

THE OFFICIAL PUBLICATION OF  
THE PORSCHE CLUB OF AMERICA,  
CHICAGO REGION



# Chicago Scene

SEPTEMBER 1997



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# Chicago Scene

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**Cover Photo:** Wayne Potter, our host at Potter's Picnic for 40 years, and Helene Spanek oversee the 40th Annual Potter's picnic. Thanks for all the good times Wayne. You are a host extraordinaire.

Photo by Steve Rashbaum

## Chicago Region 1997 Calendar

- January 5 Tobogganing/Hackney's
- January 19 Annual Meeting
- February 1 "Rock 'N' Bowl Bop"
- February 16 Go-Kart Racing
- March 2 Tech Session/Concours School  
Chili & Edible Art Tasting
- March 16 Rallye School
- March 23 Cafe 36 Restaurant Tour
- April 12 40th Anniversary Dance
- April 20 Rallye 1, Gallagher's I & M Canal
- May 4 Drivers' School
- May 14 Blackhawk 1
- May 18 Autocross 1 - Lake Geneva
- May 24, 25 Road America 1
- June 1 Concours 1
- June 8 Rallye 2 - Apple Blossom
- June 15 - 21 Texas Porsche Parade
- June 18 Blackhawk 2
- June 21 Kane County Cougars
- June 29 Autocross 2 - Tres Chic, Rockford
- July 5 Golf & Dinner
- July 13 Autocross 3 - Rockford Rumble
- July 16 Blackhawk 3
- July 27 Potter's Picnic - Concours 2
- August 3 Autocross 4 - Hawthorne
- August 9, 10 Gingserman Raceway
- Aug. 30 - Sept. 1 Road America II/Club Race  
Concours 3/Big Easy Party
- September 14 Rallye 3 - September '97
- September 17 Blackhawk 4
- September 21 Autocross 5 - Utica
- September 28 Concours 4 - Concours de Musique
- October 5 Rallye 4 **Cancelled**
- October 11, 12 Blackhawk Octoberfest
- October 19 Rallye 5
- October 26 Bill Jacob's Concours 5
- November 16 Tech Session/"Sauce & Cookie" Tasting
- December 6 Dinner Dance
- December 31 New Year's Eve Party

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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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<http://www.mcs.net/~bman/pca.html>

Chuck Bittman, WebMaster

# In Gallagher's Gear

As you can see by this article, I did escape from the "City of Brotherly Love". (Truthfully, as our Editors are forcing me to write this epistle a week early, I have not been there yet; my son's wedding/Gingerman weekend is next weekend. But, I do think that they will let me leave as long as I limit the number of 'green meanies'.)

As of my last writing I was on my way to our first Golf Outing and as I told you before, I am not a golfer, but I do know a good time when I see one. We really had fun even though the pro did not let us have 'the great golf cart gymkhana'. Most members of this club are not serious golfers in that we have a short summer in Chicago and you do not have time to be serious about golf (or boats for that matter) and serious about cars. Fortunately, my foursome had Renee Takehara in it. She was great; won all the ladies' prizes! Other serious golfers were Jim and Hilary Harrington and racer/autocrossers Greg and Marla Turek. The rest of us just sort of 'hacked around' and had a great time. Thanks so much to Ed "I never three putt" Barnicle and the lovely Gayle Timbers.

This year has brought us a cold spring and a cool summer; except for the weekend of The Rockford Rumble. Boy was it hot! In spite of the heat forty or so drivers showed up to try their skills on the high banking of the Rockford Speedway. The concession stand sold out of ice water and then ran out of ice. It was so hot that Harold Beach actually ran his laps with his air conditioning on. Even with the heat and humidity we all had a great time. I want to thank all who stood out in the sun to shag pylons, start cars, or work the exit gate. Thanks so much to Jeff and Jill Girard, Nick Brenkus, Chris Inglot, and all who helped to set up

as well as the scoring crew of Sue Brenkus, Peggy Gallagher, Greg Turek, Chris Inglot, Amy and Emily Murrin, and Susan "Sweetie" Shire.

I tried to capture and sacrifice that damn cat of the Murrins, but Amy wouldn't let me do in that 'bird killer'. So, T. J. Burke and I choked a chicken the night before Blackhawk III to insure good weather. It worked so well we even hung the chicken from the bridge. The weather was not as good as June but it was not bad for July. Although the temperature was about 90°, a breeze was blowing and there was not a rain cloud in the sky. Some seventy three Porsche drivers showed up to find out if it's really true that Blackhawk is the most fun they could have with their clothes on (or off). They all agreed. We drove some seven thousand miles on the track that day without an incident of any kind. Many thanks to the volunteers; George Weathered and Bill Murrin for Tech, the good lady Peggy for registration, Rich Noose for "Control", and to all those who serve as fearless instructors. What a great day; with a little more practice I can probably learn to run a great event!

I am writing these pearls of wisdom the night after Potter's Picnic.



*The Beanie Baby/Heineken 993 Racing Team*

*Photo by Steve Rashbaum*

Most of you are aware that this was the fortieth anniversary of the oldest continuous event in PCA Chicago Region. The last several years we have had rain so hard that the kids were chasing frogs all over Wayne's acres. This year it only rained on the way up there; somewhat messing up the concours cars, but it cleared up and the rest of the day was excellent. Potter's Picnic is our only entire family event. There is something to do there from the diaper set to the geriatric set. We colored pictures, tossed water balloons, cleaned cars, drank beer, ate bratwurst, and drank more beer. What a nice day. About 30 concours cars (actually 29 as mine got caught in the rain storm and was dirty) graced Wayne's back yard. Thanks so much to Wayne Potter for the use of his farm, to Lee Lichtenstein who cooked brats all day, to Myron Walters who ran the Concours, and especially to Rip and Linda and their entire family who showed us such a nice day in the country.

It is with regret that I have accepted the resignation from the Board of Directors of our former newsletter editor David O'Bryan. It seems that marriage, a baby on the way, business, and all the trips to China have put too many demands on his time. Thank you David for your fine service to the club. I have appointed Steve Rashbaum to fill the vacancy. I know Steve will do a fine job for now that he is finished with his MBA, he has what David does not - time. I have also appointed Pete Hackenson as a third Tech Coordinator; joining Mike Gray and George Weathered. Pete will coordinate tech at the Blackhawk events, Mike will handle the autocross/gymkhana events, and George will direct tech at the track events.

The Nominating Committee, comprised of myself, Susan Shire, Ed Barnicle, Pat Yanahan, and Bob Cook have met. After much discussion, we propose the fol-

Gallagher

lowing slate for 1998: President, Susan Brenkus; Vice-President, Bill Murrin; Treasurer, Chris Ingot; Secretary, Chuck Bittman; Director, Peggy Gallagher; Director, Bruce Janecek; Director, John Ruther. We hope this slate meets with your approval as we tried hard to balance the various interests in our club. I believe the official report will be presented in this newsletter as well as how to propose an alternative slate if you so desire.

The good lady Peggy and Pat and Bonnie Yanahan have been hard at work on this year's Dinner Dance. This gala event will be held at The Chicago Athletic Association in downtown Chicago. As you are aware, we try to move the site of our annual event from North to South and East to West from year to year. This year we thought we would give all the ladies, as well as the gentlemen, the opportunity to spend a weekend in the city, make a large dent in their Christmas shopping while enjoying the dinner dance. What I am trying to say is reserve a room downtown for the night of December 6th. On the 6th, go downtown early to shop and then party the night away at the dinner dance. (After all, you won't have to drive home after 'partying'!) And then, go shop again on Sunday. A list of hotels situated close to the Chicago Athletic Club can be found elsewhere in this newsletter, with even more information available in next month's edition. Pat and Bonnie have really planned a great event, so don't wait too long to make your reservations (for the dinner dance and your room) as I am sure that this event will be a sell-out.

I cannot believe that I am sitting here, at the end of July, writing about an event that will occur in December. But then, as fast as this year has gone, it will be here before you know it. In the meantime, we still have quite a few great events to do before we say good-bye to 1997 and our year-long 40th Anniversary celebration.

Gene Urban is producing our third rallye of the year which is logi-

cally named the September '97 Rallye. Gene has always favored easy to not-too-difficult rallyes. My understanding is that this rallye will cover some great roads in north-central Illinois. I really love rallyes and I want all of our members to love them too. They are the best fun you can have on a country road, on a lovely fall day, in your wonderful Porsche (or lesser marque).

September is our last Wednesday Blackhawk event of 1997. We do have one more Blackhawk event in October; our 2 day Octoberfest, however we do not have drivers' instruction or a novice class at that event. If you are a novice and are planning on driving in the Octoberfest event, you MUST attend the September 17th Drivers' Ed event. Our Octoberfest is designed for those drivers who have attended previous Blackhawk events and will feature a 45 minute Class A lapping event. The Octoberfest event features four classes - A, B1, B2 & C. Please remember that you need a five point seat belt for Class A. For Octoberfest you may register to drive a single day session, either Saturday or Sunday, or a two day session. If you are planning to attend the Octoberfest weekend and stay in a local hotel, I highly recommend that you make your hotel reservations as soon as possible. A dinner will follow the Wednesday and the Saturday events. I am promising absolutely fantastic weather for both upcoming Blackhawk events.

September looks to be a busy month (especially after the slow pace of August) and will bring us the final autocross of the year. Mr. Bill Murrin will again direct us to the Starved Rock area to test our skills at the Utica Speedway. This is a small, narrow track with lots of turns, designed for go-karts. It's lots of fun to drive Porsches around and shouldn't be as hot as when we went in August in years' previous. At least this year I won't have the disadvantage of throwing that big a-heavy 928 around. Ed Barnicle had

better watch out! The concession stand will be open during the event and we will, as always, adjourn to a local establishment, at the conclusion of the event, for dinner before we begin the long drive home.

The last event of September, on the 28th, is Tray and Danita Anderson's Concours de Musique. This concours will include, in addition to the standard four classes (A, B, C, & D), an "F" class (French class); a visual-only class or "how does the car look" class. Tray has notified me of several changes to the originally announced plans for this event. The luncheon will still be held at the Venise Restaurant, but will be catered by Dan and Linda Bacin. The lovely crystal trophies are being donated by Nives Rizza Porsche of Orland Park. And, finally, in the continuing celebratory spirit of our 40th Anniversary (and because it was canceled due to bad weather at the 40th Anniversary Dinner Dance), there will be a Concours Showcase of 40 cars representing each year from 1957 - 1997. If you're interested in adding your car to the Showcase, give Tray (630.325.1327 from 6:00 - 9:00 p.m.) a call to see if your 'year' is represented. Tray and Danita will put the 'elegance' back into Concours D'Elegance with this event. Along with everything mentioned above and beautiful cars, we will be treated to beautiful music presented by the Steinway Society of Chicago and a champagne reception. Sounds like a lovely way to spend a Sunday afternoon.

We were sorry to learn of the recent passing of Carole Banicki. Carole was the wife of Ray Banicki who has long been active in PCA Club Racing and Vintage Racing. Our condolences to Ray and his family.

Well, that's all I have for now. If I can think of a good reason to leave Siebkens saloon (one of the world's great saloons you'll hear from me again next month.

Gallagher

# August 31 - November 01, 1997

Chicago Region events in shaded boxes

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Aug 31</b> ROAD AMERICA DE (Shaded)	<b>Sep 1</b> ROAD AMERICA DE/CR Labor Day (Shaded)	<b>Sep 2</b>	<b>Sep 3</b>	<b>Sep 4</b>	<b>Sep 5</b> Board Meeting Scene Deadline (Shaded)	<b>Sep 6</b> CR/Las Vegas (Shaded)
<b>Sep 7</b> CR/Las Vegas (Shaded)	<b>Sep 8</b>	<b>Sep 9</b>	<b>Sep 10</b>	<b>Sep 11</b> SMR DE/Water... (Shaded)	<b>Sep 12</b>	<b>Sep 13</b> MVR DE/Mid-Ohio MOR DE/Putnam Park Road C... CR/Willow Springs (Shaded)
<b>Sep 14</b> RALLYE III - SEPT. '97 MVR DE/Mid-Ohio MOR DE/Putnam Park Road... CR/Willow Springs (Shaded)	<b>Sep 15</b>	<b>Sep 16</b>	<b>Sep 17</b> BLACKHAWK WK DE (Shaded)	<b>Sep 18</b> RSR DE/Waterf... (Shaded)	<b>Sep 19</b>	<b>Sep 20</b> CR/Bridgehampton Race (Shaded)
<b>Sep 21</b> AUTOCROSS V - UTICA CR/Bridgehampton Race (Shaded)	<b>Sep 22</b>	<b>Sep 23</b>	<b>Sep 24</b>	<b>Sep 25</b>	<b>Sep 26</b> WMR DE/Grattan (Shaded)	<b>Sep 27</b> CIR DE/Putnam Park Road Co... CR/Indianapolis Raceway Park (Shaded)
<b>Sep 28</b> CONCOURS DE MUSIQUE - IV CIR DE/Putnam Park Road... WMR DE/Grattan CR/Indianapolis Raceway P... (Shaded)	<b>Sep 29</b>	<b>Sep 30</b>	<b>Oct 1</b>	<b>Oct 2</b>	<b>Oct 3</b> Board Meeting (Shaded)	<b>Oct 4</b> CR/Heartland Park NOR Oktoberfest (Shaded)
<b>Oct 5</b> Scene Deadline RALLYE IV - CANCELLED NOR Oktoberfest CR/Heartland Park (Shaded)	<b>Oct 6</b>	<b>Oct 7</b>	<b>Oct 8</b>	<b>Oct 9</b>	<b>Oct 10</b>	<b>Oct 11</b> BLACKHAWK OCTOBERFEST DE (Shaded)
<b>Oct 12</b> BLACKHAWK OCTOBERFEST DE (Shaded)	<b>Oct 13</b>	<b>Oct 14</b>	<b>Oct 15</b>	<b>Oct 16</b>	<b>Oct 17</b>	<b>Oct 18</b>
<b>Oct 19</b> RALLYE V (Shaded)	<b>Oct 20</b>	<b>Oct 21</b>	<b>Oct 22</b>	<b>Oct 23</b>	<b>Oct 24</b>	<b>Oct 25</b>
<b>Oct 26</b> CONCOURS V - BILL JACOBS MOTORSPORTS (Shaded)	<b>Oct 27</b>	<b>Oct 28</b>	<b>Oct 29</b>	<b>Oct 30</b>	<b>Oct 31</b>	<b>Nov 1</b> CR/Memphis (Shaded)

DE = Drivers' Education CR = Club Race/Track For info regarding non-Chicago Region events, contact the Region directly. (See Pano for Region phone numbers.)

# Psst! Did you hear about ... ?

## PCA Maumee Valley Region presents Mid-Ohio Drivers' School

There will be no separate instructor's run group and run groups will be determined by driver's lap times. This will allow drivers to have most of their laps unobstructed, without always running up on slower cars and having to follow them around until the next passing zone. For more information regarding this Drivers' Ed event at the Mid-Ohio Sports Car Course on Sept. 13 - 14, 1997 please contact Bill Bauman at 419.475.1336.

## PCA Mid-Ohio Region plans Drivers' School at Putnam Park Road Course

Please call the information line at 1.800.419.9886 for more details on this event scheduled for Sept. 13th - 14th. (The dates listed in Pano are wrong.) Nancy Jackson, can be reached at 937.644.5616 (eve) to answer questions about the event on the 1.8 mile, ten turn, freshly repaved Putnam Park Race Course.

## PCA Northern Ohio Region plans gala Oktoberfest

A gala Oktoberfest is being planned by NOR for October 3rd - 5th. The festivities will include a Welcoming Party, Concours, Rallye and an autocross (IRAC V) and will be held at the Punderson Manor in Punderson State Park, Newbury Township, Ohio. Other available activities include hiking, boating, golf, fishing and camping. For more information please call Maryann Coon at 216.285.4558 (eves).

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Old Address: \_\_\_\_\_ New Address: \_\_\_\_\_

Phones: (H) \_\_\_\_\_ (W) \_\_\_\_\_

Area Code) (New ?) (Area Code) (New ?)

Send to: Debby Leed fax 847.382.3562 (8:00 am - 8:00 p.m. only please!)

37 Lakeview Drive

Barrington, IL 60010-1949

# Aungahh!

Pebble Beach/Monterey, CA As we mentioned last month, we couldn't go to Geringman as we had previous business and family commitments here in CA. And while we would love to be with you in South Haven this weekend, we have to confess "it ain't bad being here".

As we drove along 17 Mile Drive yesterday we both commented on what a beautiful setting this area will be for the celebration of Porsche's 50th anniversary next year and could we possibly do both Monterey and the Parade in Steamboat Springs? All of which eventually lead us to a discussion of tradition and what it means.

Tradition! Ya, da, da, da, da. Like the song from Fiddler On the Roof. In Susan's 40 year old 'well worn' leather bound Webster's New World Dictionary (speaking of traditional things) we find that one of the definitions of tradition is "...a long-established custom or practice that has the effect of an unwritten law;...handed down through the generations and generally observed." And isn't that what we have been celebrating in 1997? 40 years of Chicago Region customs: 30 years of a fall event at Road America; 40 years of picnics in July at Wayne Potter's farm; 40 years as a chartered PCA region, providing tech, driving and social events for our members; 28 years of track events at Blackhawk; an annual successful charity event; Gallagher back in a water cooled, rear-engine Porsche; to name but a few. We've lost some of our traditions along the way: the Trefens, Poor Man's or regular; the ice gymkhanas; the canon reveille at Siebkens; hosting a Parade on a regular basis; full mem-

bership participation in local, regional or national events are a few that come immediately to mind. Perhaps there are some of these events we should think about 'dusting' and perhaps others are just 'lost'. We've also added some new events: the weekend at Geringman; the Golf outing; Tres Chic 'Not For Ladies Only' Autocross; New Year's Eve at Siebkens; the Chili Contest/Edible Art/Concours School/Tech Session; and the Club Race on Labor Day at Road America are a few that may stand the test of time and become traditions.

We are a traditional, 'well rounded' Region and one of the few in PCA that 'does it all'; thus allowing our membership to do as much or as little with our different versions of beloved 'German sheet metal' as fits our busy life styles. Our Board of Directors, to our minds, reflects the various interests of the club in that the rallyists, tech, concours, social, racers, and autocrossers, as well as new and old members (both in years of age and years of membership) have representation. We are the sum of all of our different parts. We are defined by what we have been, but we can refine who we will be. Take a moment to give some thought to what our traditions are, what you want this Club to be, and what you want from this Club. And then, because nothings perfect, do something about changing what you don't like.

It seems to us that there are two ways to accomplish this. The first way is to vote for the Officers and Board of Directors. Listed elsewhere in this newsletter is the Proposed Slate of Officers for 1998 as presented to the Board by the Nominating Committee. Please consider this slate. If you agree with the proposed slate, please vote in October. The ballots will be in the October issue of the Chicago Scene. If you feel that this is not the best slate to reflect your wishes for the Club, the By-Laws of the Club provide a

mechanism to propose alternative candidates for Officers and Directors. "Nominations will also be accepted from the membership at large by petition signed by at least ten members in good standing to the Board of Director prior to the October newsletter mailing" (September 13th). If you disagree, please exercise your right to propose different candidates.

The second way to redefine our traditions is to get involved. There is no possibility of change if the Board does not know your wishes. If you want different events (new traditions), call a Board member, a coordinator, or even the editors of this newsletter, and tell us what you think. To make this even easier, we have listed the mailing, fax and e-mail, addresses for the Officers and Directors on page 2.

On a different 'traditional note' we'd like to welcome four new advertisers: Barrington Coach Haus, Steve Kuchuris, Bill Van Meter, State Farm Insurance, and Best Racing Safety Equipment. We appreciate their support and encourage you to make use of their services.

We'd also like to thank all of our members who have contributed articles and pictures to this newsletter, continuing the tradition that Chicago Region has the best newsletter of any region in PCA. (Thanks for not running away from Susan at events. When it does happens, it hurts her feelings as often she just wants to say hello and won't ask for an article.) We hope you enjoyed the 'fruits of your labors' and will free free to contribute again.

That's it from sunny/foggy CA. As they always say on postcards, "Having a great time! Wish you were here."

*Steve and Susan*

**Aungahh** ( a-úun-gaaa), n. [Skip Barber Racing School]. *The sound of the motor of a car as the clutch is depressed, the brakes applied and the throttle "blipped" to effect a heel and toe downshift.*

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Sunday, September 14, 1997

# The September '97 Rallye



**Country Junction Restaurant**  
Harmony, IL

Registration opens: 11:30 a.m.  
Drivers' Meeting: 12:15 p.m.  
First Car Off: 1:01 p.m.

Directions to Country Junction Restaurant: I-90 West to Marengo-Hampshire exit and Rt. 20, Left/North on Rt. 20 to the restaurant (on the left just after Harmony Rd.)

**Rallye Fee: \$20.00** per car

**Post-Rallye Dinner: \$17.00** per person.

Questions ???

Gene Urban @  
630.654.3824

Cash Bar  
Soup Choices: Cream of Chicken with Rice  
French Onion Soup  
Tossed salad with choice of dressing  
Vegetable  
Entree Choices: London Broil  
Orange Roughy Almondine  
Full slab of Ribs  
Roast Turkey  
Apple Slice dessert  
Coffee or Tea

Everyone is invited to join us at 5:30 p.m. at the Country Junction Restaurant for drinks, tall tales of adventure, awards, the post-rallye critique, and dinner.

Mail registration to:  
Gene Urban, 55 Glendale Rd., Oak Brook, IL 60521-2861

Driver: \_\_\_\_\_ Phone # \_\_\_\_\_

Member\_\_ Applicant\_\_ Guest of \_\_\_\_\_

Navigator: \_\_\_\_\_ Phone # \_\_\_\_\_

Member\_\_ Applicant\_\_ Guest of \_\_\_\_\_

Car Model \_\_\_\_\_ Color \_\_\_\_\_ SOP \_\_\_\_\_ Equipped \_\_\_\_\_ Touring \_\_\_\_\_

Rally Car Fee: \$ 20.00

\_\_\_\_ # of Dinners @ \$17.00 \$ \_\_\_\_\_

Amount enclosed \$ \_\_\_\_\_

Please make checks payable to: PCA Chicago Region



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The winners will be chosen randomly via lottery ball method.



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Bill Jacobs Motorsport in Naperville, Illinois for Spring, 1998 delivery.

They will be delivered at his dealership.

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

**Send payment and completed form to:** *Buffalo Prairie Gang Camp, 900 Jorie Blvd. Suite 59 B, Oak Brook, IL 60523*

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_

No. Of Tickets: \_\_\_\_\_ Amount Enclosed: \_\_\_\_\_

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# September 17, 1997 Blackhawk XXVIII Drivers' Education

Mail to: Peggy Gallagher, Registrar  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

Questions: 708.784.0784  
Fax: 708.784.0785

Drive #1 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_  
Experienced: \_\_\_\_\_ Novice: \_\_\_\_\_ List Experience: \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_

Driver #2 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_  
Experienced: \_\_\_\_\_ Novice: \_\_\_\_\_ List Experience: \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_ Fee: \$125.00 Pre-registered      Second driver free if family member  
\$140.00 At the gate

Make checks payable to PCA - CHICAGO REGION

## Octoberfest Blackhawk Drivers' Education October 11 & 12, 1997

Mail to: Peggy Gallagher, Registrar  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

Questions: 708.784.0784  
Fax: 708.784.0785

Driver #1 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_  
Experienced: \_\_\_\_\_ Novice: \_\_\_\_\_ List Experience: \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_

Driver #2 Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Member: \_\_\_ Applicant: \_\_\_ Guest: \_\_\_ of \_\_\_\_\_  
Experienced: \_\_\_\_\_ Novice: \_\_\_\_\_ List Experience: \_\_\_\_\_  
Permanent Car #: \_\_\_\_\_ Car Make: \_\_\_\_\_ Model: \_\_\_\_\_

\_\_\_\_\_ Saturday      \_\_\_\_\_ Sunday      \_\_\_\_\_ Both Days

Fees:	<b>Pre-Registered:</b>	One Day	Both Days	<b>At the gate:</b>	One Day	Both Days
	One Driver	\$125.00	\$240.00		\$140.00	\$270.00
	Second driver free if family member			Make checks payable to PCA - CHICAGO REGION		

8:30 am      Registration and Tech open.  
10:00 am      Mandatory Drivers meeting for all entrants  
                         who have not run this event previously.  
11:00 am      Registration closes.  
5:00 pm      Track closes

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

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

# The Rockford Rumble

**My First Autocross**  
by Mike Pipo

At the Rockford Speedway on July 13, 1997 it was hot, humid, and sunny. I suppose it could have been worse on that day as I climbed into my friend Charlie Cook's 911 SC to race for the first time in my life. There could have been thunder and lightning! Someone asked me later what my first impression was. All I could remember was how much I wanted to go to the bathroom. (Nerves manifest themselves in any number of ways!)

We had walked the course, and I did my best to "memorize" what I saw: any cracks, objects, water, anything, and everything; but I had no idea how much I actually would retain. Would the nerves ultimately take over?

The concrete all around the track was intimidating as I sweated under the helmet while awaiting my turn in line. Charlie said he'd kill me if I crashed his car, so I had no choice but 'to straighten up and fly right'!

My first run was slow, even though it felt as if I actually was flying! I missed a couple of gates. Even though my speed improved as I continued, I still seemed to miss gates.

During the last run I applied too much throttle and slid out, barely missing the dreaded concrete wall. I knew I wouldn't hit it, but the spectators had quite a different impression and a big scare. Charlie (who had previously been worried about his Porsche) was now worried about me. He told me later that he suddenly realized that there was a "friend inside that car". He also decided that it was "no time to die of a

heart attack". For my part, I slowed, straightened out, and only lost half my hair in this learning experience. Other than that, I hit a cone so hard there were orange marks on one of the wheel rims, but I understand this happens to 'old-timers' as well. The feeling over all was an exhilarating one. I had a great time, and hope to do it again. As for Charlie, his attitude towards his Porsche has changed somewhat. He now says "A Porsche is a great girlfriend: if something goes wrong ... it's easy to fix!"



*'Rumblers' going flat ...*

*Photos by Steve Rashbaum*



*on the banks ...*



*thru the infield ...*

## The Rockford Rumble Results Chair: Jeff Girard

OA CP #.	Class	Region	Driver	Best Time	OA CP #.	Class	Region	Driver	Best Time
20	1 24 P1	CHO	Chuck Bittman	46.461	40	7 714 P6	CHO	Rick Hockins	49.331
2	1 713 P2	CHO	Jeff Girard	42.992	44	8 471 P6	CHO	Lutz Austermeier	52.267
11	2 74 P2	CHO	Keith Clark	45.349		401 P6	CHO	John Giandonato	DNF
13	3 71 P2	CHO	Peter Petrikas	45.639	26	1 15 P6L	CHO	Marla Turek	47.102
48	1 712 P2L	CHO	Kathy McKanna	54.081	36	2 11 P6L	CHO	Peggy Gallagher	48.824
29	1 405 P3	CHO	Mike O'Meara	47.331	37	3 404 P6L	CHO	Amy Roth	48.960
5	1 28 P4	CHO	Chris Inglot	43.862	42	4 329 P6L	CHO	Susan Shire	50.528
10	2 251 P4	CHO	Rich Grotmeyer	44.658	15	1 05 I1	CHO	Ed Russ	45.853
27	3 44 P4	CHO	Lee Lichtenstein	47.168	24	2 738 I1	CHO	Trent Oler	46.843
38	4 198 P4	CHO	George Paul	49.182	28	3 91 I1	CHO	Bill Murrin	47.303
41	5 195 P4	CHO	Robert Grabowski	49.787	18	1 407 I2	CHO	Joe Baksha	46.280
					30	2 408 I2	GST	Joe Baksha	47.700
<b>MEN'S FTD</b>					9	1 98 M1	CHO	Tony Koufos	44.474
1	1 7 P5	CHO	Nick Brenkus	42.051	12	2 917 M1	CHO	Joe Purpura	45.426
8	2 8 P5	CHO	Jim Starai	44.409	25	3 45 M1	CHO	Mike Gray	46.944
16	3 35 P5	CHO	Rob Cook	45.929	46	1 445 M1L	CHO	Cori Gray	52.537
19	4 29 P5	CHO	Mike Mullins	46.394	23	1 711 X	CHO	Mike Gallagher	46.792
34	5 299 P5	CHO	Charlie Cook	48.014	32	2 400 X	CHO	Dennis Austermeier	47.762
39	6 108 P5	CHO	A. J. Tiller	49.248	22	1 1 MST	CHO	Dan Gallagher	46.568
45	7 406 P5	GST	Mike Pipo	52.429	33	2 0 MST	CHO	Bruce Janecek	47.916
47	8 415 P5	CHO	Ed Norega	53.326	43	3 51 MST	CHO	Bob Cook	51.050
					49	4 10 MST	CHO	Harold Beach	54.608
<b>LADIES' FTD</b>					4	1 302 P7	CHO	Shawn Young	43.594
14	1 17 P5L	CHO	Susan Brenkus	45.759	<hr/>				
17	2 18 P5L	CHO	Kimberly Starai	46.220	TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems Submitted by Susan Brenkus—Timing & Scoring Chairperson				
3	1 5 P6	CHO	Greg Turek	43.586					
6	2 207 P6	CHO	Keith Olcha	44.100					
7	3 403 P6	CHO	Paul Schiller	44.282					
21	4 410 P6	CHO	Val Dodd	46.503					
31	5 328 P6	CHO	Steve Rashbaum	47.702					
35	6 171 P6	CHO	Dennis Austermeier	48.456					



*leaning left ...*



*to-the Winners' Circle.*

# Tech Tips

## A Tiring Dilemma, Part 2:

More Answers For R-Compound Tire Users

by John Hajny, Central NY Region  
(from REDLINE REPORT)

Let's chase the DOT racing radial situation some more. In Part 1, we set seven basic rules for their proper utilization. We learned that:

- 1) Since DOT radials are much different in construction than bias ply or even radial slick tires, the set-up requirements are very different. There is little, if any, overlap in data between these different tire types.
- 2) Since they have little sidewall flex, they are optimized by camber settings, not pressure. They should be run at or very near the recommended pressure to protect their inner structure and maximize their performance and longevity.
- 3) Within the recommended inflation range, pressure has little to do with surface temperature.
- 4) Because of higher negative camber settings, the middle to inside of the tire will naturally run hotter.
- 5) Pressure tuning primarily effects the tire's feel rather than its actual performance. However, the highest cornering potential is obtained at the high end of the pressure range because the tire is better able to handle the job mechanically.
- 6) Don't buy a pyrometer solely to measure surface temperature differentials. Within the proper range, pressure has little effect here. They can be useful as a general guide to overall tire performance. Buy a minimum 3/8-inch probe type, not an infra-red.
- 7) Tire wear patterns are the most accurate and dependable guide to proper set-up. Optimum settings will show very little wear on the outside shoulder.

Furthermore, now that we've estab-

lished some general rules, let's expand on some of those points.

### In The Eye Of The TEMPEst

To say that a pyrometer is worthless is incorrect. However, their proper usage is severely compromised by circumstance. The main problem is that tire surface temperatures drop so quickly that if you don't measure them almost immediately, you've missed your window. If you've run any straight-away distance before the measurements are taken, you've already significantly altered the temperature profile. These factors make it awfully hard to get real usable data unless you have a crew and a paved surface all to yourself.

Secondly, full bodied cars tend to alter the surface temp profile because the inner area of the tire naturally receives less cooling air than the outer portion. Once again, surface temp differential measuring came from bias ply usage, primarily on open-wheeled cars.

Use your pyrometer to judge the overall effectiveness of pressure adjustments as they pertain to how hard the tire is working internally, not its surface temp differential. Since a majority of tire heat comes from the machinations of the various belts and bands in the casing, higher temps generally call for an increase in pressure to keep the tire supported structurally.

Somewhere out there exists a pressure setting that will not only allow the tire to work extremely hard, but allow it to do so in relative comfort temperature-wise.

### Still Under Pressure

Pressure is not the baseline tuning method for DOT racing radials. However, once you've discovered a camber setting that agrees with your car and gives good tire wear characteristics, pressure and a stop watch become the final building blocks in the foundation of speed. It should be

noted here that any camber changes will likely require pressure adjustments for ultimate optimization. However, in the end, pressure adjustments have more to do with "what the driver likes" than anything else, as comfort generally brings a driver's fastest times initially.

Many drivers today are running low pressures because they equate the feeling of safety and confidence with speed or tire adhesion. As mentioned last month, radials tend to be a little twitchy, particularly in the first laps. Lowering the pressure eases the "hard edge" feeling of these tires, giving a wider comfort threshold. But, as we've learned, they may be damaging their tires —both the mechanical and chemical makeup —and preventing them from working in a range that will give the best performance and longevity.

Let's say you started with 30psi cold and measured 40psi hot. You then lowered the pressure to 26psi cold and still measured 40psi hot; what would that tell us? It would likely suggest that while the car "felt better" at 26psi cold, it was actually stressing the tires more because of under-inflation. The missing key is temperature.

Your now-trusty pyrometer (now that you know its true purpose) would have shown that the second run produced higher temperatures because the tire was working harder. While the softer pressure provided more driver comfort, it was not providing optimal internal support for the tire, thus creating more stress and heat. The car may "feel" better at low pressures, but more performance and tire wear are to be found at a higher pressure.

Obviously, confidence is a very important component of speed. As mentioned previously, the fastest drivers usually run in the upper end of the pressure scale; a range where the radial tire can feel loose or twitchy. However, the higher pressures likely allow - and even demand - the car to be driven harder so as to utilize this maximized cornering

power and grip. This raises the bar - the commitment level as well as the rewards to be had - higher. True, it takes a more skilled and daring driver to run in this range, but the benefits are there, both in speed and - ironically - tire life. Speed equals fun. Tire life equals MONEY!

So now you've got a good foundation under your tires. Anything else to do? YOU BET!!

### **But That Rubber Costs Money!..**

"Removing about half the tread from your R tire's surface by having them shaved will help them last longer." Sound ludicrous? Well, let's discuss why it is an absolute fact.

The main enemy of a tire is excessive heat, particularly if it is localized. Most excessive heat situations are caused by improper inflation or suspension set-up. Surface friction is not a major producer of heat; remember, the tire's surface cools quickly!

As we've learned, the surface of the tire is not where the danger lies; it's under the tread at the cap ply. This is where the tire separates or "chunks." By removing rubber from the surface, you are effectively removing insulation, or "heat sink" from the tire, thereby allowing the heat to dissipate more easily. A smaller, thinner object will hold less heat than one bearing more mass. A thinner tread surface holds less heat!

In addition, shaving a tire will improve the transient response and feedback it gives because of reduced tread squirm. A 2-foot steel bar is much easier to bend than a like 1-foot example because of the increased mechanical advantage working against it. The same applies to the individual tread blocks of a tire. A shorter tread block will deflect or squirm less than a taller one. Incidentally, this mechanical squirming of the tread produces more heat than surface friction, and it is transferred under the tread, not to the surface.

### **Tires On - Tires Off!**

Here is something that is most beneficial, but is impractical for most of us

to achieve: Heat Cycling!

Like many other items, race tires function best when broken-in properly. Although they feel incredible in the first laps, this is not the time to abuse them. Tires are made up of many mechanical and chemical components. These components need to be "familiarized" with each other and the task at hand to achieve maximum performance. If a tire is abused early, its performance will degrade rapidly. If it is brought along slowly, its performance will be more consistent for a longer duration.

Here's the scoop: The tires should be inflated 4-6lbs over normal cold settings (this provides added safety against mechanical damage). You then proceed to gradually bring the tires up to full operating temperature by driving increasingly swiftly, but smoothly and conservatively; no skidding, sliding, or other laying-down of rubber.

At approximately the 10-minute mark, the tires should be up to full temperature. You then proceed to the pits, remove the tires, decrease their pressure, and allow them to cool for as long as you possibly can (at least 24 hours, the longer the better!).

What you are attempting to achieve is analogous to the heat treating of metal. Many metals must be heated to just the right temperature, and then cooled slowly to form the proper molecular links. If you over-heat or cool them too fast, you ruin the metallurgical structure and they become very hard, but brittle.

Here's another analogy; did you know that ice that freezes slowly is much less brittle, or "chippy", than ice that freezes rapidly? If you were making hockey rink ice, this would be important. Following some of that reasoning, you should never artificially cool tires with water. As with steel or ice, if you artificially cool them (quenching), or cool them too rapidly, you "shock" the rubber and it becomes hard. You are trying to make the molecular bonds of the

rubber tough, not hard.

### **Black Magic**

We've covered lots of ground here. This tire thing really runs a lot like life; Trial and Error! The best you can hope for is some good solid information to help you make the right choices. It also helps that if, having good information, you are applying it to the proper area in the proper way. As a recent Pirelli ad campaign suggests, "The Wrong Equipment Can Ruin A Performance!" To that, we can add that the wrong information, incorrectly applied, can ruin the equipment!

In order to optimize the longevity and performance of your DOT R-compound tires, you will likely have to increase the amount on negative camber you run. If you drive your car on the street as well, this will cause accelerated wear in your street tires and make the car wander more, particularly on crowned or well-worn road surfaces. Once again, we are left to deal with another trial and error situation where we will be looking for the best compromise between track and street tire utilization.

The answers will be there in front of you. By looking at your tires, you will see the efficacy of your settings. By interpreting the evidence presented correctly, you will know what adjustments to make to get you where you want to be. Hopefully, these articles will help clue you in to what you are looking at, how to interpret it correctly, and what to do to improve the situation. It may be only money, but seriously; Who's got money - or rubber - to burn?

---

### **A Tiring Dilemma: The Rest Of The Story**

by Matt Forthofer, Michigan-Indiana Region (from PORSCHESTRASSEN)

*(Ed. note: Jerry Forthofer, newsletter editor for Michigan-Indiana Region, e-mailed A Tiring Dilemma: Real Answers For R-Compound Tire Users, to his son Matt, who is a tire design engineer for Michelin Tires and, in*

**Tech...** addition to his daily job, also serves as a track-side engineer for Michelin at selected North American Touring Car series races. Here is Matt's response.)

That message you sent about tire care was great. We should hire this guy.

Let me add a bit on how to tune tire pressures. What we optimize with pressure is the hot temperature and hot pressure of the tire. If you reduce the pressure, the tire will heat up more. The trick is to find the pressure which lets the tire operate in the "sweet spot" for that car, weather, driver, and track.

The optimum temperatures for the North American Touring Car tires is between 180 and 220 degrees. The R1 should be about the same, but I'll check on this. The optimum hot pressure for the Touring Car tires is about 30 psi. We usually start them out around 21-24psi cold to obtain this. The R1's have a larger aspect ratio,

and generally are loaded more heavily with a street car, so they may like more pressure than this (start around 30 psi cold).

The optimum pressure is also heavily dependent on the loading of the tire. For instance, a heavy car with small tires will need more pressure than a light car with larger tires. If I were trying to determine the optimum cold pressure, I would start dropping the pressure until the hot temperature entered the "sweet spot" (run at least 2 or 3 laps on each pressure and come into the pits as quickly as possible).

Realize that entering the pits will probably reduce the temps by 10-20 degrees. Once I found this hot pressure, I would note it, the corresponding cold pressure (subtract how much you dropped the hot pressure from the original cold pressure), the hot temperatures, and the track temperature. After a couple of times doing this on days which vary

the track temperature, you should be able to estimate the optimum cold pressure for most ambient conditions. If you can't get high enough temperatures before reaching an unsafe cold pressure (<18psi for Touring Car tires, probably <22psi for R1's), you are probably driving like a pussy and better be watching your mirrors rather than worrying about tire pressures.

Pressure also affects the cornering stiffness of the tire. You may have to readjust the car setup once the optimum pressures are found and vice versa. This will most likely be an iterative process. Also realize that shaved tires will run cooler and will require less pressure to obtain the optimum temperature. This will also be true as the tire wears. For driving schools, I would definitely run on the high side of the pressures to increase tire life since you are not really racing anyone and are probably more concerned with dollars and fun.

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**Sunday, September 21, 1997**

**Registration/Tech at 9:00 a.m.**

**Utica Speedway  
Utica, IL**

**Timed Runs start at 10:30 a.m.**

Directions to track: Take I-55 South to I-80 West (approximately 45 miles) to 178 (Utica, Starved Rock exit), Turn left (south) on 178. Go 3/8 mile to track (on left).

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- Closed toed shoes
- Valid driver's license

Utica Raceway has a concession stand serving drinks and sandwiches as well as restrooms. Fuel and air is available across the street. We will gather for dinner at a local establishment at the conclusions of the day's activities.

Questions ? Call Bill Murrin @ 708.352.5719

Bring the family for a day in the country.

## Autocross Classes and Bumping Schedule

- Class P1: 356, 914 (except 914/6), 912, 924 (except S & T)
- Class P2: 924S, 924T, 944 (except S2 & T)
- Class I1: Improved 4 Cylinders
- Class P3: 2.0, 2.2, 2.4, 911, 914/6, 928
- Class P4: 944 S2, 944T, 968, 930
- Class P5: 2.7 & 3.0 911

- Class P6: 3.2 & 3.6 911
- Class P7: Boxster
- Class I2: Improved 6 & 8 Cylinders
- Class M1: Modified 4, 6 & 8 Cylinders

P1>P2>I1>P3>P4>P5>P7>P6>I2>M1

Mail to: **Bill Murrin, 812 N. Stone Ave. LaGrange Park, IL 60526**

First Driver:  
Name \_\_\_\_\_  
Autocross Class (see above) \_\_\_\_\_  
Permanent Car Number (previously assigned) \_\_\_\_\_

Second Driver:  
Name \_\_\_\_\_  
Autocross Class (see above) \_\_\_\_\_  
Permanent Car Number (previously assigned) \_\_\_\_\_

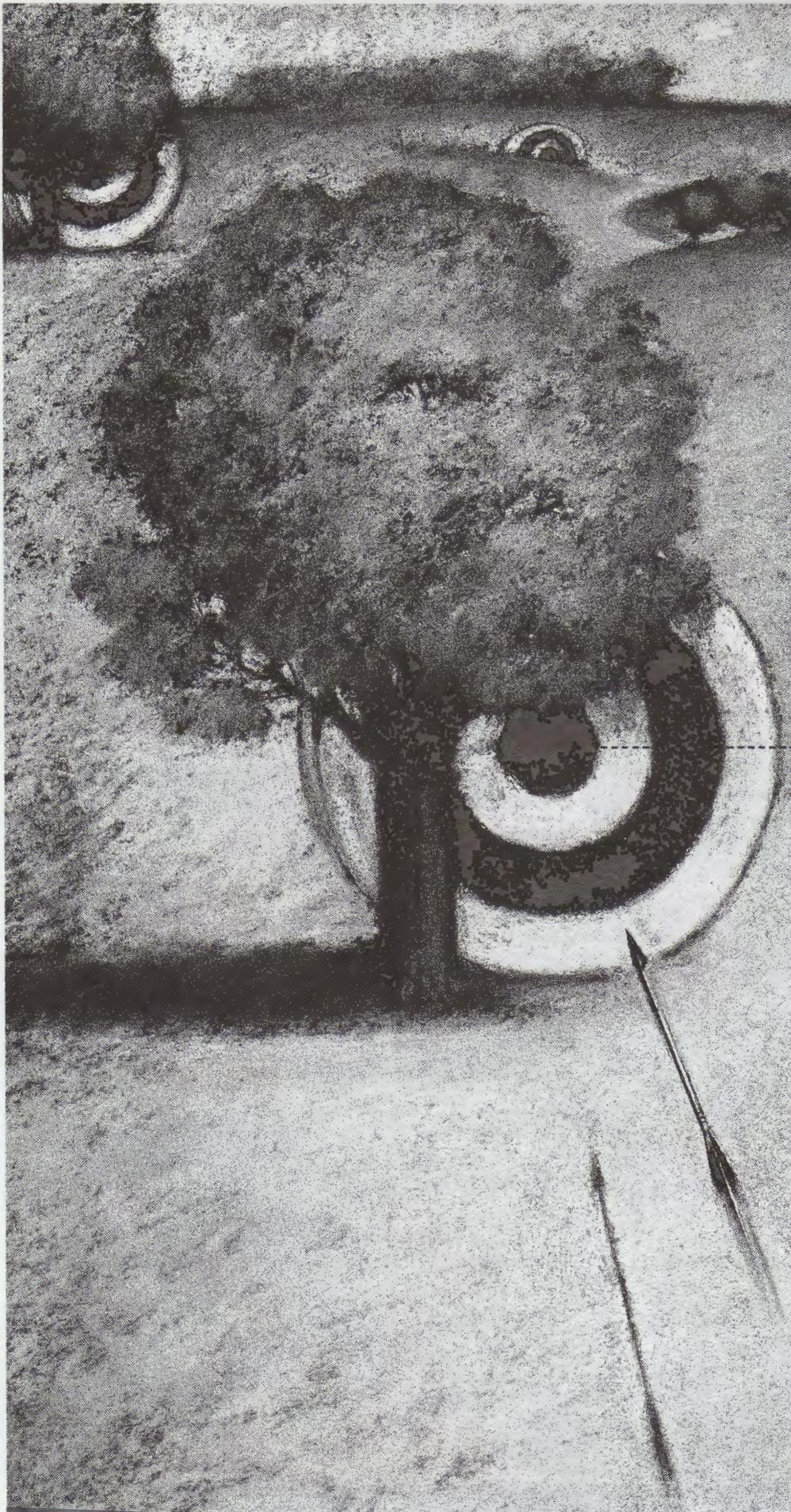
Phone \_\_\_\_\_  
Member \_\_\_ Applicant \_\_\_ Guest \_\_\_

Phone \_\_\_\_\_  
Member \_\_\_ Applicant \_\_\_ Guest \_\_\_

Fees:        \$25.00 First Driver        \$5.00 Second Driver        \$30.00 Non - PCA member

Please make checks payable to PCA-Chicago Region Amount enclosed \$ \_\_\_\_\_

Any questions, please call Bill Murrin @ 708.352.5719 (evenings before 9:00 please)



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60004  
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## The PCA Chicago Region Welcomed These New Members in July 1997

Greg Baumeier  
Evanston, IL  
1986 944

Robert Danko  
Chicago, IL  
1982 911SC

Curt Preissner  
Park Ridge, IL  
1987 924S

Dinker Trivedi  
Palos Park, IL  
1997 993

John Dorsey  
Wheaton, IL  
1981 911SC

Kim P. Butler  
Chicago, IL  
1995 993 C4

Denis Goraczniak  
Antioch, IL  
1997 993

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

Robert LeFevre  
Palatine, IL  
1987 924S

Mark McDowell  
Riverwoods, IL  
1995 993

Jay Lake  
Bloomington, IL  
1991 C2 Turbo

Bill Murrin,  
Membership Chair

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40 Years

## Concours de Musique

September 28, 1997

In the early 1900's the French began a tradition - Concours D'Elegance. The coveted affair celebrated the design, style and elegance of the automobile. The schedule of events included champagne, savory cuisine, musical entertainment, and a display of beautiful cars. On Sunday, September 28, 1997 this time honored tradition continues at The Beautiful Sound - Steinway Piano's exclusive Chicagoland representative.

### Schedule of Events

Cars arrive, entrant performs final preparations	9:00 AM - 11:30 AM
Lunch at Venise Restaurant (Catered by Bacino's)	11:30 AM - 1:00 PM
Champagne reception @ D'Edmunds Interiors	12:00 AM - 2:00 PM
Judging of Porsches on display	1:00 PM - 2:00 PM
*Musical concert arranged by the Steinway Society	2:00 PM - 3:00 PM
Award Presentations by Dave Bosco, Nives Rizza Porsche, Orland Park, IL	3:00 PM - 3:30 PM

\* Seating is limited -@ Artists Recital Hall, The Beautiful Sound, Inc.- please RSVP no later than September 15, 1997.

Concert will feature winners of the "Most Promising Student Pianist" competition and Drs. Thomas & Nancy Liley will perform a varied program from Mozart to *Porgy and Bess*.

The standard four classes (A, B, C, & D) of judging will occur. In the tradition of the classic French style of judging at the Concours D'Elegance, we respectfully introduce the "F" class (French class). The exterior and interior will be judged by visual inspection only. No doors will be opened. No exterior will be touched. The entrant may show each car with windows up or down, convertible top up or down, however the entrant believes is the most presentable! The "F" class is to encourage a wider participation in the Concours. A judges choice award will be selected. In addition, members of the Steinway society will select the "Best of Show".

**Fees:** \$10.00 Concours (per car)  
\$20.00 Lunch, champagne reception, & concert  
\$10.00 Children (15 and under)

**Location:** The Beautiful Sound, Inc.  
120 Burr Ridge Parkway  
Burr Ridge, IL 60521  
630.325.9999

**Directions:** I-55 to County Line Rd. South (exit just west of 294), to Burr Ridge Parkway, make a left.

**Suggested Attire:** Gentleman - Sport Coat & Tie,  
Ladies - casual chic

**Event Steward:** Tray Anderson  
Questions call 630.325.1327  
6:00 PM to 9:00 PM, please

*Crystal Trophies Donated by Nives Rizza Porsche*

<b>Judging Classes:</b>	A - Interior, Exterior, Trunk, Engine, and undercarriage (Cleanliness & Condition)
	B - Interior, Exterior, Trunk, Engine (Cleanliness & Condition)
	C - Interior, Exterior, Trunk (Cleanliness & Condition)
	D - Interior, Exterior (Cleanliness & Condition)
	F - Interior, Exterior (Visual inspection only)

# Concours de Musique

Mail this completed form and check prior to 9/15/97 to:

WaterSoft Development Company  
2211 York Road, Suite 205  
Oak Brook, IL, 60521  
Attn.: Concours de Musique

Concours Entrant: \_\_\_\_\_ Member  Applicant  Guest of \_\_\_\_\_

Phone Number: \_\_\_\_\_ Region: \_\_\_\_\_

Address: \_\_\_\_\_ City/State/Zipcode: \_\_\_\_\_

\_\_\_\_ Check here to request by fax complete event details including the Do's and Don'ts of a Concours

Fax Number: \_\_\_\_\_

Porsche Entry #1: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_ @ \$ 10.00 = \$ \_\_\_\_\_

Porsche Entry #2: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_ @ \$ 10.00 = \$ \_\_\_\_\_

Porsche Entry #3: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_ @ \$ 10.00 = \$ \_\_\_\_\_

Member Phone Number: \_\_\_\_\_ # of Luncheon Guests @ \$ 20.00 = \$ \_\_\_\_\_

\_\_\_\_\_ # of Children Guests @ \$ 10.00 = \$ \_\_\_\_\_

Total # of Luncheon Guests \_\_\_\_\_ Total amount enclosed \$ \_\_\_\_\_

*Please make checks payable to: PCA Chicago Region*

**Michael Coglianese**, *Certified Public Accountant, P.C.*

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# Letters, Faxes, & e-mail

## Next Generation Porsche 911 Revealed

RENO, Nevada, July 3, 1997

Porsche today released initial details and photographs of the next generation of its famed 911 sports car. While retaining the 911's classic rear-engine layout and distinctive silhouette, it is the first model to be completely redeveloped in the 911's 34-year history.

The new 911 will feature a more stylish and spacious body and, for the first time, will be equipped with a water-cooled engine. This 3.4-liter, 296 (SAE) horsepower, flat-six cylinder power plant will produce 258 ft. lbs. of torque and propel the car to a top track speed of approximately 175 mph. It will release lower exhaust gas and noise emissions while maintaining the characteristic Porsche engine sound.

The new 911 will also be available with either a six-speed manual or optional Tiptronic S automatic transmission. The new manual gearbox will be more compact and lighter, in spite of adapting to the higher engine torque. The Tiptronic S will have five speeds instead of the current four.

The latest in the series of one of the world's most popular and enduring sports cars, the new 911 will have its world premiere at the 1997 Frankfurt Motor Show (IAA) in September. (Courtesy Porsche Cars North America Inc.)

## Removing Stripped Allen-head Bolts

by Ray Calvo, Allegheny Region  
(from RUNDSCHAU)

If you have done any work on Porsches (and other German cars), you will notice that they are in love with Allen-headed bolts (and recently Torx-headed ones). I don't know what the reason is for this, but I suspect it is ease of robotic assembly with them.

The biggest problem I have noticed with these bolts is that after they have been in place for several years, and you have to remove something that has been out in the elements, the heads are fairly easy to strip. Not being careful about fully inserting the socket into the bolt, or cocking the socket as you apply torque will invariably strip them. Once they are stripped, now you are left with how to remove a stripped bolt that's cold-welded itself in place.

I have used the following emergency fix for several of the above situations, including CV-joint bolts on two different 911s and a brake caliper bracket on my Audi. This works for the smaller-size Allen head bolts in my experience (up to approx. 8mm hex). Get a good quality 6" pipe wrench (mine is by Ridgid); this small size will allow you to get into relatively tight areas. Wrap it around the bolt and pull up the slack. Now, whack the end of the wrench with a good-size hammer. The wrench head will bite into the bolts and provide a good grip; the hammer will help shock the bolt loose. On reassembly, use a new bolt and coat liberally with anti-seize lubricant.

## Bra Tips

by Kim Saal, Northeast Region  
(from NOR'EASTER)

I have gone through every type of bra on the market. Let me start off by saying that none are perfect. The most common bras are made out of vinyl and clip to your fenders and sit snugly up against your hood. These tend to work well when they fit well and are clean. This is usually for the first drive. Once dirt gets behind them they tend to sandblast your paint. So the trade-off for stone chips is sandblasting.

The second alternative are Plexi-

glas bras that are typically mounted to your front license plate bracket and stand off from your car. These are no longer made and are expensive if you can find one. However, they do work (but are ugly).

Most recently, magnetic bras have come into the marketplace. They are now available for 911s and Boxsters. They are made from a material that forms a "flexible, high intensity magnetic blanket." The concept is identical to the magnetic numbers that many of us use at driver's education and autocross events. The bra is easy to lay down on the hood of your automobile taking caution that there is no dirt either on the underside of the bra or on the hood and that the bra does not overlap seams (which would allow air to get under the bra and lift it from the car). The bras come in either black or in white which can be painted with flexible paint to match your car color. Mike Noonan just delivered to me my Ocean Blue MagBra and now my hood is protected. Since the bra does not cover the entire front of the car (the bumpers are not metal so there cannot be a bra for the bumpers), it is not perfect. But they do work well, are unobtrusive (especially if you get them painted to match your car), and are easy to install and remove.

One caution with the magnetic bras: don't place your favorite cassette or video tape on the bra. They will be erased by the magnetic force of the bra. Now, I can go out and enjoy my C4S and not worry about chips.

Dear Susan and Steve,

This is a long over-due compliment for the fantastic job you are doing as editors of the Chicago Scene. As a past editor, I know all the hard work that goes into it.

I always enjoy reading all the latest news about my friends in Chicago and look forward to coming back for a visit in the near future.

Doris (Voce) Green



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07/10/1997

Porsche Club of America Chicago  
Mr. Chris Inglot  
591 Greenwood Rd.  
Northbrook, IL 60062

Dear Mr. Inglot:

The Make-A-Wish Foundation® of Northern Illinois is very grateful for your generous donation in the amount of \$500.00 from the 1995 Porsche Club of America's Charity Event. Your gift will help to fulfill the wish of a special child who is suffering from a life-threatening illness.

Make-A-Wish will soon reach an exciting milestone! This year, we will fulfill the dream of our 2,000th wish child. We are proud to say that in our eleven year history, we have never denied an eligible child a wish of a lifetime. Whether it was sending Phil to Australia to study bulldog ants with an ant specialist, or arranging for Eileen to get a visit from Barney or helping ten-year-old Megan re-decorate her bedroom ... you name it and we've done it!

Our administrative costs have remained at 14 percent since our inception in 1985. Eighty-six cents of every dollar raised goes toward helping fulfill a child's dream. Last year, we turned dreams into reality for 280 children. This year, we hope to do the same for 320 children; that's nearly one wish fulfilled every day of the year!

Again, on behalf of the children we serve, "Thanks a Million!" May all your dreams and wishes come true.

Sincerely,

Linda Parck  
Director of Corporate  
and Community Relations

*what a wonderful  
surprise... it was  
great hearing from you!*

P.S. We have moved from Suite 289 to Suite 280. Our address is now 640 N. LaSalle, Suite 280, Chicago, IL 60610

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# Board Meeting Minutes

## Porsche Club of America Chicago Region Board Meeting Minutes July 11, 1997

Voting members present: Bittman, S. Brenkus, Clark, Inglot, Janecek, Murrin.

Voting members absent: D. Gallagher, O'Bryan, Ruther, Zann.

Vote by Proxy: None.

Coordinators present: Bittman, N. Brenkus, S. Brenkus, Inglot, Jacisin, Murrin, Patterson, Yanahan.

Meeting called to order by Janecek at 8:05p.m. at the Park Ridge V.F.W.

**Secretary - Chuck Bittman.**

Bittman presented the minutes from the June 6, 1997 board meeting. S. Brenkus moved, Janecek seconded, to approve the minutes as presented. Approved unanimously.

**Treasurer - Susan Brenkus.**

S. Brenkus presented a report including the following: A balance sheet as of 7/11 showing total assets of \$135,549.81; income and expense reports for April (\$17,500.91 surplus), May (\$2,497.11 deficit), and June (\$4,979.69 deficit); reports for the May drivers' school (\$550.68 surplus), Elmhurst Concours (\$16.15 surplus), Lake Geneva Autocross (\$330.00 surplus), Tres Chic Autocross (\$50.00 surplus), Blackhawk II (\$4,157.50 surplus) and May Road America (\$17,765.38 surplus). Murrin moved, Bittman seconded, to approve the report as presented. Approved unanimously.

**Vice President - Bruce Janecek.**

No report.

**President - Dan Gallagher.**

Absent, no report.

**Autocross - Jeff Girard.**

Girard reported, through S. Brenkus, that for the Rockford, Hawthorne, and Utica autocrosses that "all is groovy".

Gingerman has 20 pre-registered so far. Myra Knoblauch is working on a location for dinner Saturday night.

**Concours - Pat Yanahan & Jim Jacisin.**

Yanahan reported that Myron Walters has ordered the trophies for the Potter's Picnic Concours.

Gary Knoblauch will chair the Road America Concours.

**Rallye - Susan Shire & Steve Rashbaum.**

The Brenkus' will run David O'Bryan's Sheridan Road Rallye later this year.

**Social - Peggy Gallagher.**

S. Brenkus reported that we lost \$500.00 at the Kane Country Cougars due to a misunderstanding with the concessions people.

Rip Patterson presented the budget for Potter's Picnic of \$1,300.00 for food and beverages. Bittman moved, S. Brenkus seconded to allow expenditures of up to \$1,300.00 for Potter's Picnic. Approved unanimously.

**Membership - Bill Murrin.**

Murrin presented 33 applicants for membership into the Chicago Region. Clark moved, S. Brenkus seconded to accept the 33 applicants. Approved unanimously.

**Road America Drivers' Education & Club Race - Arnie Zann & Chris Inglot.**

Inglot reported that the \$2,500.00 deposit has been sent to the Milwaukee Region of the SCCA as per our contract.

**Road America Registration - Chuck Bittman.**

Bittman reported that the mailing was sent out to all registered club racers. The mailing was sent bulk rate so it took up to 2 weeks for some people to receive the mailing.

Registration is currently about 60 drivers' education participants and 100 racers.

**Road America Sponsorship - Hari Matsuda.**

S. Brenkus reported that we have received \$4,500 of the promised \$12,000 in sponsorship funds so far.

**Chief Driving Instructor - John Ruther.**

Absent, no report.

**Safety - Jeff Girard**

Absent, no report.

**Technical - George Weather & Mike Gray.**

Absent, no report.

**Goodie Store - Linda Patterson.**

Rip Patterson reported that Linda has been busy and will try to attend more events in the future.

There was discussion about trying to find a volunteer/apprentice to work with Linda Patterson to help her with the Goodie Store. It was suggested that we run an advertisement in the *Chicago Scene* looking for volunteers.

**Charity - T.J. Burke.**

Yanahan reported that he is working with D. Gallagher to get the City of Chicago permit to hold the raffle in December.

**Chicago Scene - Susan Shire & Steve Rashbaum.**

Absent, no report.

**Advertising - Nick Brenkus.**

N. Brenkus reported that the first half of '97 billings have been sent out and are now due.

**Chief Photographer - Steve Rashbaum.**

Absent, no report.

**Property - Ed Leed.**

No report.

**Timing & Scoring - S. Brenkus.**

Lee Lichtenstein has volunteered to supervise the region's timing & scoring volunteers. It was suggested that John O'Keefe may be willing to help.

**Webpage - Chuck Bittman.**

Bittman reported that little work has been done on the webpage lately.

Brenkus' asked that the Road America registration information be updated.

**Old Business**

Gary Knoblauch presented the new traveling trophies. The four new trophies cost \$341.60.

**New Business**

The nominating committee has presented the slate for the 1998 board of directors:

President: Susan Brenkus  
 Vice-President: Bill Murrin  
 Secretary: Chuck Bittman  
 Treasurer: Chris Ingot;  
 Directors: Peggy Gallagher  
 John Ruther  
 Bruce Janecek

**Adjournment**  
 Next meeting August 1, 1997.  
 Bittman moved, Murrin seconded to  
 adjourn. Approved unanimously.

Respectfully submitted,  
 Charles Bittman, Secretary.

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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	\$18.00	\$13.00	28%

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# Sheridan Road Rallye

(Previously Part of Pete's Post-Parade Pleasantly  
Perplexing Panoramic Passage)

## Sunday, October 19, 1997

Thanks to Pete for providing us with the Sheridan Road Rallye to repeat. This was a great panoramic passage in 1995 (we're a bit partial as we placed first), and we're pleased to repeat it for all of you.

More particulars next month for all Porschephiles. Please sign up as preregistration is perpetually preferred. (Pardon us Pete for any piracy.)  
Questions: 630-766-4734 (before 9:30 p.m. please.)

---

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

Driver: \_\_\_\_\_ Phone # \_\_\_\_\_

Member\_\_ Applicant\_\_ Guest of \_\_\_\_\_

Navigator: \_\_\_\_\_ Phone # \_\_\_\_\_

Member\_\_ Applicant\_\_ Guest of \_\_\_\_\_

Car Model \_\_\_\_\_ Color \_\_\_\_\_ SOP \_\_\_\_\_ Equipped \_\_\_\_\_

Rally Car Fee: \$ 20.00 Checks payable to PCA Chicago Region

# 40th Annual Potter's Picnic

## Steam Clean - My First Concours

by John W. Diwit

As a fairly new Porsche Club member, I have experimented with autocrossing, and rallying and enjoyed both. I decided that Club Racing was perhaps a little too risky (not to mention expensive), so how about a concours event? With this in mind, I decided the 911 could use a little cleaning and scheduled a cleaning day (concours preparation day) for Saturday, July 27th. If I had only known that it was going to be close to 100 degrees with 100% humidity.

So Beth (the love of my life), an accomplished Concours Preparation Specialist and I set to the task. We washed our baby, cleaned the wheels, dried it like a pampered child and began the interior preparation. I vacuumed like a madman till every last little white speck on the navy interior was gone. By that time I was on my third glass of iced tea. Both my shorts and my shirt were soaked and I kept dripping onto the seat surface.

We still weren't sure what class to enter, so I lifted the hood and peered inside. Hmm, the trunk liner looks pretty nice. I unsnapped it and looked into the bowels of our baby. So that's where the spare tire is! Tool kit, check; compressor, check. Hey, what is all that nasty yellow stuff on the spare tire and fuel tank? Yea, class D, that's the ticket. What an easy decision.

With that out of the way, we continued to prep the interior. Several hours later, a car that never was really dirty was very clean. So what's left? Ok, the rubber, the tires. Another hour later, the car looks like the day it was made (well almost). Nearing exhaustion, we concluded prep day one and rolled our baby into the garage. Is this supposed to be so much fun? With Potter's Picnic looming the next day, we agreed to get up early Sunday and wax the car so it

would look perfect for the event.

Sunday (the day of rest) came quickly and we were hard at it by 6:00 a.m. Ok, step one, do the glaze first, front to back... Once I got to the rocker panels I knew it was going to be a long day. How come all that black stuff is under there? Did the factory do that? Hmm, when I rub the tar remover on it, it comes off, kind of. The blacktop and I got to be real good friends that morning. Somehow I was able to eat an English Muffin and drink coffee in the horizontal plane. Several neighbors drove by and probably thought we were insane for this display of oral-retentive behavior. If they owned a Porsche they'd get it. An hour or so later, it was clear, the factory didn't put that black stuff under there. With the removal of all that black stuff, I'm sure the car will go 3 miles an hour faster now!

The Blitz Wax was next. Did I forget to say it was 100% humidity and close to 90 degrees? Another hour or so of waxing and polishing and our baby looked perfect. Here it is 9:45 a.m., we've got to shower, dress, and drive up to Potter's farm by 11:00. Rush here, rush there and we were out of the door by 10:30.

As we left Naperville (the center of the universe) it became clear that the sky was turning dark. Inasmuch as it wasn't Good Friday, since it was Sunday, and no solar eclipses were forecast, it could only mean one thing. RAIN!

Please don't rain, pretty please don't rain. God damn it don't rain. It rained! Our perfectly prepared baby was a mess. One highlight, the Rain-x worked perfectly. I loved watching it bead up and fly off the windshield. So I amused myself all the way to Grayslake. Upon arrival, it had ceased raining, and 20 or so other Porsches were parked on Wayne Potter's lawn.

Once parked, I reviewed the damage. Yes, the car was a mess. Do

I really feel like cleaning this thing again? Oh ok, one more time. I need a bucket, I don't have a bucket, oh sh-t! My dear Beth pointed out that the white cylindrical device with all the car cleaning "stuff" in it in the back seat was a bucket. On yea, I knew that! Splish, splash, we gave it a bath with some borrowed (thank God for generous club member) Simple Green car wash.

Somehow, we were able to prep the car again before the cannon roared at 1:00. It must be Miller Time!

Then I came back to reality. I was surrounded by 25 or so beautiful Porsches. Old 356's that looked new, slant-noses, race cars, daily drivers and show cars. The sun was out again and I was starting to have fun again. Did I tell you about the guy I saw washing his Boxster at an Amoco station car wash?

A couple of beers and bratwurst later, the day began to look pretty good. As usual, the members were very friendly and more than willing to share stories about their Porschecapades. The attending children were kept busy with games and coloring contests.

The judges descended onto the rolling stock and began the task of reviewing the cars. When they were done, all that was left were several pages of comments and scores. Hey, what's a mirror plug? How could I have purchased this car without them? Is this thing safe to drive? I knew I should have started cleaning on Friday! Maybe I need another beer...

The results were announced later in the day as the sun got lower in the sky. Wait a second, was that my name I heard? It, it was! Can you say beginners' luck? Beth and I were elated. It was all worth the time and effort. The drive home was more pleasant than the trip up. We reminisced about the cars, the friends, and the good time that was Potter's Picnic.



*Our 40th ...*



*accompanied by cleaning ...*



*inspection of cleaning ...*



*adult games ...*



*children's games ...*



*and those who 'cleaned up'.*

*Photos by Steve Rashbaum*

# Results

## CONCOURS TWO

CONCOURS TWO July 27 @ **Potters Picnic**

Class A:		
1	<b>Larry Mosely</b> 63 356B Coupe	308.5
2	<b>Bonnie &amp; Patrick Yanahan</b> 95 993 Cabriolet	297.5
3	<b>Karen &amp; Keith Olcha</b> 93 964 RS	292
4	<b>Peggy Gallagher</b> 96 993	244.5
Class B:		
1	<b>Ron Bean</b> 86 911 Carrera	227
2	<b>Shirley &amp; Bob Cook</b> 88 911 Carrera	222
3	<b>Bruce Janecek</b> 93 964 RS	210.5
Class C:		
1	<b>Cindy &amp; Jerry Matta</b> 88 911 Slantnose Turbo	184.5
2	<b>Melanie &amp; Andy Discher</b> 86 944 Turbo	179.5
3	<b>Barbara &amp; A.J. Tiller</b> 89 911 Turbo	172.75
4	<b>George Binder</b> 82 911 Slantnose Cabriolet	165.75
Class D:		
1	<b>John Diwik</b> 85 911 Targa	143.5
2	<b>Lois &amp; Harold Beach</b> 73 911 Type T	140
3	<b>April Brown &amp; Mike Milhouse</b> 86 944 Turbo	136
4	<b>Van Larson</b> 89 911 Carrera	135
5	<b>Steve Rashbaum &amp; Susan Shire</b> 87 944 Turbo	131
6	<b>Mike Mullins</b> 83 911 Cabriolet	130
Novice:		
1	<b>Ken Honsik</b> 87 911 Carrera	200.5
2	<b>Chris Boyd</b> 96 993 Carrera	194.5
3	<b>Karl Pohrte</b> 76 912 Type E	153.5

Judges Choice: Larry Mosely

Peoples Choice: Keith Olcha

Exhibition Class: Susan & Nick Brenkus, Rip Patterson & Tim Poisson

**Special thanks to Wayne Potter & Family, Rip & Linda Patterson  
& all the workers that made this event possible.**

**Chairperson:** Myron Walters **Judges Class A:** Ron Bean, Andy Discher, Harold Beach & Myron Walters

**Class B:** Pat Yanahan, Mike Millhouse, Mike Mullins & Neiland Pennington

**Class C:** Bob Cook, Dan Gallagher & Jim Jacisin **Class D:** Susan Brenkus & Nick Brenkus

**Scoring & Registration:** Bonnie Yanahan, Patty Jacisin & Melanie Discher

*See you @ Road America!*





3Com, the leading global networking company, and U.S. Robotics, the world's largest remote access company, have merged to form THE NEW 3COM. We're now the company that connects more desktop computers to networks and more Web surfers to the World Wide Web than anyone. We're the only company that provides access and solutions to cover you from the edge to the heart of the network.

The company is a leader in Local Area Networks (LANs) that connect PCs, peripherals, and servers to shared information sources. Also in Wide Area Networks (WANs) that allow remote users to access networked resources via modems over analog and ISDN phone lines. The company's strong channel presence enables customers to gain access to 3Com solutions through their supplier of choice. The company's unparalleled retail and reseller distribution channels provide ready access to the wide array of 3Com products and solutions on a worldwide basis. 3Com also partners directly with end users to establish long-term customer relationships. With an annual engineering budget of more than \$400 million, 3Com combines leading-edge research and development with world-class manufacturing and a global service and support infrastructure.

3Com is a leader in developing network strategies and technologies that empower individuals and their organizations, making the company a key player in building the most advanced networks for access and transfer of voice, video and data information. The company develops products that operate from the edge to the center of the network, for advanced multimedia and data access. 3Com provides customers with all the elements required to build a solid networking infrastructure from a single source. Pervasive global data networking—the ability to link everyone, anytime, anywhere—is at the heart of 3Com's vision.

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## Proposed Slate of Nominees for 1998

At the July 11, 1997 Board of Directors meeting, the Nominating Committee submitted the following slate of nominees for 1998 to the membership.

President:	Susan Brenkus
Vice President	Bill Murrin
Treasurer:	Chris Ingot
Secretary:	Chuck Bittman
Director	Peggy Gallagher
Director	Bruce Janecek
Director	John Ruther

Respectfully submitted,  
Dan Gallagher, Chairman  
Ed Barnicle  
Bob Cook  
Susan Shire  
Pat Yanahan

According to the PCA Chicago Region, Inc. Bylaws, "nominations will also be accepted from the membership at large by petition signed by at least 10 members in good standing to the Board of Directors prior to the October newsletter mailing." (September 13th, 1997)

"Election shall be by ballots enclosed with the October newsletter. All ballots must be signed by the voting member and received by the Secretary or postmarked within 21 days of the date of mailing of the newsletter. The Secretary shall return the ballots unopened to the next regular Board Meeting. The Secretary and two other members in good standing, appointed by the President, shall then count the ballots and then report the results to the Board of Directors. An individual shall be entitled to only one vote regardless of multiple memberships."

# GET THE WINNING EDGE

NEW

PCA RACE TRIP PACKAGES with your car to popular tracks nationwide. Including private track days and one-on-one instruction with pro drivers. Call for details.

**Kelly-Moss Motorsports knows what it takes to win.** New owners and veteran racers David & Jeff Stone have a phenomenal track record for winning. After all, they've spent the last nine years building Kelly-Moss into what it is today. And now you can put their experience and expertise to work for you.

**Kelly-Moss Motorsports offers full track side service.** They can help you with everything from minor modifications to complete build outs. Call them today – or stop by to say hello at Road America and meet representatives from Porsche and Price Cobb!

#### **A Track Record That Speaks For Itself!**

- 18 Professional Race Wins
- Three IMSA/S.C.C.A. PRO SERIES National Championship Titles
- Over 100,000 miles of racing!

## KELLY-MOSS MOTORSPORTS



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## PCA - Chicago Region Tech Inspection Sheet

NAME: \_\_\_\_\_ COLOR: \_\_\_\_\_ CLASS: \_\_\_\_\_  
 MODEL/YEAR: \_\_\_\_\_ ENG. DISP.: \_\_\_\_\_ PERM. CAR #: \_\_\_\_\_

- | Pass | Fail | TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:  |
|------|------|---|
| ___  | ___  | 1. <b>WINDSHIELD</b> - No cracks. Functional wipers with good blades.   |
| ___  | ___  | 2. <b>MIRRORS</b> - At least one securely mounted rear view mirror.   |
| ___  | ___  | 3. <b>BRAKE LIGHTS</b> - Functional.  |
| ___  | ___  | 4. <b>PEDALS</b> - Free return & in good operating condition. Firm brake pedal.   |
| ___  | ___  | 5. <b>SEAT BELTS</b> - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; <u>five point harnesses required for Classes A &amp; B at Road America</u> and highly recommended for all other events.                                       |
| ___  | ___  | 6. <b>ROLL BAR</b> - All open cars except 914's, Targas, and cars in the Production class.  |
| ___  | ___  | 7. <b>HELMET 1985 SNELL</b> or later required (sticker <u>must</u> be attached inside).   |
| ___  | ___  | 8. <b>BRAKE FLUID</b> - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.  |
| ___  | ___  | 9. <b>BATTERY(IES)</b> - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.  |
| ___  | ___  | 10. <b>DRIVE BELTS</b> - Tight & in good condition.   |
| ___  | ___  | 11. <b>THROTTLE RETURN</b> - Freely operating & good springs. Check both throttle return springs on CIS cars.   |
| ___  | ___  | 12. <b>LEAKS</b> - No leaks of any fluid - oil, gas, brake, or coolant.   |
| ___  | ___  | 13. <b>RUST</b> - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.  |
| ___  | ___  | 14. <b>FRONT SUSPENSION</b> - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition.  |
| ___  | ___  | 15. <b>REAR SUSPENSION</b> - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber.   |
| ___  | ___  | 16. <b>WHEEL BEARINGS</b> - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.   |
| ___  | ___  | 17. <b>ENGINE</b> - Check for odd sounds and satisfactory exhaust.  |
| ___  | ___  | 18. <b>BRAKES</b> - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| ___  | ___  | 19. <b>WHEELS</b> - No cracks. No bends. All lug nuts torqued to 90 - 92 lbs. Valve stem must have airtight cap. Hub-caps removed.  |
| ___  | ___  | 20. <b>TIRES</b> - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured.   |
| ___  | ___  | 21. <b>FIRE EXTINGUISHER</b> - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended.   |
| ___  | ___  | 22. <b>GAS CAP</b> - Gasket intact & cap tightened.   |
| ___  | ___  | 23. <b>LOOSE OBJECTS</b> - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc.  |
| ___  | ___  | 24. <b>APPAREL</b> - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended.   |

In consideration of my participation in this event, I have checked the above items and certify that they meet or exceed the requirements. I agree to indemnify and hold harmless the organizers of the event, or their agents, with respect to responsibility for the condition and preparation of my car, or any subsequent mechanical failures or resulting damage to my car or its occupants as a result of any such failures. I acknowledge that at all times I remain solely responsible for the safety and road worthiness of my car. I hereby certify that I have no physical or mental problems which could jeopardize myself or others if I participate in this event.

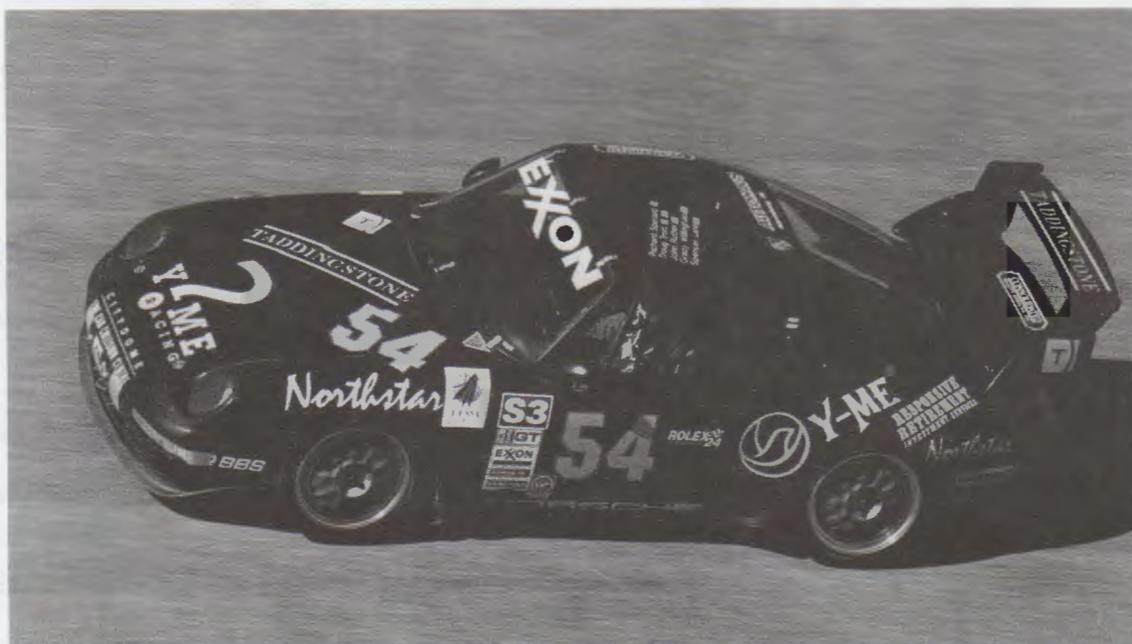
ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE WHICH WARRANTS COMPLIANCE.

DRIVER'S SIGNATURE: \_\_\_\_\_

WITNESS TO DRIVER'S SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

## We've Got A Lot In Common.



Northstar's John Ruther at the wheel of the Northstar/Y-ME charity Porsche RSR 3.8, 1997 ROLEX 24 Hours at Daytona

At Northstar Motorsports, we share your love for driving. We know it's a love which quickly becomes a passion.

Whether you're running in the ROLEX 24 Hours at Daytona, as we recently did for the second year in a row, or attending your first driving school, there's nothing to compare with the excitement, challenge and absolute fun of motorsports.

That's why we *actively* participate in and support Porsche Club Racing. Selling only the finest products and providing exceptional customer service. Applying twenty five years of PCA experience every time we attend a club race, answer a phone or work with a customer in our showroom.

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# The Bill Jacobs Motorsport 10<sup>th</sup> Annual Porsche Classic

## CONCOURS **FIVE**

**Date:** Sunday October 26

**Location:** Bill Jacobs Motorsports. 1564 W. Ogden Avenue in Naperville.

**Directions:** Bill Jacobs Motorsports is located East of Rt.59 & West of Rt.53.  
The big landmark is the Nabisco Bakery directly across the street.

**Time:** Concours entrants may begin to arrive @ 10:00 am. We'll bring the donuts.  
Judging is @ 12:00 noon.

**Cost:** \$20.00

**Registration:** Preregistration of cars for the Concours is required because inside space is a limitation. Overflow will go outside if necessary.

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

### **Concours: Serious, Street & 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 nonmembers 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.

**Class A:** Exterior, Interior, Trunk, Engine & Undercarriage

**Class B:** Exterior, Interior, Trunk & Engine

**Class C:** Exterior, Interior & Trunk

**Class D:** Exterior & Interior

**Novice:** First time participants are Judged to Class B standards.

**Questions?** Call Patrick Yanahan @ home 630-920-1929 or fax 630-920-1935

**\$20 Car Entry Fee Only. Club Guest are FREE.** Please make checks payable to:

**PCA Chicago Region** c/o Pat & Bonnie Yanahan

7754 S. County Line Rd. Burr Ridge, IL 60521

**Name** \_\_\_\_\_

**Member** \_\_\_\_\_ **Region** \_\_\_\_\_ **Applicant** \_\_\_\_\_ **Guest** \_\_\_\_\_

**Address** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Phone** ( ) \_\_\_\_\_

**Club Guest** \_\_\_\_\_ **Number Attending** \_\_\_\_\_

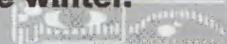
**PORSCHE Model** \_\_\_\_\_ **Body Style** \_\_\_\_\_ **Year** \_\_\_\_\_ **Mileage** \_\_\_\_\_

**Class** **A** \_\_\_\_\_ **B** \_\_\_\_\_ **C** \_\_\_\_\_ **D** \_\_\_\_\_ **Novice** \_\_\_\_\_

**This is the last official Concours of the year so bring your Porsche out  
once more before putting it away for the winter.**



CONCOURS FIVE



Jacks/97

# Hawthorne Autocross

August 3, 1997 Chair: Ed Barnicle

OACP #	Class	Region	Driver	Best Time
20	1 24 P1	CHO	Chuck Bittman	53.655
7	1 713 P2	CHO	Jeff Girard	50.119
23	2 41 P2	CHO	Bruce Clay	55.096
40	3 421 P2	CHO	Adam Koller	58.169
49	4 413 P2	CHO	Phil Harte	1:03.980
53	1 422 P2L	CHO	Katrina Koller	1:07.293
5	1 2 P3	CHO	Ed Leed	49.875
4	1 28 P4	CHO	Chris Ingot91	49.679
12	2 251 P4	CHO	Rich Grotmeyer	52.320
25	3 134 P4	CHO	John Mueller	55.153
35	4 328 P4	CHO	Steve Rashbaum	56.796
44	5 195 P4	CHO	Robert Grabowski	1:00.258
52	1 329 P4L	CHO	Susan Shire 86	1:06.793
2	1 7 P5	CHO	Nick Brenkus	49.085
10	2 8 P5	CHO	Jim Starai	51.156
17	3 151 P5	CHO	Pete Hackenson87	53.342
38	4 299 P5	CHO	Charlie Cook	57.656
45	5 407 P5	GST	Mike Pipo 78	1:01.557
47	6 400 P5	CHO	Frank Magnifico	1:02.660
48	7 415 P5	CHO	Mike Noel	1:02.991

## Ladies' FTD

14	1 18 P5L	CHO	Kimberly Starai	53.088
19	2 17 P5L	CHO	Susan Brenkus	53.613
3	1 410 P6	CHO	Paul Schiller	49.629
6	2 5 P6	CHO	Greg Turek 91	49.941
9	3 207 P6	CHO	Keith Olcha89	50.402
22	4 170 P6	CHO	Anthony Neczet	54.563
30	5 401 P6	CHO	Scott Adelman	55.569
32	6 403 P6	CHO	John Podmajersky	55.956
21	1 15 P6L	CHO	Marla Turek	54.023
26	2 411 P6L	CHO	Amy Roth	55.163
41	3 11 P6L	CHO	Peggy Gallagher	59.173
	412 P6L	CHO	Cynthia West	DNF
15	1 5 I1	CHO	Ed Russ	53.116
16	2 738 I1	CHO	Trent Oler	53.324
24	3 91 I1	CHO	Bill Murrin	55.107
28	1 408 I2	CHO	Joe Baksha, Sr.	55.386
34	2 409 I2	CHO	Joe Baksha, Jr.	56.750

OACP #	Class	Region	Driver	Best Time
<b>Mens' FTD</b>				
1	1 98 M1	CHO	Tony Koufos	48.986
11	2 917 M1	CHO	Joe Purpura	51.446
31	3 302 M1	CHO	Shawn Young	55.921
37	4 179 M1		John Lloyd	57.579
8	1 405 X	GST	Eric Hyman	50.199
13	2 118 X	CHO	Andy Discher	52.546
18	3 711 X	CHO	Mike Gallagher 87	53.445
27	4 406 X	GST	Boris Remus	55.303
33	5 414 X	CHO	Dennis Austermeier	56.316
39	6 402 X	CHO	John Podmajersky	57.823
46	7 420 X	GST	Matt Mikyska	1:02.164
	404 X	GST	Barry Perlin	DNF
29	1 0 MST	CHO	Bruce Janecek	55.447
36	2 1 MST	CHO	Dan Gallagher	57.133
42	3 360 MST	CHO	Ed Barnicle	59.631
43	4 26 MST	CHO	Lad Sanda	59.649
50	5 500 MST	CHO	Mel Westoupal	1:04.960
51	6 51 MST	CHO	Bob Cook	1:05.655

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737

- Software by RJK Systems

Submitted by Susan Brenkus, Timing & Scoring Chairperson



Ed Barnicle describes the course ...



*while Chick Bittman and Amy Murrin check the timing lights ...*



*and the participants ponder the course.*



*Kim (Ladies' FTD) and Jim Starai make mental notes ...*



*as Charlie Cook and Mike Pipo recall the wall at Rockford ...*



*while others come 'spinning out of the turn'.*



*The 'jockeys' with the best 'ponies'.*

*Photos by Steve Rashbaum*



innovation of the first transportable phone



1986



1989



1988

introduction of softech design

**Did you know:**  
Since 1985 Mitsubishi branded cellular phones have been designed right here in Chicago by The Hari Design Group.



1990



innovation of the button cluster



1996



1994

innovation of the user friendly rubber ear pad

innovation of the laser cut silicone keypad



1991

THE



HARI DESIGN GROUP  
3915 HOWARD STREET SKOKIE, ILLINOIS  
8 4 7 . 6 7 7 . 3 7 7 7

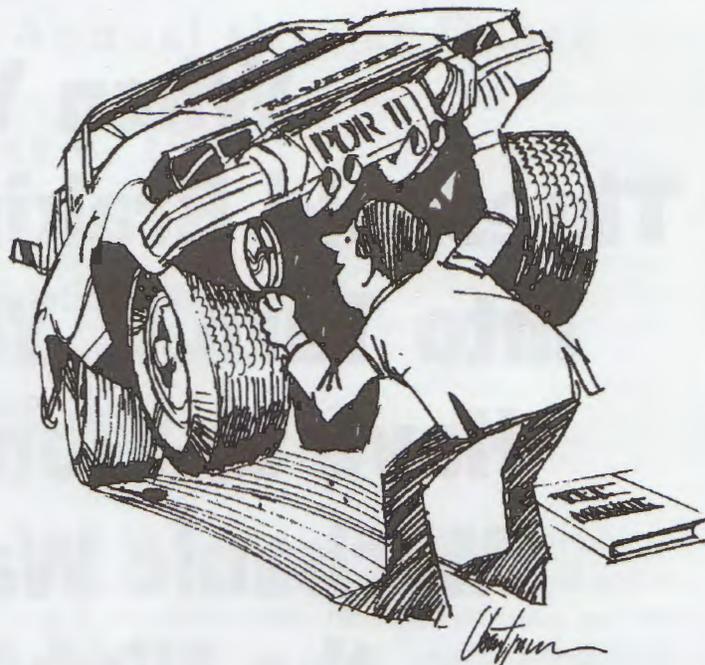
Dyno & Brake Tech  
with  
"Sauce and Cookie" Culinary Arts  
Tasting Contest & Gaming

Sunday, Nov. 16th

10:00 AM

\$5.00 per person  
(Children 12 and under are free)

Hosted by Midwest Eurosport



**For the Porsche**

- **Dynamometer Demonstration**  
What is it and why it can be very important to you
- **Brakes**  
A *how to*
  - inspect brakes
  - change brake pads
  - bleed brakes

**For the Porsche enthusiast**

- **Gaming**  
Win PRIZES! Guess the Dyno HP results from engine modifications.
- **Pasta Sauce Tasting Contest**
- **Chocolate Chip Cookie Tasting Contest**
- **Lottery Drawing for a 1997 Chicago Region Charity Raffle Ticket**

**Culinary Arts Award Categories**

- **Pasta Sauce Categories**  
White: With Meats or Fish  
Without  
Red: With Meats or Fish  
Without  
Best Overall
- **Chocolate Chip Cookie Categories**  
Firm a.k.a. Crisp  
Medium a.k.a. Cake  
Soft a.k.a. Goey  
Best Creative Presentation

Our hosts at Midwest Eurosport will have completed the installation of their new Engine Dynamometer. The engine will be run earlier in the day to establish a "base line" for Horse Power and Torque. We will be able to observe the REAL results of some common modifications like a K&N Air Filter, an aftermarket exhaust or simply how much a dirty air filter or bad plugs can rob your engines capability. These demonstrations will be very informative, entertaining and profitable as Prizes will be awarded to those guessing the most accurate outcome of changes

from the Base Line. You have to see it to believe it!

There is a \$5.00 per person fee (children 12 and under free) to cover fresh pasta, bread, tableware, beer, wine and soda. Contest entrants need to provide suitable warmer or crockpot for pasta sauce. This event does not require registration, but a call in advance to let us know how many to plan for and if you will be participating in the "Sauce and Cookie" Culinary Arts Tasting Contest would be appreciated.

Questions/Attendance:  
Pete & Karen Hackenson  
~ Days: 630.285.4455  
~ Evenings: 630.655.1629  
No calls after 9:30 pm please

**Midwest Eurosport**  
**104 West Irving Park Road,**  
**Bensenville IL.**  
**630.595.5577**

Directions: 1 Block west of York/  
Elmhurst Road on Irving Park (R19)  
(south side of street).

Additional Parking available in open lot immediately west of Eurosport facility.

When You're  
Threshold Braking at 180 MPH  
into Turn 5, You Shouldn't  
Have to Wonder if Your  
Mechanic Was Partying  
the Night Before



Fast Tech doesn't believe you should ever have thoughts that can deter you from your goals or make you wonder about your mechanic's dedication, commitment or qualifications. **Fast Tech** is a new name in motorsports

run by seasoned professionals with factory training who have had experience at Le Mans and all major U.S. road courses. **Fast Tech Motorsports** provides service, parts and arrive/drive race packages for street and track Porsches.

Stop by the Fast Tech trailer for service and parts or just to view CART's August Indy car cornering techniques at Road America.

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Integrity and a Passion for Perfection"*

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# Our Chicago Region Annual Dinner Dance

December 6, 1997

The Chicago Athletic Association  
12 South Michigan Avenue  
Chicago, IL

To mark the end of 1997 and our year-long 40th Anniversary celebration, we will dine, dance and honor each other at our annual Black Tie Dinner Dance to be held this year at the exclusive Chicago Athletic Association in downtown Chicago. This private club is noted as one of the loveliest buildings in Chicago and has a national reputation for fine dining. We will have three large rooms: one for cocktails, one for dining and dancing, and

a bar for smoking and after-dinner drinks. Only 200 reservations will be accepted and as it is on a first-come, first-served basis, we recommend that you do not wait to submit your reservation. Parking is available immediately in front of the Club at the Grant Park Garage. (Use the Monroe Street entrance.) This garage has been totally remodeled and is now run by a private management firm with security and an escort service.

5:30 - 7:00 p.m.

Open Bar

Hors d'oeuvres

7:00 p.m.

Dinner

Filet Mignon and  
Salmon Combination

8:00 p.m.

Awards

9:00 p.m.- 1:00 a.m.

Dancing

Cash Bar

Fifty-five dollars per person

**It will be necessary for you to make your own hotel reservations.** The Club is centrally located and within walking distance (or a short cab ride) of the Palmer House, Hilton Towers, Fairmont, Four Seasons, Westin and Marriott Hotels.

If you have a special meal or dietary requirement, please let us know.

Send checks, payable to CHICAGO REGION PCA, to:

Pat and Bonnie Yanahan  
7754 County Line Road  
Burr Ridge, IL 60521

Questions: 630.920.1929 (before 9:00 p.m. please)

# From Our Members

## The Porsche Club: It's Not Just For Adults

by Julie A. Ostroga

It was a cold and rainy day and I woke up to the sound of my mom screaming at my dad "go ahead and kill the whole family". That was the first day my dad actually raced our Porsche. But, let's start from the beginning . . .

My dad always wanted a sports car. So, in May of '95 he decided to start looking for a "summer" car. The first car that he looked at was a 325 'Beamer' convertible. How pathetic! We went to look at it and we could see it rusting before our eyes. I thought to myself "we have to do better than this". My mom, my sister, and I went to a family reunion and when we came home dad surprised us with a 1987 "arrest me red" 911 Targa. It had 15,000 miles, a tail, and my approval. This was the coolest car ever! If it wasn't for this car we would be with the 'Beamer' Club eating our cheese, sipping our wine, and discussing tax reform. Oh well, life goes on!

One of dad's old friends, Peter Fischer, is in the Porsche Club and he invited us out to Blackhawk for the '95 Oktoberfest. He took my dad for a ride, but interestingly most of the ride was on the grass. We knew right then that dad was hooked!

'96 was when my family first really got involved in the Porsche Club. Our first event was Blackhawk. I remember how scared my dad was that day. Hands shaking and the sweat dripping down his face. When on the track with his instructor, I swear he was the slowest person out there. Even the VW's and Honda's were passing him up, but he was having fun and so were we.

At that first Blackhawk I didn't know what to expect at the drivers' meeting and I was surprised by Dan Gallagher's 10 rules. Rule #1: don't piss me off. Rules # 2 - 10: see rule #1. I will never forget or violate any of those rules! I promise! I was also a little bit worried when Dan said "if you don't have a drivers' bracelet, you will be shot and killed". But, what I liked most about the drivers' meetings were Dan's stories about beaver and deer on the track and also his great story about the Ford Taurus pulling right onto the track through the cones and almost getting hit by a Turbo.

Memorial Day '96 was our next big event. Unfortunately my mom and Jen couldn't make it. I got out of school early so I was happy. My dad picked me up in the front of the school and everyone was wondering why we had huge numbers on the car. We had a lot of fun and we both make a lot of new friends. Saturday morning my dad and I met another father/daughter racing team Krystal and Peter Faehrick. The dads drove and Krystal and I bet on who was going slower. My dad definitely won that one.



Julie and Jen Ostroga with dad's Porsches

Photo by Bob Ostroga

Last year we went to a lot of races and events and I think as the year went on my dad actually got a little faster! A fun event was the Odyssey Cruise on Lake Michigan. The food on the ship wasn't great, but our family had fun. We met a lot of people who didn't race so we tried to persuade them to come to the track.

Another really great time for me was the Labor Day weekend. My dad signed me up as a volunteer. I got up early Saturday morning and learned that the volunteer group I was assigned to was teching the cars before they were allowed out on the track. I had to check for helmets, 5 point harnesses, and sunroofs, and on that hot guy from California in the green 956. *Sure, I'll check if your harness is tight!* And I even got a free dinner at Siebkens. Life is good!

We had so much fun in '96 that we decided to get even more involved in racing and the other Porsche Club events. The first '97 event we went to was the Go Kart Race. I have to admit I was the one who was scared that time because I was going to be racing with the "big boys". Our team did very well. We took fourth place overall! Considering that we had two kids on our team I have to say that we 'did good'. I can't wait till next year to do that again.

The next event was the Concoous School/Chili Contest. We made our pot of chili for the contest. (Actually, I didn't make it. I let my dad do all the hard work but my sister and I cleaned up the kitchen after he was finished. What a mess!) At the Concours School I was very confused. Everyone was standing around the car taking notes on how to clean their cars. It was crazy! My dad, my sister, and I were convinced that our chili was the worst one there, so we put a sign next to our pot saying that it had 'mystery meat' in it. My dad came up with the idea

that this meat is illegal in all states except Mississippi, Louisiana, and Arkansas. Dan Gallagher thought that this 'mystery meat' was just 'road kill'. As we thought that our chili was the loser of the day, we had planned to leave early but, for some strange reason, we hung around and it definitely paid off. The strange thing was, this so-called 'mystery meat' got us the award for the "Best Chili Overall". We were in shock!

I am 16 now and just learning to drive. I've already decided that I want to race in the Porsche Club like

my dad. I'm going to save my money for a 944. I am really looking forward to turning 18 as that's when you can begin racing. I have also given a lot of thought to going to a driving school like Skip Barber or Track Time. Since we have gotten involved in the Porsche Club I think that all of our lives have changed and I know that I want to be involved in the Club when I am older.

As we started to get more and more involved, dad was thinking that it was time for another Porsche. He said that he wanted a "summer

car and a "track" car. Our next car of choice was a 1987 944 Turbo. I couldn't believe that my dad got another Porsche and neither could my mom! She wasn't really all that pleased about the new car. My dad took the 944, affectionately called "the new baby" to our great mechanic and friend, Peter Fischer, who got it ready for the track.

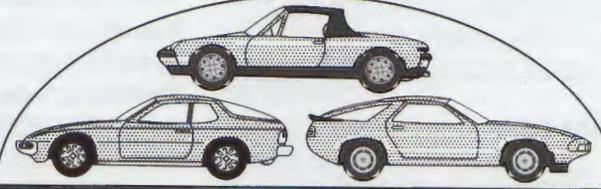
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**1973 914** Koni adjustables, SS H.E. Burst muffler. Dual carbs. Daily driver. \$1500.00. Roy Lange 847.359.1961

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**1988 928 S-4 Coupe** Black/blk leather. 57K mi. All records. Garaged, nonsmoker, nonracer. 5.0 liter, water cooled, automatic. Sunroof, ABS brakes, 6 way power seats w/memory. Frt. and rr. A/C. Car immaculate & in exc. mechanical cond. #WPOJBO928JS861824. \$21,000. Mell Westoupal 847.564.7799.

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Oversteer

blaring right in my ear. It's a Mexican kid, behind the wheel of a beat-up Suburban.

He's leaning all the way across the front seat so he can get a good view of the Porsche, and he's grinning from ear to ear. "Hey, Man, what is that thing, a Ruf or something?"

Pretty good guess, I thought, the kid must know cars. Naw, I told him. This hot rod was done at the factory. Turbo 'S'. 150K. 424 hp. All wheel drive. Yeah, like a raped ape. Take it easy. (The light's getting ready to turn.)

Now I'm hearing a growing roar as the green comes on, and I take a quick look down at the tach. Hmmm. Still at idle. (A quick aside: I've never been fond of hard launches, and I'm not just saying that in case my customer reads this. I only ever side-stepped one clutch in my life, and that was when my foot accidentally slipped off of the pedal of my dad's

'65 GMC half ton pick up. To this day he doesn't believe I'm worth a darn at driving a stick.) It's the kid, doing a neutral drop in the old Suburban. I couldn't believe this. There probably wasn't another car within fifty miles of me that could splatter a bug like my ride could, and I was the victim of a hole shot by a rusted out bus.

I rolled off the line without fanfare, getting a grip on the fine leather upholstery. No short shift into 2nd this time, and I never went beyond 3rd as I found myself concentrating hard on the grip of the car as it flung me around the curves. Now it was time to demonstrate the awesome stopping power of the car. A quick U-turn, then back up through the first three gears for the return E ticket ride. Across the median, I now see again the kid in the Suburban. He's managed to get his entire head and shoulders out of the

driver's window as he careens through the turns, and he's howling at me! I glance at the speedo. Twenty mph better than I've ever done before, and I haven't come close to the car's limits. Nothing to do now but return to the dealership, park the car, and have a cigarette (and I don't even smoke!) I hope it was as good for the car as it was for me.

I feel better having gotten this off my chest. A guy can only carry around so much guilt, and besides, I think anyone can see from the 'lightheaded' part that I was obviously not in full possession of my faculties, and therefore in no way responsible for my actions. And if any of you entrust me with your Porsche orders, I promise that I've learned my lesson. Your car will never be the victim of another hole shot. (The Devil made me say that.)

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# Oversteer

The Devil Made Me Do it

or

How I Came To Drive Someone Else's \$150,000+ Turbo 'S'

by Doug Wiersema

Car sales in general is kind of a funny business. For instance, one can fall into (or out of) a sale for no apparent reason. I remember the time back in '83 when I sat at my desk staring at an available 944. Something told me that a buyer would be walking into the showroom that day, and I stayed at my post for hours. Waiting. By mid-afternoon, my bladder had had enough, and I dashed off to the lavatory. When I came out, there sat the buyer I imagined...signing an order at another salesman's desk. A funny business.

Last September, I happened to be passing the manager's desk (probably on my way back from the loo) just as our Porsche tech, Dave Carpenter, was handing him a business card. Seems that there was a fella up at Road America for the Labor Day event asking about a special edition of the Turbo that was rumored to be available in limited numbers, and would someone please keep him informed of the situation. Why not, I said. After all, stranger things had happened, and it wouldn't require me to cross my legs in the showroom.

So he ordered a Turbo 'S'. (I though I'd save you the suspense of wading through my many communiqués with my customer.) For those of you who are still smarting at missing the opportunity, allow me to explain how the whole thing worked. We were given a 24 hour 'window' by PCNA within which we had to have a non-refundable \$20,000 deposit in Reno, NV. It had to be accompanied by a legitimate order from a real buyer (PCNA followed up on

this, believe me), and we had roughly four days notice to accomplish this. Needless to say, I had a very short list of prospects to call.

Oh, did I mention the 'window'? Quite a few dealers (and their customers) learned the hard way just how serious PCNA was about the '24 hour' part of it. If your order arrived a day later it was returned unopened. If you were too eager and it arrived a day early, you got it back in the same condition in which it was sent...unopened.

Those guys in Reno are a tough bunch!

Time passes. Finally the car arrives. Arctic Silver w/Classic Grey leather. It was stunning. I was immediately weak in the knees, and practically camped out in the service department waiting for the car to be prepped. 424 hp. An interior oozing of leather and carbon fiber. 424 hp. I must drive this car!

How my manager could read my thoughts is still a mystery to me, but he brought me up short when he informed me that under no circumstances was anyone going to drive that \$154,000 car, least of all someone who had began to tremble and weep right in from of him. (I think it was my eyes rolling back into my head that finally gave me away.) Just think of the commission, he told me. Why would I risk having something happen by taking a joy ride?

I could have given him 424 reasons why it was worth the risk, but instead I attempted to explain how important it was to insure that everything on the car was working properly. I think I might have been close to making a valid point, too, but just at that moment the technician fired up the Turbo 'S' and the damned tremors returned with a vengeance. I wasn't driving the car. Period.

Several days came and went while we waited for the closed transport that would deliver the Beast to its final destination. I couldn't bear to look at it, just sitting there by it-

self out in the lot, practically begging me to light it up. On the morning of its departure, I arrived an hour early, wanting to make sure that the car had been properly detailed. As fate would have it, the porter was pulling it up behind the showroom just as I stepped out to look for it. Key in hand, I did a careful walk around the machine. It was immaculate. Crouching on those massive 18" wheels, the yellow calipers poised around their drilled rotors, the car seemed to vibrate.

I took several pictures of the car, first head-on, then profile, then from the left rear quarter. By now I was feeling somewhat lightheaded, and it was then I noticed that the driver's door was open. I approached, pausing to photograph the interior, and then entered the car. At this point, my recollections are somewhat blurred, but I do recall watching the dealership pass by on the right as I pulled onto Ogden Ave, Ohmygod! 424hp!

The die was cast now. If my career at Motorsport was going to end in a few short miles, then they should be enjoyable ones. I short-shifted into 2nd, tickled the go-fast pedal, and immediately found myself simultaneously braking and shifting into 3rd under the watchful eye of a squad car. Yikes! Could my clairvoyant manager have somehow tipped off John Law? Fortunately, Porsche's brakes and my adrenal glands were up to the task of radar avoidance, and the story continues.

About a mile from the dealership, across a busy highway, lies a one mile stretch of road called Meridian Parkway. Put in only recently for the not-yet-built industrial park, it is a beautiful four lane boulevard. I almost always go there on test drives, because it has no side roads save one, which you can see way down the road, and aside from the first four hundred yards, it has no straight pavement. I was contemplating all of that as I waited for the light to change at the highway. Suddenly, there's a car horn

(Continued on page 51)



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