RSR 2.1
- 1988 959 Coupe Streetcar
- 1989 Panamerican Concept Car
- 1989 March-Porsche Indy Car
- 1994 962 (won Le Mans)
- 1997 Pike's Peak 911 Turbo-S Rally Car
- 1999 911

Design Evolution: Four Generations of the 911

When the first 911 saw the light of day in 1963, it was like no other car in the world. Its air cooled six-cylinder boxer engine resided in the rear of the gently flowing body. Its design stood in contrast to the general automotive trend to produce front-engine, rear-drive cars that were increasingly squared off, standardized and laden with chrome.

Dismissed by some as nothing more than a souped-up Volkswagen, the Porsche 911 soon proved itself on the street and on the track. The winner of more Le Mans races than any

other car maker, Porsche has refined its models by pushing their designs to the limits, and frequently beyond.

Some 25 years later, at the birth of the second generation 911 (internally designated Type 964), a new car appeared with smoother body work and integrated bumpers. With a larger high compression engine, this new 911 model was thoroughly updated. Its look was pure 911, but with a big aerodynamic difference: the car's coefficient of drag was reduced from 0.395 to 0.32, which resulted in decreased wind noise, increased fuel economy, and a higher top speed. The car's gently curved hood with its slightly bulbous headlights rose to meet the raked windshield through to its rounded roof that flowed into rear window, engine cover and rear bumper.

Under the skin, the car could not have been more different. To most drivers, the biggest change was the replacement of the car's original torsion bar suspension with a more current coil spring design. In addition, single spark plugs per cylinder gave way to dual ignition, and a two-stage resonant intake system was introduced.

A powerful four-wheel drive Carrera 4 model, whose roots were in the phenomenal 959 supercar, was the first of the second generation 911s to hit the showrooms. It was quickly followed by the more traditional rear-engine, rear-drive Carrera 2. Both models were equipped with Porsche's unique speed-controlled moveable rear spoiler which rose at a preset speed to increase the cars' stability. Porsche's Tiptronic dual function automatic transmission was introduced on the Carrera 2. The last air cooled 911 (internally designated Type 993) debuted in 1993 with a new multi-link LSA-axle rear suspension system, a new six-speed manual gearbox and, generally, more useable performance from its 3.6-liter (220 cubic inch) engine producing 270 horsepower (200 kW). A new four-speed Tiptronic dual function automatic transmission was also available.

From a design point of view, the newest fourth generation 911 (internally designated Type 996) stands out from its predecessors with its larger front and rear windshields and its elegantly integrated third brake light that sits just above the rear grill. This 911 is seven inches (178 mm) longer than its predecessor and its wheelbase has been stretched by more than three inches (78 mm). To make for a safer, more comfortable ride, the chassis is 45 percent stiffer torsionally. The rain gutter at the roof's edges is smoother, and the front and rear bumpers wrap smoothly into the body panels. The fuel filler is now on the passenger side.

As expected, the center of attention is the new 911's liquid cooled engine. Although displacement has been reduced from 3.6 liters (220 cubic inches) to 3.4 liters (207 cubic inches), the new powerplant pumps out more power and burns less gas. At 2.75 inches (70 mm) shorter and 4.7 inches (119 mm) lower, the new boxer engine allows for storage space behind the seats.

From the ignition key positioned on the left to its classic and instantly recognizable shape, the new Porsche 911 Carrera speaks directly to driving enthusiasts and provides the best balance between speed, safety and comfort.

(courtesy of Porsche Cars North America, Inc.)

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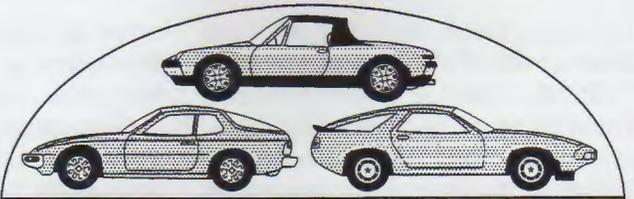


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The Road Not Taken Rallye

The Roads We Drove

By Sharif Nijim

I couldn't sleep Saturday night. I can never sleep when I'm excited. This time the reason for my excitement was The Road Not Taken Rallye. The rallye bug bit me and my brother Faris back in April when we drove the Kane County Cool Car Classic Caravan (rallye). Since then we've been champing at the bit for another opportunity to participate in one. And this was it.

Sunday morning September 27th dawned a bit gray and overcast. But the weather spirits cooperated, blowing away the clouds. We hopped into the Porsche for a leisurely cruise up to Gurnee Mills ... umm, I mean the Wal-Mart parking lot across from Gurnee Mills. The view as we pulled in was even more magnificent than in April! Two 996s had made an appearance in addition to a 912. Of course, there was a wonderful collection of 911s, 964s, 944s, 968s, and Boxster. Thirty-two cars in all - quite a good turnout.

After the drivers' meeting, we were under way. The odometer check came and went without incident. We didn't get lost along the way, which put us at ease. Perhaps overly so. Soon into the first leg, we forgot what 'onto' meant. Cruising sedately along, we were following MB

when it turned off ... but we continued along for a mile ... or two. Hmm ... no sign of the Carera RS of David, Heather, and Delaney O'Bryan that had been ahead of us. No sign of any Porsche behind us. In fact, there was no sign of any other car on the road at all!

Faris: "Hmmm ... wonder what the next instruction is?"

Sharif: "What's the Main Road Rule?"

Faris: "Onto, onto, onto, ONTO!! MB!! Turn around!!"

Sharif: "Dah!"

911: "ggggrrrrrr
RRRRRRRRRRR
OOOOOOOOOOO
AAAAAAAAAAAA
RRRRRRRRRRR!!!!!!!!!!!!,
shift,
RRROOOAAARRR!!!!!!!!!!!!,
shift,
RRRRRRROOOOOO
AAAAAARRRRRR!!!!!!!!!!!!"

Present by good Rallyemaster design were long, flat, deserted, country road straight-aways with plenty of visibility that allowed for safe, brisk, effective make up speed. Pulling strongly in third and fourth gears, we were determined to make up lost time. And make up time we did - instead of maxing out the first leg, we were only 1.57 minutes late.

The second leg was by far the most entertaining leg of the day. Misjudging a T intersection, we were almost immediately off course. We then we ignored the General Instructions, neglected a "Road Closed Ahead" sign, and forged blithely on until we arrived at a completely torn up intersection. Tromping on the brakes, we idled across eighty feet of gravel.

Sharif: "This is it! This must be the intersection of Route 20 and Route 75 that was discussed at the drivers' meeting!"

Faris: "But there are no signs ... anywhere. There should be signs."

Sharif: "Hmmm ... what should we do? Go back?? Wait! Farmhouse! Farmhouse!"

Faris: "Yeah, let's ask if this is Beaumont Road/Route 75. Or how we can get there."

911: "burble ... burble ... burble"

We squirted up the road and into the driveway on our left. After ringing the bell for what seemed like half an hour, it became apparent that nobody was home. Anxiety building, we proceeded up the road about fifty yards to the next farmhouse. Lucky for us, there were two men doing chores in the barn. Faris leapt from



Sharif Nijim and Anita Haas sat across from



Mike Haas (left) and Faris Nijim

the car and fought his way past random farm implements while I carefully turned around.

Faris: "Is that road back there Beaumont Road? Is it Route 75?"

Farmer 1: "Whachya lookin' fer?"

Faris: "Route 75! That intersection just up the road ... is that it?"

Farmer 2: "Whereya comin' from?"

Faris: "We don't really know ... "

Farmer 1: "Well, whereya goin'?"

Faris: "Uh ... we don't know that either ... look, is that Beaumont back there?"

911: "burble ... burble ... burble"

Meanwhile, I sat in the car. The rest of the family came out of the house to stare curiously at the two lunatics in the glistening black 911, which emitted a low rumbling sound that rolled across the driveway.

After much gesticulating and several attempts at clarification, Faris managed to glean useful nuggets of information out of the two men. The instruction following the one we were working on mentioned turning left onto Dover Line Road. The gentlemen said we should continue on our admittedly incorrect path for a mile or so, turn left, head up that road another mile, and make another left. A mile or so after that, we would encounter Dover Line Road, at which point, we should turn right. By doing that, the farmers and Faris reasoned

that we would essentially be completing the opposite side of a box, at which point we could continue merrily on our way.

Faris leapt back into the car. We crunched cautiously up the gravel driveway, careful not to spit out any rocks. Once all four tires were firmly back on asphalt, a generous dose of throttle pushed us back firmly in our seats, leaving the helpful Wisconsin family behind. We could see them in the mirrors staring after us with wide eyes and open mouths as we grew smaller; the rural silence shattered by our departure.

We arrived at Checkpoint Two just as it was being set up. The checkpoint workers had been caught in traffic ... behind a truck ... blocked by a train ... and slowed by police at an accident. Susan was fuming. (The leg would later be 'thrown out'.) In the

confusion of the moment, we were handed the slip for Checkpoint Three. While Faris tried to find the out-marker at the end of the chain link fence, I was panicking about our out time ... it had come and gone and we were still sitting there!

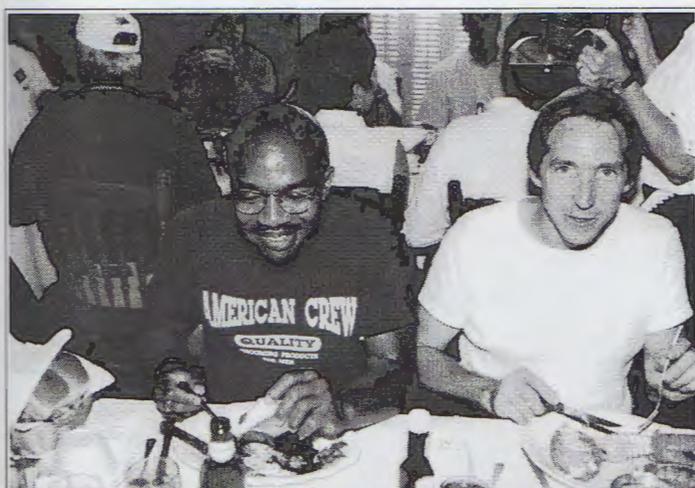
Making a senseless mistake, I gunned away from the checkpoint thinking that we would figure things out as we drove. We tried following the route instructions ... we tried really hard. But they didn't work. Debate in the car centered on which leg we were truly on. Faris was absolutely convinced that this was leg three and that we were trying to follow incorrect route instructions.

So, we ended up reversing our course and making our way back to the checkpoint in a leisurely fashion. As usual, Faris was completely correct. We got a new out

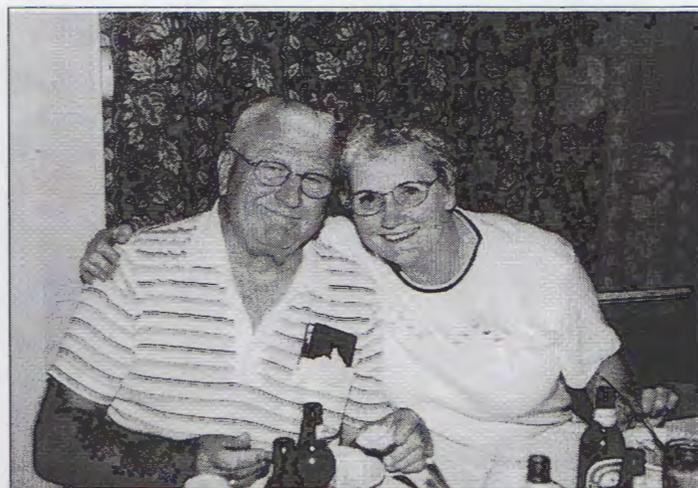
Rallye photos by Steve Rashbaum



Registration and checkpoint workers Emily Weaver and Taylor Shire



Courtney Reid (left) and Kevin Schilling



Tom and Phyllis Harwood

Road ...

time, the correct Checkpoint slip, and were able to depart in a more sedate fashion.

The rest of the rallye was a gas ... which we used plenty of. Seriously though, Susan and Steve are to be commended for the truly wonderful roads they directed us onto. Living up to her title (you have to ask her), Susan incorporated a sufficient amount of deviousness into the rallye. She does not, however, take credit for the 1.2 mile stretch at 10 mph that 'caught' almost all of the experienced rallyists coming into Checkpoint Five very, very early. It was, she says, Steve's trick!

One funny incident sticks in my mind ... attempting to make a left turn ... in a subdivision ... on a dead end road ... and into a cul-de-sac. We

shared smiles and knowingly baffled looks with Mike and Anita Haas and Kevin Schilling and Courtney Reid as we leapfrogged past each other in our efforts to find the "Road That Should Be Taken". The locals were definitely amused. As Kevin blasted his 930 into the cul-de-sac, a man with a weed whacker laughingly waved him off yelling, "Keep going on 11! Keep going on 11!" Sounds like we weren't the only group that fell into this left turn trap.

After the rallye was over, we corrected our most glaring mistake from last April - we didn't leave immediately. Instead, we stayed for dinner and the debrief held at the Wilmot "pass the butter" Stage Stop. The post-rallye get-together should be considered a 'must' for all rallyists. Seldom has a cold beer tasted so good! It was wonderful to talk and

commiserate with fellow Chicago Region members about the day's events. We unanimously decided that Susan should keep her title!

The rest of the conversation revolved most around Porsches, which suited us just fine. I even chatted with Ez Goldman about the wonderful snarly exhaust note on his C4, which had been made possible by B&B and Midwest Eurosport.

In addition to having a really great day, Faris and I were surprised to learn at 'trophy time' that we missed trophying by only one place. Yup, the rallye bug has bitten us bad and the Susan and Steve's The Road Not Taken Rallye served as a wonderful appetizer for things to come.

See you at New Glarus ... or, more than likely, on some road on the way, going in the opposite direction ... with a new, snarly exhaust!



The rallye team of Jim Stokes (left) and Van Larsen.



Sharon Gregor and Steve Olson were still smiling after the rallye.



Her first rallye, Delaney O'Bryan, with parents David and Heather



Their first rallye, Ezra and Ilana Goldman and daughters wait for the trophy presentation.

The Road Not Taken Rallye Results

Rallyemasters Steve Rashbaum and Susan Shire

Driver	Navigator	Place	Driver	Navigator	Place
Lee Lichtenstein	Chuck Bittman	1	Mike Steele	Jeannie Steele	17
Jack Stephensen	Dan Del Fava	2	David Gill	Betty Loos	18
Ken Pesavento	Nikki Kroll	3	Ed Barnicle	Gayle Timbes	Tie
David O'Bryan	Heather O'Bryan	4	Steve Olson	Sharon Gregor	Tie
Tom Harwood	Phyllis Harwood	5	John Kuetemeyar	Stan Stepanek	Tie
Tom Verachtert	Doug Beshears	6	Joe Ornelas	Jeff Lindahl	Tie
Sharif Nijim	Faris Nijim	7	Pete Hackenson	Brandon Hackenson	Tie
Eric Gehm	Duane Sohn	8	Kevin Schilling	Courtney Reid	Tie
Myron Walters	Nina Hoyer	9	Dale Costello	Amber Schultz	Tie
Bob Heider	Barb Heider	10	Rod Anthony	Maureen Anthony	Tie
Roger Horn	Lorenzo DeLeon	11	Van Larsen	Jim Stokes	Tie
Nick Brenkus	Susan Brenkus	12	Frank Egan	Tim Egan	Tie
Mike Haas	Anita Haas	13	Dennis Goraczniak	Nancy Goraczniak	Tie
Jessica Mathews	David Mathews	14	Ezra Goldman	Iana Goldman	Touring
Margaret Rathunde	Karen Haley	15	Scottie Walsh	Molly Walsh	Touring
Bill Murrin	Amy Murrin	16	Joshua Koenig	Matthia Mayelle	Touring



'Horses' can still be found in back of the historic Wilmot Stage Stop



Top Finishers

The Rallyemasters wish to thank

- Dan Gallagher who pre-ran the rallye and then personally sampled the Heinkins at the Wilmot Stage Stop to make sure that it was a 'good year' and drinkable.
- Bob and Shirley Cook and Gary 'Crash' and Myra Knoblauch for working Checkpoints One and Five.
- Taylor Shire, Emily Weaver, and Richard Shire for helping with Registration, and working Checkpoints Two, Three, and Four.
- The first 6 or so rallye cars that came through Checkpoint Two either before Susan and her crew got there or immediately after. We appreciate your good humor and understanding.
- The Wilmot Stage Stop for 'rolling with the punches' when 65+ rallyists and workers showed up thirsty and hungry after we had said that there might be 50.

Tech Scene

Transmission Oil Temperature

By Mark Kinninger,
San Diego Region
(from Windblown Witness)

A few years ago we started checking transmission oil temperature on a few of our cars at a local time trial. Most people might tend to think that tranny oil temperature would tend to run cooler than their engine oil temperature. After all there is no combustion process. Well this is not true for a car that is being run for continuous hard laps during a race.

What we found was that transmission oil temperature tends to run 30 to 80 degrees (f) above the cars engine oil temperature. The higher temperature being in the cars with limited slip diffs and or a heavy right foot.

The drawbacks of 240 degrees+ transmission oil temperature are numerous. Porsches original synchro design requires plenty of finesse already. When transmission oil temperature goes above about 230 degrees shifting takes a turn for the worse. The gears won't engage quite as easily as normal, and it is not unusual for the driver, who might be all caught up in the process of trying to run down their rival to force the gears through a tight spot. The amount of heat and wear that occurs when this happens can shorten transmission life down to one or two events.

At about 250 degrees oil temperature, the transmission input seal starts leaking oil. 73 and later 911 trannys have a Viton seal available which helps to prevent this. By the way, we have seen transmission oil temperature as high as 300 degrees F. Those particular cars are now equipped external transmission oil pumps and oil coolers.

Good quality gear oils, like Redline or Swepco are a good investment when it comes to extending transmission life. They don't always improve shifting however the lubrication qualities are excellent.

I had a chance to put Swepco gear oil through a real life extreme test. This occurred while Chris Burns and Denny Stone were racing their GT4S 914-6 at the POC four-hour enduro at Willow Springs. One hour in to the event the transmission input-shaft seal lets go and sends a slow but steady stream of oil to the center of the clutch. The only immediate solution was a very risky one.

The solution involved draining the transmission oil to the point where the transmission was at about half capacity. This gets the oil away from the input seal which should slow the leak. Well the first part of the gamble paid off with the leak stopping, the clutch hooking up and the car finishing 2nd in class. The next part of the gamble was how bad did we hurt the transmission running it for so long with so little oil. Upon tearing down the transmission, we found no noticeable wear due to lack of oil. Swepco oil passed a test that I would not consider trying with conventional oil.

Those Pesky 914 Door Handles

by Dave Darling,
Loma Prieta Region
(from PRIETA POST)

One day I got out of work, and walked over to my 914 to drive home. I had parked the car next to a tree because it was nice and shaded.

I opened up the door to get in, but it slipped out of my grasp. CRUNCH! The edge of the door hit the tree trunk, and the rear half of the outside handle fell onto the ground. Not a good way to end the day.

Happily, it can be (and was) fixed. I used the procedure in the Haynes manual, but I thought their instructions could have been more complete. This is how I replaced mine:

Remove the door upholstery panel. You have to remove other things to get those off.

First step is the window cranks. The cranks have a plastic cover that hooks on both sides of the inner end.

It usually takes some work to pry that off. This reveals a screw, which you remove. Then you have to wiggle-wiggle-wiggle-wiggle for an irritatingly long time, and possibly even do some prying, to pull the crank off of the shaft. Also pull off the black plastic washer that was behind the crank.

Next, remove the cup behind the inner door release. Pulling the release lever out, as if opening the door, will show you another screw. Remove it, then slide the cup out and forward.

Next, remove the driver's side map pocket. There may be three screws through the bottom of the pocket into the door frame. If yours are still there (mine are long gone, my maps fall through all the time), remove them. Then use an Allen wrench to remove the two Allen screws that hold the top corners of the pocket onto the door. Pull out, and there it is.

Stereo speakers, if any, are your own responsibility.

If this were the passenger's side, you have to remove the grab handle. Undo the three screws across the bottom again. Then slide the bottom part forward (I think, just did it last night!) and it will drop off of the upper part. Then undo the Allen screw at the top of the handle (hidden by a plastic cover that you have to pry back), and at the bottom of the handle, near the forward edge of the armrest. You don't have to remove the other two Allen screws.

For either side, you then CAREFULLY pry around the front, rear, and bottom edges. There are clips that go into the door frame and hold the panel onto the frame. It's easy to pull them out of the panel or break them, so be careful.

When the bottom of the panel swings away from the frame, pull up on the whole panel. There are three tabs on the top of the panel that go into three slots on the top of the door frame.

Put the window crank back on and wind up the window.

Use either a 10mm or 13mm socket

to remove the nut holding the rear edge of the outer handle onto the door. The door must be open to do this. A word of caution, courtesy of Tom Griffith, from Zone 8. He notes that this nut's stud is rather fragile, and can easily break off of the handle. Caution and penetrating oil are good things to use here, particularly if you see any signs of rust.

If you do break the stud, you can drill a hole in the handle and use a bolt. You'll want to find a bolt whose head is fairly thin so that you won't scrape your fingers when you open the door.

Use an Allen wrench to remove the Allen screw that holds the front of the handle onto the door frame. Look carefully for it with a flashlight. You'll have to get your hands inside the door frame to do this.

Pull the handle outward and to the rear. Two plastic seals will either be stuck to the handle, stuck to the door, or fall off. Keep those for reuse, or just get new ones, they're relatively cheap.

You can put your old lock cylinder

into the new lock. To do so, put your key into the lock. Then remove the screw holding the cam onto the end of the lock cylinder. Pull off the cam and push the cylinder out. There will be a spring that flies off somewhere here, so watch for it.

Do the same thing to the new handle, if it has a lock in it, but you don't have to put a key in it. The tumblers ("pins") will spring out, though, so watch out! Put the old cylinder into the new lock, put the little spring back in, put the cam on, and screw the retaining screw back in.

This is also a good time to replace the plastic slider sleeve. These are available from most after market outfits (Pelican, GPR, AA, Automotion), and are cheap insurance. Dirt and grime love to hide in all the cranies around the handle. This is also a great opportunity to clean up the area.

Then, put the handle back in the door. Easier said than done. Starting the Allen screw in particular is a pain, because access to the screw head is difficult unless you have

tiny hands. Lots of patience is the key; you don't want to cross-thread it! After you get that screw mostly in, you can put the nut back on the aft part of the handle.

Then reassemble the door panel. Take the window crank back off, of course. Make sure that all three tabs on the panel go into the slots in the frame. Press on where the retaining clips are (the ones that are still there). Then put the door pocket/grab handle back on, and then the door handle cup and window crank. All done!

As a side note, the passenger side door has the cut outs for the clip-in nuts that would hold another map pocket onto the passenger side (at least on my '74). You can pry out the two nuts that are there and use them in the two empty holes. You'll have to poke two new holes in the door panel, and somehow cover up the one for the top of the grab handle. The flange that the upper grab handle nut clips into is welded in, however, and does not exist on the driver's side door.

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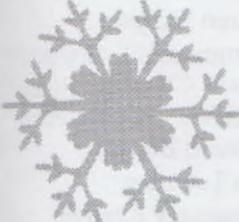
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Chicago Region Scene
&
Beanie Baby Phenomenon

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DOWNHILL RACER - THE SEQUEL



Perhaps this time we'll actually have snow! Stay tuned to
your local weatherperson for the latest conditions. The slide
needs 4" of snow and overnight temps of 20 - 25 to open.

Bring your own toboggan or rent one (\$1 per hour fee) on the premises.

Sunday, January 10, 1998

Noon - 3 p.m.

Swallow Cliff Forest Preserve



Rt. #83 ½ mile west of Rt #45 (La Grange Rd.)
Palos Park, IL
(S/W Cook County - Palos area)



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Beginning at 2:00 p. m. for those who don't/won't toboggan



Chicago Region Membership

November Membership Anniversaries

1964	John J. Schaub	Patricia Schaub	Thomas S. DePagter	Bev DePagter
1974	Terry L. Kramer	Sally Kramer	Steven H. Bowman MD	Karen Ashley-Bowman
	Steven T. Zailyk	Geoffrey Zailyk	Austin Mansur	Barry Mansur
1975	Sonny Luster Jr.	Sybil V. Luster	David Zinck	
1976	Charles M. Peterson		Luke A. Wolanski	Josephine B. Giorango
1977	Keith Wunrow	Jan Wunrow	Robert A. Richter II	Nancy Richter
1978	Richard Lotesta	Brenda Lotesta	Michael J. Miller	Nathaniel J. Miller
1979	John E. Bonnett	Avis Bonnett	Thomas M. Perschke	
1980	Albert Goldberg	Gary R. Digrazia	Dino G. Pillizzi	Kelley Pillizzi
1983	Mark T. Gadbois	Siri S. Gadbois	1995 Ray Ziganto	Lina Ariffin
1984	Glenn P. Sapa	Sandy Sapa	Jeffrey Kushner	Carolyn Kushner
	Leonard J. Tralmer	Gloria Tralmer	Forrest M. Gates	
1987	Robert F. Smith	Deborah Smith	Ralph D. Nuzzo	Karen Nuzzo
1988	John R. Marozsan		Alan L. Van Doren	Tammy M. Van Doren
	Alex A. Gianaras		Alex G. Christopher	Susan Christopher
	Jack Amstadt	Corrine Amstadt	1996 Steven P. Chivington	Victoria Chivington
	Michael Faems	Don Faems	JoAnn Brescia	Donald Brescia
1989	Russell A. Vanderhoof	Edward Vanderhoof	T. Edward Townley	Jan Townley
1990	Michelle Buie	Dan Buie	Robert L. Kerwin	Rosemary Kerwin
1991	Corky Andersen	Jean Andersen	James R. Schwade	JoAnne Schwade
	Wade T. Thomas	Paula L. Thomas	Gary L. Kreutz	Sharon Kreutz
1993	Daniel T. McBreen	Thomas R. McBreen	S. Joseph Sundberg	Shelley Sundberg
	Al A. Mockaitis	Daiva Mockaitis	David C. Newkirk	
	Gregory C. Boltz		Paula S. Gatto	Andrea Reisener
	L. Robert Artoe		Tommy Thompson	Toy Thompson
	William E. DeWitt	R. Lee DeWitt	1997 Scott D. Galaba	Karen Z. Galaba
	Glen Spiegler	Angela M. Roberto	Richard J. Thielsen	Debbie Thielsen
	Nicholas J. Rhodehamel	Jonah Rhodehamel	Gino Mazzeo	Rudy Mazzeo
1994	Tray Anderson	Danita Anderson	Michael P. Davis	Sheila M. Davis
	James M. DuBois	Sandra DuBois	Jeff C. Baker	Terri D. Baker
	Steven N. Kacel		Patrick Clerkin	
	Michael L. Van Klavaren	Terri Van Klavaren	Allen J. Dunn	

Member News

Condolences to Bob and Joan Soske and their family on the death of Joan's mother. Our prayers and thoughts are with you.

Condolences to Bob and Shirley Cook and their family on the death of Shirley's father. Our thoughts and prayers are with you.

Speedy recovery wishes to Nick Brenkus.

Congratulations to Bill and Amy Murrin on the marriage of their daughter Betsy on November 7th.

We look forward to seeing all of our members, old and new, at the events.

Ed Barnicle, Membership Chair

Welcome To Our New Members For October 1998!

Donald Bickel
Peru, IL
1987 911

J. Jason Choulochas
Chicago, IL
1999 Boxster

Christi Cymryn
Monroe, WI
1986 944T

Brent R. Earl
Hoffman Estates, IL
1987 951

Richard M. Feldman
Chicago, IL

1998 Boxster
Jeffrey S. Folkerts
Rockford, IL
1984 944

John E. Glennon
Lake Forest, IL
1999 Boxster

W. Robert Gold
Chicago, IL

Kirk J. Jurinek
Palatine, IL
1984 911

Olga Markoff

Chicago, IL
1998 Boxster
Ronald R. Risch, Jr.
Skokie, IL
1998 Boxster

David Smith
Kenilworth, IL
1988 911

Varun Soni
Long Grove, IL
1997 993

Peter Spentzos
South Barrington, IL
1992 911 Cab

Bryan K. Taylor
Chicago, IL
1974 911
Philip V. Tilly
Peoria, IL
1998 Boxster

Daniel J. Tinley
Arlington Heights, IL
1982 911SC

Tara C. Wilke
Mequon, WI
1973 ½ 911T

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BMW (all models)	Mazda 626 Turbo
Cadillac Allante	Mazda MX-6
Chevy Beretta GTZ	Mercedes - all models
Chevy Lumina Z34	Merkur XR4TI
Chrysler LeBaron GTC	Mitsubishi Eclipse
Chrysler TC Turbo	Mitsubishi Mirage Turbo
Dodge Lancer Shelby Z	Olds Cutlass (Quad-4 HO)
Dodge Shadow Turbo	Plymouth RS Sundance
Dodge Spirit R/T	Pontiac Grand AM Quad 4
Eagle Talon	Pontiac Grand Prix Turbo
Ford T-Bird SC	Pontiac Grand Prix Turbo STE
Ford Taurus SHO	Pontiac Sunbird GT
Infiniti Q45	Saab 900
Isuzu Impulse	Toyota Celica Turbo - all types
Jaguar XJS	Volkswagen Corrado



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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...

Concours Scene

Concours Corner - Targa Trim

by Bev Frohm, Orange Coast Region
(from PORSCHE PANDEMONIUM)

Targas are wonderful, but the fabric-covered rubber on the sides can be a real pain. The fabric becomes faded and worn looking. This is primarily due to the harsh California sun, but not always. Smog, cleaning chemicals, sun, and age takes a toll of these delicate rubber strips.

I learned a trick from one of my concours buddies to help those pesky strips look fresh and new — use fabric paint. This will take some patience, so prepare yourself ahead of time.

You can find fabric paint at most craft stores. In Steamboat, I realized this rubber looked rather faded, so I wandered down to Wal-Mart hoping I could find some fabric paint.

Voila, they had the paint, but not the perfect color. I bought some warm gray and bottle of black. I also purchased a small sponge with a handle to apply the paint with. Now, it is important to get a sponge that is about the same width as the rubber. This makes the paint easier to apply evenly.

Now comes the tricky part. You do not want the paint to go on too thick, all you are trying to do is enhance the color of the fabric already there. I took the warm gray and poured some into a small bowl. Next, I mixed in a little black, very little. I kept adding black until I thought I had the right color to match the fabric covering the rubber.

Next, I added some water to thin the paint. Remember that I am just trying to enhance the color, not paint

the rubber. Once I had the consistency I wanted, I took the sponge and applied some of the thin paint to the least visible part of the rubber. It took three tries to get the perfect color, adding a bit of black each time.

Using the sponge, I applied the paint to the rubber in even strokes. Once you have covered the pieces with paint, take a clean non-linting rag and wipe off the excess paint. Wiping off the excess will insure you have an even coat of color on the fabric. Take your time and be patient. If you rush, it will show. You may want to try out your technique on a piece of fabric first.

After you are finished, you will be amazed how nice and fresh these pieces look. Lars was amazed how new they looked after I did this at Steamboat.

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Blackhawk Octoberfest

Ah, Sweet Adieu

By Steve Rashbaum

Octoberfest was a melancholy event. This is not to say that it was a sad event. It was, in fact, just the opposite. It was the realization that my wonderful driving season was at an end that made me melancholy. But, what a wonderful season it was ... and what a wonderful way to end the season - two glorious days of driving at Blackhawk.

The trees were in full color, the fallen leaves were crunchy underfoot, and the air was crisp enough for those in driving suits to be comfortable all day. Only the bees were annoying. I don't recall reading an article about Blackhawk where the infamous "Gallagher weather" was not mentioned so I am hesitant to mention it here. But ... the forecast was for rain over the weekend. It rained several days during the week and I had second thoughts about going to the track and driving in the rain. Chris Ingot, I'm sure, can recall that my skills are not sharp as a tack in the rain. I took a deep breath, conferred with Susan, and decided to go under any circumstance. Even if it rained, the seat time would be valuable. Well, the weather cooperated (Irish luck?) and both days were spectacular. I was disappointed though, when Sunday broke foggy and I was not able to improve my skills in the fog as it lifted before the first session.

Like other Blackhawks that I have attended this year, or any other, it was a gas. Attendance was full on both days with all of the classes being filled. I saw a lot of smiling faces and happy cars. The days were exciting on the track but there was not much excitement off the track. No major shunts. Reinhard Barthel who was able to start a grass fire when he thought his Porsche was a SUV and went off road near the Carousel provided the most excitement. The local fire department (read that Chicago Region Safety Team and

some corner workers) quickly went to work and the fire was extinguished. Amazingly, Gallagher's Rule Number One was not broken.

As with all Chicago Region events, the companionship was superb and the evenings after the track closed were filled with times spent with friends. It was good to see Gary Knoblauch at the track on Saturday.

One word of advice to the party at the table next to us at dinner on Saturday evening: it is not a good idea to use the most recent issue of the Scene to level your table within eyesight of Susan. She tends to take such misuse of the magazine personally and not well.

So, with fond memories, I bid farewell to Blackhawk until next Spring.



John Bonnet's '72 911 RS



Andrew Bulkowski's '90 911 C2

Photos by Chris Inglot and Steve Rashbaum



George Biskup's '97 RSR



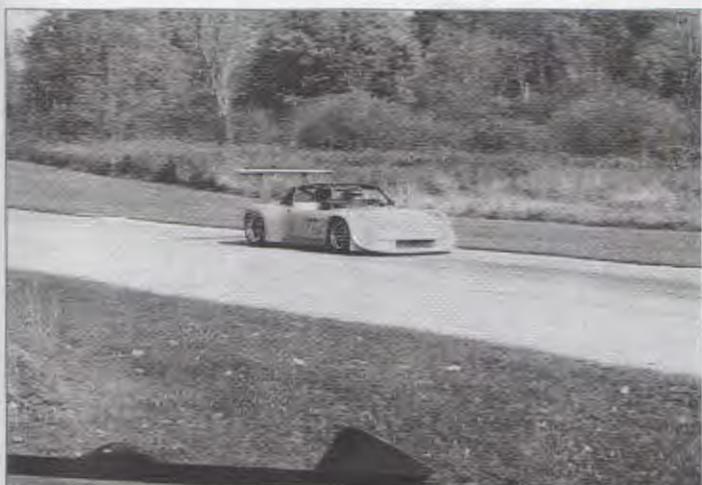
80, David Varwig '87 930



If Ed Duffy is on the track ...



who will drive Ed Duffy's trailer?



Hari Matsuda's '70 914-4

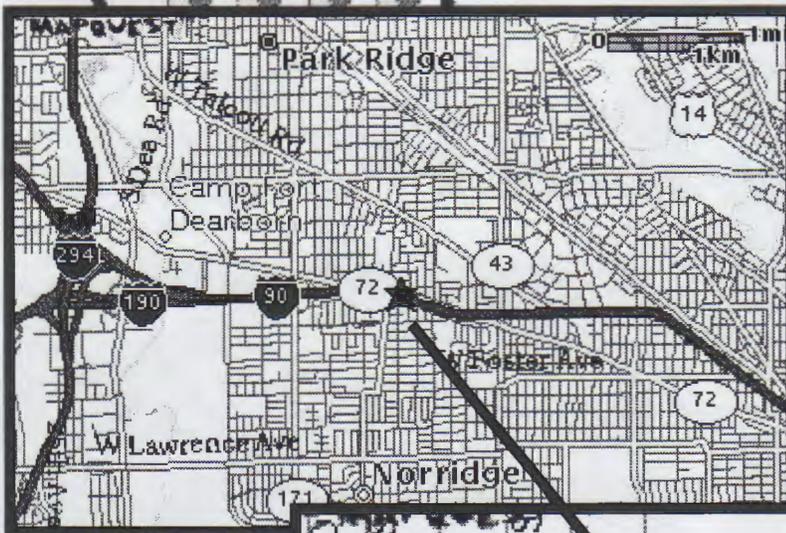
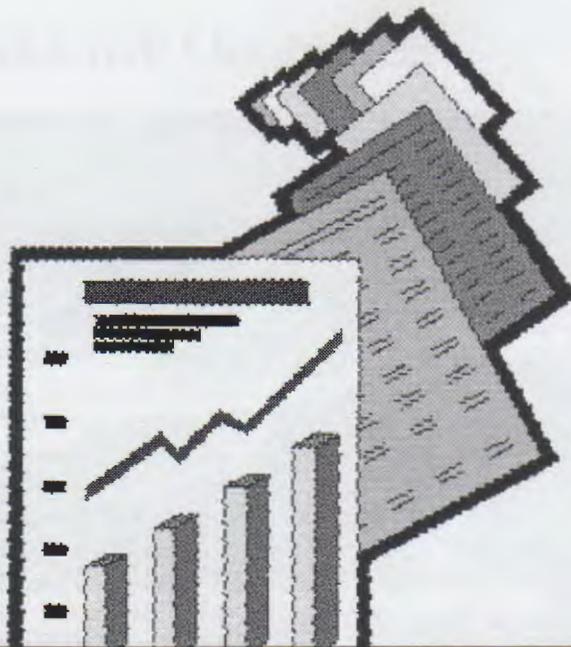


Randy Alexander's 07

Annual General Membership Meeting

Sunday
January 17, 1999

Noon – 4:00 pm

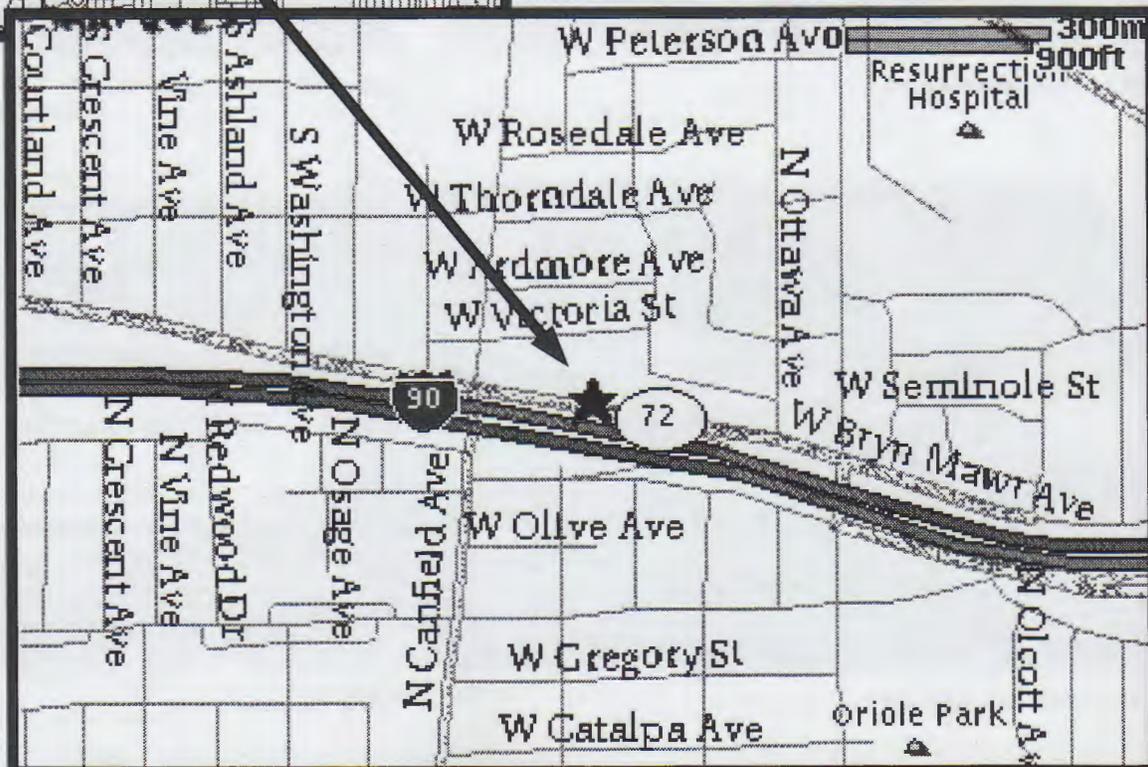


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PORSCHEs

1963 356B 1600S Coupe Bali blue/red leatherette. 64K mi. All records & books back 25 yrs. Orig. from CA (have orig. black plate). Very nice performing/driving/looking. Car needs nothing. All numbers match. Certificate of Authenticity. \$16,450. Michael Benét (Peoria) 309.692.2911.

1967 911S Red/black. 70K mi. Good condition. Not all original. Recaro sport seats, Webers, 2.0S eng. #307603 \$6,200. Brendan Connors 312.886.0311 ext. 3611.

1969 911E Strong & solid, unmolested car. Needs paint. \$8,900. Ken Smoot 773.784.6292.

1973 911 RS Touring White/blue graphics. 85K km. Exc. cond. All numbers match. Asking \$60,000. Glenn Sapa (eve) 630.690.0667.

1973 911T Blood orange 42K mi. MFI. Extensive upgrading of beautiful orig. example. Carrera tensioners, Koni adjustables, H-4's, sport muffler, batteries, master cylinder, Fuchs, Comp TA/ZR's, turbo tie rods, 21/26 mm torsion bars. F/R/S "S" deco trim. "S" instruments. Paint absolutely perfect! F/R aligned, corner balanced, lowered & recent tune up by Midwest Eurosport. Must

sacrifice. \$17,000. Mike Southard 847.294.3689.

1975 911S Targa Orig. Aubergine/b&w interior. 86K mi. #9115211409. Runs good with fast engine, newer brakes. Needs repainting. Asking \$5,500. Arthur Don, 1910 Greenwood, Wilmette, IL 60091. 312.580.2048 or e-mail: adon@dancona.com.

1985 911 Coupe White/burgundy leather. 41K orig. mi. No winters. All options. Mint. \$21,900/OBO. Tom 847.253.3622.

1986 911SC Cabriolet Burgundy/gray leather. 56,800 K mi. WPO#EA0915DS171125. Mint cond/always garaged/non-smoker. Comp. Records. Chain tensioner. No accidents. Drives/looks like dream. John Marozsan 847.735.0785 or e-mail: marozsaj@cch.com.

1986 911 Carrera Coupe Iris blue (ice blue)/taupe leather sport seat. 50K mi. Sunroof. A/C. Chin spoiler. Chip. Mobil 1. New Bilsteins. Alarm. Superb cond. \$24K. Ray Price (Valparaiso, IN) 219.464.2837.

1986 911 Turbo Carrera Guards red/tan leather. 34K mi. Books/service records. #WPOJBO937GS050288. Regularly detailed. Power seats/mirrors/sunroof/factory alarm. Regularly detailed. OZ Racing wheels with Z rated Comp T/A's. 930S steering wheel, H-4's. Head turner like no other Porsche I've owned. \$37,500. Steve 630.654.8006 or e-mail: FSS006@aol.com.

1986 911 Turbo Black/blk w/tan carp. 48K mi. WPOJB0936GS050220. No sunroof or A/C. Kokeln inter-cooler, B&B headers, exhaust & oil cooler in 930S air dam, K-27, sport clutch & light flywheel, Dougherty roll bar, Sabelts, Recaro SRDs. 8.5x17 & 10x17 Fikses w/fresh BFG R1's. Hollow 22mm & 29mm torsion bars, 22mm vision adj. anti-roll bars. All work by Midwest Eurosport & car can be seen there. \$40,000. John Kramer, 510 W. Wellington, #1-O, Chicago, IL 60657. 312.855.6232 or john.kramer@abnamro.com.

1987 911 Carrera Coupe White/red/red sheepskins. 53K pampered mi.

1987 auto show car. White 16' wheels w/crests. Tail. Sunroof. Ltd. slip. HD windshield cleaning. Headlight washers. Central locking. L/R electric sport seats. Auto heat. Cruise. F/R spoilers. Factory alarm/code remote alarm. Blaupunkt Washington, chip, SO2's, phone, radar absorbing bra. Bearcat, Mobil 1 every 3K. \$25,000. Bud 847.374.8484.

1989 911 Coupe Black/blk. 38K mi. Very good condition. Comp. maint. history. WPOAB0914KS120577.

New Bridgestone Potenza P.P. SO2 tires. \$33,900. Gordon Roth (w) 847.742.9500, (h) 630.232.0772.

1968 912 Maroon/black. 4 spd. #12803224. All orig. Stored inside 20 yr. Typical Porsche rust on fenders, rockers, door jams. No rust on pan. Interior excellent. \$4500. Phil Brown 815.495.9227

1970 914-6 85K mi. 2nd owner CA car. #9140342347. Numbers match, Cert. Of Auth. 2.2 "E" motor. Rebuilt trans. Carrera tensioners, turbo valve cover update. New fuel pump. Carbs rebuilt. K&N watershields. Stainless steel muffler. Koni's. Allison breakerless ignition. Orig. jack/owner's manual/spare tire/some rare parts also. \$15,700. Gary 630.679.4190 or 630.428.4640 or e-mail: Gmjurich@aol.com.

1975 914-6 Conversion White/blk 2.7. Street/track car. Club Race ready. Call for spec. \$12,500. Shawn Young (h) 630.616.0519 or (pager) 708.999.9135.

1982 928 Gold/leather. 104K mi. Weissach Limited edition. BBS wheels. Sunroof. Beautiful. \$9,000. Bob 630.582.8866 or e-mail: Cadgod1@aol.com.

1989 928S4 White/gray leather. 26+K mi. Auto, dual A/C, 10 speaker CD, memory seats, new Yokos. #WPOJB) 921KS860502. All maintenance up to date w/all records. 1st Place Porsche Parade Concours winner. Absolutely pristine/like new condition. Asking \$24,000. George Schumaker 248.539.3187. W. Bloomfield, MI.

1990 928S4 Grand Prix white/Marine blue. 18K mi. No winters/accidents/

The Mart ...

dents/dings. As new/Concours ready. #WPOJB2926LS860251. Supple leather. Rear A/C. Sunroof. Auto. Trans. All factory/service records and books. Everything works as it should. \$36,000. Steve 630.654.8006 or e-mail: FSS006@aol.com.

1986 930 Turbo Slantnose Black/lipstick red leather. 25K orig. mi. WPOJB0931GS051422. Over 20K spent on just major engine/suspension modifications less than 1K mi ago. Approx. 430hp. All work by Midwest Eurosport. Awesome/shows like new. \$57,000. Call for details. (w) 630.350.2252 ext. 331 or (h) 847.428.4504

1988 930 Turbo Slantnose Cabriolet Silver metallic/gray leather/navy accents and top. Color keyed wheels. Absolutely stunning color combination. 11K original mi.

#WPOEBO936JS0701. Photos on request. \$70,000. Barrington, IL. Fermin Adames (w) 630.350.2252 ext. 331 or (h) 847.428.4504

1988 930 Turbo Silver pearl/black accents. 33K mi. with original equipment. New Yoko tires 245/45ZR16. Exec. condition. Asking \$40,000. Ray 815.344.4155.

1987 944 Turbo Red/blk. 51K mi. 2nd owner. Very good condition. Serviced by Midwest Eurosport. No accidents/winters. Gary 708.445.8934 or e-mail: Garycoll@aol.com.

1989 944 Turbo S Baltic blue (navy)/Linen. Body & int. exc. Engine & turbo rebuilt 15K mi ago. O-ringed, Web Cam #274 (very little turbo lag), Auto Authority Stage II, Factory M-030 sway bars, competition alignment. Very fast, 300+ hp. (0-60 in 5 sec.) 170 mph. Car has not been raced. NEW PRICE \$20,750. Chuck Schank 815.498.4600.

1991 944S2 S/N WPO-AB2943MN410509. Only 7 of these cars were built to race for Firestone Firehawk Series. 6 cylinder, 208hp, MO30 suspension/big brake package. Factory "Matder" roll cage. Well maintained, race ready, & fabulous collectible value. \$34,500 firm. Deena 8am-5pm M-F CST 630.232.7487.

1997 993 Targa Artic silver/blk. 3K mi. Rare glass roof. Twin grill. All

carbon-fiber/alum inside. Tech-Art pedals & air vents. Momo wheel/Fabspeed exhaust/mtr sound. Ltd slip/CD/strut brace. Flawless. \$100,000. Ray 847.870.0989 or e-mail: rjovic@hotmail.com.

1999 996 Guards red/blk leather. 5K mi. 6 spd/sunroof/4 yr. warranty. New 5/98. Perfect. \$64,000. Henry Mundt 708.354.0284.

OTHERS/PARTS

1986 Mercedes Benz 190 2.3 16 valve, Cosworth 16 valve head, 5 spd., factory headers, ltd. slip, BBS, Yokos, Euro lamps, car cover. New complete exhaust w/cat. new brakes complete (pads, rotors, fluid), new timing chain & tensioner. Recent battery. Updated Sony radio w/CD. Carpeted, floor mats. AMG style vehicle. Adult owned/driven. Never driven by Nick Brenkus or Chris Ingot. This is an 'Uncle' Frank owned, rare vehicle. All reasonable offers considered. 'Uncle' Frank weekend/evenings 847.543.1843.

1995 Dodge Stratus ES Silver/gray cloth. 57,500 mi. 6 cyl. Auto. AM/FM. A/C. Cruise/tilt/more. New brakes inc. rotors. New tires. Transferrable extended warranty thru 6/2000 or 100K mi. All dealer maint. \$8,500 OBO. Jean Kaitis 630.443.8625.

1993 Taurus SHO White/gray leather. 60K mi. Sunroof/alarm. Very good condition. \$8,000. Brendan Connors 312.886.0311 ext. 3611

(4) Four 17x8 MSW Type 45 wheels (perfect, no scratches) w/ Dunlop Sport Rover 6TX 255-55-17H (less than 10,000 miles - 90% tread remaining). \$750. Van Larson 630.377.4686, lv. message.

17" Original Porsche Wheels with Dunlop SP Winter Sport M2, 205/50R17 tires purchased from dealer. Used one season only/ approx. 3000 mi. Cost \$2,400, will sell for \$1,200. Larry Ekstrom 847.778.6300.

Ruf Carrera 911 wheels (fits 911, 930, 944) Two (2) 17x8's and two (2) 17x9's. Relatively new Michelin Pilot SX's. Two (2) 225/45/ZR17 and two (2) 255/40/ZR17. Asking \$1,500. Avi 847.256.9090 or Dave 847.301.0744.

911 Tires Boxster take-offs. Bridgestone Potenza SO-2, 205-55x16 & 2 225-50x16. Like new. \$400 OBO (Tire Rack price \$750.) Mark Gadbois 630.469.4438

Yokohama tires AO32R Two (2) 275/40x17 and two (2) 235/40x17. Never on track/brand new. \$600. Glen Spiegler (h) 847.428.8038 or (w) 847.884.0818.

Autothority performance chip and **B&B stainless steel muffler w/dual exhausts** Fits '85-'89 911 3.2 litre. Purchased 3/98 - paid \$1,700+. Installed by Fischer/Barrington. 1K on both. Perfect condition. Reasonable offers please. Joe 847.381.5553.

'89-'91 C2/C4 Parts Four (4) jack stands \$20. Electric stock leather driver's seat linen color \$1000 (new \$6K). Unused stock inflatable spare tire \$200. Blk Simpson 5 point drivers' harness \$50. Floor mats/side pockets/rear seat pads/safety belts \$150. Orig. Porsche 7 spoke wheels two (2) 6x16s & two (2) 8x16s \$350. Orig. springs/shocks/sway bars for '90 C-4. Assorted books, oil, waxes, polishes all new. Jerry Cohen (eve) 847.635.4279.

Parts New set of Mintex brake pads for '79-89 911 Turbo/944 Turbo \$75. Intercooler from '86 930 \$250. Porsche 911 - Forever Young by Aichele \$40. Buyer pays shipping. John Kramer 510 W. Wellington Ave., Apt.1-0, Chicago, IL 60657. 312.855.6232 or e-mail: john.kramer@abnamro.com.

911 Parts Blk leather door panels/pockets '74+ Coupe/Targa \$400. Tan door pockets/panels \$250. Door cap rails (blk or tan available) \$100. NEW Black floor mats w/Porsche script \$75. Complete CIS fuel system off '75 2.7S \$750. 2.7S pistons/rings/pins \$300. 40IDA Webers \$1300. AIR front bumper 935 type w/2 sets of rectangular headlights per side for 9" flares. '67-'73 front bumper. Factory AM/FM cassette radio. '76S interior trim. Doug Coup, Sleepy Hollow, IL 60118. 847.426.8093 or e-mail: dcoup@dnhmarketing.com.

'73 911 Parts (1) 7x15 Fuchs. (1) 7x15 white Fuchs. Orig. 6x15 Fuchs with Pirelli. Fuel tank. '74 alum. trailing arms. F&R torsion bars complete. Rear seats brown. Seat belts with cov-

ers. Other misc. Ed Duffy
630.305.0779/9141 fax.

911 SC Parts SC bra \$75. Sport muffler/great sound/extra HP/exc. condition \$150. Ed Duffy
630.305.0779/9141 fax.

'94 C4 Turbo body 3.6 Blk on blk. Only 150 in US. **Parts** Big red turbo brakes, Pagid pads. Chip, Mass Air Flow, S.S. exhaust & fuel pressure regulator. Heavy duty clutch, light-weight flywheel. RSR Cup suspension. Stock wheels w/ Pirelli radials. Track wheels w/1 set Goodrich R1's & 1 set Yokos A032R's. Roll bar. Two (2) 5 point harnesses. \$45,00. Glen Spiegler (h) 847.428.8038 or (w) 847.884.0818.

930 Wheels and Parts Set 7 & 9x16 Fuchs. Pair of 6x16 Fuchs. Front spoiler/valance. All in exc. cond. Reasonable or OBO. Paul (w) 847.821.2686, (e) 847.949.8540, or ptravlos@interaccess.com.

'86 944T Parts Brey-Krause Harness guide bar \$250. Stock A'arms, torsion bars - best offer. Buyer pays freight. Steve 847.673.5218.

944 Parts 944 front Koni Gas sports

struts KO-1136LS & KO-1136RS fits 944 '85-'89 and 944 Turbo '86-'88.

Also 200 lb. frt springs for same application. Automotion list for setup is \$919.96. Will sell for \$600. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm).

944 Parts Brey Krause harness bar, like new (in car 2 weeks), fits 924/944/968 \$250. Weltmeister harness bar \$50. RCI blue 5 or 6 pt. Harness \$50. Space saver spare, like new \$75. Complete tool kit & jack, like new \$75. American Racing wheels w/7 (very) used BFG R1's, fits 924/Golf/Miata \$100. S2/Turbo Carbon Metallic brake pads (1 axle, F or R), almost new (95% left), \$65. Roger Beck 847.382.7159.

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

Vehicle Storage in Westmont for rent. Building is heated or A/C. Conveniently located near 63rd/Fairview. Don't wait till last minute,

reserve now. Dominic 630.571.2164.

WANTED

PARTS/MISC.

911 Race Stuff Non-sunroof clip. 2 Racing seats. Front spoiler mount oil cooler. Carrera oil pump. 2.7 twin plug heads. ElectroMotive ignition. Hot Lap timer & display. Lexan front windshield - Coupe. Doug Coup, Sleepy Hollow, IL 60118. 847.426.8093 or e-mail: dcoup@dnhmarketing.com.

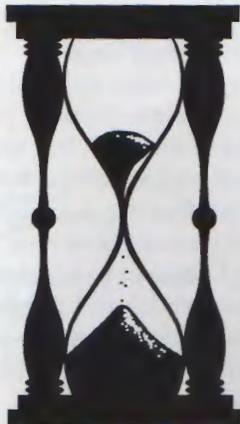
Set of Weber carburetors for 911. Would consider complete carbureted engine. Ken Smoot 773.784.6292.

'72 911 Parts Adjustable rear spring plate. 19mm front anti roll bar. Early (pre '74) black sport seats. Factory style sport muffler. Koni or Bilstein struts & shocks. Pair 15x7 R offset Fuchs. Roger Beck 847.382.7159.

4 Copies of July 1998 Chicago Scene Good condition. Susan 847.674.2285.

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Oversteer

Genesis 9:11

by Karen Jean Woods,
Rennsport Region
(from DER AUSPUFF)

Within the first few months of meeting my husband, I knew that one of his deepest desires was to own a Porsche. It's not that he spoke about it continuously, but his ability to sense when one was nearby, sort of like the way animals can sense an oncoming earthquake, always amazed me. He'd look around anxiously, waiting for it to come into view (I couldn't understand, was it a sound only he could hear or some kind of vibration?), then stare at it in awe and admiration, especially if it was a 911.

Early last April I decided to stop postponing the inevitable. We were having a regular day at home, my husband was sitting at the kitchen table, looking rather bored when I said to him, "Do you want buy a Porsche?" At first nothing happened, kinda like a deafening silence, if you know what I mean. Then he looked at me, his eyes narrowing into suspicious slits, searching my face for some sign of a cruel hoax. I explained that we had some extra cash, and if he wanted a 911, what better time than now? (Secretly, I selfishly wanted nothing more than to see that horrible, loud, obnoxious 5-litre car evicted from the driveway once and for all.)

I left him sitting there, stunned, silent and thinking. I went about my business, ignorantly unaware of the magnitude of what I had said and what kind of boundless obsession this would become. Suddenly, life became a hurricane of activity, buying news-

papers, auto hebdo and the Ontario and US equivalents, Porsche magazines, Porsche repair manuals, etc.

(At this point, we didn't know about the DER AUSPUFF or PANORAMA.) Then came the "go sees." Early (VERY EARLY) Saturday mornings, my husband would have a list of potential candidates lined up, all the way from Ottawa to St. Jovite and everywhere in between. Then he would pace outside the house, chain smoking, impatiently waiting for me to emerge, so we could get going. We saw many 911s, but there was always something wrong.

The easy-to-please man I thought I knew became the fussiest person I had ever met. (This is the same man, who, when one day I announced I wanted to buy a house, said, "I don't really care what the house looks like, as long as it has a garage and a flat driveway.") With extreme intensity, he would inspect every detail of the cars. I dared not speak and break his concentration. Even when the owners started in on their sales pitch, he would quickly but politely silence them, leaving them and me standing awkwardly aside while the inspection continued.

Almost two months later he saw it. I don't know what this particular Porsche had that the others didn't, but who am I to argue with a passionate chemistry. It clicked and I knew it right away by the look on his face. He almost glowed. I hate to get too personal, but after all these years of marital bliss, I'd never seen him look so satisfied. Hmmm.

So we brought it home (the garage has been cleaned and prepared weeks before). I'm sure all you Porsche owners out there know what happens next -- modifications, repairs, change this and that, take the engine out, put the engine in, parts, tools, spend, spend and spend some more. If the garage had a bed, bathroom and a bank machine, I'd never see him.

One evening during supper, he explained a strange phenomenon. "When you own a Porsche," he said, "you don't know what the car looks

like while it's being driven 'cause you're in it." So now occasionally, I drive the Porsche around our neighborhood and he follows me in my car, blowing the horn once to go faster and twice to go slower. I'm sure the neighbors think we're insane.

A few months later we joined the Porsche Club and, until then, I had never known that there were a whole bunch of men out there EXACTLY like mine! They phone each other, exchanging ideas and plans about their Porsches, stop by each others homes (or should I say garages) to help each other out, share tools and elbow grease, and occasionally just stop by for a cold beer.

I sometimes wonder if a scientific study has ever been done on the Porsche owner. Do they share some strange gene that causes this unrelenting search for the perfect Porsche? Is there something in their DNA that makes them want to drive their cars "Mach II with their hair on fire" on the Porsche circuit?

I guess we will never be sure what the cause is. I just know it isn't curable.

In a Hurry Are We, Sir?

picked off the 'Net by Jim Pasha,
Diablo Region

Two members of the Lothian and Borders traffic police were out on the Berwickshire moors with a radar gun recently, happily engaged in apprehending speeding motorists, when their equipment suddenly locked-up completely with an unexpected reading of well over 300 mph. The mystery was explained seconds later as a low flying Harrier hurtled over their heads.

The boys in blue, upset at the damage to their radar gun, put in a complaint to the RAF, but were somewhat chastened when the RAF pointed out that the damage might well have been more severe. The Harrier's target-seeker had locked on to the "enemy" radar and triggered an automatic retaliatory air-to-surface missile attack. Luckily the Harrier was operating unarmed.



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