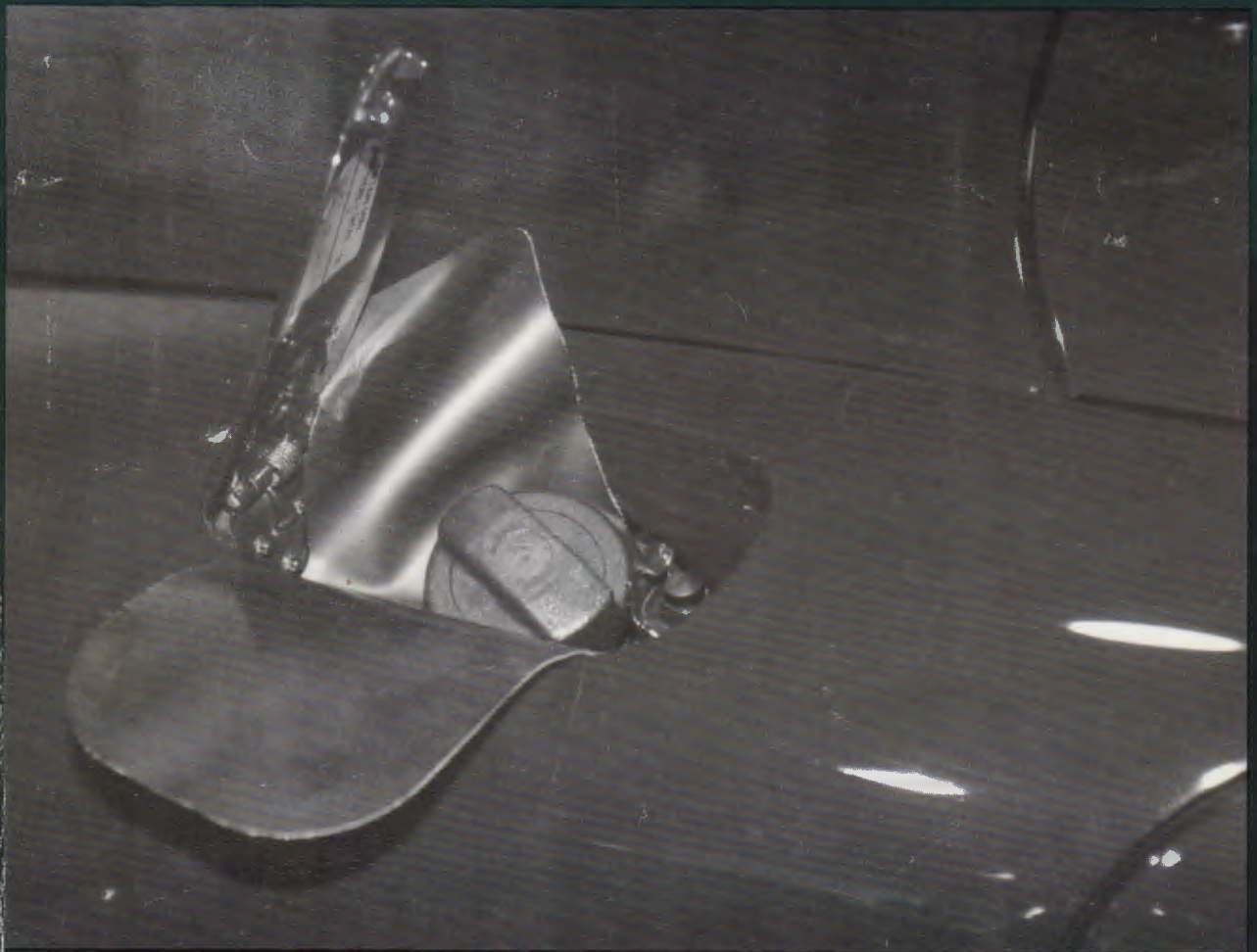


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# Chicago Scene

FEBRUARY 1999





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# Chicago Scene

February 1999 Volume 43 Number 2

## Chicago Region 1999 Calendar of Events

January 9 - 15	Caribbean Cruise
January 10	Tobogganing & Hackney's
January 24	General Membership Annual Meeting
February 6	Bowling & Dinner
February 28	Café 36 Restaurant Tour
March 13	St. Patrick's Day Party
March 21	Concours School • Rallye School • Chili Tasting • Edible Art Contest
March 28	Safety Tech Session
April 11	Rallye I
April 18	Social Event
April 25	Autocross Drivers' School
May 1 - 2	Blackhawk Novice Drivers' Ed <i>2 nites</i>
May 16	Concours I
May 23	Autocross I
May 29 - 31	Road America Drivers' Ed
June 6	Rallye II
June 12 - 13	Gingerman Drivers' Ed
June 20	Concours II
June 27	Autocross II
July 11	Concours III
July 14	Blackhawk Drivers' Ed
July 25	Autocross III
August 1	Potter's Picnic • Concours IV
August 7	Golf & Dinner
August 13	Rockford "Under the Lights" Autocross
August 14	Gimmick Rallye/Social Event
August 18	Blackhawk Drivers' Ed
August 29	Autocross IV
September 4-6	TRAC 99 Weekend at Road America • Concours V • Drivers' Ed • Club Race
September 15	Blackhawk Drivers' Ed
September 19	Rallye III
September 26	Autocross V
October 3	Rallye IV
October 9 - 10	Blackhawk Octoberfest Drivers' Ed <i>2 nites</i>
October 24	Rallye V
October 30	Halloween Party
November 7	Tech Session
November 14	Social Event
December 4	Annual Dinner Dance
December 31	New Year's Eve Party

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**Cover Photo:** A concours-fresh 911 gas filler  
50's Costume and Dance Party Concours,  
October 18, 1998

Photo by Steve Rashbaum

**Editors:** Susan Shire and Steve Rashbaum  
9507 North Central Park Avenue, Evanston, IL 60016  
847.674.2285 • Fax: 847.679.8973 • e-mail: ChiScene@aol.com

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**DEADLINE:** Commercial ad, The Mart, and other copy material must be received by the 10th of the month for publication in the next month's issue and will be published on a space available basis. The editors reserve the right to edit all materials submitted

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# Aungahh!

As we write this column the 951 is on its way from Perfect Power, where Steve has visited it almost daily, back to the body shop. Learning from the lessons of last year, we have started this process much earlier this year and WILL be ready and running for the first official driving event - the Harwood's Schnitzelbank Rallye - on April 11th!

But before then, we are looking forward to a long weekend in Florida visiting Susan's mother (stated first for the sake of family harmony) and watching our first, in person, 24 Hours of Daytona. There is at least one Chicago Region member driving and we plan on rooting him on to victory.

We apologize for the lateness of the last several issues of the Scene due to some software problems. (There are times that we really hate computers.) Please know that we, with Bob Soske's help at PressTech, are working hard to solve these problems and hope to very soon return to getting you the Scene by the middle of each month.

Have you noticed the number of member submitted articles in the last several issues? What you do not know is that most of these articles have been unsolicited. We love it and we thank the contributing authors and photographers. We are fortunate as editors to receive most of the Zone 4 Region newsletters as well as many others from outside our zone. The best of the bunch are those newsletters that mirror their members and their interests. The Chicago Region is now at 1250+ members: a rather large and diverse group of 'Porsche pushers'. We feel it is our responsibility to reflect our diversity and so ask that if 'the

spirit moves you', write an article, take a photograph (Porsche-related, please) and send it to us. Don't be shy. We'll polish it up (if need be) and when there's room, we'll print it. We're interested in your restoration projects, concours prep hints, tech tips, sources for parts or supplies, experiences as novices or at another region's event. We're interested in pictures of the cruise (hint, hint).. Consider us as part of your (extended) distant family. Write us a letter or send us a picture to let us know what you've been up to. We did it last year, now it's your turn.

In the meantime, we are compiling a list of interesting website addresses (Porsche related - cars, parts, suppliers, chat rooms, etc.) for a future article. If you have an off-beat favorite (we already have PorscheFans), e-mail it to us at [ChiScene@aol.com](mailto:ChiScene@aol.com).

To those members who attempted to follow the map in the Scene to Pazzo's (as we did), we apologize for it's incorrectness. The map was download from an Internet website that we have successfully used before. Supposedly a GPS program, it correctly 'starred' Potter's Farm last summer, but incorrectly 'starred' Pazzo's on the wrong side of Canfield. For those who found Pazzo's anyway, congratulations and you really should consider rallying. The skills you displayed in finding your way are those that are also used to follow a rallye route (especially after the addresses jumped from the 7000's to the 100's and then back to the 8000's).

If you missed the General Membership Annual Meeting last Sunday, you missed a unique opportunity to be meet new members, see your board and coordinators at work, and to partake in a really good 'spread' put out by Pazzo's. Myra Knoblauch picked a winner with regard to location and hospitality. In line with a new location for the meeting, President Susan Brenkus tried a fresh innovative format for the meeting. Instead of the usual Board Meeting (report after report after

report), she conducted a quickie meeting that highlighted some important issues over lunch. Then the members were invited to visit tables/stations that represented the various venues of our Club to ask questions and visit with the coordinators. There was also a Volunteers Table where Gary Knoblauch, our Volunteers Coordinator, collected (with really very little arm-twisting) names of members who are willing and able to help at upcoming events. Even your Scene editors had a table stocked with old issues of the magazine and photographs available for member adoption. We, and others that we talked with, found the more informal atmosphere very conducive to meeting new members, catching up with old friends, and learning more about the various Club activities.

There are several fun activities ahead to keep us busy until our Porsches are out of their winter hibernation. Though we don't bowl, we'll be there on the 6<sup>th</sup> to enjoy the food and friendship. On the 28<sup>th</sup> we'll be at Reinhard Barthel's Café 36 for a lovely afternoon of food and conversation. On March 13<sup>th</sup> we will celebrate St. Patrick's Day (a little early) with you at Connie's Café. (Do you see a theme here?) Then we'll see who can hustle whom at the billiard and pool tables. From the amount of talent we observed last year, some of you have been in a pool hall before!


In the meantime, do something romantic on Valentine's Day. Then look here next month to see what Steve, after giving Susan a tire rack (eight wheels and tires are off the floor) in the garage for Thanksgiving and a track scooter for Christmas, did on Valentine's Day to maintain his "World's Most Romantic Man" title?

*Steve and Susan*


**Aungahh** (a-úun-gaaa), n. [Skip Barber Racing School]. 1 The sound of the motor of a car as the clutch is depressed, the brakes applied, and the throttle "blipped" to effect a heel and toe downshift. 2 Editors' column.



# February 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5 Board Meeting	6 Bowling & Dinner
					Chicago Auto Show	
7	8	9	10 Scene Copy Deadline	11	12	13
			Chicago Auto Show		CR/Sebring	
14  St. Valentine's Day	15	16	17	18	19	20
CR/Sebring Chicago Auto Show						
21	22	23	24	25	26	27
28 Café 36 Restaurant Tour						

# March 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5 Board Meeting	6
7	8	9	10 Scene Deadline	11	12	13 St. Patrick's Day Party
14	15	16	17  St. Patrick's Day	18	19	20
21 Concours & Rallye Schools Chili Tasting & Edible Art Contest	22	23	24	25	26	27
						CR/Texas World Speedway
28 Safety Tech Session at Northstar Motorsports	29	30	31			
CR/Texas World Speedway						



## Briefly Brenkus

Well 1999 proved to be the year the Chicago Region finally was going to head down the toboggan slides. With the big snowfall over the New Year's weekend, I was pretty excited to finally be heading out to Swallow Cliffs knowing there was plenty of snow. Unfortunately, there were many other people with the same idea. After standing in the toboggan rental line for 30 minutes and moving only 10 feet, we gave up and went on to Hackney's for food and conversation with Chicago Region friends. I'm heading off to the sporting goods store to buy a toboggan so next year I'll be ready!

While the hearty souls were lined up in the toboggan lines, a small group of other Chicago Region friends were enjoying umbrella drinks on the Caribbean cruise. I understand everyone had a great time I was relieved to hear Bill Murrin made it through the week without having to don a life vest!

Yesterday was our General Membership Meeting. We had a good mix of old and new members present to find out what's going to be happening in 1999. Thanks to Myra Knoblauch for arranging this event. For those of you unable to join us, here are some of the highlights of what was covered at the meeting.

- John Ruther, our Chief Driving Instructor, is working on putting together an instructor's school to be held sometime in March or April before the Chicago Region driving season begins. The objective will be to get all of our instructors together with an SCCA instructor to make sure we are all teaching novices the same thing. Over the years a lot of us have volunteered our time to be instructors, but there's a big difference between driving our own cars and teaching others to drive theirs. John has offered to help us get together as a group and come up with a structured way to approach Drivers' Ed.

- The May Blackhawk Weekend is generating a lot of interest, especially the "women's only" class. The weekend will focus on novice drivers. When the registration form comes out in the March Scene, I strongly encourage you to send it in (with payment) as soon as possible. The weekend will fill up fast! This Blackhawk, or 1998 experience at Blackhawk, is VERY STRONGLY suggested for anyone looking to drive at Road America for the first time in May. I strongly encourage you to take advantage of the time and effort the event coordinators and instructors will be putting into this event in order to teach you how to safely drive your car on high speed tracks.
- The May Road America will be a three day event this year. The plan is for Saturday to be geared toward novice instruction: time spent in the classroom, observing other drivers on the track, driving in various exercises in the paddock area, as well as putting your car out on the track. If you are new to Road America or would like to get some more time behind the wheel with an instructor, this is the opportunity. Look for the registration form in

the March Scene. Sign up quickly. Space will be limited.

- Also discussed at the General Membership meeting was the Chicago Region Charity for 1999. Susan Shire and Steve Rashbaum have asked us to consider the Pediatric Free Care Fund at the Rehabilitation Institute of Chicago (RIC). This program provides direct free care - inpatient treatment; physical, occupational, and recreational therapy, prosthetics and assistive technologies; and other medical care for pediatric patients in need regardless of their financial circumstances. A very worthy cause, and you will be hearing more from Susan and Steve as the year goes on.

In the meantime, as we wait to take our cars out of storage, we will be gather on February 28th at Reinhard Barthel's Café 36 in La Grange where we will partake of a wonderful meal with Porsche friends. Then on March 13 we will assemble for a hearty St. Patrick's Day meal and a friendly game of billiards at Connie's Country Café and Illinois Billiard Club. I hope you come out and join us!

*Susan*



*Susan Brenkus enjoying the food and conversation at Hackney's.*

*Photo by Steve Rashbaum*



# Psst! Did You Hear About ...

## Seventh Annual Heart O' Dixie Tech On Feb. 20th & 21st

The Heart O' Dixie Region of the is pleased to announce the Seventh Annual Dixie Tech in Hunstville, AL to be held Feb. 20-21, 1999. Featured speakers include Bruce Anderson, PCA Tech Committee

Chairman; Dave Seeland, PCA Tech Committee, 356; Steve Southard, PCA Tech Committee, Boxster; Dale Miller, PCA Tech Committee, Historic Race Cars; Mike Valentine, Valentine Research, Valentine One ®; Bill Mitchell, Eurasian Auto Service; TBA, Tire Company Rep; Jon Lowe, Inexpensive PCA Club

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For additional information contact Ken House, Registrar, at 256.544.5301 (days) or email: ken.house@amsfc.nasa.gov; or Jon Lowe, Event Chair, at 256.464.0802 (eves) or email: jonlowe@aol.com.

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# Tobogganing And Dinner At Hackney's

## Third Time's The Charm

by Susan Shire

As the Weather God was growing sleepy he murmured, "Let it snow." Then he fell asleep.

It began to snow. At first it was soft and lovely. We rejoiced and played in the snow while the Weather God slept.

It kept on snowing. We began to shovel and the Weather God slept on. And it snowed more. No longer rejoicing or amused, we kept shoveling while the Weather God slept on. And still it snowed.

Finally, after a day and a half (or a lifetime, depending upon how much you shoveled) the Weather God awoke and said, "Oops. Let the snow stop."

Meanwhile, somewhere in the warm Caribbean, a ship sailed into a port that was green and the sun was shining.

Maybe the third time is the charm. We certainly had snow this year and cold and wind. Some of us (not your editors) actually braved the lines of other would-be tobogganists and climbed to the top of the mountain (or so it seemed from the ground

below) to take the fast trip down.

The rest of us were at Hackney's doing three of the five or six things that the Chicago Region 'Porsche pushers' do best - eating, drinking, and socializing. It was nice to see friends not seen since the Dinner Dance and to hear about everyone's holidays and snow adventures. It soon became apparent that we all have 'cabin fever' and are ready for the 'Porsche Season' to begin. Let's just hope that between now and then the Weather God gets 'his act together'.



Brandon Clark (left) and his dad, Keith, did toboggan.



Jean Janecek did not.



Mike O'Meara brought his Daughter Erin for lunch at Hackney's ...



and Jim Jacisin brought Patty (center) and his sister Cindy.

Photos by Steve Rashbaum





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\*

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and sauce Bordelaise

or

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sautéed, and finished with cranberry beurre blanc

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Entree \_\_\_\_\_

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Address \_\_\_\_\_ Phone # \_\_\_\_\_

Number Attending \_\_\_\_\_ Amount enclosed at \$35.00 per person \_\_\_\_\_

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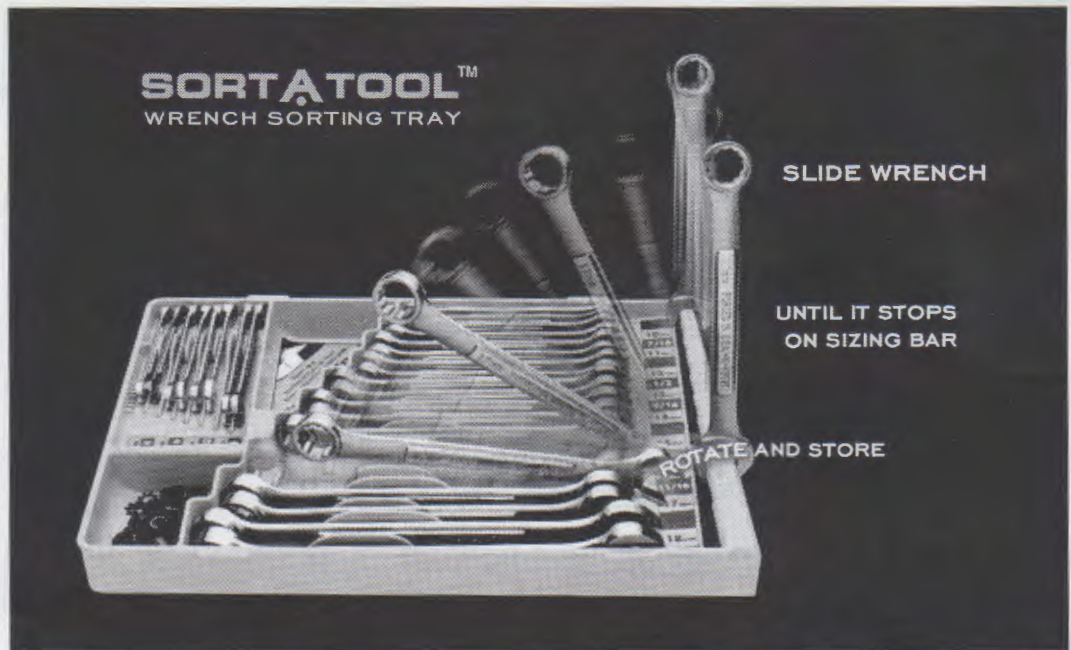
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# A Porsche Chronology

**The Porsche Timeline**  
courtesy Porsche Cars  
North America, Inc.

**1948** - Using parts scraped together from military projects and leftover Volkswagen Kubelwagen models, the first 356 prototype takes shape in Gmund, Austria, under the watchful eye of Ferry Porsche. The mid-engine two-seater emerges with a hand-beaten aluminum skin and a four-cylinder boxer engine. The horizontally opposed engine is chosen out of expediency (leftover Volkswagen four-cylinder engines and parts) and experience (smoothest power delivery of any engine design). The lithe and responsive car that results is uniformly described as fun to drive.

**1949** - After completing the first 52 cars, production of the 356 and the consulting offices are moved to West Germany.

**1950** - Porsche begins 356 production in Zuffenhausen, a suburb of Stuttgart, West Germany.

**1951** - Using an aluminum-bodied 356 with a 1.1-liter engine, one of the first prototypes made in Gmund, Porsche takes 20th place overall and wins first place in its engine displacement class at the 24 hours of Le Mans endurance race.

**1952** - Porsche again takes the 1.1-liter class at Le Mans, this time finishing ahead of the first place car in the 1.5-liter class.

**1953** - The immortal 550/1500RS Spyder makes its debut and is an instant hit. This fusion of race car and street machine finishes first and second in the 1.5-liter class at Le Mans.

**1954** - Porsche cars take first place in both the 1.1 and 1.5-liter classes at Le Mans.

**1955** - Porsche has a first, second

and third place sweep at Le Mans in the 1.5-liter class. In addition, one Porsche finishes fourth overall and another wins the coveted Index of Performance award that values fuel economy and durability over finishing place and speed.

**1956** - Following the phenomenal success of the 356 series, work begins on a replacement which will prove to be Porsche's best selling model. The all-new car takes shape at the Porsche factory in Zuffenhausen. Originally dubbed the 901, Ferdinand Alexander Porsche's subtle, rounded design starts with a clean sheet of paper and has the goal of producing the world's first civilized sports car. Not only will the 901 have the power to scream along the autobahn and the responsive handling to snake through tight curves, but it will have useable trunk space and be comfortable enough for everyday driving.

The 901 two-seat prototype is built around an under-square, air cooled, six-cylinder boxer engine mounted in the rear of the car, a basic Porsche-inspired layout which will continue to be developed for several decades as automotive drivetrain engineering styles come and go.

Porsche wins its class at Le Mans with a 550A Coupe.

**1958** - A specially designed RSK race car with its controversial fins wins the 1.5-liter class at Le Mans and finishes fourth overall.

**1962** - Dan Gurney takes the checkered flag at the French Grand Prix in Rouen with an eight-cylinder boxer that propels the 980-pound Formula One race car to victory.

**1963** - The 901 prototype makes its debut at the 1963 Frankfurt Automobile Show to great interest and acclaim. The car, whose lines can be traced to the 356, is a study in streamlining and aerodynamic

efficiency. Its compound curves and gently rounded steel body panels can slice through the air with barely a ripple.

At 2,300 pounds, the 901 is a sports car with a very effective power-to-weight ratio. Packed with a short stroke-to-bore ratio 2.0-liter engine developing 130 horsepower at 6,200 rpm, the 901 has a top speed of 130 mph. Clearly, this is a unique sports car with verve, style and grace.

There is only one problem transcending design and engineering: Peugeot has trademarked the automotive designation with a zero in the middle of a set of three numbers. Following legal action, Porsche renames its car the 911, a name synonymous with ultimate sports cars and Porsche for the past 35 years.

**1964** - The first production 911 Coupe rolls off of the production line at Zuffenhausen with a price tag of \$5,500. It is a near clone of the 901 prototype. The rear-mounted overhead cam, six-cylinder boxer engine develops 130 horsepower. Its torsion bar suspension and five-speed manual transmission give the car no shortage of potential for exhilarating driving.

At fractions-of-an-inch longer than the prototype, the production 911 weighs a little more, has an engine with a slightly lower top speed, but is just as exciting to look at, regardless of whether it is moving or parked. The essential traits that will define this car for several generations are present in the production 911: powerful, easy revving rear-mounted boxer engine and long, low, swooping body work.

The sleek Porsche 904 mid-engine race car wins its class at Sebring and takes the checkered flag at the Targa Florio.

**1965** - The 911 and 356 marques are built side by side. In its first two years of production, 16,213 Porsche 911s are sold worldwide. The 356



## Chronology ...

model is phased out.

**1966** - In April, a more affordable 912 model is introduced at \$4,000. This entry level Porsche uses the 911's chassis and body panels, but has a detuned version of the four-cylinder engine from the 356 1600SC model. Output is limited to 90 horsepower with a top speed of 115 mph.

At the same time, the basic 911 model is renamed the 911L and is slightly redesigned with a marginally wider track and a total weight reduction to 2,266 pounds. The result is a more lively and spirited feeling with a more stable ride. In addition to the manual transmission, buyers can now choose to have Porsche's Sportomatic automatic gearbox which was designed for the American market.

The 911 line branches out with the Targa model. Its removable roof panel allows wind-in-the-hair driving while its built-in roll bar protects driver and passenger. This model shares the same basic body and running gear with the hardtop 911 and costs just a few hundred dollars more.

**1967** - Performance takes a front seat with the debut of the 911S. The 911S engine's compression ratio is raised, the cylinder head is reworked, forged pistons are substituted for cast ones, and a free-flowing manifold is added. These advances allow Porsche engineers to squeeze 160 horsepower (at a slightly higher peak output of 6,600 rpm) from the same 2.0 liter displacement. To prevent damage to this highly tuned engine, a governor is installed that kicks in at 7,300 rpm. The 911S could accelerate to 60 mph about a second faster than the original 911 model and cruise at a top speed of 137 mph.

At the high end of the sports car market, Porsche rolls out the 911R. With a 2.2-liter engine that develops 210 horsepower, the 911R model is stiffer and has been stripped of many of the creature comforts

found in other 911 models. In addition, to save weight, fiberglass and plexiglass replace many steel body panels and glass components. The R stands for racing, and track-bound customers take the 911R up on its potential.

**1968** - Hoping to attract a new breed of customers, Porsche expands the 911 line at the low end. The entry-level 911T debuts at \$4,750 and the open-top Targa version costs \$350 more. The T stands for touring, and this model's 110 horsepower engine allows it to cruise the autobahn at nearly 140 mph.

An alliance with Volkswagen is readying a less expensive 912 successor model called the 914.

The 911 begins a series of three consecutive victorious years in the prestigious and arduous rallye championship at Monte Carlo.

**1969** - The 2.2-liter boxer engine becomes standard across the 911 line, which has three main models: the 911T with 110 horsepower, the 911E with 140 horsepower and the top-of-the-line 911S with 170 horsepower. With this extra power on tap, Porsche engineers lengthened the car's wheelbase and widened its track for improved ride and handling. While the weight of the T and E models rose modestly due to the extra sheet metal, the high-spirited S model actually lost weight, a move boosting its top speed to just over 140 mph.

For many, these years before the dawn of mandated pollution and safety equipment mark Porsche's golden era of producing simple, yet elegant, machines offering sophistication and exhilaration for the enthusiast driver.

The long, low, powerful 917 with its 12-cylinder boxer engine enters the Can Am race series.

**1970** - In partnership with Volkswagen, Porsche introduces the squared-off 914 model. With a four-cylinder mid-mounted engine, the 914 replaces the 912 at the entry level of Porsche's range. Porsche designs, develops and tests this entry

level car while Volkswagen builds it; this division of labor will be used by Porsche several times over the coming years. The model is designed expressly for the American market.

Porsche captures its second consecutive World Championship of Makes, while the 917K, 917L and 908/02 take the top three slots at Le Mans.

**1971** - Galvanized steel is used extensively on the 911's body.

**1972** - Pollution controls start to be used on Porsche engines, and displacement is raised to 2.4 liters on most cars to compensate for a loss of output. The 911S now produces 190 horsepower and can hit a top speed of just under 150 mph. To improve high speed stability, Porsche engineers add a front spoiler below the bumper, resulting in what has been called a scowling face front end.

The renowned Carrera RS makes its debut with a 210 horsepower engine. By boring out the 911S's powerplant to 2.7 liters, the Carrera RS takes its place alongside its legendary namesake 356 Carrera models. These cars are stripped of luxury accoutrements and homologated to compete in GT class racing. Gone are the soft seats, arm rests and sound damping. These creature comforts are replaced with wider tires, flared fenders and the addition of a seven inch-wide rear wing. With this more aggressive look, Carrera RS models are painted all white at the factory with green, blue or red script lettering below the doors.

Two modest engineering advances make driving a Porsche easier. The oil reservoir of the car's dry sump engine is moved forward for better weight distribution and the unique dog leg shift pattern is abandoned for a more conventional design.

Porsche's new research and development center in Weissach, West Germany opens.

A 900 horsepower 917/10 model wins the Can Am championship.



**1973** - Some models are fitted with the 2.7-liter engine with Bosch Jetronic-K electronic fuel injection, but due to the addition of increased pollution control equipment, power is muted. The base 911 produces 150 horsepower, while the 911S has 175 horsepower. An optional hydropneumatic suspension is added, then quickly abandoned.

The Carrera RS now comes in two high output versions for motorsport or street driving purposes: a 315 horsepower version with a wider stance and a 330 horsepower RSR variant made for the track.

Mark Donohue, driving a 917/10, wins six of the eight Can Am races; other Porsche drivers take the remaining two races. The Porsche RSR Carrera takes both the Daytona and Sebring endurance races.

**1974** - Oversized bumpers containing bellows-type impact absorbers to reduce the stress of an accident are added to the 911 design in response to increasingly stringent crash protection regulations in the United States.

A limited-edition Carrera 3.0RS with a 200 horsepower, 3.0-liter engine goes on sale; top speed rises to 146 mph, while the car's total weight remains below 2,500 pounds. An extra-wide rear wing and flared wheel arches are integrated into the body panels.

Porsche shows its 930 Turbo prototype at the Paris Auto Show. This concept car will prove to be a sneak peek at the future of Porsche.

**1975** - Using the body of the 3.0RS model, the 930 Turbo goes on sale in the United States as a 1976 model. The car has an exhaust gas driven turbocharger that pumps air and fuel into the 3.0-liter engine at an additional 0.8 atmosphere of pressure. The result is a forced induction powerplant with a peak output of 260 horsepower which propels the 930 Turbo to 60 mph in less than 5.6 seconds; the car has a top speed of 155 mph.

Mark Donohue sets a closed-course speed record of 221.12 mph at the Talladega raceway in a

917/30. Peter Gregg wins the IMSA GT series in a Carrera RSR.

**1976** - The 911 line now uses fully galvanized steel body panels to prevent rust. The Porsche line consists of the 165 horsepower 911 and the thrilling 240 horsepower 930 Turbo. At the ultra-high end, one of two thoroughbreds are available, both designed for the track: the 450 horsepower 934 and the 630 horsepower 935, which dominate several racing series, as these variants take four world championships between 1976 and 1979.

Jackie Ickx and Jochen Mass drive an open cockpit Porsche 936 to victory at Le Mans. The car is a hybrid with a chassis derived from the 917 line and an engine from the Carrera RSR; Porsche also wins its third World Championship of Makes.

**1977** - Total Porsche production breaks the 300,000 mark.

Motorsport models grab attention with a twin turbo, 630 horsepower 935 77A.

**1978** - The 911 Carrera line is replaced by the 911SC series. The 930 Turbo's engine is upsized to 3.3 liters of displacement and produces 260 horsepower. The big power increase is due to the incorporation of an air-to-air intercooler that reduces the temperature and density of the incoming air-fuel charge for greater power output. Meanwhile, the 911SC model's output increases to 180 horsepower over the 911S's 165 horsepower.

The racing 936 produces an astounding 750 horsepower resulting from its liquid cooled four-valve-per-cylinder head.

**1980** - The 911SC moves up a rung on the performance ladder with a 188 horsepower engine. All Porsche models bound for the United States get catalytic converters to reduce emissions.

**1981** - The 911SC is fitted with a high compression engine which requires the use of premium gasoline to prevent knocking.

With Ickx and Derek Bell at the wheel, a Porsche 936 wins at Le Mans. The turbocharged 2.65-liter engine is based on Porsche's Indy car powerplant.

**1982** - Porsche 956 race cars finish 1-2-3 at Le Mans and go on to win the World Championship of Makes every year for the next five years.

**1983** - The 911 line celebrates its 20th birthday with the introduction of the first full Porsche convertible since the 356C. Called the 911SC Cabriolet, this sleek roadster is first shown at the Geneva Auto Show. The Cabriolet has a stiffened structure, but weighs no more than the hardtop model on which it is based. The flat nose 930 Turbo model is introduced with a turbocharged 260 horsepower, 3.3-liter engine.

Porsche 956 race cars take nine of the top ten places at Le Mans.

**1984** - The Carrera nameplate returns to the Porsche showroom with a 3.2-liter, high compression engine. Capable of a peak output of 204 horsepower, the new generation Carrera can cruise at 155 mph.

Work begins on the next generation 911 design and prototypes. The basic body shape is derived from the current Group B show car and power comes from a 3.6-liter boxer engine.

An all-wheel drive 911 wins the grueling Paris to Dakar Rallye. Henri Pescarolo and Klaus Ludwig win at Le Mans in a Porsche 956.

**1985** - Klaus Ludwig, Paolo Barilla and John Winter take the checkered flag at Le Mans in a Porsche 956.

**1986** - The limited edition of 200 all-wheel drive 959 supercars goes on sale. With a 450 horsepower engine, this car looks like an ordinary 911 (with some aerodynamic improvements), but is capable of speeds approaching 200 mph. All cars available for sale are immediately purchased.

Factory-prepared 959s take first, second and sixth places in the Paris to Dakar Rallye in which 500 competitors start, but only 80 finish. Al



## Chronology ..

Holbert, Hans Stuck and Derek Bell win at Le Mans in a Porsche 962. The McLaren Formula One car with its TAG-Porsche engine wins third World Championship for Porsche.

**1987** - An improved five-speed gearbox is introduced for the 911 Carrera.

Al Holbert, Hans Stuck and Derek Bell win again at Le Mans in a Porsche 962. The methanol-fueled open-wheeled Porsche Indy car debuts.

**1988** - Some 25 years after the first model was unveiled at the Paris Auto Show, the second generation 911 is revealed to the public. Despite its familiar curved skin, bulging headlight housings and sloping rear deck, the car is completely new. The 911 marque undergoes a rebirth with the start of the new line including a naturally aspirated 3.6-liter six-cylinder boxer which develops 247 horsepower. Internally called Type 964, the car's key advances include dual spark plug ignition, a two-stage resonance intake system and a coil spring suspension that replaces the torsion bar system. Ironically, the established rear-engine, rear-drive format is put on the back burner in favor of the innovative Carrera 4 getting to market first. This four-wheel drive version has an electronically controlled power distribution system based on the 959 supercar. Power is distributed to each wheel individually through feedback from the car's wheel sensors; as soon as any wheel starts to slip, power is eased back to that wheel. The Carrera 4's speed-control-led, moveable spoiler rises at 60 mph to aid in high-speed stability.

**1989** - The lighter and more traditional rear-wheel drive Carrera 2 takes its place (as a 1990 model) alongside its all-wheel drive brother, and becomes the top seller of this invigorated line.

The Speedster is revived with a modified 911 Carrera convertible.

**1990** - Porsche's Tiptronic sophisticated dual-function automatic transmission is introduced. This engineering tour-de-force enables the driver to select fully automatic gear changes or specify when the transmission shifts up or down. It is the best balance between control and comfort, catches on immediately, and is more accepted than the Sportomatic.

ABS and airbags are made standard across the Porsche line, installed in all 944s, 911s and 928s.

**1991** - The power output of the Turbo model rises to 315 horsepower, thanks to the use of a fully controlled catalytic converter.

Planning and intense design work begins simultaneously on the Boxster and the fourth generation 911. Although each model line will have its own engine design and distinct appearance, from the start these cars will share a common heritage and many key components.

A street-legal, race-hybrid 911 dominates the U.S. Supercar Championship series.

**1992** - The sophisticated VarioCam engine timing system debuts on the 968. This system, which comes later to the 911 and Boxster lines, adjusts valve timing in response to engine speed and load to maximize output while minimizing air pollution.

Porsche wins the coveted Supercar Championship.

**1993** - The 3.6-liter Turbo engine's output is increased to 360 horsepower; a special edition Turbo S with its 381 horsepower engine and 18-inch wheels is also available. With its roots in the 550 Spyder, the Boxster concept is shown at Detroit's North American International Automobile Show and wins a "Best in Show" award.

Porsche wins again at Le Mans. Porsche also wins its second consecutive Supercar Championship.

**1994** - The new 911 Carrera takes shape under the internal codename, Type 993. A Coupe and Cabriolet are the first models to be intro-

duced. They each retain the traditional rear-engine, rear-drive Porsche drivetrain, but horsepower has been increased from 247 to 270. Featuring a 3.6-liter engine, six-speed manual or four-speed Tiptronic automatic transmission, and coil spring suspension front and rear, the new 911 Carrera is a study in exhilarating driving. The new model is longer and wider at the rear than its predecessor; brake size has been boosted by 45 percent for quicker stops. A completely new rear suspension system, with multi-link LSA design, leads to more stable handling than ever, yet is lighter than the system it replaces.

The new 911 is introduced at the Frankfurt Motor Show and at the January, 1995 North American International Automobile Show in Detroit.

Jeff Zwart wins the Pike's Peak Hill Climb in a 911 Turbo.

**1995** - An updated and refined Carrera 4 is introduced. The Targa line is revived with a new, distinctive sliding glass roof. The new 911 Turbo with all-wheel drive develops more than 400 horsepower with the aid of twin turbochargers.

Porsche's GT2 rear-wheel drive competition model uses a 430 horsepower powerplant.

**1996** - The 911 Carrera and Carrera 4 get Varioram intake plumbing that adjusts the air path based on the engine's speed and load.

The mid-engine, new-from-the-ground-up Boxster is introduced at the Paris Auto Show. Paying homage to the 550 Spyder, the Boxster features a 201 horsepower engine, dual trunks, a fast power convertible top and Porsche performance at a value price.

**1997** - Internally called Type 996, the fourth generation, and most radically changed, 911 Carrera debuts at the Frankfurt Auto Show. The first all new 911 in nearly 35 years features a longer, sleeker body as well as more cargo space. Ready for the rigors of the 21st century, the new 911 is not only lighter by more



than 150 pounds compared to its predecessor, but its coefficient of drag has been reduced from 0.34 to 0.30, so the car can more easily slice through the air. In addition, the 911's new 3.4-liter, high compression boxer engine uses liquid cooling and outpowers its larger, heavier predecessor. It incorporates a new bearing bridge first used in the Boxster engine which holds the engine's seven bearings on a forged crankshaft. The engine's 12 counterweights ensure smooth power

delivery over the full range of operation. With a manual six-speed gearbox, the Carrera accelerates to 60 mph in less than 5.2 seconds and cruises at up to 174 mph.

Developed alongside the Boxster, the 911 Carrera shares nearly four parts in ten. Most notable are similar front end, suspension, and brake components. The air conditioner, headlamps and steering racks are identical between the two models.

Boxster is launched in the U.S. and is an immediate sales success.

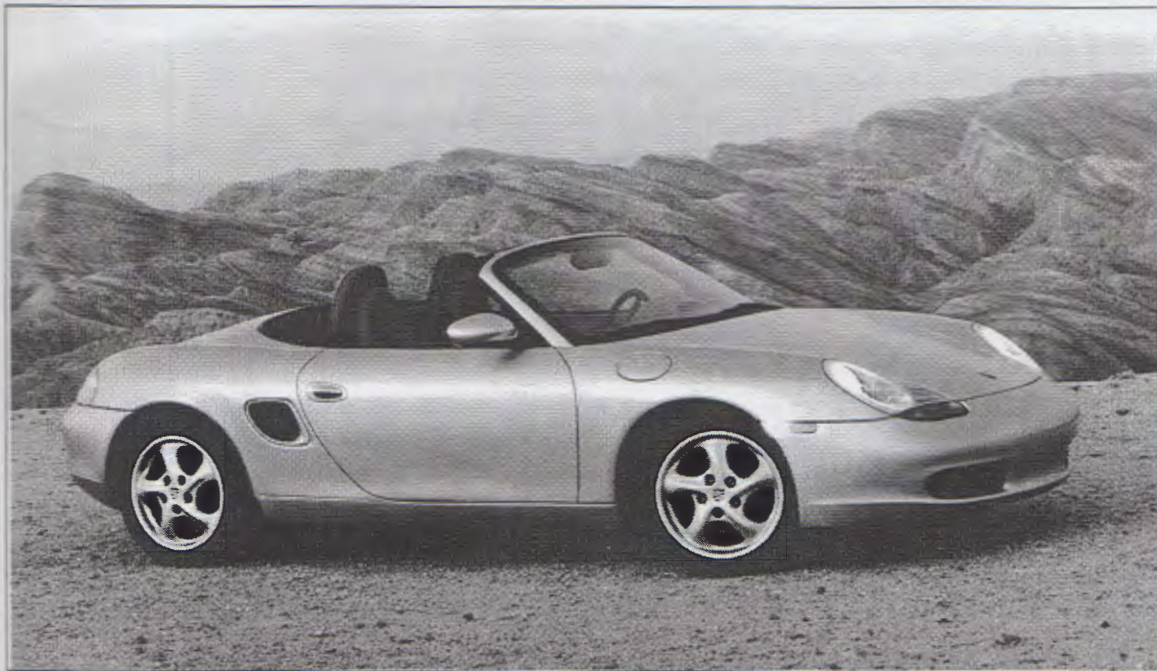
1998 - Porsche celebrates its 50th anniversary by putting the latest 911 Carrera Coupe and Cabriolet on sale in America alongside the virtually sold-out Boxster. The new 911 Carrera comes to the U.S. as a 1999 model just in time for the new millennium.

The 911 legend continues to evolve, but what remains constant is Porsche's pursuit of engineering excellence and its love of precision driving.

1999 911 Carrera Coupe



Photos courtesy of Porsche Cars North America, Inc.



1999 Boxster



# THE GOOD NEWS and BAD NEWS!

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

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

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

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

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

**The Good News:** Simple, one page application.

We think we've got what you need: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy.

It's priced like the others, is easy to apply for, but it is far less restrictive.

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## Track Scene

**Blackhawk Drivers Education  
May 1 & 2, 1999**  
by Susan Brenkus

Looking to get more than 30 minutes of an instructor's time in your car at Blackhawk?

Want to get some critical feedback on your driving?

Want to get prepared for driving Road America for the first time?

Ladies, want to get some track time in a "women's only" group?

This is the event for you!!! Designed to be an extensive drivers' school, you will be assigned an instructor who will be available to you all weekend!!

Run groups will be organized by previous track experience and ability. As promised, we are planning on one of the three novice groups to be a "women's only" group, assuming enough interest. So ladies, if you've been wanting to take your Porsche out on the track, this is it.

Novices will spend time in class, observing from various turns, as well as on-track time with an instructor. The first on-track session for each novice group on Saturday will be one hour in length allowing sufficient time for your instructor to drive your car, familiarize you with the track and the driving line, and then get you behind the wheel. The plan now is to give novices 3 on-track sessions on Saturday and 4 on Sunday (interspersed with

experienced driver groups). Lots of on-track time!!!

This event, or previous Blackhawk or Road America experience in 1998, is VERY STRONGLY suggested for anyone wishing to register in the Novice Class at the May (Memorial Day weekend) Road America event.

The Blackhawk registration form will be in the March Scene. Watch for it and sign up fast — space will be limited and you don't want to miss out on this!

Questions: Dan Gallagher  
Event Chairman  
708.784.0784

John Ruther  
Chief Driving Instructor  
847.639.1094

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# Letters, Faxes, & e-mails

## Attention All Female Drivers!!!

by Darlene Gray

DAYTON, January 18 – I would like to see if there is any interest in an "all-female" Skip Barber Racing School. We need a minimum of 14 girls, max of 28. The event will not take place until early next year (January 2000). Considering that time of year, our track choices would be Sebring, Florida or Laguna Seca, California.

This race school would benefit drivers with all levels of experience from the novice driver to the seasoned track driver. David Murry ([www.davidmurry.com](http://www.davidmurry.com)) has been working with me on this project which began when we were discussing how this school would help improve my track driving skills. David is interested in having his wife attend the school as well. David was an instructor for Skip Barber, really knows the program well and highly recommends it. Additionally, an "all-female" Skip Barber Racing School would provide an opportunity to improve your driving ability without any pressure from spouses, boyfriends, etc. It would help build confidence in your driving ability. It would be awesome if more women were into this.

If timing is everything, then this is the time. Coincidentally, this is the year that Lyn St. James will be premiering an all female racing series which will consist of 16 women driving the Panoz racecars. Who knows, maybe someday, some of you from our region will be one of the women in that series! With all this promotion of woman's racing this year, we may even be able to get some press coverage on our school.

The Skip Barber Racing School material states "You'll learn the arts of trail-braking, heel-and-toe downshifting, finding the fastest racing line, and then you will put those newly developed skills to use in a systematic manner that builds your confidence as you build your speed.

The program is a structured curriculum of track and classroom sessions that provides you with an understanding of the fundamentals of race craft."

### The Three Day Racing School

A racing career - or simply a true understanding of racecar driving begins here. Master the fundamentals in classroom and driving sessions with our Formula Dodge racecar. DAY ONE begins with a brief classroom introduction to the cars and a discussion of the correct racing line. An intensive series of slalom and downshifting exercises follow, with special attention given to double clutching and heel-and-toe techniques. DAY TWO emphasizes track time, as our instructors critique your steadily improving skills in a series of lapping sessions at progressively higher speeds. Back in the classroom, you'll learn about racing rules and advanced braking techniques. DAY THREE includes classroom instruction in drafting, passing, and racing in the rain, followed by extensive lapping sessions. Three day graduates may advance to Formula Dodge race activities and are also eligible to apply for both SCCA and Professional Sports Car Racing competition licenses.

The cost: the price is \$2495 per person. A 4<sup>th</sup> lapping day is \$795 more. They'll make sure to have their best instructors for us as we'll probably have many seasoned drivers as well as some pure novices.

You can check out Skip Barber at their website at [www.skipbarber.com](http://www.skipbarber.com). My contact person at Skip Barber is Jason Bannerman who can be reached at 800.221.1131, ext. 256.

While the date for the school is a year away, we need to 'nail down' a reservation. Please contact me via email at [porschegirl@earthlink.net](mailto:porschegirl@earthlink.net) if the school is of interest to you or contact Chicago Scene editor Susan Shire who will forward your name and number on to me.

## Some Hot News From Germany

by Pat Yanahan

An informed source in Germany writes me that "the Boxster S will be launched in autumn 1999. It will have a 3,2 ltr engine with 252 hp and will run 260 km/h. It will look (nearly exactly) like the 'normal' Boxster." Differences will be big red calipers like the Turbo and cross-drilled rotors.

The GT3 nearly sold out in Germany. My source was a little bit disappointed because "it looks exactly like a normal 996 with an Aerokit and 18" Sport Design Wheels. But, it will run 302 km/h and will offer nearly as much 'drive power' as the 993 Turbo S. It will have a 3,6 ltr. engine with 360 hp."

The Sport Utility Vehicle will be launched in Autumn 2001 or 2002. There will be (as far as my source knows) two engines: a 8-cylinder with about 350 hp and a 6-cylinder turbo diesel. My source does not know what it would look like.

Finally, my source warns that "if you plan to buy a 996, wait until autumn 1999. Porsche told us that there will 'some optical changes', so that everybody can see the differences between Boxster and Carrera."

## Porsche 911 Named Robb Report 1999 Car of the Year

LOS ANGELES, December 31, 1998 – Porsche's new 911 Carrera Cabriolet has been named 1999 Car of the Year by Robb Report magazine. The \$75,000 German convertible is the sixth recipient of the publication's award, bestowed annually upon the car which best reflects the luxury lifestyles of Robb Report readers.

Accepting the honor, Frederick J. Schwab, president and CEO of Porsche Cars North America, said the 1999 Carrera is "the first totally new 911 we have produced in 34 years, and as such, we believe it is the finest Porsche 911 ever made.



We are extremely pleased that Robb Report has chosen to acknowledge this fact by choosing it as its Car of the Year," said Schwab.

The Carrera 911 Cabriolet was chosen from a diverse field which included the Bentley Arnage sedan, BMW M Coupe, Cadillac Escalade sport utility, the Mercedes-Benz CLK320 Cabriolet, Mercedes-Benz CLK430 Coupe, Rolls-Royce Silver Seraph sedan, and the Volvo S80 T6 sedan.

All vehicles were driven and evaluated by a Robb Report panel of well-known automotive judges. They applauded the Carrera for being longer, wider, smoother and offering more interior room than the three decades of 911's that went before; but without sacrificing the Porsche legacy of traditional shape, high performance, and technological supremacy.

Robb Report offers monthly features on the latest and most expensive in automobiles, aircraft, jewelry, architecture, fashions, home electronics, art, exotic travel, fine wines and good dining. Coverage of the 1999 Car of the Year Award will appear in the February issue of Robb Report, due on newsstands January 15, 1999.

(courtesy Robb Report Inc.)

## Porsche Files Lawsuit Against 130 Internet Domain Names For Trademark Infringement

ATLANTA, January 13 – In an action taken to protect the Porsche name and trademark, Porsche AG and Porsche Cars North America (PCNA) have filed an unprecedented lawsuit against approximately 130 Internet domain names that use the trademark Porsche or a variation of the trademark Porsche. The in rem (i.e., against the thing) complaint was filed on Jan. 6, 1999, in the United States District Court for the Eastern District of Virginia.

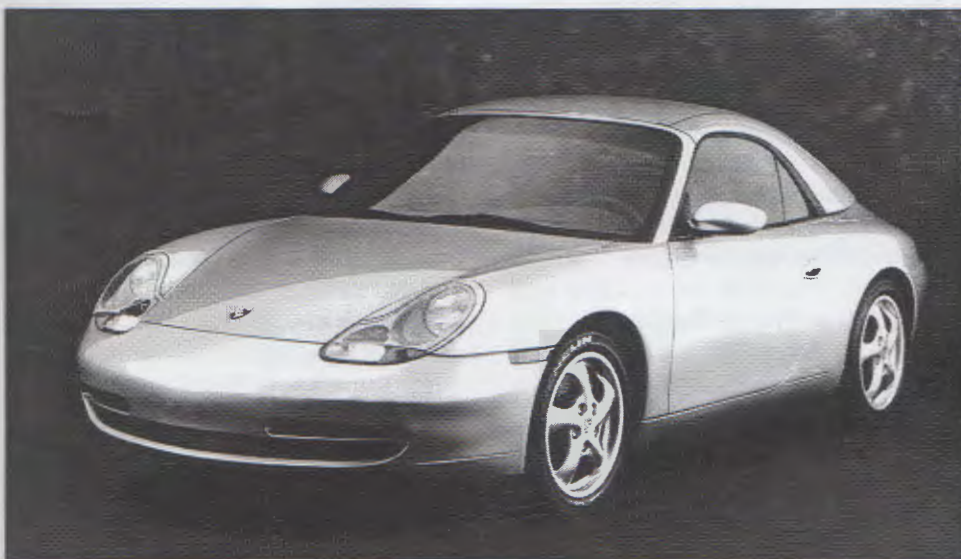
"As the Internet has expanded, Porsche has become the victim of trademark infringement," said Patricia R. Britton, General Counsel of PCNA. "Porsche is one of the most recognized and respected trademarks in the world. As a result, trademark infringers want to capitalize on the good will and reputation of Porsche in establishing their presence on the Internet. These infringers range from operators of hardcore pornographic web sites to speculators who attempt to profit from the registration and trafficking of domain names that use the trademark Porsche."

In an in rem lawsuit, a plaintiff sues property or things rather than

persons or entities. Therefore, Porsche is not suing the individuals or entities that registered the domain names, but the domain names themselves. The suit was filed in Virginia because the domain names and their registry certificates are located with Network Solutions, Inc., headquartered in Herndon, Virginia. Upon filing the lawsuit, Network Solutions will deposit the domain name registry certificates with the Clerk of the Court and the Court will then have complete dominion and jurisdiction over the domain names. The Court will then be requested to allow Porsche to give notice to the registrants of the domain names who can then appear in Court and explain why they should be allowed to continue to use the domain names. If a domain name is not claimed by a registrant who has a legitimate reason for registering and/or using the domain name, Porsche will request that the Court delete or transfer the domain name to Porsche.

Porsche is proceeding in an in rem lawsuit because it has discovered that many of the registrants of the domain names infringing on the trademark Porsche use fictitious names and addresses, and provide other false information in registering the domain names to insulate themselves from service of process. Some of the domain names are registered by United States companies or individuals who create fictitious offshore corporations that then register the domain names. The anonymity of the Internet allows trademark infringers to establish such fronts so that service of process on the registrants is impossible.

"Trademark infringement on the Internet places a huge burden on famous trademark holders in policing domain names and enforcing trademark rights," Britton added. "Choosing to ignore such practices and infringements is not an option to trademark owners because the trademark laws require them to police their trademarks. Porsche has spent millions of dollars and many years promoting the good



1999 911 Carrera Cabriolet with hardtop.

Photo courtesy of Porsche Cars North America, Inc.



## Letters ...

will associated with its trademarks. In a very real sense, the trademarks are the crown jewels of Porsche and must be protected as such."

(courtesy Porsche Cars North America, Inc.)

## PorscheList Not Named In Lawsuit

(PCA Editors News Service)

PORTSMOUTH, NH, January 13 -- In response to questions from list members, John Dunkle, owner of the PorscheList.com domain name, announced that PorscheList was not named in the lawsuit filed by Porsche AG and Porsche Cars North America (PCNA).

Dunkle said, "I would like to reassure every list member that neither PORSCHELIST.ORG and/or PORSCHELIST.COM are included within that lawsuit filed by Porsche. It is my strong conviction that Porsche AG and PCNA understands, appreciates and supports the enthusiasm exhibited within these forums each and every day by our list members, representing thousands of Porsche customers, enthusiasts and loyal advocates."

PorscheList is a popular forum for Porsche enthusiasts worldwide with separate mail lists by Porsche car model and for general and racing interests. Those interested in learning how to subscribe should visit the website home page at <http://www.porschelist.org>.

## Porsche In The News

(PCA Editors News Service)

### Boxster, A Throwback Seed?

DETROIT, January 3 -- Automotive writers heralded the new car display at the North American International Auto Show in Detroit as a return to the future with new styling an almost painful longing for a simpler, safer past.

James R. Healey, USA TODAY,

said, "What started as a seed with Porsche Boxster's homage to 1950s Porsche racers, and flowered last year with the Volkswagen new Beetle's unashamed echo of the old Beetle, explodes into a throwback garden as automakers reprise past success as a shield against future uncertainty."

"Touches of the old are very popular with the baby boom generation," observed Ken Gross, director of the Petersen Automotive Museum in Los Angeles. "We'll see more of it," said Gross -- in the throes of retrospection as he finishes preparations for an exhibit of 1946-55 sports cars opening February 20. Gross often spies auto designers strolling the Petersen Museum "just looking to spot design cues that are familiar and should continue."

### New 911: Most Wanted by Women

DETROIT, January 4 -- American Woman Motorscene, a magazine aimed at female car buyers, rated the new Porsche 911 as tops in the "Most wanted" category during its "Class of '99 - Top 10 Most Likely to Succeed" 3rd annual automotive awards.

American Woman Motorscene honored automakers in 10 categories based on new model entries or existing models with significant change in design or technology. The award criteria list included: appealing to both men and women, head-turning ability, style, performance, grocery-getting potential, fun factor, affordable, safe and dependable, proud to be seen in, practical, ergonomically friendly, and of course, very cool.

### Soccer Mom Shoots Porsche

PHOENIX, December 20 -- According to The Arizona Republic, Brenda Priddy is the epitome of an urban homemaker. She lives in a quiet neighborhood with her engineer husband and two children, and she drives the kids to and from soccer practice in the family pickup truck. But, she's also a spy, and one of the

nation's top photographers of automobile prototypes and vehicles in development.

Most of her shots are captured because test cars must stop so that drivers can eat and gas tanks be filled. "If you knows where tests are done," Priddy says, "the rest is often easy." And it helps that Arizona is a hotbed of automotive testing.

"I saw the newest Porsche in a parking lot, got my camera out and just walked up shooting," she said. "By the time the guys (drivers) figured out what I was doing, it was too late." Priddy is considered a consummate automotive spy photographer. Her favorite foil is to take her two children along.

### What Did You Get For Christmas?

NEW YORK, January 1 -- Drew Carey, star of the top-rated comedy on ABC, was presented with a brand-new Porsche for Christmas by the studio. Carey's sitcom has been one of the few bright spots on ABC (which also now airs his Warner Bros. produced *Whose Line Is It Anyway?*). Industry wags say generous gifts to stars during the past Yule season are intended to keep them in good spirits come contract-renegotiating time this year. Can a new Porsche do it?

### How Does A Daewoo Handle?

KOREA, December 28 -- Korean carmaker Daewoo Motors Co., whose name means "great universe" in Korean, is pushing to become one of the world's top 10 automakers. In the United States, Daewoo offers a subcompact called the Lanos, a compact called the Nubira, and a mid-sized sedan called the Leganza. When publicizing the Leganza, priced at \$18,000, the company is quick to point out that Porsche AG designed its suspension.

### 928 Not Right For Civil Action

BOSTON, December 27 -- "A Civil Action" is a new Touchstone Pictures film with John Travolta



starring as lawyer Jan Schlichtmann who drove a late model Porsche 928 and waged a legal battle on behalf of several Boston-area families against companies they deemed responsible for their children's deaths.

One scene in the movie features a Porsche, but not the 928. According to Bill Cheeseman, one of Schlichtmann's real-life associates who visited the set during shooting, "the 911 was considered sexier, so that's what they used in the movie."

## Coming To Canada, Eh?

by Rob Martin, Rennsport Region Co-chair, 1999 Mont-Tremblant Porsche Parade

As most of you probably already know, the 1999 Porsche Parade will be held in the province of Quebec at a ski village known as Mont Tremblant. When I was in Colorado last summer, attending the Steamboat Springs Parade, a number of concerns were raised by PCA members as to how they would cross the U.S./Canada border while transporting the equipment that they would need to participate in the various events at Tremblant. Larry Wilson, our National Newsletter chairperson, suggested that I write a short article for inclusion in regional newsletters that might offer a few suggestions.

After some research and lots of phone calls to various bureaucrats, I believe I have a handle on what is required for U.S. PCA members to attend the Parade this summer, while experiencing a minimum of border problems. While our two countries enjoy the longest undefended border in the world and thousands make the crossing every day, we still have to deal with the rules and regulations enforced by Canadian and American customs officers.

With your registration confirmation, your first Parade registration mailing will include two documents that will facilitate the process. The first is a letter from Revenue Canada stating that according to the Temporary Importation Regulation,

called Memorandum D-1-1, the goods listed as:

- Porsche vehicles
- trailers and conveyances for moving the vehicles
- repair parts and repair equipment such as tires, wheels, spare parts and
- tools and portable shop equipment required to maintain the vehicles

qualify for duty free entry under tariff item 9993.00.00 and for relief from the G.S.T. (goods and services taxes) and excise taxes under the non-taxable imported goods regulations.

The letter goes on to explain that: "To accommodate you and to ease the unfolding of this event, we are pleased to allow temporary entry of these merchandise without customs documentation or security deposit. At the time of arrival at Customs Office, the members of the Club should identify themselves as participants to this event by submitting a copy of this letter.

"Each member will declare, on a list, a general description of all the goods imported for the convention and personal use. Each member agrees to use the goods in Canada only for the period of the event and export them at the end of it."

The second document to be found in the mailing is the U.S. Department of Treasury's 4455 Customs Form. This should be filled out before you leave the United States. It must list your complete inventory of items that you are bringing into Canada and be signed and stamped at U.S. Customs at the border crossing before you enter Canada. This is a support document that you can use as you re-enter the United States to prove that you left the country with your own personal goods that you are returning with. It's important to repeat that the 4455 form must be signed on the U.S. side before you enter Canada. It just becomes a piece of paper if you present it, unsigned, when you re-enter.

I have crossed the U.S./Canada border many times and I have

never been asked to present a passport. However, just to be on the safe side, it would be prudent to bring one along if you have one. At the least, have a photo identity card that establishes that you maintain residence in the United States and that you are a U.S. citizen.

Just a few hints ...

Always take off your sunglasses when you speak to the agents on both sides. These people appreciate respect and cooperation. They have serious powers, under the law, to make your crossing grind to an immediate halt if they aren't happy with your attitude or your answers to their questions. Tell them that you are attending a holiday convention in Mont-Tremblant, Quebec, arranged by the Canadian members of the Porsche Club of America. You are not attending meetings or conducting business of any kind. "Meetings" and "business" are words that raise red flags in the minds of the border officers.

Fire arms and non-prescription drugs are not permitted to cross the border and radar detectors are illegal in Quebec. The Quebec Provincial Police employ VG-2 detector-detectors and are known for their success rate in the application of these devices. If you are caught using a radar detector you will pay a rather steep fine and lose the detector.

Be aware that Quebec is unique in regard to making right turns on a red light. At an intersection, governed by signal lights, you CANNOT make a right turn after stopping at a red light. The light must be green before the turn can be made. Note that the highway speed is normally 100 km/h, which is roughly equivalent to 60 mph. Road signs are in French. NORD is NORTH, SUD is SOUTH, EST is EAST and OUEST is WEST.

If you have any further concerns or questions about entering Canada, please e-mail them to me at: robert\_martin@ocdsb.edu.on.ca.



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## St. Patrick's Day Party

Saturday, March 13th

**Bonnie's Café  
&**

**The Illinois Billiard Club**

8442-46 Archer Avenue  
Willow Springs, IL  
708.839.5820

*From the north or south:  
I-294 to 75th Street*

*75th Street west to Willow Spring Rd  
South (left) on Willow Spring Rd to Archer  
Avenue (Rte 171)*

*Northeast (left) on Archer Ave - 1 mile.*

*From the east or west:*

*I-55 to LaGrange Road (Rte 12/20/45)  
LaGrange Road south to Archer Avenue  
Southwest (right) on Archer Ave - 1 mile*

On Saturday, March 13th the Chicago Region will again celebrate St. Patrick's Day at Bonnie's Café and The Illinois Billiard Club. Our members will have exclusive use of the Billiard Club and Café for our evening of entertainment, games, prizes, and dinner buffet.

Bonnie's Café has a 92-seat dining room featuring dark paneled walls, cut mirrors, soft lighting and antique wood theatre seats which once occupied the balcony of the former Oak Park Club. The dining room is connected to the playing room of the private Illinois Billiard Club.

The Illinois Billiard Club is quite a contrast to the image of the old-time pool room. Members will find no scoundrels or slit-eyed hustlers stubbing out their cigarette butts on the floor. Instead of grimy windows, there are etched glass and mirrors. Elegant mahogany chairs line the walls, floors are spotless, and the smoke-free room is filled with six pocket-billiard tables and two carom (pocketless) tables covered with imported fabric and valued from \$8,000 to \$25,000 each. Just imagine the privilege of playing on such historic tables as one designed by Frank Lloyd Wright that's valued at \$25,000 or a 1961 Brunswick Gold Crown specimen once owned by former Cubs pitcher Milt Pappas. For those who equate pool halls with seedy havens, The Illinois Billiard Club will surely disappoint.

Even if you don't play pool, don your green duds, come for the dinner buffet, and be Irish for the evening with your Chicago Region friends at our St. Patrick's Day Party.

**Cocktails & Appetizers:** 6:00 – 7:00 pm  
**Buffet Dinner:** 7:00 pm

Corned Beef and Cabbage  
Red Skin Potatoes  
Vanilla Ice Cream/ Apple Pie  
Coffee or Tea  
Cash Bar

**Reservation  
Deadline:  
March 9, 1999**

**\$ 35.00 per person**

**Questions ?  
Myra Knoblauch  
630.325.1086  
(no calls after 8:30 pm please)**

St. Patrick's Day Party

Mail to: Myra Knoblauch, 10 South 060 Thurlow Street, Hinsdale, IL 60521

					\$35.00
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<hr/>					\$35.00
Name	Member ( )	Applicant ( )	Guest ( )	Phone	
<hr/>					\$35.00
Name	Member ( )	Applicant ( )	Guest ( )	Phone	

Please make checks payable to: PCA Chicago Region \_\_\_\_\_ Total # attending @ \$35.00 each \$ \_\_\_\_\_



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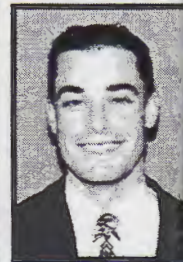
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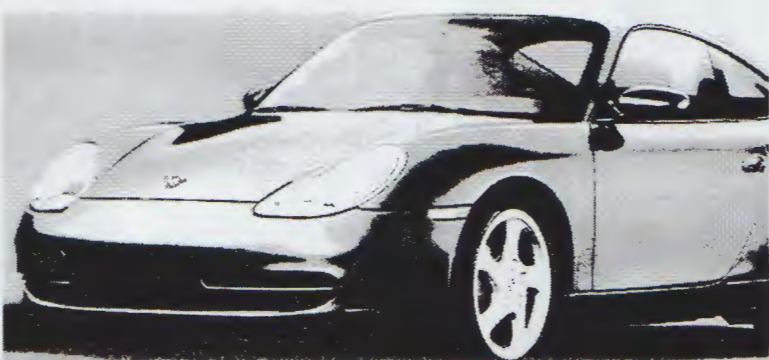
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# Concours & Rallye Schools

## Chili Tasting & Edible Art Contests

Sunday, March 21, 1999

Open: 10:00 am Judging: 11:30 am Lunch: Noon

### Napleton Porsche

IMPORTANT NOTE: Napleton Porsche will be moving to a brand new facility in Westmont soon. Please check the March Scene to determine whether this event will be held in Elmhurst or Westmont.

Back by popular demand! - the Chili Tasting and Edible Art Contests and Concours School at Napleton Porsche ... and, we've added, this year, the Rallye School!

For the gourmet Porscheophile, we will have our Chili Tasting and Edible Art Contests. Entrants need to provide chili and a crockpot, or your own unique version of Porsche Edible Art (dessert with a Porsche theme). We will provide chili toppings - cheese, sour cream, onions, crackers, and Maalox, if necessary - tableware, beer, wine, and soda. The Chili will be judged in the following categories: meatiest, beaniest, tomatoiest, hottest, and best overall. The Edible Art will be judged on originality, taste, and best overall. Trophies will be presented in all categories. If you plan to enter either the Chili Tasting or the Edible Art Contest, please call Nick Brenkus at 630.529.0911 so we know approximately how many entrants to plan on.

For the Clean-Car Aficionados, we will have our Concours School put on by Region's very best when it comes to cleaning, restoration, and preservation. There are several Chicago Region members who have concoured (and done very well) at the national level who will be present to give you tips on how to

best prepare your car (interior, exterior, trunk, and engine) and present it at local and national competitions. New this year will be a Concours Judges' School for those members who want to learn how to judge a concours car.

Also new this year at this event will be the Rallye School which will include classroom instruction on rallye generals, definitions, and route instructions. There are several Chicago Region members who have rallied (and done very well) at the national level who will be present to answer questions. In addition, weather permitting, we're hoping to include an opportunity to "hit the road" with some of our experienced rallyists to help you learn how to interpret rallye instructions on a short (15 - 20 minute) rallye.

Join us for what has become a Chicago Region Spring Tradition and a great kick-off to the 1999 season.

Questions ???

Concours	Jim Jacisin	630.279.4835
Rallye	Dan Gallagher	708.784.0784
Chili/Edible Art	Nick Brenkus	6630.529.9011



# General Membership Annual Meeting, January 24th

Photos by Steve Rashbaum



Before the meeting at Pazzo's started, we lined up for the great buffet of pasta, pizza, chicken and salads ... Peter Faehnrich (left), Lee Lichtenstein, and Membership Chair Ed Barnicle.



New and old members chatted over our lunches.



We met new members Van Miller ...



Tim (left) and Jim Matta ...



Kurt Konrath (left) and Peter Martin ...



and Paul Kenyon.



## Meeting ...



*After a short General Meeting, we visited tables representing the various PCA venues for more info and conversation. Dave Mathews (right) visited with Nick Brenkus at the Club Race Table.*



*The Concours Table with all kinds of "car make-up".*



*The Track Table drew a crowd.*



*The Autocross Table included diagrams and video tapes.*



*Jack Stephensen (left) shared sample General Instructions and Route Instructions with Gayle Timbers and Ken Pesavento (right).*



*Marla Turek (left) and Debby Leed visited the Chicago Scene table to peruse back issues of the Scene and photos of members and their cars.*





*The Volunteers Table, staffed by Mary Anne Nowakowski (left) and Volunteers Chair Gary Knoblauch (facing camera), collected the names of a lot of 'willing and able' members.*



*We also 'caught up' with each other on our activities since last we were together ... Shirley Cook (left) with Jill and Max Girard.*



*Todd Conforti (left) with Tech Chair Pete Hackenson.*



*Road America Registrar Scott Lynn (left) and Greg Turek.*



*Nancy and Jim Hopp enjoyed the buffet.*



*Lois Beach (left), just back from the Caribbean Cruise, talked about beaches while Lulu and Bruce Clay talked about snow.*



# Concours Scene

## Concours Corner Tires

by Kathy Golik, Allegheny Region  
(from RUNDSCHAU)

Do your tires look nice only from a distance? What about up close? Tires are often overlooked and their appearance can make or break the overall cosmetic appeal of your prized Porsche.

You will find an array of tire cleaning products with various claims at your favorite auto supply store. Many of these products consist of foam that is supposed to instantly penetrate and dissolve the grease, grime, and brake dust on your wheels and tires with little or no rubbing or scrubbing. Well, in my own experience, I have not found one brand that did what it was supposed to do. As a matter of fact, several I've tested made my tires look worse.

Most car enthusiasts have concluded that the safest and most effective way to clean tires is with soap, water, and a brush. Using dish detergent on tires often gives good results. Simple Green is another

multi-purpose product that works well with a plastic-bristled brush. I would suggest that a complete tire cleaning system would include dish soap, water, a spray bottle of Simple Green, a plastic brush, and a toothbrush. First, rinse the tire with water. Then dip the brush in the bucket and start scrubbing. Spray Simple Green on stains and stubborn spots and scrub some more. Rinse and repeat until the tire is clean. Use a toothbrush along the rim and in the tiny cracks next to lettering and within the tread. It is also a good idea to remove the wheels several times a year and clean the inside of the tires as well.

Now that your tires are clean, you will want to restore that deep black brand-new appearance. I strongly recommend the use of a tire dressing rather than tire black. Tire black does a good job of making bad tires look better, however, tire black is not a substitute for a thorough cleaning and application of a good tire dressing. Clean tires with an even application of tire dressing will provide for a clean,

crisp, more original look.

Apply tire dressing by dispensing onto a cloth and wiping the tire face. Spraying dressing directly on the tire will cause overspray onto the wheels and body. Use a soft-bristled brush to work dressing into the grooves on the side of the tire. Use the edge of the brush to spread dressing between the tire and the wheel. Allow the dressing to soak into the rubber before buffing. Be sure to complete the process by buffing any excess dressing with a clean towel. Neglecting this final step will make the tire appear glossy and greasy. Treat the backsides of your tires with dressing during your once- or twice-a-year thorough car cleaning. I would suggest that you let the dressing soak into the rubber for about an hour before removing any excess.

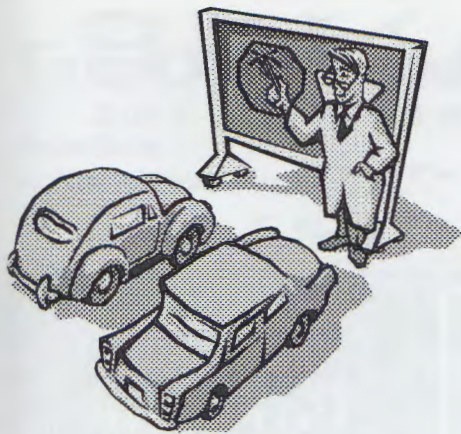
Take time to clean your tires properly. When cleaned properly, your tires will greatly enhance the cosmetic appearance of your Porsche.



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## SAFETY TECH SESSION

March 28, 1999

11:30 a.m. - 4:30 p.m.

### Northstar Motorsports

28144 W. Industrial Ave.  
Suite 108  
Barrington, IL  
847.304.5515

**\$5.00 per person**

Beer, Wine and Soda  
Hors d'oeuvres

## Countdown To The 1999 Track Season

### Featured Speakers:

**Helene Axelsson** Manager STAND 21 USA will present an in depth look at Safety Equipment at large. What makes protection and value. STAND 21 is the premiere provider to race teams world wide.

**John Ruther** Our host, Chicago Region Chief Driving Instructor, Road America Co-Coordinator, USRRC, SportsCar, Daytona, Sebring, and PCA Racer

**Other Experts** A number of other experts covering track, autocross, drivers' education and racing events and Porsche set-up will be on hand. Knowledge is the KEY and it is well shared within our PCA Chicago Region community.

The 1999 driving season is about to begin and it is important to make sure that both the car and the driver's equipment are up to the job. This tech session will provide drivers with important checklists of what equipment is mandatory and what is optional. We will discuss equipment expiration dates as well as what works, and what doesn't. In addition, we will discuss the 1999 Club Race rule changes and what they mean.

Two Porsche factory race cars will be on display to demonstrate what equipment the factory uses, as well as a complete discussion of drivers' personal safety equipment.

John Ruther's in-car videos will be shown.

Pre-registration for the Safety Tech Session is not required, but a call to Tech Coordinator Pete Hackenson would be appreciated so that we may give our hosts, John and Jeannie Ruther at Northstar Motorsports, a 'head count'.

Pete Hackenson: 630.655.1629 (before 9:30 p.m., please)

### Directions to Northstar Motorsports:

**From the East:** Route 22 West to Kelsey Rd., Left on Kelsey to Pepper Road (approx. 1/2 mile), Left on Pepper Road to Industrial Avenue, Left on Industrial, 2nd building on left.

-or-

**Route 14** (Northwest Highway) West to Pepper Road (approximately 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue, Right on Industrial, 2nd building on left.

-or-

**I-90 West** to Barrington Road Exit, Exit Barrington Road North, West on Rt. 14 (Northwest Highway) to Pepper Road (approx. 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue, Right on Industrial, 2nd building on left.

**From the North:** Rt. 59 South, to Rt. 14 (Northwest Highway) West to Pepper Road (approx. 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue, Right on Industrial, 2nd building on left.

**From the West:** I-90 East to Route 59, Exit Rt. 59 North, to Rt. 14 (Northwest Highway) West to Pepper Road (approximately 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue., Right on Industrial, 2nd building on left.

**From the South:** Rt. 59 North, to Rt. 14 (Northwest Highway) West to Pepper Road (approximately 3 miles West of Rt. 59), Right on Pepper Road to Industrial Avenue, Right on Industrial, 2nd building on left.



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Friday 9a - 6p   Saturday 9a - 5p

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Monday - Friday 7a - 6p



# From Our Members

## Reflections

by "Uncle" Frank Wagner

Winter has its moments. There is a fire in the fireplace, an excellent Clos Du Bois in a crystal wineglass next to me, and laying on his blanket on the floor, Rocky, my dog.

For sometime now I have been following Susan and Steve's adventures in PCA and reflecting. I remember purchasing my first PCA Porsche, exposure to PCA, the 'grassroots' motorsport events, the 'go fast' modifications, and the good times. Like Susan and Steve, my first PCA Porsche had to do it all: autocross, rallye, concours, road trips, dates, etc. You know, what Porsches are meant to do.

As time passed my mechanic told me I needed to purchase a six cylinder Porsche if I were to continue trying to play with the 'big boys'. He could only do so much with a 1750cc 912 engine in a 1963 tub. Eventually a 914.6 came into my life and was plated SIXER. That relationship lasted twenty-one years and hundreds upon thousands of miles.

We were all young, unmarried guys back then. Guys like Jim "Firm L.A.D." Sovik, Terry "the Bomber" Baumhardt, Joe "Fritz" Marcin, Mike "Hokey" Holzner, Rush Pond (he didn't have a nickname), and myself, "Uncle" Frank. We made up a group of drivers nicknamed "the Dirty Dozen" by Dan Gallagher and his "Scene" newsletter people.

I've spent the better part of twenty-six years pushing a Porsche through pylons, around corners, down back roads, or parked on grass with other equally shiny examples of four-wheel pleasure. SIXER and I ran motorsport events all around the Midwest: Road America, Blackhawk, Grattan, IRP, Michigan International, Mid-Ohio, Brainerd, Waterford Hills, and the high banked walls at the Ford Proving Grounds in Ionia, MI. We ran so many autocrosses, street circuits, and speedways I've lost

count. There are stories from each of those events.

Ever drive a high-banked oval that was so steep your 140 mph car wouldn't go over 120 mph because of the down force?

Ever get pulled over by the state police while running with a Porsche caravan cruising at 105 mph?

How about closing Siebkens bar at 2:00 am, then Doug takes "the Dozen" under his wing to show us what drinking 'really is all about'?

Ever see Omni Horizon four door so full of young people it looks like a circus act as it pulls into your motel parking lot? The back door opens briefly and one of your drivers falls out. (Don't worry Pete, I won't mention any names.) The car speeds away (all of them late for works at Siebkens). The driver picks himself up off the pavement and sorta stumbles to his room to get ready for the day's track events. Seems the hired help at Siebkens was always lonely. The sorry part of this is my eleven year old daughter, Kelly, likes going to Siebkens. I'll be watching.

Currently SIXER resides in New

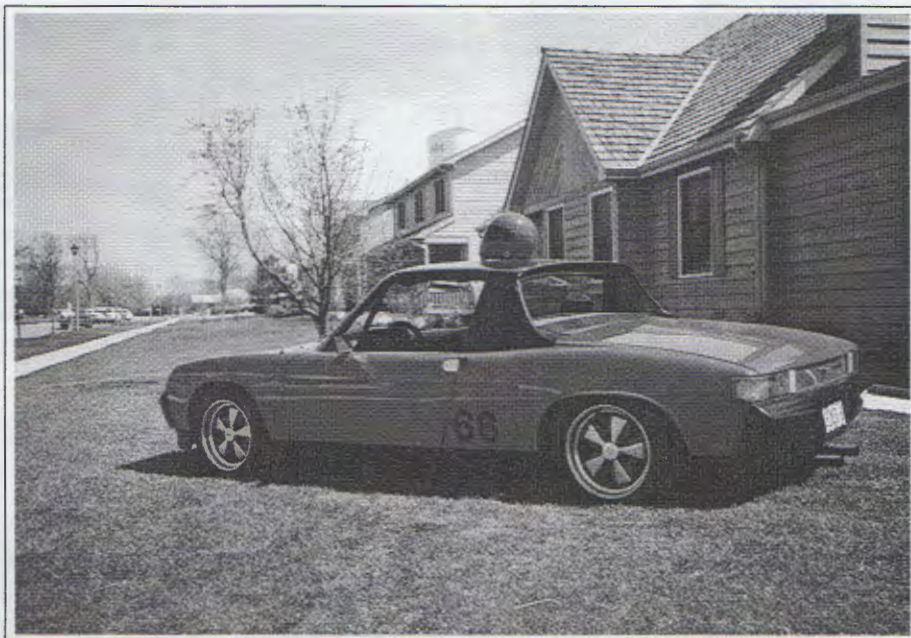
Jersey. The gentleman that bought him is keeping up the tradition of 'kicking ass' with him. Sometimes I miss him ... kind of like an ex-lover, or a great bottle of wine ... you're sorry, at times, it's over .

SIXER has been replaced with RNSPRT my '72 911 Coupe that sorta looks like an RS. With a modified 2.4 engine and sport exhaust, you can hear us coming. "Ya gotta love it!" Yeah, we still compete at times in motorsport events. Sure, we even do a concours here and there. But mostly, we blast the roadways, looking cool.

Reflecting on my time in PCA, I believe I realize how Dennis McCluggage feels writing articles for "AutoWeek": so many memories, so many RPMs, so many wheels turned in competition, so many friends, so many great cars and car people, so many great motorsport challenges. What a wonderful life for a gearhead like me.

As the James Taylor song goes, ... "the secret to life is enjoying the passing of time." Thank you PCA.

*to be continued ...*



*SIXER, the 914.6 ... a relationship that lasted 21 years.*

*Photo by "Uncle" Frank Wagner*



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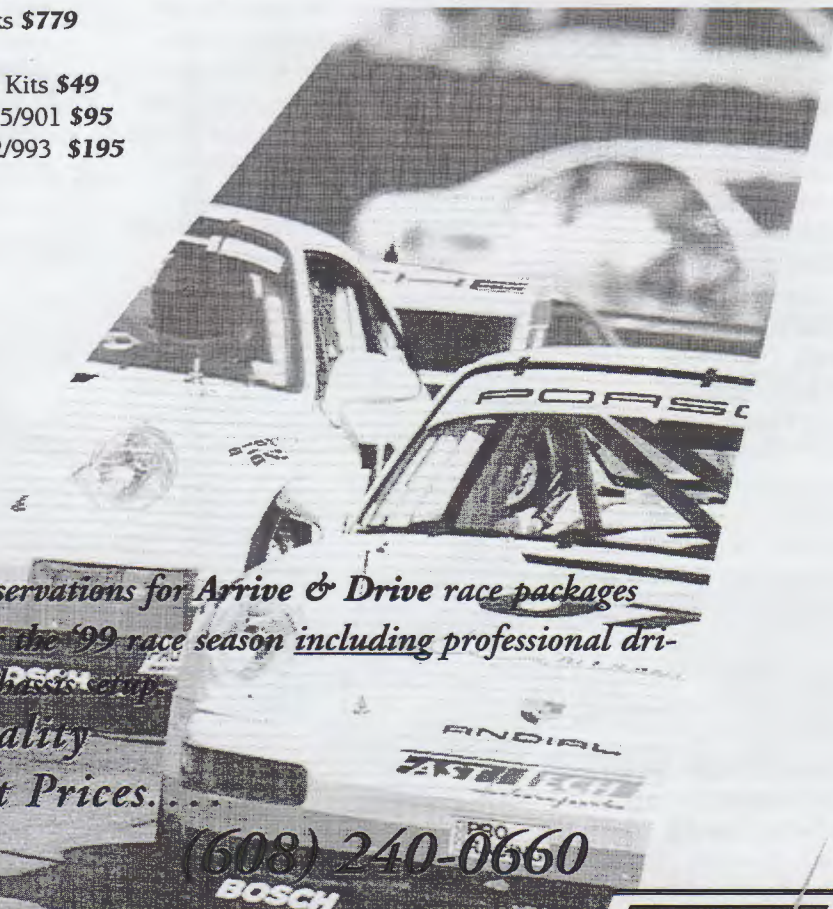
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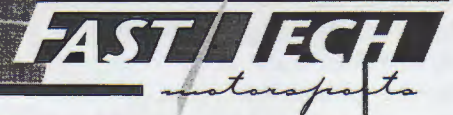


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Dinner Entrée choices: (includes tax and tip)

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Wienerschhnitzel	\$13.00	

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

Navigator \_\_\_\_\_  
 Member \_\_\_ Guest \_\_\_ Applicant \_\_\_

Car Model \_\_\_\_\_ Car Color \_\_\_\_\_ SOP Class \_\_\_\_\_

Beef Rouladen # \_\_\_\_\_ @\$13.00 \$ \_\_\_\_\_  
 Roast Pork # \_\_\_\_\_ @\$13.00 \$ \_\_\_\_\_  
 Wienerschhnitzel # \_\_\_\_\_ @\$13.00 \$ \_\_\_\_\_

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Chrysler LeBaron GTC	Mitsubishi Eclipse
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Dodge Shadow Turbo	Plymouth RS Sundance
Dodge Spirit R/T	Pontiac Grand AM Quad 4
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# Tech Scene

## Winter Performance Tires

by Larry Woscyna,  
Great Plains Region  
(from DER SKOONER)

As owners of performance cars and racers, we all know that it is the four tire contact patches which transfer accelerating, braking and cornering forces from the vehicle to the road surface. In summer and dry weather conditions, maximum rubber on the ground generally works best. However, in winter conditions, the picture changes radically. Winter driving conditions present cold temperatures, combined with ice and snow. These are not the optimum performance conditions for long wearing, hard rubber compound tires.

By design, all-season tires are a blend of various desirable tire traits designed to provide long wear, low noise, low rolling friction and acceptable performance characteristics over a wide range of conditions from hot summer, rain and wet to cold winter conditions. This "one-size fits all" is a compromise when you are looking for warm weather high performance or cold, blizzard, snow and ice capabilities. Even amongst winter tires, there are subtle design differences from heavily cleated mud and snow (M&S) designs and the latest softer rubber compounds, which provide high levels of traction in winter conditions. To make things even more challenging for designers of winter tires, winter driving conditions change fast from morning fresh snowfall, to slush at mid-day, and then icing conditions at night.

With the latest vehicle technology as ABS and traction control, these systems are still limited by the tires' ability to provide both longitudinal and lateral grip. So once again, the better grip your tire can provide, the more these systems will allow for stronger acceleration and shorter braking.

So what do you want to look for? For deep snow (which behaves

similar to mud), you want tires with large tread blocks or lugs. These will dig through the snow gaining a foothold in the snow or surface below. For lighter snow, ice or higher speed driving, you want a pattern where the tread blocks are closer together, with sipes or small grooves. Sipes provide an especially important function by filling with small amounts of snow and providing a binding action or traction against a snow surface. This style is often more applicable for winter conditions on streets and highways. Both of these styles are typically of softer rubber compounds, which will conform better and provide more bite in winter conditions.

In recent years, the latest technology is in special rubber compounds, which provide near studded-tire-performance without studs. This type of tire is now available from most of the large tire manufacturers with one of the most common being the Bridgestone Blizzak. One item to watch is, some manufacturers caution that their tires must be used on all four wheels to provide proper vehicle control.

As for sources, there are many, from your local full-service tire retailer to the mail order companies typically listed in PANORAMA and ROAD & TRACK. Several of the mail order sources have very descriptive catalogues describing in detail the performance and handling aspects of the various brands and models. Happy winter driving and remember, keep the shiny side up.

## Heel And Toe Adjustment For '77-'89 911's

by Steve Grosekemper,  
San Diego Region  
(from Windblown Witness)

One look through a Porsche magazine, and it seems that if you want to master the art of heel and toe, all you must do is send a check for \$100.00+ to one of several after-

market suppliers. For your \$100.00 you get some cool pieces of aluminum with some holes in them.

In actuality, all that is needed is a 10mm socket, a ratchet, 15mm wrench, and a handful of 6mm fender washers. When Porsche upgraded 911 brakes in 1977 to power assist, they made the brake rod adjustable. They did this so you could make pedal height adjustments to your own personal taste, and keep that \$100.00+ in your pocket.

Follow these simple steps, and all that will stand in the way of perfect heel and toe operation will be practice:

- 1 Remove drivers floor mat and carpet from car.
- 2 Remove 6mm nut and washers from bottom of pedal assembly board.
- 3 Remove pedal pads, then pop off pedal rod at top of gas pedal.
- 4 Pull up on bottom of pedal board and remove from car.
- 5 Loosen 15mm lock nut on each end of brake pedal rod and turn rod to desired pedal height, (about 50% of the distance between gas and brake pedals that you have now)
- 6 Tighten lock nuts on brake pedal rod, making sure the hyme joints do not bind.

Now that you have the brake pedal height correct, let's work on the gas pedal position. The goal here is to center the gas pedal between the brake and the center console, or wherever it feels best to you. The size of your foot is going to be the biggest factor here. To shift the gas pedal to the left or right just loosen the appropriate mounting screw at the base of the pedal and shim it up. I suggest leaving the pedal assembly board off and making a few test drive adjustments, before completing reassembly. And remember PRACTICE, PRACTICE, PRACTICE! GOOD LUCK



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**Congratulations** to Claude Reed and Rachel Schmidt on their Christmas engagement!

**Welcome To Our New Members In December 1998 And January 1999**

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1999 996

Dennis R. Radek  
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1986 930

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1985 911

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1999 996 Cab

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# Origin Of The Porsche Crest

## Yet Another Version

(adapted from P4)

Southeastern Michigan Region

**THE CREST:** In 1951 Porsche was finalizing plans for its move from the war time sanctuary of Gmund back to Stuttgart. Importers and agents selling his product made it clear that customers wanted some sort of trademark or badge to identify their vehicles, which until then, only carried the word "Porsche" on the body work. In 1952 Professor Porsche had devised the basic design of the crest. Folklore has it that he sketched it on a serviette during a luncheon. Whether true or not, it was Messrs. Lepper and Riemspiess of the publicity and design studios who carefully finalized the design.

There are three components: the family name, of course, is posi-

tioned at the top, while the other two components reflect Porsche's gratitude for the rebirth of the company in the Stuttgart area. The red and black bars with the antlers are from the arms of the State of Wurttemberg, and the horse is from the arms of Stuttgart, capital of Wurttemberg. The origins of Stuttgart developed from the royal patronage given in historical times to the area. A fine horse stud developed here. So (Stud Garden) Stutt Garten and Stuttgart.

The crest first appeared on a porsche in 1953, but was limited to the interior of the car - the horn button. It was not until 1957 that the crest joined the word Porsche on the front bonnet of the 356 coupe.

**THE COLOR:** Maroon or claret has appeared on the driver's hand-

books, service manuals, and official letterheads since 1951. The choice of color was due to necessity rather than any romantic design consideration. After the WWII colored inks were in very short supply and colored papers were only just being reintroduced. It was in this environment that the first handbooks were produced. To maintain an attractive design within the shortages of the period, blank ink and colored stock were chosen. The small printer Glauner happened to have some colored paper - maroon. It was a case of no alternatives. No one could imagine the precedent that this would set. Today all official stationary, driver's wallets, and even exterior color schemes of the new factory buildings in Stuttgart utilize bold stripes of these colors.

Porsche Family Name



Stuttgart city's official badge - formerly "Stud Garden" due to the Royal patronage of fine horse breeding.

The background shield of the Province of Wurttemberg in which Stuttgart is situated.



# Things To Look Forward To

## 1999 Blackhawk Farms Raceway Weekend Schedule

Date	Event
April 3 - 4	Test Days for Cars*
April 17 - 18	NSSCC-MWC Drivers' School/Races
April 23	Open Test Day*
April 24 - 25	BVR/Chicago SCCA Regional
May 1 - 2	PCA CR Drivers' Education
May 7	Open Test Day*
May 8 - 9	BVR SCCA National Race
May 15 - 16	LSCC-MWC Autocross/Races
May 29 - 30	GLSCC-MWC Autocross/Races
June 4	Open Test Day*
June 5 - 6	Milwaukee SCCA National
June 19 - 20	VSCDA Blackhawk Classic
June 26 - 27	MWC Drivers' School/Races
July 2	Open Test Day*
July 3 - 5	BVR SCCA Regional
July 17 - 18	MSSC-MWC Autocross/Races
August 7 - 8	FTR-MWC Autocross/Races
August 13	Open Test Day*
August 14 - 15	Milwaukee SCCA Regional
August 21 - 22	Badger BMW Autocross
September 4 - 5	Barber Racing School
September 11 - 12	Music Festival
September 18 - 19	LSCC-MWC Drivers' School/Races
October 2 - 3	SCCR-MWC Autocross/Races
October 9 - 10	PCA CR Octoberfest
October 16 - 17	MWC-Chicagoland The Loong Race
October 23 - 24	Vintage Car Play Day

\* Please contact Blackhawk Farms Raceway for details at  
815.389.3323 Fax: 815.389.2000  
[www.blackhawkfarms.com](http://www.blackhawkfarms.com)  
e-mail: [blackhawkraceway@wr.net](mailto:blackhawkraceway@wr.net)

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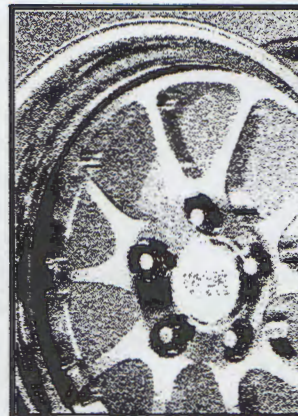
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## FOR SALE

### PORSCHEs

**1964 356SC Coupe** Electric sunroof. Attractive rust free example, condition 2. \$24,500 or possible trade for early 911 or '84-'89 911 Carrera. Todd Wetzel, 4646 N. Marine Drive, Chicago, IL 60640, 773.564.5172.  
**1970 911 Race Car** RSR bodywork (two sets), historic w/log book from 70's. 3.0 ltr. w/46 webers. Headers w/Supertraps. Case is boat-tailed w/Raceware studs & bolts. All inside casting seams ground smooth, heads ported & flowed. "Modified S grind" cams by Web-cam. 915 tranny w/Porsche limited slip & shortened gears. 930 brakes. Tilton duel master cylinder & assembly. Full Nascar "semi-tube" roll cage. Fuel cell. Carrera coil overs all corners. Two (2) sets wheels (9", 10", 11", 12" wide). 1980 lbs. wet before removing sun roof & tracking. Raced at Daytona 24 Hour in '81, PCA Club Raced in Class GT3R w/3 class 2nd's in '98. \$29,900. Dennis Howard, Baltimore, MD. RSA-mer@aol.com.  
**1973 911 Race/Street Car** RSR bodywork & suspension. 285hp. Big red

calipers. Quaife. BBS. Recaros. Coilovers. Autopower. Fuel safe. Tilton. 3.8RS wing. \$45,000. Phil Koepke, 12700 Lakeshore, Mequon, WI 53092. 414.243.9012.

**1978 911SC Coupe** Kashmir Beige. 100K mi. Very well maintained. Extensive records. \$9750. Sam Peltzman 773.702.7457 or e-mail: sam.peltzman@gsb.uchicago.edu  
**1979 911SC Targa** Rare Prussian blue w/red leather. 108K mi. #9119211783. Drives/performs/looks very good. Most work last 4 years by Midwest Eurosport. New tires/clutch/brakes/fuel injectors. Always garaged. Non-smoker. Car in Libertyville. \$14,000/OBO. Joe 708.987.5964.

**1982 911 SC Targa** Sapphire. Garage kept/summer car. 74K mi. Great orig. cond. Bilstein, Yokohama. \$16,500. Phil (day) 847.247.7976, (eve) 847.543.9502 or e-mail: pablocon@aol.com.

**1983 911SC Cabriolet** Burgundy/gray leather. 56,800 K mi. WPO#EA0915DS171125. Mint cond/always garaged/non-smoker. Comp. Records. Chain tensioner. No accidents. \$23,000. John Marozsan 847.735.0785 or e-mail: marozsaj@cch.com.

**1986 911 Turbo Coupe** Guards Red/black. 15K orig. mi. All orig. except CD player/amp/speakers. In last 2K mi., new tires/complete tune-up/valve adj./braided brake lines/battery/frt. & rr. hatch gas struts/volt reg. \$35,990. Tom. Lake Forest. (7-9 pm) 847.295.7807 or e-mail: Tfflint@Hewitt.com

**1986 911 Turbo** Red/tan. 50K mi. Exc. cond. New tires. Greg Tilley 847.304.0859.

**1986 911 Turbo** Black/blk w/tan carp. 48K mi. WPOJB0936GS050220. No sunroof or A/C. Kokeln inter-cooler, B&B headers, exhaust & oil cooler in 930S air dam, K-27, sport clutch & light flywheel, Dougherty roll bar, Sabelts, Recaro SRDs. 8.5x17 & 10x17 Fikses w/fresh BFG R1's. Hollow 22mm & 29mm torsion bars, 22mm vision adj. anti-roll bars. All work by Midwest Eurosport &

car can be seen there. \$40,000. John Kramer, 510 W. Wellington, #1-O, Chicago, IL 60657. 312.855.6232 or john.kramer@abnamro.com.  
**1987 911 Cabriolet** White/maroon leather. 38K mi. Turbo-look w/box rockers, rear brake vents, lowered. Stereo upgrade, K40 F/R radar, alarm, performance chip & exhaust. Sport seats. New tires/brake system/clutch/major service. Exc. condition. Garage/covered. \$32,500. Mike Origer, 1040 Bombay Way, Palatine, IL 60067. 847.359.5559.  
**1987 911 Carrera Targa** Garnet metallic/tan. 43K mi. All records. No snow/smoke. Major recent service prior to winter storage. Targa top redone inside/out. AC/recent in-dash CD. Inc. flannel cover/Tonneau top. \$27,500/OBO. Larry 847.940.7346 or e-mail: lfinder@enteract.com.

**1993 RS America 911** Dark blue. 24K mi. You know this "Retro RS". A/C & LSD. Lowered/rollbar/electric cutoff by Perfect Power. Colgan/magbra. Never raced/pro-rallied. Extra set of four (4) Cup wheels w/Comp T/A R-1's. Clean & fast/could be a contender. You, too, can go from "0" to hero for only \$39,750. Bruce Janeczek, Post & Rail Farms, Palos Park, IL 60464. (d) 703.354.1901, fax 708.354.1903 or (h) 708.361.8421.

**1993 Ruf RS America 911** Blk/blk. Converted/maintained by Perfect Power. All Ruf: 18" wheels/suede steering wheel/lowering kit/springs/shocks/sway bars/tower brace/front spoiler lip/short shift kit/intermediate muffler/trans & engine mounts/Brembo brake kit/lightweight flywheel & clutch. Alpine system. GPS alarm. Perfect cond. \$47,000/OBO. Fred Cohen (w) 847.679.4949 x119 or (h) 847.940.8266.

**1994 911 Speedster** Triple black. A/C. Cruise control/heated power leather seats. 13K mi. Never driven hard. One owner. Complete service record. Mobil 1, Kenwood Stereo/CD. \$54,000. Harvey Hensley (d) 608.342.1657, (h) 608.348.9287 or



e-mail: hensley@uwplatt.edu.

**1994 911 Turbo 3.6 Coupe Red/** Champagne leather. 6K mi. Like new. No accidents/smokers/racing. 18" speedlines/sunroof/bra/factory alarm - plus more. Final example of this classic body style. \$75,000.

Guenter Jennewein 847.215.7958.

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

**1985½ 944 Red/blk Porsche cloth** sport seats. Chip/lowered/Koni sport shocks. Orig. owner.

WPOAA0940FN453959. Sunroof/turbo wheels. Blaupunkt AM/FM cassette. New tires/wheel alignment/oil change/brakes/etc.

Great daily driver/perfect to get into Club Racing. Straight/no accidents. Asking \$6500/OBO. Nick Leicht (days) 815.943.1400 or (eve) 815.363.9479.

**1989 944S2 Blk/blk.** 79K mi. Clean. Non-smoker. Fresh rotors/tires. Lots of service records. \$12,500. Michael Ryan (w) 847.884.8949 or (h) 847.382.6227.

## OTHERS/PARTS

**1991 Mercedes-Benz 300 SE Desert** taupe metallic/crème beige leather. 66K mi. Exc. cond. throughout. Becker AM/FM cassette. Rare ASR traction. Passenger airbag/sunroof/new carpet mats/MBCC warranty. A wonderful car. Cyril C. Ling 309.663.7472 or 2815 Polo Rd., Bloomington, IL 61704

**Car Trailer Mfg. by Ideal Trailer Co.** Single axle, surge brakes. Exc. tires/cond. Presently trailering 912 Porsche. \$1,000/OBO. George LaCross 708.422.5212.

**Trailer Hitch** Reese load leveling hitch \$300. Jim Hopp (w) 630.801.7257, (h) 630.896.2569.

**Whale tail with lid** \$250. 150 mph speedometer \$100. Reasonable offer accepted. Lou Morabito 847.949.8131.

**16" Original Porsche Wheels** (set of four) with Bridgestone Potenza 205/55 & 225/50 tires w/approx.

10K mi. Wheels in exc. cond. \$650. Mike Corrao (w) 630.620.9050 or (h) 847.842.0704.

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

**Original Porsche Wheels** 16x7 forged 'flat' wheel from '86 928 with 205/55R16 Pirelli P210 snow tires w/less than 2,500 mi. \$1,000. Mike Rickey (w) 312.886.3037 or (h) 773.276.0244.

**BBS Wheels** 3 piece silver. 7J-16 & 8J-16 for 911 or 944. \$1200. U. Karl 847.426.3623.

**Tires BFGoodrich Comp. TA R1's** 2 205/55/ZR16 and 2 245/45/ZR16 set of 4 \$100. **Yokohama A008 RS's** 2 225/50/ZR16 \$50 each. 2 245/45/ZR16 \$60 each. Tim Wiese 847.223.1221

**Weltmeister Camber Strut Brace** Used one year. \$75. Nick Leicht (days) 815.943.1400 or (eve) 815.363.9479.

**Two (2) Porsche Black Leather Seats** Supple, 6-way pwr. Orig. Porsche price 7500. Perfect shape/will sacrifice at \$1800 for both. Fred Cohen (w) 847.679.4949 x119 or (h) 847.940.8266.

**911 Parts** '76S frt. & rr. bumpers \$100 /valances. Fog lights \$75. Tan door pockets. Later model black leather door panels \$100 and pockets \$250. Chrome door frames \$100 pair. Coupe rr. window & door windows. 935 frt bumper \$100. '67 911S frt. bumper \$100. Manual window regulators \$50. Doug Coup, 817 Acorn Dr., Sleepy Hollow, IL 60118. 847.426.8093. More parts at [dcoup@dnhmarketing.com](mailto:dcoup@dnhmarketing.com).

**911 Engine Parts** 2.2T engine \$700. 901 trans \$500. 2.7S pistons 50K mi. \$50 each. CIS system complete \$250. 2.7 oil cooler \$75. Oil pump \$75. Cam tower covers 2.7, Jacobs Ultra Coil \$50. NEW Bosch coil \$25. NEW Facet fuel pump \$50. Bill Shaw 817 Acorn Dr., Sleepy Hollow, IL 60118. 847.426.8093. More parts at [dcoup@dnhmarketing.com](mailto:dcoup@dnhmarketing.com).

**911/912 '65-'73 Parts** BFG Comp TA tires 225x55ZR16. Surprise boxes of

misc. 911/912 parts @ \$1.00 a lb. Other parts: inner fenders, doors, lids, 2.0, 2.2 & 2.4 engine & parts. **Escort radar detector.** Much more: engine, transaxle, body, interior, suspension, electric, etc. SASE for list/pricing or see WEB SITE at <http://members.aol.com/porschelvw>. Ricardo Gonzales, 8037 Lake Shore Dr., Gary, IN 46403-1339 or 219.939.9946.

**911 Body Parts** Take-offs from race car - all pieces should fit 911 bodies through 80's 911 Carrera. Fiberglass duck tail rear spoiler. Fiberglass 3.8 RS rear spoiler with vertical extenders. Fiberglass RSR style front spoilers for narrow body. Fiberglass RS style rear bumper. Fiberglass front fenders. Fabcar bolt in roll cage. Weltmeister rear sway bar. Best offer. Jerry Quebe 312.951.2662 or e-mail: [jquebe@chi.rtkl.com](mailto:jquebe@chi.rtkl.com).

**'89-'91 911C2/C4 Parts** Four (4) jack stands \$20. Electric stock leather driver's seat linen color \$1000 (new \$6K). Unused stock inflatable spare tire \$200. Blk Simpson 5 point drivers' harness \$50. Floor mats/side pockets/rear seat pads/safety belts \$150. Orig. Porsche 7 spoke wheels two (2) 6x16s & two (2) 8x16s \$350. Orig. springs/shocks/sway bars for '90 C-4. Assorted books, oil, waxes, polishes all new. Jerry Cohen (eve) 847.635.4279.

**Parts** New set of Mintex brake pads for '79-89 911 Turbo/944 Turbo \$75. Intercooler from '86 930 \$200. New copy of **Porsche 911 - Forever Young** by Aichele \$45. Black air dam w/rubber lower lip from '86 930 \$350. Buyer pays shipping. John Kramer 312.855.6232 or e-mail: [john.kramer@abnamro.com](mailto:john.kramer@abnamro.com).

**930S Wheels & Parts.** '88 factory set 7x16 & 9x16 Fuchs. Frt. spoiler/valance. Pair 6x16 Fuchs. All exc. cond. Reasonable/best offer. Paul (w) 847.821.2686, (h) 847.949.8540, e-mail: [ptravlos@interaccess.com](mailto:ptravlos@interaccess.com). **2.7 "7R" case** All work completed by Jerry Woods Enterprises Feb. '98: Resurface, line bore, case savers, anti-shuffle pins, clearance case for C2 oil pump. Sell at my cost, Case \$1560. **New C2 oil pump and drive** \$735.00. Base for perfect RS engine. Mike Southard 847.294.3689.



**The Mart ...**

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

944 Parts 944 front Koni Gas sports struts KO-1136LS & KO-1136RS fits 944 '85-'89 and 944 Turbo '86-'88.

Also 200 lb. frt. springs for same application. Automotion list for setup is \$919.96. Will sell for \$600.

Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve)

630.529.0911 (before 9 pm).

944 Parts Harness Bars: Stable Energies \$150, Brey-Krause \$250.

Water pump ('83-'85) #10602109

\$125. Jim Hopp (w) 630.801.7257,

(h) 630.896.2569.

**WANTED**

**PARTS/MISC.**

1987-88 924S 5 speed. Prefer documented car with reasonable mileage.

Must be close to mint/close to stock as possible. Prefer Diamond Blue

(Special Edition) but will consider

all. John Diwik (w) 312.986.6533

or (h) 630.904.9915.

1986-89 944 Sold 911 and nature

abhors a vacuum. Will provide good home in spare garage to your

well maintained 944. Keep this under your hat ... maybe if I play

this just right Tena will never know bought another one. Ed Russ (days)

312.701.6004, (eve) 847.835.9119.

'74 914 2.0L Parts Stainless steel heat

exchangers. Tube between heat

exchanger and flapper box. Newer Koni, Bilstein or KYB shocks. Rear 140# springs. Tach. Front drivers'-side black carpet. Porsche after-market mats. Push rod tubes and seals - complete set. Fuch alloy center piece. Harness bar and other performance parts. Also: good used trans for '86 VW Jetta GLI. Jim Meyer (w) 630.355.7404. (h) 630.357.5412, (fax) 630.355..8033 or e-mail: M451@aol.com.

Targa Seals Would like to receive a recommendation for someone to replace the Targa seals on our '80 911. Would like to hear from member who can vouch for successfully performed work. Scott Sheffer, 524 S. Highland Ave., Arlington Heights, IL 60005 or e-mail: sheffer@home.com

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## Oversteer ...

(Continued from page 46)

farm girl in a hayloft. Our shoulders touching and the smell of plumeria radiating from her glowing skin, I reach out and take her smooth hand and place it on the gearshift between us. With my hand on hers, and the throbbing engine behind us rising as the Porsche accelerates, I guide her through the gears. Gently, firmly, the stick shift vibrating beneath us.

"Shifting Gears Can Be A Pleasure"

"Ooooh," she coos, "I like that."

... Man, woman, machine ...

We are on our way to a romantic alpine weekend, skis on the rack above the engine grille, luggage strapped to the shelf just behind us, and climbing, winding road ahead of us. Through switchbacks and mountain passes we see panoramas of snow capped peaks and alpine valleys. Great piles of embanked snow lie on either side of our highway where the plows have pushed them. Laughing, she lowers her window, leans out, and catches a snowflake on her tongue as her hair dances on the rushing wind. Other travelers, in dull and clumsy cars, give the 356 approving looks and her, admiring glances. An oncoming Porsche headlights "hello" and I push the big crested button in the center of the steering wheel to answer back.

"Do you know them?" she asks.

"No," I say, "but the cars know each other."

The tough little 1600 Super growls willingly upgrade, and sings its heart out on the flats. Downhill we slip it into neutral and coast, or downshift and ease out the clutch to slow the coupe. The pedals are slack-free, tight and responsive, and the shifter moves with slippery smoothness. Each bump in the road is met with a quick, taut reply from the suspension; bushings, bearings, torsion bars and shocks all alive and full of promise. A twist of the heater knob eases the flow of hot air, as our spirits keep us warm.

We will ski, of course, and skate, perhaps, or simply walk hand in hand through whitening woods. There will be dinners in the restaurants, bustling with the energy of weekend skiers, and shopping for the latest in ultra modern

1959 ski wear. From the windows of the shops we'll occasionally catch sight of the little coupe, parked low beside the curb, and as we return to it we'll brush the snow aside, swing open the doors and climb down shivering into it's interior. "Type 356 - The Car Women Sigh Over"

When night comes, we'll drive back to the hotel to retire to the rugged, rustic insides of our chalet to warm ourselves by the fire with wine and each other, while the snow continues to fall on the darkened other side of frosty windows. And outside in the cold mountain air, still, silent and sleeping,

the Porsche's shape will slowly soften as the snow steadily obscures the car's distinctive curves.

As I trudge across the lot in my workboots, lunchpail in hand, I pause for a moment to turn and look back through the snowfall at the parked car. The tire tracks and the windshield are already snowing over, but in the briefest, fleeting heartbeat of a moment I'm sure I saw her, there, on the passenger side, wink and blow me a kiss.

\* aka Mike O'Meara

### In the March Chicago Scene ...

Social Event - April 18th

Autocross Drivers' School - April 25th

Blackhawk Drivers' Ed - May 1st & 2nd

Concours I - May 16th

Autocross I - May 23rd

Road America Drivers' Ed - May 29th - 31st

Rallye II - June 6th

GingerMan Drivers' Ed - June 12th - 13th

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# Oversteer

## Snow Curves

by Don Miguel de la Carrera  
Panamerica y los Autos  
Muy Rapido\*

The snow clung to the curves of the coupe like a snug sweater on a movie star. Over the wide swollen fenders, down into the twin valleys and up across the gently rising slope of the hood, ruby red became ermine. Enormous, delicate flakes fell fast and full through shafts of low angled December sunlight and covered the pavement with a thin white blanket only moments after the plow's passing. In a snowy dance of falling, landing and covering, the open fields to the west of the highway stretched to the distance in deepening softness. What once was drab, bare, cold and harsh now was somehow warmer and more festive, as if November's gray and cloudy anticipation of the coming winter was much worse than its actual arrival.

The cockpit of the car was warm and cozy. The aroma of leather and wool rose with the heat pouring out of the openings low in the door sills. Deep under the dash, the wiper motor whirred away as the rhythmic swipe of blades on the small windshield cleared a continuous succession of six-sided crystal displays. And as if in harmony with this magic, like God's grand theme music, a Mozart symphony, stately, serene and heartfelt, filled my little cabin as it accompanied my morning winter drive.

I was on my way to work when the sudden snow stormed in, and rather than dismaying me with thoughts of slipping and sliding cars careening into me, I was enchanted by the unexpected scene of wonder, the silent steady fall of huge, heavy flakes. I hadn't intended to drive

in snow. It was a 'good weather' car. An 'only in the summer one season' car. A driver, for sure, not perfect, but there was no need to hurry its inevitable decline by driving it in snow in the Great (salt) Lakes. It hadn't been in snow with me before, so it was a new and unfamiliar experience.

"Mmmm," I hummed to myself, "I like this."

We drivers of older cars miss out on such scenes. At the first sign of bad weather the cars run for cover and leave us to fend for ourselves with less exciting, sometimes embarrassing winter cars. The rich guys with newer galvanized cars get to drive them all year long, and their cars become trusted friends, workmates on whom they can rely through fair weather and foul. The only times the old cars were ever in bad weather was when they were new, in their early years, in their prime, when they were expected to travel the tough road as well as the clear, dry highway.

"What that must have been like," I thought, "to own this car when it was new, to order it in these colors and options, to wait impatiently for it's construction, to pick it up at the factory, tour the Autobahn, motor through the Black Forest, to have it as my only car and yes, to drive it year 'round through thick and thin, weather or not."

I became lost in my musing, picturing myself framed in scenes from the black and white and faded color sales brochures I'd seen from that era, with the men in baggy trousers and fedoras and the women in dresses, scarves, gloves and cashmere. I saw the shiny little low slung cars in rural settings with mountain lakes in the background and women in summer dresses caressing a fender desirously. And I thought of the peculiar ad slogans from that era: "Porsche - The car not only for today, but for the day after tomorrow."

It was many days after those tomorrows, but as I drove in this frame of mind I tried to imagine

things as if it was just the day after that long ago tomorrow. Looking out my car windows in this winter light, what was dull now glistened, and what wasn't, seemed to be. I was searching for an off ramp from this my daily drive, the way to work, the well-trod trail. I was searching for an on ramp to the imagination, and there it was! Disappearing into an imaginary forest of trees was a two lane blacktop, narrow, curved, and beckoning. A signpost in German and an open road for the taking. "To Possess His Dream Is Man's Desire."

I took it, or rather, was taken.

*No longer in the flat heartland of America, cornfields and strip malls, parking lots and stoplights, I imagined myself driving in the Austrian Alps. It was 1959, Eisenhower was president, Europe was rebuilding itself from the ruins of a terrible conflict, Miles Davis' Kind of Blue was shaking the jazz world, the Sox had won the pennant, and the 356 was no longer a well preserved rarity but brand new, just weeks out of the factory. The paint was fresh, the chrome of the door frames, the bumper uprights, the headlight rings and grab handles gleamed in their newness, and so too the rings around the black and green instrument dials, glowing in soft fluorescence. In the glove box (under the gloves) lay the owner's manual and the service booklet, freshly stamped on the 1,000 kilometer page. The paint on the dash, numbers on the radio dial, the headliner, the woolen hounds-tooth carpet all shone clean and smelled new. The supple black leather upholstery bulged against its seams, full of horsehair stuffing and fresh foam padding, and both the seats were firm and supportive. Gone was that sagging dip in the middle of the driver's cushion, gone too were the scratches on the windows and the haze in the rear view mirror. Each tiny screw, each stitch of thread, each knob, nook and cranny was clean, gleamed, and sang of new life, purpose, and vitality.*

*And the seat beside me was no longer empty. She was there, with her happy eyes and that laugh like a*

(Continued on page 45)





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