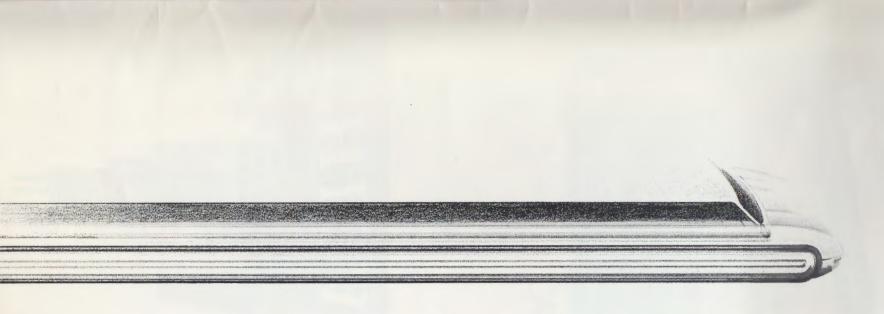
CHICAGO SCENE



October 1996



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



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Chicago Scene Volume 40, Number 10

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MART: Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA, Chicago Region members, no charge; non-PCA, Chicago Region members, \$5.00 per ad.

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On The Cover: John Ruther's Supercup at the Siebken's concours.

Gallagher's Gear on page 3. From the Members on page 4, 5, & 7. Voice of Vroomm on page 5. Tech Tips on page 6. Win a Porsche Raffle form on page 8. Ads on pages 7, 9, 10, 15,16, 21, 29 and both covers. Blackhawks on page 17. Dinner dance on page 12, 13 and 14. New members on page 15. Rear View Mirror on pages 18-28. Board Meeting Minutes on page 32.

Chicago Region 1996 Calendar

January 7	Annual Meeting
January 21	Rest. Tour - Bella Vista
February 4	Toboggan Time
February 11	Go-Kart Racing
February 18	Workers' Party Chef Karl's
March 3	Tech Session - Chili
March 24	Rallye School and Social
April 14	Rallye 1 /Concours 1
April 28	Driver's School
May 5	Region Concours School
May 15	Blackhawk 1
May 19	Autocross 1
May 25, 26	Road America 1
June 9	Zone Concours 2
June 12	Blackhawk 2
June 23	Rallye 2
June 30	Lake Geneva - Autocross 2
July 7	Odyssey Cruise brunch
July 10	Blackhawk 3
July 14	Rockford - Autocross 3
July 28	Potter's Picnic - Concours 3
August 3, 4	Gingerman Raceway
August 11	Utica - Autocross 4
Aug. 31 - Sept. 1, 2	R.A - Club Race/Concours 4
September 8	Rallye 3
September 11	Blackhawk 4
September 14-21	Oklahoma Parade
September 29	Autocross 5
October 5, 6	Two day Rallye 4
October 12, 13	Blackhawk Octoberfest
October 27	Bill Jacob's Concours 5
November 10	Tech/Social
December 7	Dinner Dance

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In Gallagher's Gear

As you can read I did not fall off the bar stool at Siebkens; close but no cigar. What a weekend! This was the best weather I can recall at Elkhart in the twenty seven years I have been going there. The mere site of 358 Porsche's all in one spot at the same time was incredible. Each one was better than the other. Arnie and his staff of hundreds of workers and volunteers did one heck of a great job. The Leeds and their crew of approximately thirty of our club members had all the times and results done quickly and accurately. Chris Inglot did a fine job coordinating the SCCA people and our cast of volunteers. Registration always the biggest pain at our events of this size was superbly handled by Nick and Sue Brenkus. There were a few problems as you expect in an event of this size. Arnie had billed this event as a Calypso party at Road America. He must have not realized that finding a Calypso band in Northern Wisconsin was no easy task. This is just poking fun at the old boy. It was a great party Saturday night at Siebkens. Thirty one race cars, with police escort, left the track and joined 10 race cars for a Concours around Siebkens Tavern. The sound and site of these cars coming down main street of Elkhart was worth the price of admission. A special thanks to Pat and Bonnie Yanahan for coming all the way up just to judge the "street" classes. After the Concours 450 of us had dinner at Siebkens. I was told it was the largest dinner party ever held there. The weather Sunday was as perfect as it could get. Even though I have seen it for four years the site of 60 Porsche race cars in four separate races coming up the hill and getting the green flag is a site you will never forget. It was almost better than sex. The racing was good and exciting. What a weekend. Thanks so much to Arnie and Margo and all who helped make this event so successful. I understand he wants next years theme to be a Cajun party at Siebkens. I think he will have to fly to Louisiana and bring back some good old boys to the land of cheeseheads. But one thing I will guarantee it will be a great weekend.

Speaking of wonderful weekends with good friends, the Flatlander Rallye was all it promised to be. Somehow Steve and Sue actually found really neat roads in Lake County. I think I will never forget Bull Valley Road; not only was the road twisty and curvy but the homes all had five car garages. The rallye was 100% finishable, unless you failed to recognize the onto instructions. My heroes of rallying, George and Linda, probably the best of the best, missed an onto and came into the checkpoint the wrong way. A fun dinner was held at the Flatlander Restaurant in Buffalo Grove. This was simply one of the better steaks I have ever had. Great rallye, good

roads, fine food; what more can you expect in one day. Much thanks to Steve and Sue and all who worked the checkpoints. The Urbans worked two, the Murrin Family and Bob and Shirley Cook also deserve a big thank you.

I want to tell you about Blackhawk. It was simply that good. Peggy and I did not expect so many novice drivers, some twenty four in all. As we did not have an August Blackhawk it seems that everyone who wished to learn to drive the car the way the good Doctor wanted showed up at this event. It may have been raining in Chicago and even Rockford but the Heinekens we sacrificed the night before guaranteed us 71 degrees, blue skies, and not a drop of rain. Did you expect anything else! Thankfully once again there were no incidents except one car that got stuck in the mud at corner one. Jeff Girard set a new record of getting him out of there in four minutes. If you ever need a tow truck driver look no further than Jeff. Thanks to all who teched, Rich Noose for his help at the start line, all the fearless instructors and most of all to the best registrar I have ever had, the good lady Peggy.

While on the subject of Blackhawk our last driving event of the year is our annual two day weekend at Blackhawk. This is our only weekend event at this neat little track. One day registration is available, so before you put away the Porsche for the winter come on out and join me for a great weekend.

I know this newsletter will reach you after George and Linda's super two day rallye through the beautiful Kettle Moraine area of central Wisconsin. As I worked a checkpoint at the '84 Parade I have not previously run this rallye. It is something Peggy and I are really looking forward to, particularly since the end point is at my favorite saloon, Siebkens.

You should also be aware that our last Concours of the year is the seventh annual Porsche-BMW challenge at Bill Jacob's beautiful facility in Naperville. You might as well put a good coat of wax on the Porsche before the winter sets in, come on out and have a nice time.

We are eventually working on where to classify the new Boxster for next years autocross session. If you have any thoughts please convey them to Girard and Inglot.

We all wish our Porsche Parade goes the very best. I know as I write this letter that about fourteen member couples are on their way to Oklahoma, I wish I could be with them. I am sure they will do us proud.

Well if Peggy can drag me out of Siebkens you will be hearing from me next month. Do not forget to register for the Dinner Dance as it will sell out early.

Gallagher

From the Members

Road America Drivers Ed and Club Race 1996

Hello, my name is Bill Murrin. I am one of the directors of the Porsche Club of America, Chicago Region, and the Membership Chairman. Arnold Zann, The region club race Chairman asked if I would write an article about the Labor Day weekend Drivers School and Club Race. No small task.

If you will allow me, instead of an article proper, the following is just a stream of consciousness with no particular order. These are the things that I enjoyed.

Road America, probably the best road racing track in the U.S. The Wisconsin Kettle Moraine setting with rolling hills is wonderful. Been there fifteen times. Feels like home.

Seriously fast cars, 350 of them registered, even more with the guests, all of them made in Zuffenhausen and Neckarsulm. Beautiful cars. Porsches.

Bratwurst, hot off the grill and covered with brown mustard and sauerkraut. Everyday at least one bratwurst at the Munchwerkes.

Jack Berry and his SCCA corner working crew. Things just feel safer with Jack in control.

Turn five and my brakes, 125 MPH and oh man am I happy they work.

962's, real damn 962's, two of them, unbelievably fast, even standing still at the concours. Real damn fast Le Mans and Daytona and Sebring and Road America race winning 962's.

Greg Turek in his first Club Race, follows six two by two 944's into corner twelve, looks like big trouble, back off, no trouble, darn, got to go catch those six 944's.

The F-N Flying pit, down by the pre-grid on the fence. The Guards Red pit. The all red pit. My pit. Best pit at the track. Concrete surface, lots of tents. Bittman, Clark, Murrin, Goldman, Mueller, Clay, Mitchell (really dark red), and Weise. Great friends. Close to the Munchwerkes and corner five. Everyone stops off at the all red pit Best pit at the track.

Price Cobb, The winningest Porsche driver in the world in 1994, driving like a gent in the drivers ed. group, and like a champ in his race. World class driver.

Gallagher, Dan Gallagher, our voice and conscience at Road America. Would not be PCA without Dan. Didn't use one damn four letter word. Amazing.

Twin Turbo's. 400 horses and all wheel drive. 911 heaven. They gobble up Road America's four miles. Ken Lindgren has a red one and Guy Gardner has a blue one. Maybe I should get a white one, you know what I mean, Bicentennial-Fourth of July colored Twin Turbo's. Just a

thought. Pretty cool thought.

Nick Brenkus. Buys a car in '78, races it in class G in '96. Two cars out qualify him by 4 seconds. One car spins out and the other is disqualified. Nick wins class G. Did the same thing last year. Nick the G man.

Steve Rashbaum says "Bill, I'm going to follow you around the track." Every time I look in my mirror I see a big happy bearded smile. Even at 120 mph he's smiling. Steve scares me a little bit.

Turn twelve and my brakes, 125 MPH and oh man am I happy they work.

Bill and Linda Bein. Keepers of the grid, hard workers, first friends that I made at Road America. Real Porsche people.

Timing and Scoring. Do you know how to not see your wife and child for two and a half days? Have them volunteer for Timing and Scoring. An incredibly hard working team of people that timed the cars flawlessly.

My nose and I were very thankful for the new bathrooms at Road America.

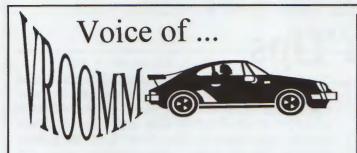
Seibkens. Headquarters for the weekend. Concours in front of, dinner for 450 inside of, dancing on the lawn of (Margo bare-footed). Great antiques, great bar, great staff. Can any other place be a better headquarters?

Bill Jacobs Motorsports. Our major sponsor with the juice and rolls and coffee, lots of coffee. They also brought a 993 pace car. But I liked the coffee, lots of coffee.

Race day. From 356 to 962, they raced. Wheel to wheel, bumper to bumper. Big fields of racing Porsches. Clawing up track, flying around the corners, and hanging on in the Kink. Every car was perfect. Every driver was a winner.

Arnold Zann pulled it off. PCA Club Racing's largest ever event. A whole year of planning and nail biting. Fabulous, huge, spectacular.





Hi!

This issue is loaded with pictures and events. Road America looked like a great time. We will most certainly have more pictures or Road America next month too. What a great event.

Thank you for sending in the articles. We have a fantastic article from Bill Murrin on the previous page about Road America. Karl Klockars's second article about the restoration of his 914 is on page 7.

This is our second to last issue of the Scene as editors - Steve Rashbaum and Susan Shire are taking over and we are assuming their rallye duties next year. Don't forget to vote!

Thanks again, Heather and David

A Rally To Remember

By Heather O'Bryan

The rally by Steve Rashbaum and Susan Shire was lots of fun. David and I have only done two rallyes together (that counted) this being our second. We went on Edith and Larry's pig roast rally last summer, it wasn't a rallye that counted for points, but it was fun going around the farms and looking at the animals.

Nick and Sue Brenkus' rallye of Kane County was also exciting. We went in and around lots of beautiful areas. That was great scenery, but we wished we would have finished with a better score.

Steve and Sue's Flatlander rally was through beautiful Bull Valley and around some great farm roads. Rallyes are great to do for a navigator because the navigator basically needs to read the directions. Sure there is some tricky wording on some of the rallyes but hopefully the driver understands the rallye rules so he or she can read between the lines. I am lucky because David has been doing rallyes for five or six years so he knows the tricks.

Thanks Steve and Sue.









A sample of some of tha action at Road America. Photos by Jim Jacisin and Steve Rashbaum

Tech Tips

Attention To Detail: Leather Care

by Matt Zakarian, Metro New York Region (from PORSCHE POST)

This month we will attend to the leather in our Porsche. Leather is the only once-living part of modern automobiles and is unquestionably the most delicate. Because it represents such a major investment, it is essential to keep the hide healthy. During the final step in tanning, the hide goes through a process called "fat-liquoring," where it is lubricated with special oils to restore moisture and flexibility. If this moisture balance is not maintained, and a sun block provided, the leather will become dry and brittle.

Maintaining soft, pliable leather requires some common sense and discipline. Avoid using alcohol or silicone-based conditioners and don't use products containing petroleum solvents. (Smell the container if you're not sure). And never use vinyl dressing on leather! By selecting and using a pH-balanced, bio-degradable conditioner that is specially formulated to penetrate into leather fiber, you can keep the hide flexible and able to withstand environmental contaminants, abrasives and temperature changes. The conditioner should also contain a UV sunscreen. Without regular care, untreated leather easily becomes stiff and brittle, and those creases soon become irreparable cracks. Leather itself is always drying out, even if only a minuscule amount each week. (The smell of leather actually comes from oils that are evaporating out of the hide.)

Now that we're familiar with a cow's winterwear, let's start detailing our dirty seats. The greatest frustration for most of you may be getting the leather clean. (Note: Never try to condition dirty leather.) Using a popular pH-balanced "Won't Harm Nothing!" leather cleaner (i.e. Lexol) may be safe, but in most cases will be futile. (They're great at cleaning clean leather.) But if you have light-colored seats with ground-in dirt, you have to go to your alkaline all-purpose cleaner. Now, I know some of you are gasping at such a radical and "unsafe" approach. ("How could he go against all the recommendations of the experts who write the 'Directions' labels on those wonderful leather cleaners?") All I can say is that I'm here to share some knowledge with you, not sell you any products.

First, test the cleaner for color-fastness on an out of the way piece of leather. Spray the cleaner on a soft brush or clean towel (never directly on the seat) and clean away. Always clean seats from up to down (Remember Gravity?), starting with the back seats. Note: If you have dirt in the seams of the seats, vacuum it out first, so as not

to grind it in. You may go through lots of towels, but take your time and be thorough. (I've spent over two hours cleaning just one seat). After cleaning the seats, don't forget to clean the shifter boot and steering wheel, and wipe thoroughly with clean, damp towels.

Now, we have to condition the leather. The warmer the leather, the more open the pores . . . and the more conditioner will be absorbed. You may want to leave your car in the sun, or use a hair-dryer to warm the hide, especially in the winter. Several applications are usually necessary. As the conditioner is absorbed, the shine disappears, which tells you to apply more. Repeat this until no more is absorbed and then buff out with a clean towel. (The steering wheel does not need to be conditioned as often because your body oils condition it.)

Some final notes on the topic of leather: It has a "memory," so avoid storing a child's car-seat or similar item on the seat as it may leave a permanent indentation. Especially on light-colored seats, watch for staining by dyes present in belts, handbags, etc. Once leather has cracked, all the soap and oils in the world cannot restore your interior's original look and feel.

Too much sunlight is a leather interior's worst enemy. Avoid parking in direct sunlight as the sun's heat is "magnified" by the windows. A stitch in time saves nine, so have minor repairs made right away to tears and broken or loose stitching, before they become more expensive problems.

Tip of the Month

To remove stubborn heel marks from vinyl or plastic, try some mild pre-wax cleaner on a pencil eraser.

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

New From the Inside: Chapter 2

by Karl Klockars

This is the second of who knows how many installments in the story of the re-fitting of a 1970 914-6. When we last saw our German friend it was resting quietly in the sun (rare) awaiting surgery. Triage is what Chicago Region PCA club racer Stephen Heim, M.D., would use to describe the initial few days spent at the engine doctors inpatient setting. Sadly, there machine waited in silence for its turn. After the racers were repaired, tuned, tested and sent out to blister pavements through out the country the time arrived for the engine-ectomy. I do not know who disconnected electrical, oil, and fuel lines nor do I know who actually removed the engine and transmission but it was done neatly and efficiently, without any fan fare. Upon my return to the Weathered's, I found a forlorn engine resting quietly on a floor surrounded by other engines and assorted transmissions. It was as though the car had been placed in a waiting room (it had) while its heart was sent to loiter for a while amongst teutonic brethren to see what it was in for before disassembly. The wait was short.

In early June, I returned for two days in the engine compartment armed with P-21S cleaner, towels, rags, and elbow grease. The task of penetrating the years of grime was formidable but not as bad as could have been. The cars early years were spent in dry, dusty, hot Southern California and I suspect that the base layers were fine and loosely attached. So with some contortions and repetitive efforts the engine compartment came clean. What was yet to be confirmed was the under carriage and transmission which carried heavier tar like deposits. These proved to be more difficult and required a generational team effort.

On June 17, 1996 the car was moved to a strategic spot near a large floor drain where copious amounts of Zep degreaser were applied followed by intermittent blasts from a power washer. Willing assistance was provided by two young men(Peter and Mike) who thought not yet licensed to drive were mesmerized by the collection of 911's, 914's, 944's, and 928's as well as the racing en-

gines and bodies which filled the garage. I garbed myself in old overalls and a WWII utility jacket and alternately cleaned and supervised the young mechanics who delighted in zapping the now wheelless car with heavy duty assaults with the power washer. On occasion they appeared to use the washer was a fencing foil only to draw when aggressive use of air caused the tool itself to wander about as though on its own independent mission. The hugely grimy task was accomplished without transfer of too much material to the cleaners themselves.

The under carriage, having received thorough but preliminary cleaning our attention was turned to the transmission. This too received a similar series of massaged followed by a hand carried trip to the gunk tank where the youth of America vigorously scraped, brushed and produced a nicely finished clean case. This was placed next to a box containing carburetors, linkages and various parts of obscure origin to await the next stage of developments.

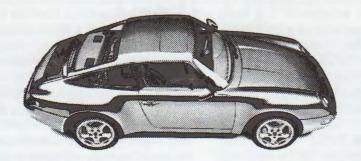
At this stage of the refitting it was plain that 26 years of summer use with out major work had lead to an accumulation of oil, grease, and grime which, when removed, revealed a sound and rust free under coated body and a non-corroded transmission and engine. A wonderful realization this was but it was not without a perplexing turn.

The preliminary engine cleaning lead to a mystery. To the original owners knowledge there had never been major work done to the engine in its early California days. How then was it that the engine was missing a number. The body carries 9140431229 but the engine case was unmarked where the number should have been. Had there been pre-sale mischief? Had there been case installed and forgotten? With this development the summer solstice found an empty 914 aching for the engine which was nearly, bolted to an engine stand awaiting George's ministrations. Perhaps when disassembly is complete the mystery will be solved. If not the rebuilt and expanded numberless engine will resume its work with out giving up its secret but with renewed and rejuvenated power.

To be continued.



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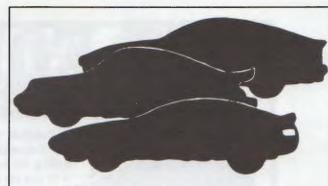
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Saturday 8 AM - 1 PM

THE FLATLANDER RALLYE or the "What do you mean they're dedicating a bridge in the middle of the raliye route Raliye?" or the "First rain we've had since July Raliye!" or the "We're throwing out the fifth leg because the Checkpoint clock broke Raliye!" SCORES.

		· ·				
Car#	Driver	Navigator	Class	Place	Score	
8	David O'Bryan	Heather O'Bryan	SOP	1	261	
6	Dan Gallagher	Peggy Gallagher	SOP	2	1176	
1	Nick Brenkus	Sue Brenkus	SOP	3	1232	
10	Jack Stephensen	Tom Shafar	SOP	4	1691	
5	Seraph Sanchex	Ron Micek	SOP	5	1701	
15	Keith Olcha	Karen Olcha	SOP	6	1798	
11	Myron Walters	Tamara Curtis	SOP	7	2088	
4	Lee Lichenstein	Susan Spehar	SOP	8	2168	
12	Frank Bader	Lorette Leers	SOP	9	2298	
9	Marta Neilson	Adrian Lannin	SOP	10	3296	
2	Scott Burritt	John Costello	SOP	11	3500	
13	Jeff Harris	Russ Wolters	SOP	12	3500	
14	Ed Barnicle	Gayle Timbers	SOP	13	3750	
7	William Vlazny	Janice Lutsch	SOP	DNF	NS	
3	George Gutmann	Linda Gutmann	E	DNF	NS	
34	Steve Nozicka	Geri Lukmann-Nozicka	Т	1	2608	
30	Rick Gurolnick	Jan Davis	T	DNF	NS	
31	Jeff Provol	Michele Miller	T	DNF	NS	
32	Michael Martin	Bobbi Martin	T	DNF	NS	
33	Robert Siekmann	Mimi Siekmann	Т	DNF	NS.	

Thanks to the Checkpoint workers: Bill, Amy and Emily Murrin, Bob and Shirley Cook, and most especially Gene and Bill Urban who also pre-ran the railye. Thanks to Taylor Shire who 'womanned' the registration table and to Brian Allman at Northstar Motorsports for his hospitality and the refreshments. And thanks to all of you who ran the railye. We appreciate your enthusiasm, good humor, and patience with the bridge, the rain and the broken clock.

As for the rest of you - those of you that said that you would come, but didn't, and those of you that thought about coming, but didn't, - you missed the opportunity to drive some great roads, the companionship of some nice Porsche people, and the chance to enjoy a new restaurant.

Steve Rashbaum & Susan Shire Rallye Coordinators

The Chicago Region PCA Presents the 1996 Dinner Dance and Awards

Winter Lakes Fantasy

Black Tie Optional

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

Date: Saturday, December 7, 1996

Location: Indian Lakes Resort

Huron Room 250 West Schick Road

Bloomingdale, Il. 60108 (630) 529-0200

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

Time: 6:00 p.m. Cocktails and Hors d'oeuvres (open bar)

7:00 p.m. Dinner

8:30 p.m. Trophy Presentation

9:00 p.m. Dancing to the music of 'Touch'

Menu: Choice of: Sauteed Breast of Chicken with Artichokes, Mushrooms and

Chardonnay Cream Sauce

Sliced Roast Strip Sirloin of Beef with Merlot Wine Sauce

Broiled Norwegian Salmon with Hollandaise Sauce

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

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

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

Winter Lakes Fantasy Reservation Form

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

Make checks payable to: PCA Chicago Region

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

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

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

Name(s):

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

Entree choice(s):

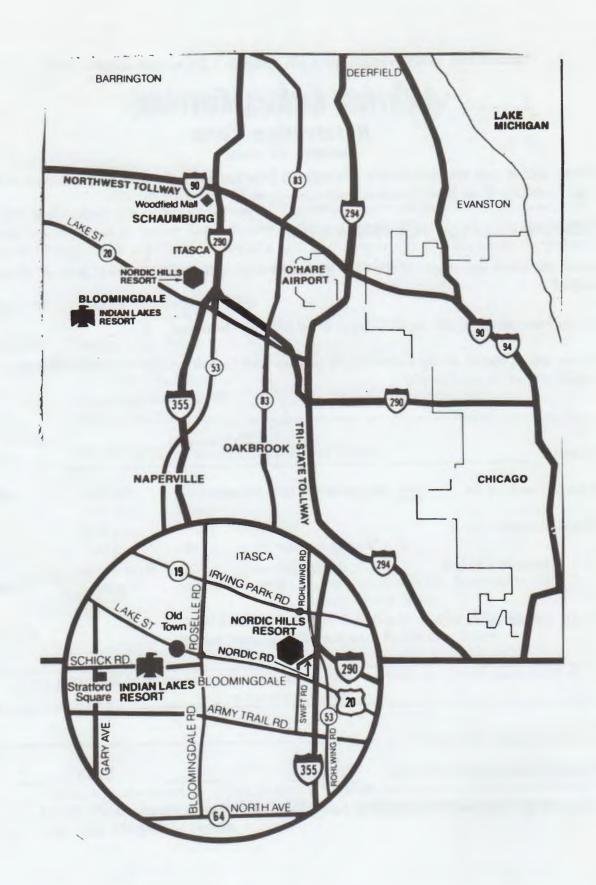
Breast of Chicken _____ Broiled Salmon _____ Roast Sirloin _____

Please seat me/us with:

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

Please indicate smoking preference:

Yes____ No ____ Either ___



THE PCA CHICAGO REGION WELCOMES IT'S NEW MEMBERS FOR AUGUST 1996

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

Bill Murrin, Membership Chairman

Mark Weiler Wayne, IL	87-928	Mike Biangardi, Medinah, IL	90 911 Ruf BTR
Horace Nowell, Chicago, IL	87-944	Ramone Ricondo, Wheaton, IL	96-911C4S
Van Larson, St. Charles, IL	82-911 SC	Jeff Oliveros, Hanover Park, IL	83-944
Ray Snipes, Glen Ellyn,IL	86-944	Brian Jackson, Chicago, IL	76-912E
Leslie Phillips, Naperville, IL	92-911 C2	Tom Papesh, Plainfield, IL	85-930
Alan Sahakian, Northbrook, IL	84-911		







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- •Across the street from race-famous Siebkin's Bar
- •Just half a lap down the road from the track

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Blackhawk Octoberfest

October 12-13, 1996

Here is your opportunity to practice all that you have learned in driver's school in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track that is located in South Beloit, just outside of Rockton, Illinois, close to the Northwest Tollway. Learn to drive your Porsche or other sporty vehicle at high speed in complete safety. At these events, we allow lesser cars to participate. We are not suggesting that you bring the family mini-van, but sports cars that pass tech inspection will be permitted.

The entrants will be divided into FOUR classes so that slower cars and/or novice drivers will not be on the track at the same time as the faster cars. Please remember that the club's insurance requires all drivers to wear long sleeved non-flammable shirts, long pants, and a Snell 85 (or later) helmet while on the track. Driving suits are recommended.

Tech opens at 8:30 AM.

There is a mandatory 10:00 AM drivers' meeting for all entrants who have not run this event previously.

Remember-registration closes at 11:00 AM sharp.

Track closes 5:00 PM.

To save time at the track, you may bring a letter or completed tech form (found in April issue) signed by a recognized Porsche dealer or mechanic stating that your car has been prepared for the track.

Change you oil, brake fluid, and brake pads and come out and have a great time!

Directions: Northwest Tollway (190) North to IL 75 (just south of Wisconsin border), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left at T, about 1/4 mile to track entrance on right.

Dinner will be immediately following at a site to be announced at the track.

Octoberfest Blackhawk Registration Form Mail to: Peggy Gallagher, Registrar **Ouestions:** 708-784-0784 11156 Indian Woods Drive Fax: 708-784-0785 Indian Head Park, IL 60525 Name: Circle one: Member / Applicant / Guest Car Make/Model: Permanent Car #: Driver 1: Experienced / Novice List Experience:_ Driver 2: Experienced / Novice List Experience: Fee: Payable to PCA - Chicago Region. \$200.00 Pre-registered both days or \$125.00 one day only - you pick. \$225.00 At the gate Second driver free if family member

THE BILL JACOBS' 9TH ANNUAL PORSCHE - BMW FALL CLASSIC CONCOURS

DATE: October 27, 1996 (Sunday)

LOCATION: Bill Jacobs MotorSport

(Ogden Avenue in Naperville, East of Route 59 and

West of Route 53.)

The big landmark is the Nabisco Bakery across the

TIME: Concours entrants arrival 10:00A.M. We'll bring the

donuts. Judging is at 1:00P.M.

\$15.00 (Please pre-register) COST:

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

CONCOURS - SERIOUS, STREET AND NOVICE

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

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

REGISTRATION OCTOBER 27, 1996 (SUNDAY) FALL CLASSIC CONCOURS

Name			MemberApplicantGuest_			
			ecks Payable to: <i>Chicago Region PCA</i> C D (please indicate)			
	*Car Model	*Year	*Mileage			
	Mail by October 20), 1996:	Pat & Bonnie Yanahan 7754 South County Line Road Burr Ridge, IL 60521 Home: (630) 920-1929			

(630) 920-1935 Fax:

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

Official Solo Results

Chair: Bill Murrin

Utica Autocross Utica Speedway

PCA Chicago

August 11, 1996

	reliaity time() include	d in run time
OA CP NO. Class Region Driver	Car Desc.	Tire Mfg.

OA CP NO. Class Region Driver Car De	esc. Tire i	MIG.		
8 1 24 P1 CHO Chuck Bittman '80 924		65 204 P.C	54.014.00	52 400+
55.759 R2 (DNF) 54.835 R3	55.972 R4	55.394 R5	54.014 R6	53.400*
11 1 713 P2 CHO Jeff Girard '85 944				
R1 54.857 R2 (DNF) 1:00.198 R3	54.105 R4 ((DNF) 59.358 R5 (DNF) 55.838 R	6 53.613*
29 2 41 P2 CHO Bruce Clay '86 944		(DNF) 56 464 D5	56 406 D6	55 222*
R1 57.736 R2 56.822 R3 (DNI 49 3 407 P2 APP Ray Snipes	5) 36.177 K4	(DNF) 30.404 K3	30.420 KO	33.332
R1 59.771 R2 1:00.629 R3	59.605 R4 (I	ONF) 59.442 R5	59.521 R6	58.658*
12 1 05 11 CHO Ed Russ 914				
R1 55.663 R2 53.904 R3 (DNI	F) 55.866 R4	54.754 R5	53.632* R6	53.979
37 2 914 11 CHO Matthew Scott '76 914 R1 59.648 R2 57.414 R3	12.0			
R1 59.648 R2 57.414 R3	57.244 R4	57.681 R5	58.179 R6	57.214*
34 1 1 P3 CHO Dan Gallagher '88 928	S4			
R1 (DNF) 42.048 R2 57.776 R3	57.325 R4	57.634 R5	58.004 R6	56.540*
41 2 404 P3 CHO Mike O'Meara R1 58.658 R2 58.388 R3		******	55 500+ D.C	
R1 58.658 R2 58.388 R3	59.000 R4	58.270 R5	57.700* R6	57.945
56 3 410 P3 CHO Ray Ziganto R1 1:05.436 R2 1:04.367 R3	1:04.189 R4	1:03.709 R5	1:03.470* R6	1:04.322
2 1 16 P4 CHO Nick Brenkus '89 944 R1 55.982 R2 51.867 R3 (DNI	S2 E) 51 804 D4	51 102* P5	51 637 P6	51 026
4 2 28 P4 CHO Chris Inglot '91 944S2) 31.604 K4	31.193 · K3	31.037 K0	31.920
R1 54.942 R2 54.135 R3	53.407 R4	54.036 R5	52.933 R6	52.369*
13 3 408 P4 CHO Lee Brownstein				
13 3 408 P4 CHO Lee Brownstein R1 56.377 R2 54.144 R3	54.908 R4	55.207 R5 (DNF) 53.928 R6	53.699*
19 4 91 P4 CHO Bill Murrin '93 968				
R1 56.671 R2 55.647 R3		54.622 R5	54.655 R6	54.042*
21 5 251 P4 CHO Richard Grotemeyer '89 R1 55.841 R2 55.177 R3		54 752 R5 (DNF	1.00 021 P6	5/ 166*
24 6 44 P4 CHO Lee Lichtenstein '88 944		34.732 R3 (DIAI) 1.00.021 Ko	34.100
R1 57.272 R2 54.896 R3	55.386 R4	55.427 R5	54.840* R6	55.631
26 7 54 D4 CUO Pruco Pohnor '90 044	1 Turbo C			
R1 57.773 R2 (DNF) 56.067 R3	56.023 R4	55.902 R5	55.281 R6	55.162*
35 8 328 P4 CHO Steve Rashbaum 86 94	44 turbo			
R1 58.714 R2 59.291 R3	58.188 R4	58.092 R5	57.750 R6	56.675*
48 9 198 P4 CHO George Paul R1 1:00.832 R2 1:00.421 R3	59.242 R4	58.459* R5	1:00.743 R6	1:00.085
18 1 8 P5 CHO Jim Starai '87 911	52 054 to 1	(DNE) SASAC DE	(DNE) 52 200	DC 54222
R1 55.037 R2 (DNF) 53.943 R3 39 2415 P5 CHO Chris Klee '83 9115		(DNF) 54.346 R5	(DNF) 53.399	K6 54.338
R1 59.609 R2 57.688 R3		58.641 R5 (DNF	5) 57.607 R6	57.332*
54 3 909 P5 CHO Steve Bowman		,		
R1 1:00.761 R2 1:00.360* R3	1:00.610 R4	1:00.682 R5	1:13.884 R6	1:00.680

3								
D 1	1 5 P6 CHO G	reg Turek 'S	1 C2	52 050 D4	(DNIE) 52 041 D5	52.597 R6	52.021*
5	2 207 P6 CHO	33.370 Kaith Olcha	02 011	52.058 K4	(DNF) 52.841 K3	52.597 Kb	52.031*
				53 316 R4	(DNF) 55 183 P5	(DNF) 53.121 R6	52 663*
	3 390 P6 CHO		,	33.310 K4	(DIVI) 55.165 K5	(DIAI) 33.121 KO	32.003
			(DNF) 53 798 R	4	53 617 R5	53.513 R6 (DNF) 52 992
	4 726 P6 CHO	Bob Ostholthoff	'93 911	RS Americ	a	33.017 103	33.313 RO (DIAI) 32.772
R1	56.174 R2	54 826 R3)))]]	53 855* R4	(DNF) 54 166 R5	53.882 R6	54 206
	5 360 P6 CHO	Ed Barnicle	'95 993	25.055 10.	(21.12	, , , , , , ,	23.002 110	311200
R1					5	66.600 R5	55.895 R6	55.256*
51	6 276 P6 CHO							
R1	1:01.023 R2	1:00.193 F	23	1:01.432 R4		1:01.489 R5	1:00.550 R6	59.128*
1	1 97 M1 CHO	Tony Koufos	'71 911					
R1	(DNF) 51.255 I	R2 49.794	R3	49.576*	R4	50.072 R5	(DNF) 49.689 R	6 50.437
9	2 401 M1 CHO	Joe Purpura		171070		20.072 10	(2111) 17.007 10	50.157
			(DNF) 53.130 R	4 (DN	NF) 53.421 I	R5 53.785 R6	53.551*
	3 4 M1 CHO				,			
					(DNF) 56.612 R5	54.493 R6	54.338
	4 45 M1 CHO	Mike Gray .	'71 911					
	56.934 R2	54.347* R	3	55.009 R4		55.664 R5	55.541 R6	55.355
45	5 325 M1 CHO	David Dunaway	'76 9	30				
R1	59.889 R2	58.521 R3	3	58.219*				
30	1 491 IIL CHO	Margo Pinkerton	914				residence Signal	
R1	1:01.243 R2	59.490 R	3	56.698 R4		55.762 R5	55.738* R6 (DN	NF) 1:35.314
28	1 11 P3L CHO	Deggy Gallagher	188 02	0 54				
						58 680 P5	59.512 R6	57 272*
KI	1.01.099 KZ	39.409 K	3	39.000 K4		36.060 K3	39.312 K0	31.212
6	1 19 P4L CHO	Susan Brenkus	'89 944	S2				
		56.053 R3				54.416 R5	55.025 R6	53,406
	2 329 P4L CHO						70.020	001100
						1:04.932 R5	1:03.325 R6	1:00.765
	1:00.475*							
	1 18 P5L CHO							
R1	58.801 R2	56.405 R3	3	55.519 R4	4	56.467 R5	55.143 R6	54.840*
17	1 15 P6L CHO							2
		56 120 P3	3	55.648 R4	5	55 287 R5	55 061 D6	53 918*
R1						J.207 105	55.064 R6	55.710
R1 33	2 391 P6L ???	Amy Roth						
R1 33 R1	2 391 P6L ??? A 1:03.812 R2	Amy Roth 1:01.214 F	3				5 58.554 R6	
R1 33 R1 57	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO	Amy Roth 1:01.214 F Marta Neilson		1:00.666 R4	(DN	F) 58.947 R	5 58.554 R6	56.446*
R1 33 R1 57	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO	Amy Roth 1:01.214 F Marta Neilson		1:00.666 R4	(DN	F) 58.947 R		56.446*
R1 33 R1 57 R1	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F	3	1:00.666 R4 1:12.989 R4	(DN	F) 58.947 R	5 58.554 R6	56.446*
R1 33 R1 57 R1	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2 1 14 M1L CHO	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F Linda Gutmann	'71 9	1:00.666 R4 1:12.989 R4	(DN)	F) 58.947 R: 1:10.981 R5	5 58.554 R6 1:10.229 R6	56.446* 1:07.025*
R1 33 R1 57 R1 15	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2 1 14 M1L CHO 58.607 R2	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F Linda Gutmann 56.807 R	3 '71 9	1:00.666 R4 1:12.989 R4 11 55.076 R4	I (DNI	F) 58.947 R: 1:10.981 R5 55.355 R5	5 58.554 R6	56.446* 1:07.025*
R1 33 R1 57 R1 15	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2 1 14 M1L CHO 58.607 R2	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F Linda Gutmann 56.807 R	3 '71 9	1:00.666 R4 1:12.989 R4 11 55.076 R4	I (DNI	F) 58.947 R: 1:10.981 R5 55.355 R5	5 58.554 R6 1:10.229 R6	56.446* 1:07.025*
R1 33 R1 57 R1 15 R1	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2 1 14 M1L CHO 58.607 R2	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F Linda Gutmann 56.807 R	'71 9 3 '93 91	1:00.666 R4 1:12.989 R4 11 55.076 R4	(DN)	F) 58.947 R: 1:10.981 R5 55.355 R5	5 58.554 R6 1:10.229 R6 54.241 R6	56.446* 1:07.025* 53.788*
R1 33 R1 57 R1 15 R1 27	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2 1 14 M1L CHO 58.607 R2 1 0 MST CHO 57.003 R2	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F Linda Gutmann 56.807 R Bruce Janecek 1:00.874 R	'71 9 3 '93 91	1:00.666 R4 1:12.989 R4 11 55.076 R4 1 RS 56.760 R4	(DN)	F) 58.947 R: 1:10.981 R5 55.355 R5	5 58.554 R6 1:10.229 R6	56.446* 1:07.025* 53.788*
R1 33 R1 57 R1 15 R1 27 R1 53	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2 1 14 M1L CHO 58.607 R2 1 0 MST CHO 57.003 R2 2 10 MST CHO	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F Linda Gutmann 56.807 R Bruce Janecek 1:00.874 R Harold Beach	'71 9 3 '93 91 3 '95 99	1:00.666 R4 1:12.989 R4 11 55.076 R4 1 RS 56.760 R4	(DN)	F) 58.947 R: 1:10.981 R5 55.355 R5 55.618 R5	5 58.554 R6 1:10.229 R6 54.241 R6 56.270 R6	56.446* 1:07.025* 53.788* 55.202*
R1 33 R1 57 R1 15 R1 27 R1 53 R1	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2 1 14 M1L CHO 58.607 R2 1 0 MST CHO 57.003 R2 2 10 MST CHO 1:02.643 R2	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F Linda Gutmann 56.807 R Bruce Janecek 1:00.874 R Harold Beach 1:04.203 F	'71 9 3 '93 91 3 '95 99	1:00.666 R4 1:12.989 R4 11 55.076 R4 1 RS 56.760 R4 3 1:03.598 R4	(DN)	F) 58.947 R: 1:10.981 R5 55.355 R5 55.618 R5 1:00.673 R5	5 58.554 R6 1:10.229 R6 54.241 R6	56.446* 1:07.025* 53.788* 55.202*
R1 33 R1 57 R1 15 R1 27 R1 53 R1	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2 1 14 M1L CHO 58.607 R2 1 0 MST CHO 57.003 R2 2 10 MST CHO 1:02.643 R2	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F Linda Gutmann 56.807 R Bruce Janecek 1:00.874 R Harold Beach 1:04.203 F	'71 9 3 '93 91 3 '95 99	1:00.666 R4 1:12.989 R4 11 55.076 R4 1 RS 56.760 R4 3 1:03.598 R4	(DN)	F) 58.947 R: 1:10.981 R5 55.355 R5 55.618 R5 1:00.673 R5	5 58.554 R6 1:10.229 R6 54.241 R6 56.270 R6	56.446* 1:07.025* 53.788* 55.202*
R1 33 R1 57 R1 15 R1 27 R1 53 R1	2 391 P6L ??? A 1:03.812 R2 3 627 P6L CHO 1:21.582 R2 1 14 M1L CHO 58.607 R2 1 0 MST CHO 57.003 R2 2 10 MST CHO 1:02.643 R2	Amy Roth 1:01.214 F Marta Neilson 1:15.551 F Linda Gutmann 56.807 R Bruce Janecek 1:00.874 R Harold Beach 1:04.203 F	'71 9 3 '93 91 3 '95 99 33	1:00.666 R4 1:12.989 R4 11 55.076 R4 1 RS 56.760 R4 3 1:03.598 R4	(DN)	F) 58.947 R: 1:10.981 R5 55.355 R5 55.618 R5 1:00.673 R5	5 58.554 R6 1:10.229 R6 54.241 R6 56.270 R6 1:01.347 R6	56.446* 1:07.025* 53.788* 55.202* 59.711*

R1 56.054 R2 (DNF) 54.521 R3 25 3 881 X CHO Arnold Zann GTI		4 (DNF) 54.527 R5	54.491 R6 (D	NF) 54.359
		56.078 R5 (I	NE) 55 201 D6	55.121*
R1 (DNF) 56.677 R2 56.313 R3	30.332 K4	30.076 K3 (L	JNF) 33.201 KG	33.121
31 4412 X CHO Mark Kiwior		211D) #0.010 D#	** *** D *	240104
R1 59.024 R2 58.635 R3	57.976 R4 (1	ONF) 58.319 R5	36.633 R6	56.242*
32 5 405 X GST Bryan Joslin				
R1 57.522 R2 56.854 R3	56.338 R4	56.331* R5	56.673 R6	56.986
36 6 400 X CHO Spencer Hopper				
R1 1:01.118 R2 56.987 R3	58.385 R4	56.799* R5 (DNF)	55.017 R6 (DN	IF) 58.331
40 7 419 X GST Dan Jordanovic				
R1 1:03.425 R2 59.816 R3	58.233 R4	59.129 R5 (DN	F) 1:01.814 R6	57.624*
42 8 406 X GST Pat Barnacle		•	,	
R1 1:00.541 R2 1:00.218 R3	58 296 R4	57 817* R5	57 969 R6 (D	NF) 57 742
43 9 487 X GST Tony Jasinski	00.270 KT	57.017 115	onsos no (D	, , , , , , , , , , ,
	58 914 R4	59.052 R5	57 923* R6	58.911
44 10 427 X GST Chris Brownley	50.714 104	37.032 10	37.723 10	50.711
	59 525 DA	57.928* R5	58.695 R6	57 000
	38.323 K4	37.928" K3	38.093 KO	37.980
46 11 403 X GST Archie Ferguson	50 0014 D.I	50.050 D.5	1 00 000 P.	
R1 1:01.828 R2 1:00.957 R3	58.221* R4	58.978 R5	1:00.292 R6	59.331
47 12 402 X GST Tom Wojick				
R1 1:02.410 R2 59.546 R3	1:00.115 R4	1:00.654 R5	58.684 R6 (D)	NF) 58.711
R7 58.276*				
50 13 188 X CHO Andy Zann Jetta	a			
R1 1:03.463 R2 1:03.364 R3	1:01.542 R4	59.034 R5	59.035 R6	58.901*
52 14 422 X GST Mike York				
R1 1:02.758 R2 1:02.338 R3	1:01.240 R4	59.648* R5	1:00.448 R6	1:00.037

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Rear View Mirror

Road America: August 31st- September 2nd



Look at that car go..



Whoops someone ran off the track..



Concours winner: Howard Yefsky,



Concours winner working: Bruce Janecek



Workers at the track: Peggy and Shirley



Racers at the track: Chris, Keith and Jeff.

Photos by Jim Jacisin and Steve Rashbaum

Rear View Mirror

Road America: August 31st-September 2nd



Car 75 coming up strong..



Pretty Porsche going fast...



"Splat" speeding along..



Passing the corner and going up the fast stretch



Car 8 Flying by...



Budweiser 16 flying..

Photos by Jim Jacisin and Steve Rashbaum

Rear View Mirror

Road America: August 31st- September 2nd





A happy Concours winner.

Peggy and Dan are also happy winners.

Photos by Jim Jacisin and Steve Rashbaum

Concours Results

August 31, 1996 Elkhart Lake, WI Road America

A	1st Place	Kurt Wirth	293
В	1st Place	Gary Knoblauch	229
	2nd Place	Bruce Janecek	223.5
	3rd Place	Peterhackerson	212
С	1st Place	Rob/Bob Cook	185
	2nd Place	Dan/Peggy Gallagher	171
D	1st Place	Frank Wagner	149
	2nd Place	Andy Discher	147
	3rd Place	Howard Yefsky	140
	4th Place	Jim/Judy Berens	128
*			

Chicago Scene, October 1996, Page 24

CHICAGO REGION PCA

AUG 31-SEPT 2,1996 Starting time: 1:00pm THE ROAD AMERICA CHALLENGE 96
ROAD AMERICA
4.0 Miles
50 Starters 50 Finishers
Margin of victory: 3.204 Sec.

	CT000	Car	Kedion	Driver	Hometown	Car Desc.	Best Lap	Speed	Laps
	Fun		GPR	J.R. Sanders	Lincoln, NE	1987 911	2:35.113	92.835	8
1			СНО	Jerry Isaacson	Long Grove, IL	1993 RS America	2:36.515	92.003	8
2			NR	Stephen Ford	Lakewood, NY	1992 911 C2 Turbo	2:39.851	90.083	8
				-		1993 911 RS America	2:41.425	89.205	8
						1993 RS America	2:43.136	88.269	8
						1991 944 S2	2:44.078	87.763	8
			WBR					87.340	8
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			ngn						8
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			MGR						8
					The state of the s				8
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									8
				Doug Arndt	Minnetonka, MN	1973 914/6	2:52.902		8
5	G	01	CHO	Tim Daly	3	1980 911 SC	2:53.781	82.862	8
6	G	162	INW	Phil Rochelle	Richland, WA	1975 911	2:51.043	84.189	8
6	Fun	46		Ian Packer	North Hampton, NH		2:52.708	83.377	8
6	D	118	MSR	James Hal Ganno	Bartlett, TN	1994 911 RS America	2:50.219	84.596	8
1	I	94	NSR	Jim Bryant	Woodbury, MN	1983 944	2:54.133	82.695	8
2	I	47	GMR	David Stromeyer	Enosburg Falls, VT	1988 924 S	2:54.140	82.692	8
3	H	727	MOR	Marc James	Pataskala, OH	1977 911 S	2:55.779	81.921	8
4	H	22	MAV	Edward Cullen	South Lake, TX	1970 911 E	2:55.264	82.161	8
7	D	130	SDR	Steve Velazquez	Poway, CA	1993 RS America	2:33.542	93.785	7 N
7	G	96	CIR		-	1972 911	2:57.633		7
3	I								7
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			CDV						5 N
									3 N
									3 N
									2 N
							2:52.554	83.452	2 N
				Jeff Adams	York, PA	1983 944	2:56.197	81.726	2 N
				George Mihalko	Omaha, NE	1972 911 E			0 N
				Ed Russ	Glencoe, IL	1973 914			0 N
1	GT5R	77	CHO	Hari Matsuda	Evanston, IL	1970 914-4			0 N
	D	651	NOR	James Rench	Medina, OH	1989 944 Turbo			
	Fun	175	CHO	Jim Seidel	Geneva, IL	1991 944 S2			
	G	333	CHO	Haig Haleblian	Crystal Lake, IL	1970 911 S			
	D			Fred Senn	Edina, MN				
	G					1970 911 S			
	3 4 2 5 5 Q 1 3 2 4 3 5 1 1 2 1 4 2 2 5 6 6 6 6 1 2 3 4 7 7 7 3 7 4 5 8 6 6 1 1 3 7 8 8 8 5 9 9 6 10 9	3 D 4 D 2 Fun 5 D 6 G 1 G 3 Fun 2 G 4 Fun 3 G 5 Fun 1 GT6S 1 H 2 H 1 GT5S 4 G 2 GT6S 2 GT6S 2 GT5S 5 G 6 Fun 6 D 1 I 2 I 3 H 4 H 7 D 7 G 3 I 7 Fun 4 I 5 Fun 6 D 1 I 2 I 3 H 4 H 7 D 7 G 8 I 8 I 8 G 8 I 9 D 1 GT6S 1 H 1 D 1 GT6S 1 H 2 I 3 H 4 H 7 D 7 G 8 I 8 I 8 G 8 I 8 D 1 GT6S 1 H 9 D 1 GT6S 1 H 1 GT6S 1 H 2 I 3 H 4 H 7 D 7 G 8 I 8 G 8 I 8 G 8 I 8 D 1 GT6S 1 H 9 D 1 GT6S 1 H 9 D 1 GT6S 1 H 9 D 9 D 1 GT6S 7 I 8 D 8 D 1 GT6S 7 I 8 D 8 D 1 GT6S 7 I 8 D 8 D 1 GT6S 7 I 8 D 8 D 8 D 8 D 8 D 8 D 8 D 8 D	3 D 127 4 D 28 2 Fun 630 5 D 181 SQ G 82 1 G 7 3 Fun 68 2 G 50 4 Fun 305 3 G 85 5 Fun 79 1 GT6S 0 1 H 75 2 H 19 1 GT5S 57 4 G 78 2 GT6S 71 2 GT5S 120 5 G 01 6 G 162 6 Fun 46 6 D 118 1 I 94 2 I 47 3 H 727 4 H 22 7 D 130 7 G 96 8 G 3 1 222 7 Fun 62 4 I 06 5 I 196 8 G 3 6 I 65 1 GT6R 197 1 J 33 3 GT6S 39 7 I 31 8 I 45 8 D 901 8 Fun 961 5 H 641 9 D 117 9 G 4 6 H 23 10 G 89 9 I 15 1 GT5R 77 D 651 Fun 175 G 333 D 122 G 69 GT6S 128	3 D 127 MSR 4 D 28 ALR 2 Fun 630 5 D 181 WBR SQ G 82 CIR 1 G 7 CHO 3 Fun 68 NSR 2 G 50 NSR 4 Fun 305 3 G 85 RSR 5 Fun 79 CIR 1 GT6S 0 CHO 1 H 75 CHO 2 H 19 MGR 1 GT5S 57 4 G 78 OVR 2 GT6S 71 CHO 2 GT5S 120 NSR 5 G 01 CHO 6 G 162 INW 6 Fun 46 6 D 118 MSR 1 I 94 NSR 2 I 47 GMR 3 H 727 MOR 4 H 22 MAV 7 D 130 SDR 7 G 96 CIR 3 I 222 RMR 7 Fun 62 NSR 4 I 06 CPA 5 I 196 NSR 8 G 3 GPR 6 I 65 NSR 1 GT6R 197 SMR 1 J 33 MOR 3 GT6S 39 GPR 7 I 31 GPR 8 I 45 MIL 8 D 901 8 Fun 961 GPX 5 H 641 FVR 9 D 117 RSR 9 G 4 MSR 6 H 23 POR 10 G 89 HR 9 I 15 CHO D 651 NOR Fun 175 CHO G 333 CHO D 122 NSR	3 D	3	3	3 D 127 MSR Rod Johnson Colliersville, TN 1993 911 RS America 2:41.425	3 D 127 MSR

Class and Race Summary

Over all Leaders:901 Lap 1 - 5 / 56 Lap 6 - 8

Class	Car	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed
Fun	56	8	21:13.117	90.486	55.631	32.0	56	2:35.113	92.835 Lap 2
D	09	8	21:16.321	90.259	29.199	32.0	130	2:33.542	93.785 Lap 2
GT6S	0	8	23:11.289	82.800	22.692	32.0	0	2:50.755	84.331 Lap 8
G	7	8	22:24.437	86.687	15.847	32.0	50	2:43.993	87.808 Lap 5
H	75	8	23:12.919	82.704	12.104	32.0	75	2:50.369	84.522 Lap 5
GT5S	57	8	23:32.302	81.568	1.882	32.0	120	2:52.902	83.284 Lap 7
I	94	8	23:48.124	80.665	1.536	32.0	94	2:54.133	82.695 Lap 7
GT6R	197	7	21:59.871	76.371		28.0	197	3:03.802	78.345 Lap 7
J	33	7	22:00.066	76.359		28.0	33	3:03.762	78.362 Lap 4

DEBBY LEED CHIEF, TIMING & S Posted at: CHICAGO REGION PCA

AUG 31-SEPT 2,1996 Starting time: 2:15pm THE ROAD AMERICA CHALLENGE 96
ROAD AMERICA
4.0 Miles
53 Starters 53 Finishers
Margin of victory: 0.434 Sec.

0.8	CD	01200	Com	Beaten	Duissan	Home tour	Car Degg	Best Ian	Speed	Laps
OA 1	1		172		Driver Tony Singer	Hometown Elk Grove Village,	Car Desc. 1995 968	Best Lap 2:39.468	90.300	8
2	2			MIL	Kasey Singer	Barrington, IL	1994 968	2:39.248	90.424	8
3	3			СНО	Bill Toonen	Wauwatosa, WI	1995 993	2:40.528	89.703	8
4	4			OVR	John Schuette	Cincinnati, OH	1989 944 Turbo	2:40.741	89.585	8
5	5		771		Dan Davis	Hinsdale, IL	1986 944 Turbo	2:41.393	89.223	8
6	6			NSR	Ron Smith	Minnetonka, MN	1991 944 S2 Clubsprt	2:41.278	89.286	8
7	7			SMR	Phil Kubik		1988 944 Turbo S	2:42.095	88.836	8
В	1			СНО	Lad Sanda		1993 911 RS America	2:41.350	89.246	8
9	2		281		Larry Ezell	Lexington, KY	1993 911 RS America	2:40.537	89.698	8
10	1			NSR	Tim Watson	Hamel, MN	1990 911 C4	2:42.288	88.731	8
11	2			NSR	Chris Holm	Wayzata, MN	1992 968	2:42.121	88.822	8
12	8	E		СНО	Greg Turek	Naperville, IL	1989 944S2	2:42.251	88.751	8
13	3	F		CIR	Mark Hupfer	Indianapolis, IN	1979 911SC	2:42.268	88.742	8
14	1	Fun	30	SDR	Mark Kinninger	Santee, Ca	1970 911 3.5L	2:41.339	89.253	8
15	4	F	62	NSR	Justin Draper	Eden Prairie, MN	1986 944 Turbo	2:45.440	87.040	8
16	5	F	99	NSR	Tom McGlynn	Minneapolis, MN	1993 911 RS	2:44.279	87.655	8
17	9	E	710	CHO	Gene D'Andrea	Matteson, IL	1986 944 Turbo	2:45.249	87.141	8
18	10	E	41	SMR	Jerry Door	Farmington Hills, M	1988 944 Turbo S	2:45.996	86.749	8
19	6	F	82	GPR	Joe Ennett	Overland Park, KS	1986 944 Turbo	2:45.041	87.251	8
20	7	F	153	MAV	Fred Seipp	Dallas, TX	1987 911	2:45.604	86.954	8
21	8	F	95	GPR	Ian Jones	Smithville, MO	1986 944 Turbo	2:46.858	86.300	8
22	9	F	11	OVR	Jack Pounds	Tipp City, OH	1986 911	2:44.874	87.339	8
23	10	F	50	GCR	Robert Varela	Wellington, FL	1984 911	2:46.480	86.496	8
24	11	F	126	NSR	Rick Polk	Escelsior, MN	1987 911	2:47.605	85.916	8
25	12	F	71	GPR	Matt Salter	Omaha, NE	1988 911	2:47.943	85.743	. 8
26	13	F	46	NSR	Bob Viau	Lake Elmo, MN	1989 944 S2	2:47.673	85.881	8
27	14	F	186	NSR	Joel Pfister	Shorewood, MN	1987 911	2:47.769	85.832	8
28	11	E	960	KCR	Philip Moore	Overland Park, KS	1987 944 Turbo	2:47.636	85.900	8
29	15	F	16	GPR	Jim Acuff	Omaha, NE	1987 911	2:48.897	85.259	8
30	16	F	121	GPR	Ross Scholz	Omaha, NE	1980 911 SC	2:48.801	85.307	8
31	12	E	80	CHO	David Varwig	Chicago, IL	1984 944 Turbo	2:51.499	83.965	8
32	17	F	166	OVR	Dave Talbot	Dayton, OH	1986 944 Turbo	2:51.508	83.961	8
33	18	F	86	GPR	Scott Nordby	Lincoln, NE	1985 911	2:49.902	84.754	8
34	19	F	8	MMR	Harry Dunn	Perrysburg, OH	1984 911	2:52.293	83.578	8
35	13	E	44	MAV	Lee Wilkins	Dallas, TX	1973 911 RS	2:53.195	83.143	8
36	14	E	630	CHO	Victor Avigliano	Geneva, IL	1991 944 S2	2:53.241	83.121	8
37	15	E	69	GPR	Robert Thompson	Elkhorn, NE	1986 944 Turbo	2:50.778	84.319	8
38	20	F	72	CHO	Ed Duffy	Naperville, IL	1973 911 S	2:52.362	83.545	8
39	21	F	261	PSR	Terry Ferentinos	Alpharetta, GA	1977 911	2:56.439	81.614	8
40	16	E	217	CHO	Stephen Paoletti	Park Ridge, IL	1973 911 RS	2:56.046	81.796	8
41	22	F	51	NSR	Lee Jacobsohn	Minneapolis, MN	1985 911	2:57.818	80.981	8
42	23	F	07	CHO	Andrew Heard	Chicago, IL	1987 944	2:53.173	83.153	8
43	24	F	19		Ross Bleustein	Ft. Lauderdale, FL	1984 911	2:51.049	84.186	7 NR
44	25	F	147	CHO	Bill Van Meter	Darien, IL	1980 911 SC	2:58.125	80.842	7
45	26	F	15	OVR	Mason Evans	Columbus, OH	1988 911	2:56.947	81.380	7
46	17		66	СНО	Melissa Hish	Geneva, IL	1991 944 S2	2:54.629	82.460	7
47	27			GPR	Charles Werp	Omaha, NE	1986 944 Turbo	3:03.552	78.451	7
48	28			MOR	Jack Ley	Dublin, OH	1984 911	2:51.189	84.117	6 NR
49	29			СНО	Michael Ketten	Milwaukee, WA	1985 911	2:50.622	84.397	6
50	18			NOR	James Rench	Medina, OH	1989 944 Turbo	2:40.928	89.481	3 NR
51	19			CHO	Lance Flynn	Caledonia, IL	1989 944 Turbo	2:42.715	88.498	3 NR
	30			GPR	Leo Theiss	Omaha, NE	1991 944 S2	2:48.000	85.714	2 NR
53	20			SMR	Jeff Amos	Pontiac, MI	1988 944 Turbo S			0 NR
DNS		F		OVR	Howard Johnson	Cincinnati, OH	1973 911 S			
DNS		E		CHO	Andrew Mandell	Highland Park, IL	1989 944 Turbo			
DNS		E		WMR		Grand Rapids, MI	944 Turbo			
DNS		F		NSR	Eric Pilhofer	Minnetonka, MN	1990 911 C2			
DNS		E		NSR	David Ingraham	Minnetonka, MN	944 Turbo			
DNS		C		VCR	Doug Trott	Toronto, ON	1994 911 RS America			
DNS		E		RSR	Robert Sandau	Livonia, MI	1986 944 Turbo			
DNS		E		MIL	Ray Van Zelst	Brookfield, WI	1987 944 Turbo			
DNS		E		CHO	Victor Avigliano		1991 944 S2			
DNS		E		CHO	Jodi Hish	Geneva, IL	1991 944 S2			
DNS		F		RSR	Michael Francis	Birmingham, MI	1993 968			
DNS		GT3S	531	CHO	Eric Seedman	Highland Park, Il	1986 911			
					0	lass and Base Cummary				

Class and Race Summary

Over all Leaders:172 Lap 1 - 8

Class		-	Total time 21:23.735		3	Race dist.	Car	Best Lap 2:39.248	Speed 90.424 Lap 8	DEBBY LEED CHIEF, TIMING & S
C		8	21:53.755		2.516		281	2:40.537	89.698 Lap 8	Posted at:
F	68	8	21:58.774	87.353	0.950	32.0	301	2:42.121	88.822 Lap 7	
Fun	3.0	R	22 - 07 915	86 752		32.0	30	2:41.339	89.253 Lap 8	

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems

CHICAGO REGION PCA

AUG 31-SEPT 2,1996 Starting time: 3:15pm THE ROAD AMERICA CHALLENGE 96
ROAD AMERICA
4.0 Miles
54 Starters 54 Finishers
Margin of victory: 1.693 Sec.

						-				
OA	CP C	lass	Car	Region	Driver	Hometown	Car Desc.	Best Lap	Speed	Laps
1	1 F	un	08	MIL	JoAnn Brescia	Neenah, WI	1993 911 Turbo	2:24.552	99.618	8
2	1 G'	T3R	109	GPR	Eric Bretzel	Leawood, KS	1974 911 RSR	2:25.700	98.833	8
3	1 G'	T3S	66	NSR	Rick Polk	Excelsior, MN	1973 911	2:28.075	97.248	8
4	2 G'	T3S	341		George Balbach	Lake Forest, IL	1974 911 RSR	2:27.709	97.488	8
5	1 G			СНО	Owen Johnson	Munster, IN	1965 911	2:29.449	96.353	8
6	2 G			MIL	Tony Singer	Elk Grove Village,	1973 911 RSR	2:30.867	95.448 95.053	8
7	3 G			GPR	Jeff Conkel	Lincoln, NE	1987 911	2:31.494 2:32.124	94.659	8
8	3 G			MMR	David Hauser	Holland, OH	1972 911	2:30.070	95.955	8
9	4 G		123		Dave Cowan	Cincinnati, OH	1978 911 SC	2:31.942	94.773	8
10	2 G			СНО	Joe Hish	Geneva, IL	1980 944 1969 911	2:34.325	93.309	8
11	5 G			MMR	Bill Bauman	Toledo, OH	1971 911 RSR	2:34.590	93.149	8
12	1 G		_	WMR	Jeff Kolk	Holland, MI	1971 911 KSK	2:34.451	93.233	8
13	6 G			NSR	Mike Hoke	Eden Prairie, MN New York, NY	1979 911	2:34.831	93.004	- 8
14	8 G	T3S	570	WIR	Gregory Rathe Randy Roatch	Wichita, KS	1979 911	2:35.346	92.696	8
15		T3R		CHO	John Legat	Geneva, IL	1973 911 RSR	2:35.094	92.846	8
17		T3S	167		Doug Brown	North Canton, OH	1977 911	2:30.394	95.748	8
18	10 G			MSR	Hank Godfredson	Bloomington, MN	1976	2:35.461	92.627	8
19		T3R		СНО	Jim Oppenheimer	Chicago, IL	1974 911 RSR	2:35.049	92.873	8
20	11 G		132		Pat Witherspoon	Omaha, NE	1976 911	2:37.243	91.578	8
21		T4S		СНО	John Bonnett	Long Grove, IL	1972 911 RS	2:38.934	90.603	8
22		T3R		WMR	Rick Riley	Grand Rapids, MI	1972 911 S	2:35.823	92.412	8
23		T3R		KCR	Don Sebert	Kansas City, MO	1974 911 RSR	2:39.394	90.342	8
24	12 G			NWR	Robert Piper	Minneapolis, MN	1978 911 SC	2:37.644	91.345	8
25	2 F		266		Andy Mandell	Highland Park, IL	1989 944 Turbo	2:37.334	91.525	8
26		T4R	336	СНО	Gary Boss	Lake Forest, IL	1980 911	2:36.001	92.307	8
27	3 G	T4S	17	CHO	Nick Leicht	Harvard, IL	1973 911	2:38.998	90.567	8
28	4 G	T4S	40		Steve Southard	Dublin, OH	1970 914-6 GT	2:38.430	90.891	8
29	13 G	T3S	305	GGR	Andy Jennings	Sausalito, CA	1974 911	2:38.205	91.021	8
30	8 G	T3R	27	NSR	Louis Polk	Wapiti, WY	1973 911	2:38.740	90.714	8
31	9 G	T3R	44	HCR	Lew Bouchier	Austin, TX	1973 911 RSR	2:36.964	91.740	8
32	5 G	T4S	35	RRR	Tom Linton	Tesuque, NM	1974 911	2:41.902	88.942	8
33	6 G	T4S	319	GPR	Bruce Harvey	Greenville, WI	1969 911 T	2:43.854	87.883	8
34	7 G	T4S	116	CHO	Phil Koepke	Mequon, WI	1973 911 E	2:44.023	87.792	8
35	14 G			SMR	Clemens Weierstahl	Goodrich, MI	1972 911 S	2:44.204	87.695	8
36		T4R		WMR	Terry Schieble	Portage, MI	1966 911	2:44.100	87.751	7
37		T4S		SMR	Arndt Weierstahl	Grand Blac, MI	1987 944	2:44.282	87.654	7
38		T4R		MIL	Bruce Sutherland	Saukville, WI	1973 911	2:44.437	87.571	7
39	15 G			OVR	Paul Jones	Cincinnati, OH	1979 911 SC	2:46.875	86.292	7
40	16 G			GGR	Jeffrey Cohen	Mill Valley, CA	1973 911	2:51.093	84.164	7
41	17 G			CHO	Bob White	Urbana, IL	1973 911 RS	2:49.714	84.848	7
42	18 G	T4S		WMR CHO	Gary Huizenga	Holland, MI Wheaton, IL	1986 944 1971 911	2:52.780 2:28.362	83.342 97.059	6 NR
43	10 G			СНО	Glenn Sapa Hari Matsuda		1980 914-6	2:36.907	91.774	6 NR
45	10 G			GPR	Jennifer Bretzel	Evanston, IL Leawood, KS	1971 911 E	2:41.061	89.407	6 NR
46	19 G		_	NNJ	Mike Defenbau		1970 911	2:42.477	88.627	6 NR
47	11 G			SDR	Terry Ollila	Big Bear Lake, CA	1974 914	2:46.578	86.445	5
48	12 G			GGR	Win Seipp		1972 911	2:43.209	88.230	4 NR
49	20 G			СНО	George Mueller	Oak Lawn, IL	1974 911	2:46.523	86.474	3 NR
50		T4R		NSR	Leon Steinberg	Minneapolis, MN	1970 914-6	2:53.948	82.783	3 NR
51	21 G	T3S	90	MIL	Karl Singer	Barrington, IL	1973 911 IROC RSR	2:46.747	86.358	2 NR
52	11 G	T3R	75	POR	David Coleman	Summit Point, WV	1977 911	2:39.397	90.340	2 NR
53		T4S			Robert Rathe	New York, NY	1973 911	3:01.727		1 NR
54	22 G	T3S	961	GPX	Pete McCarroll, Sr.		1975 911			0 NR
DNS	G	T3R	199	CIR	Scott Holley	Fishers, IN	1975 911			
DNS	G	T3S	64	CHO	Everette Morgan	Lafayette, IN	1977 911 S			
DNS	G	T3R	100	MNY	David Friedman	Melville, NY	1973 911 RSR			
DNS	G	T3R	82	ALR	William Clancy	Birmingham, AL	1972 911 RSR			
DNS	G	T2R	14	NER	Stephen Keneally	Wayland, MA	1975 914-6			
DNS	F	un	30	SDR	Mark Kinninger	Santee, CA	1970 911 3.5L			
DNS	G	T3R		CHO	Gary Stanko	Barrington, IL	1973 911			
DNS	G	T3S	43	CHO	Chris Ellis	Oak Park, IL	1971 911 S			
DNS		T4S		MOR	Steve Southard	Dublin, OH	1970 914-6 GT			
		mag		PNW	Michael Harley	Medina, WA	1974 911			
DNS		T3S		СНО	Eric Seedman	Highland Park, IL	1986 911			

Class and Race Summary

Over all Leaders:109 Lap 1 / 08 Lap 2 - 8

Class	Car	Laps	Total time	Speed	Margin	Race dist.	Car	Best Lap	Speed
Fun	08	8	19:41.764	97.481	1:54.990	32.0	08	2:24.552	99.618 Lap 7
GT3R	109	8	19:43.457	97.341	40.874	32.0	109	2:25.700	98.833 Lap 8
GT3S	66	8	19:59.989	96.000	0.450	32.0	341	2:27.709	97.488 Lap 8
GT4R	16	8	20:09.475	95.247	26.237	32.0	16	2:29.449	96.353 Lap 6
GT4S	21	8	21:05.364	91.040	23.739	32.0	21	2:34.590	93.149 Lap 8

DEBBY LEED CHIEF, TIMING & S Posted at:4:15PM

Official Race Results Group 6 GT1R, GT12, GT2R, GT2S

CHICAGO REGION PCA

AUG 31-SEPT 2,1996 Starting time: 4:32pm

THE ROAD AMERICA CHALLENGE 96 ROAD AMERICA 4.0 Miles

33 Starters 33 Finishers Margin of victory: 18.459 Sec.

OA					Driver	Hometown	Car Desc.		Best Lap	Speed	Laps
1		GT1R		MIL	Karl Singer	Barrington, IL	1986 962		2:13.627	107.762	6
2		GT1R		MIL	Randy Alexander	Madison WI	1994 911		2:17.265	104.906	6
3		GT1R		CVR	Michael Schrom	Ghent, NY	1987 911 1		2:16.643	105.384	6
4	4	GT1R	08	MILR	Don Brescia	Neenah, WI	1993 911 7	Turbo	2:17.672	104.596	6
5	1	GT2R	576	CHO	Price Cobb		1995 993		2:21.856	101.511	6
6	1	GT1S	8	NSR	Peter Kitchak	Excelsior, MN	1973 911 F	RSR	2:23.190	100.565	6
7	5	GT1R	36	NER	Richard Howe	W. Newton, MA	1980 924 0	STR	2:24.784	99.458	6
8	6	GT1R	711	CVR	Spencer Lane	Ridgefield, CT	1995 911 0	GT2	2:25.482	98.981	6
9	7	GT1R	202	SGR	Kevin Roush	Upland, CA	1971 935		2:24.249	99.827	6
10	2	GT2R	34	MILR	Bob Van Zelst	Brookfield, WI	1967 911		2:25.588	98.909	6
11	1	GT2S	15	NSR	Robert Johnson	Northfield, MN	1972 911		2:27.179	97.840	6
12		GT1S	330	GPR	Roland Manarin	Omaha, NE	1979 930		2:28.023	97.282	6
13		GT1R	39	POR	Jim Loftis	Arlington, VA	1985 944 0	STR	2:28.432	97.014	6
14	3	GT1S	85	GPXR	Robert Dalrymple	Los Angeles, CA	1984 930		2:30.794	95.494	6
15	3	GT2R	43	NOR	Don Stiles	Medina, OH	1986 GTP I	Light	2:30.348	95.777	6
16	2	GT2S	44	CHO	James Becker	Naperville, IL	1987 944 E	Escort	2:30.585	95.627	6
17	3	GT2S	99	NSR	Tom McGlynn	Minneapolis, MN	1973 911		2:33.537	93.788	6
18	4	GT2R	98	CIR	Jim Brillhart	Fishers, IN	1978 911		2:33.242	93.969	6
19	4	GT2S	60	MILR	Kasey Singer	Barrington, IL	1992 911 0	Cup Car	2:33.019	94.105	6
20	5	GT2R	33	CHO	John Ruther	Cary, IL	1995 911 8	Supercup	2:33.264	93.955	6
21	6	GT2R	133	POR	Hendrikus Wisker	Round Hill, VA	1995 911 8	Supercup	2:35.761	92.449	6
22	5	GT2S	1	CVR	Don Cox	Old Saybrook, CT	1984 911		2:32.531	94.407	6
23	4	GT1S	476	POR	Graham Hassard	Kennett Sq., PA	1989 944 7	Turbo	2:37.570	91.387	6
24	6	GT2S	24	CHO	John Legat	Geneva, IL	1972 911 7	r	2:39.863	90.077	6
25	7	GT2S	48	CHO	Nicholas Rhodehamel	Madison, WI	1993 911 F	RSR	2:41.473	89.178	6
26	8	GT2S	3	GPXR	Steven Alrcon	Torrance, CA	1994 911 0	Cup Car	2:30.819	95.478	5 NR
27	9	GT2S	66	GPXR	Trevor Colby	Santa Monica, CA	1984 911	-	2:33.393	93.876	5 NR
28	10	GT2S	51	MOR	David Kristal	Columbus, OH	1989 944 7	rurbo	2:37.316	91.535	5 NR
29	11	GT2S	30	SDR	David Lesage	San Diego, CA	1977 911		2:37.307	91.540	5 NR
30	12	GT2S	27	CHO	Dan Bacin	Burr Ridge, IL	1987 944 1	Turbo	2:26.958	97.987	4 NR
31	9	GT1R	71	SDR	Rick Ollila	Big Bear Lake, CA	1977 911		2:33.133	94.035	3 NR
32	10	GT1R	04	NSR	Steve Watson	Hamel, IN	1990 911 1	Turbo	2:23.138		1 NR
DNS		GT2R	63	GGR	Kevin Buckler	Sonoma, CA	1970 911				
DNS		GT2R	22	СНО	Bohdan Kroczek	Glencoe, IL	911				
DNS		GT2R	55	MILR	Tony Stevens	Pewaukee, WI	1971 911				
DNS		GT2S	995	NNSR	John Russo	New York, NY	1987 944 7	Turbo			
DNS		GT2R	101	HCR	Scott Knollenberg	Austin, TX	1977 911				
DNS		GT2R	19	NSR	Ian Packer	North Hampton, NH	1994 911 F	RS America			
DNS		GT1S	37	GPR	Ted Strnot	Lincoln, NE	1978 930				
DNS		GT2S	305	GGR	Andy Jennings	Sausalito, CA	1974 911				
DNS		GT2R	49	PSR	Karl McKeever	Morrow, GA	1994 911 F	RSR			
DNS		GT2R	14	NER	Stephen Keneally	Wayland, MA	1975 914-6	5			
					01	and Page Cummary					

Class and Race Summary

Over all Leaders: 16 Lap 1 - 6

Class GT1R		-	Total time		_	Race dist.	Car	Best Lap 2:13.627	Speed 107.762 Lap 5	DEBBY LEED CHIEF, TIMING & S
GT2R			14:22.131			24.0	576	2:21.856	101.511 Lap 6	Posted at:
GT1S	8	6	14:44.896	97.638	23.273	24.0	8	2:23.190	100.565 Lap 6	
GT2S	15	6	14:59.289	96.075	25.827	24.0	27	2:26.958	97.987 Lap 3	

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944 Turbo	951 116 91100	Clutch Kit	\$1,100.27	\$625.00	43%
944	944 573 01105	A/C Condenser	\$621.72	\$383.00	38%
911/ 928/ 944	928 110 25300	Fuel Filter	\$27.68	\$15.00	46%
944/ 924	944 105 15704	Timing Belt	\$23.40	\$18.00	23%

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THE MART

Members of the Chicago Region PCA are welcome to place ads of a non-commercial nature at no charge in "The Mart." Non-members fee for this service is \$5.00, payable to PCA - Chicago Region. Ad material must be received by the 10th of the month for inclusion in the next month's issue and will run for one month. Please limit ads to 75 words or less. Mail: Chicago Scene, 1133 West Patterson #1, Chicago, IL 60613. Fax: 312-296-9418. e-mail: VROOMM911@aol.com

PORSCHES

*1972 911 S Targa this car has been restored inside and out I have documented the restoration, I have all the records dating back to its birth. It is a unique Euro 911, it came with all the options you could get in '72 horn grill foglights, tinted glass/sportamatic trans., and yes the infamous oil filler door are just a few, asking \$16,500 312-280-8635. Charlie Hutchison 1660 N. LaSalle Blvd., Apt# 3108, Chicago, IL 60614 Ph. 312-280-8635.

*1977 911S #9117200805, VROOMM. FUN. \$25K or 356 trade. David, 312-929-1943 eves.

1980 911 SC Targa, beautiful pearl yellow/black, body excellent condition, recent all new body rubber/trim, recent new black top, refinished wheels, Perellis, original interior, 5 speed, power windows, cruise, a/c, rear defog., intermittent wipers, power antenna, always garaged. \$14,000. Ron Molk, New Lenox, IL, 60451, 815-485-9153, RMolk@aol.com

*1981 911 SC Targa: Charcoal Gray w/Blk.Int. AC., PW, Blaupunkt, cruise. Meticulously cared for. Zymoled. Lowered w/Carrera valance and spoiler with built-in foglights. European headlights and taillights. Pop valve. Never driven in snow. Rarely in rain. Includes cover and Colgan bra. 85K miles. \$16,500. Gregg 847-540-8903

*1985 Carrera Cabriolet #WPOEB0914FS170158. Blk/ Blk w/ Champagne lea., 25,000mi., AC, PW, PL, alarm, Blaupunkt, cruise, custom mats F&B, new Dunlop Sport 8000+align., southern car, non-smoker, covered w/hrd. garage, like new \$26,900, partial Porsche trade? Cyril C. Ling, 2815 Polo Rd., Bloomington, IL 61704, 309-663-7472.

*1986 911 Targà Leather, a.c., cruise, p.w., p.seat, Blaupunkt, Low miles, between excellent and mint; call (630) 377-2251.

*1986 911 Turbo Coupe #WPOJB0930GSO51055. 34,000 miles Ruf Intercooler K27 Turbo adjustable boost front oil cooler SS exhaust headers Borla SS Exhaust RUF front spoiler dark blue, gray interior. \$37,000.00. Staurt Acker 10 South 533 Glenn Drive Burr Ridge, IL 60521, 630-887-7480(evenings)

*1989 911 Carrera 4 #WPOAB0962KS450942. Red/Blk, 33K miles, H&R spring, full lthr, excellent condition. Serviced by Midwest Eurosport. \$33,000 Contact Ron at (312) 334-6463.

*1989 911 C4 WPOABO967KS451102 Black/Tan, Complete motor re-build to 3.8 litre. Newly re-painted. Recaro SRD's. Mass air flow, B/B headers and sport exhaust, turbo brakes. Custom wheels on Bridgestone SO2 Potenzas, lowered. All records. Superb Drivers Ed Car. \$36,000. James Levine, 42 Dukes Circle, Lincolnshire, IL 60069 PH: 800/727-9555. E-mail JL421@aol

*1991 911 Turbo Coupe #WPOAA2961MS480192 - Black on Black, 6000 miles. Many xtrs, incl sports seat, ltd slip, 1 bar wastegate spring, strut tower brace, special sport exhaust (complete factory exhaust delivered with car- can be installed at purchaser's choice) and lowered. Transferable 70,000 mile warranty until April 12, 1998. Fastest '91 street legal 911 Turbo in Chicago area. Car consistently one of fastest "lappers" at PCA Driving School at RA. All work performed by Midwest Eurosport. \$59,000. Dr. Tony Venezia, 653 Pheasant Trail, Frankfort, IL 60423, 815-469-9050 or 708-799-0060.

*1994 Carrera 4 Coupe #WPOAB2969RS420410-Black, wide body with black spoke factoru wheels. Five speed, custom sheepskin seat covers. 11K miles, low \$50's. Wayne Hendrickson, P.O. Box 267, Wayne IL 60184, (630) 377-9140.

*1988 930S Turbo Coupe, Factory Slant Nose red, beige leather interior 12K miles, original owner, always garaged, no winters, smoke, or racing; power snroof/tinted win/sport seats, limited slip, cassette, alarm, guards, custom cover, anti-corrosion warranty, much more;Mint Condition!! \$55,000 obo. David Sullivan (708) 355-6211.

*1995 993 Cabriolet. red/black, c.d., oem windscreen, 13K miles, low 60's. Call Doug Trott 416/515-7273(eves), 416/955-1584 (days), or 847/251-7313.

*1979 928 Coupe, #9289200351, 5-spd, Red w/tan leather interior, new rear brake pads & disc; newer B.F.G. Comp

T/A tires, clutch package, steering rack, catalytic converter, good condition, 80,000 miles, no-track, garage kept, summer car, non-smoker, 11,000/OBO. Matt Nielsen, Lake Bluff, IL 847-295-3031.

*1994 968 midnight Blue with light gray int. 17"Rims with painted crests, new tires, Leather Sport Seats, Alpine CD player, superb condition, never wrecked, raced, or seen snow, 11,500 Miles. Asking \$33,000. Erik G. Hesler, 145 Hudson Court, Roselle, 1L 60172-1920, Home/FAX: 630-893-6614 or Work:847-538-3758.

OTHERS/PARTS

*Porsche Tires; Pirelli Complete set almost new approximately 500 miles. Winter #1900, Front two: 205/55 R16-88T-M+S Rear two: 225/50 R16-92T-M+S Sells for \$557.46. Will sell for \$200.00 complete set. Harry Minnick (847) 965-7418.

*Wheels 1 set Porsche Design 90 7 spoke cast alloy wheels, 2-7x16" x 55 mm offset 2- 9x16" x 52mm offset-were carrera 2 sport chassis wheels for 944 S2- 911 C2/C4 (89-94) 968 and 944 turbos -\$850.00 set. They have some usable comp TA-RI rubber. Here's your chance for a 2nd set of rims for racing or concours. Bill Murrin (days) 708/485-7742 or (eves) 708/352-5719.

*1993 Audi S4 4 door, silver/black leather; 5 cyl. Turbo 227hp.; Quattro AWD; 39,000miles; PW,PL,PM,P seats (both); tilt/telescope wheel; AM-FM stereo cass, w/10 disc changer; AC/Auto temp cont.; console/phone; ABS; remote entry; alloy wheel w/new Dunlops; ski sack; exceptional condition; original sticker; warranty. \$32,900 (Porsche trade + cash: excellent 944S2 or late 356 coupe or 911 SC Targa.) Cy Ling 2815 Polo Rd., Bloomington, IL 61704; 309-663-7472.

*1993 Audi Quattro S4(All wheel drive) T.A.P. Chip, K&N air filter, S.S braided brake lines, cross drilled front rotors, DTM scorpion 3" S.S. Exhaust, Factory phone & Sony 10 disc changer, Bumper-to-Bumper 7 year/100,000 warranty, 100% Dealer maintained (Schaumburg Audi) (Will remove exhaust or warranty, with price reduction) car is perfect, \$30,000 in Chicago area, call Neil@ (office) 847/885-4799, (home) 847/885-4797.

*1988 928S4 Wheels and Tires: Factory "S" Wheels, (2) 7x16, Original silver color with center caps, tires are Dunlop SP Sport D40 M2's, (2) 225/50ZR16, (2) 245/45ZR16, Tires have approximately 1,500 miles on them. \$1,100.00 for the entire set. Brian Alendorfer 312/929-6300 days.

*Porsche Wheels/Tires: (2) C-4 style (5 spoke) 7.5Jx17 wheels, (2) C-4 style (5 spoke) 9Jx17 wheels, painted

silver, polished lip, inlaid cloisonne crest center caps, (2) Michelin MXX3 225-50-17 tires, (2) Michelin MXX3 255-45-17 tires, mounted and computer balanced, less than 500 miles on the set. \$2,000.00 Daytime telephone 312/929-6300 Brian Allendorfer.

*911 parts Mint RS America electric seats, \$900, sway bars, air conditioning compressor, radio, catalytic converter, Recaro spg. call Doug Trott, 416/515-7273(eves), 416/955-1584(days), or 847/251-7313.

From RS America, 4 Brake calipers & rotors \$1000.00 set. Four 5 spoke C2 turbo (replica) wheels 8x17 and 9x17 \$800.00 set. Harness bar \$65.00 Deist 5 point safety harness \$100.00. Rear deck 6x9 speaker conversion \$100.00. For '88 928S4, OEM Dual exhaust pipes & mufflers \$150.00, OEM headers \$100.00 set, bra for 944 \$20.00. Todd Conforti, 22 Overbrook Road, South Barrington, IL 60010 (708) 952-0070 (day) or (708) 382-9653 (eve).

C-4 Wheels Four "Design 90" Rims 6 x 16 w/ Pirelli P-700 tires. Take off from '91 Carrera 4. Wheels in very good condition. \$600.- Andrew Stobnicki (O) 708-865-4049, (H) 847-948-1089.

Wheels One set of BBS -silver- 3 PC Wheels, 7x16 + 8x16, \$1200.00. Two Yoka's 225/50-16, \$100.00 U.Karl 847-426-3623.





More action from Road America - Steve Rashbaum photo

Board Meeting Minutes

September 6, 1996

Present: D. Gallagher-v, P. Gallagher, S. Brenkus-v, N. Brenkus, C. Inglot-v (proxy O'Bryan), M. Turek, G. Turek-v (proxy Ruther), H. Matsuda, A. Zann-v, D. Bettcher, A. Zann, M. Pinkerton, B. Janecek-v, P. Yanahan, B. Murrin-v, L. Lichtenstein, S. Rashbaum, S. Shire, L. Patterson, R. Patterson, K. Pesavento, J. Girard-v, C. Bittman-v, B. Clay, L. Clay, J. Jacisin, J. O'Keefe, B. Cook, S. Cook, P. Hackenson

Call to order 8:05 pm

- Minutes correction: Vendors fees for Road America are not \$1500, they are \$500 per vendor. Minutes accepted with correction (Gallagher/Murrin 8/0)
- Treasurer's report on Rockford Autocross lost \$89.40, July Blackhawk surplus \$495.00, Potter's Picnic lost \$242.45.
- Vice President no report
- President \$3600 received from National for membership renewals. 1995 and 1996 annual reports filed; corporate agent changed to Dan Gallagher. Appoints Chris Inglot, Nick Brenkus and Jeff Girard to determine where to place Boxster for gymkhana class next year. Brenkus and Inglot will investigate at Parade. No write-in candidates received by Secretary for 1997 Board. Janecek will represent Chicago Region at Parade.
- Track Events: Arnie discussed issues surrounding 9/96 RA event. Due to the size of the event, RA wants to see some changes to next year's event. Club Racing is growing quickly, and RA wants to see more involvement from National. Pat Moyle will be talking with Road America and will bring up issues at the Club Racing stewards meeting at Hallett. Road America needs assurances before they will allow Chicago Region back in September. RA suggests hiring Milwaukee or Chicago SCCA to run the event (grid, paddock, timing and scoring). Chicago Region would be in control, SCCA would work the event. Cost would be approximately \$3000-\$3500 more than we pay now. Dan opened the floor up for comments regarding the 9/96 event and said we would not be voting on any actions at this point until we have more information. Some options suggested: Same format yet less people, separate weekends for drivers ed and club race, 4-day weekend, drivers ed in the morning/club race in the afternoon. Much conversation ensued regarding problems/ issues/concerns/comments regarding the event. Board will consider options and continue to gather information.
- Blackhawk 9/11- OK
- Gymkhana: Inglot reports we continue to average 53 drivers/event. Utica 57 drivers. 9/29 event at Hawthorn run by Girard and Koufos, entry fee raised to \$25; non-members will be charged \$30.
- Concours: Gallagher reported 41 cars at RA concours, lost \$275. Yanahan reports 10/27 Bill Jacobs event all set.

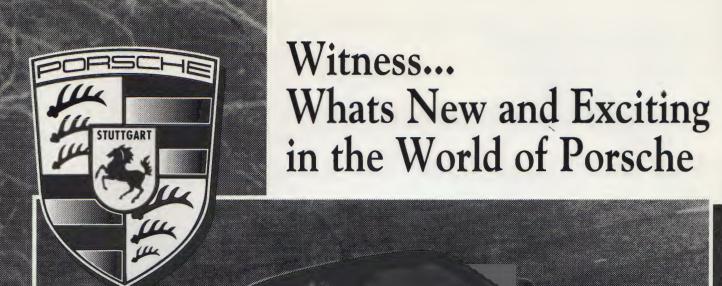
- Rallye: Shire/Rashbaum report Flatlander 9/8 rallye all set, 7 pre-registered, there will be a touring class. October Rallye all set.
- Sponsorship: Hari reported he wants to consider raising the fee for sponsors, but provide them with more next year (i.e., additional advertising).
- Membership: Murrin presents 11 new members. Motion to accept passes unanimously (Murrin/Gallagher)
- Goodie Store: Sold \$2474 at Road America and took \$200 in orders.
- Safety: No report
- Social: Is there a November Tech session? Dinner dance registration will be in September newsletter. Agreement to invite Bill Jacobs' General Manager as the Region's guest to dinner dance.
- Newsletter: In the mail
- Advertising: 1 new advertiser. Paid up to date for 2nd qtr except 1; will follow-up.
- Photography: Provided photos for recent events
- Charity: Have fidelity bond; 140 tickets sold at RA; sent letter to all PCA regions asking to run ad in newsletters-seeing some sales due to this; 450 sold in total; ads in next issues of Excellence and Panorama.
- New Business: Next year's RA theme will be Cajun.
- Old Business: Girard reported surplus of \$2000 from Gingerman with some money back from EconoLodge.
- Next meeting 10/4/96. Adjourned 10:06 pm.

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