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CHICAGO REGION



# Chicago Scene

NOVEMBER 1999





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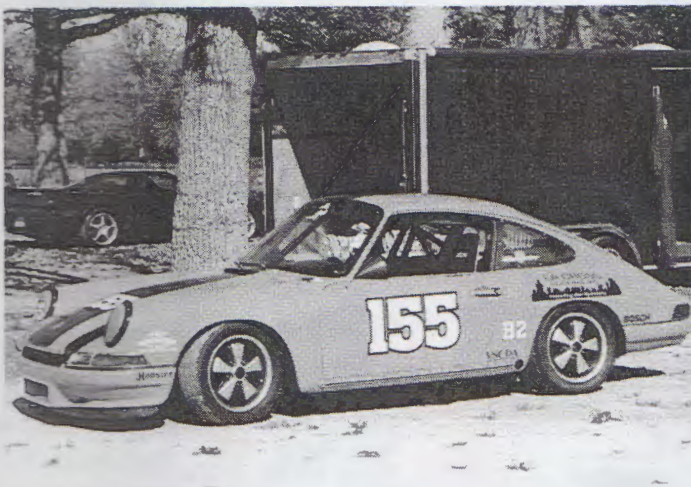
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*Cover Photo: Octoberfest Weekend 1999, under the trees near turn 5, the 1967 912 owner by George LaCross, Jr. and driven that weekend by George, Jr. and his dad, George, Sr.*

*Photo by Susan Shire*

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# Briefly Brenkus

by Susan Brenkus, President

The last Sunday in September brought us to a new autocross site and our last region autocross event for 1999. The MGA Proving Grounds near Burlington, Wisconsin was a great site. Lots of asphalt gave Jeff Girard and Mike Gray plenty of area to lay it out. They decided to go with a mini-Road America replica that proved to be quite a challenge for a number of us. Unfortunately, the high winds wreaked havoc on the timing and scoring equipment, blowing over the start and finish lights numerous times before ingenuity won out and we timed the old-fashioned way, with stop watches. We gathered up volunteers, put them on scooters between start and finish, and relayed times to the T&S trailer (aka the Turek's trailer) throughout the day. Thanks to all who hung in with us to get through the day. Thanks also to Jeff Girard and Mike and Cori Gray for organizing the event for us.

The weekend after the autocross, a contingent of Chicago Region club racers headed off to Indianapolis Raceway Park (IRP). This was a new track for Nick and me. With the kind assistance of our friend Gary Knoblauch, I drove the sprint race in Gary's car, and Nick co-drove the enduro with Gary. Greg Turek, Chris Inglot, Glenn Sapa, John Bonnett, Gary Boss, Jerry Quebe, Bo Kroczek and Claude Reed were some of our other Chicago Region friends who attended. IRP is an interesting track; you don't use a lot of brakes at this track. Turn one is a very high speed turn (4<sup>th</sup> or 5<sup>th</sup> gear depending on your car), turns 2-5 take you onto the back straight of the track, turns 6-11 take you through what first time around we all thought was an drive-in movie theater parking lot, hooking you up to the carousel which is turn 12, and turns 13-15 bring you out onto the drag strip. Event Chair Steve Lynn kept cautioning us all weekend

about the front drag strip in the rain with some very descriptive language. Lucky for me, my race was over before the rain. Unfortunately the fast guys in GT1-4 didn't have the same luck.

The next day brought us to the 90 minute enduro. Gary and Nick wanted me to drive, but a bad cold that took me from the race car to the backseat of the Expedition for numerous naps finally got to me,

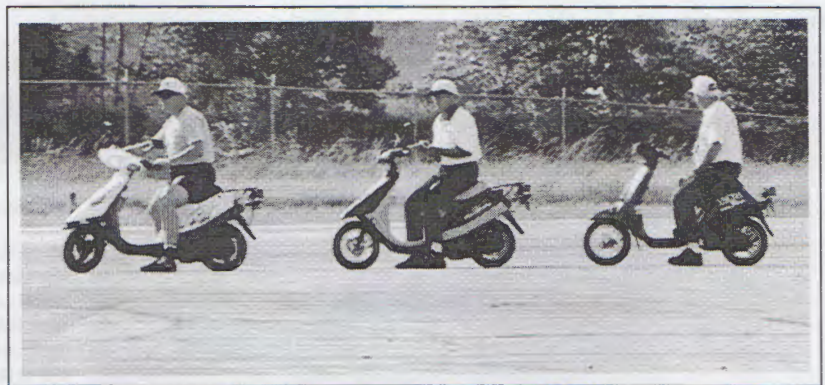
and I decided to drop out. Greg Turek and Chris Inglot became the Knoblauch/Brenkus team pit crew along with help from Midwest Eurosport on the refueling. It was a great weekend, and we're looking forward to heading back there again next year.

While we were away in Indianapolis I understand the Shire/Rashbaum rallye, while a bit soggy, was a great time. Nick and I pre-ran



*Susan and Nick Brenkus enjoying the post River Run Rallye party*

*Photo by Steve Rashbaum*



*The scooter brigade at the MGA Autocross lined up ... timing the old-fashioned way, with stop watches - Chris Inglot (left), Pete Hackenson, and Lee Lichtenstein.*

*Photo by Rich Grotmeyer*



## Briefly ...

the rallye and Susan and Steve found some really great roads, including the infamous "Shireland" road (Dietrich Rd.). I think that next year this road should be required on every Chicago Region rallye. In order to find out how great it is, you'll have to come out to a rallye in 2000. Thanks to Susan and Steve for putting on this rallye. I know you've heard me say it many times, but putting on a rallye is one of the most time consuming activities you can volunteer for, and we are fortunate to have so many in the Chicago Region who continue to put on these great events for our enjoyment.

October 9-10 was the last Blackhawk event of the year. While Saturday started out with some pretty dense fog that finally lifted around 11:00, the rest of the weekend was blessed with great weather. This has become a great ending to the region's driving activities. Thanks to Dan and Peggy Gallagher and all who help them to put on our Blackhawk events. The Octoberfest has become another great tradition in the Chicago Region.

This year is really winding down now. All that's left by the time you read this is the Tech Session at Napleton Porsche, brunch at the California Café, and our annual dinner dance, this year to be held at the Skokie Country Club. Hard to believe 1999 is almost over. Thanks to everyone who has made this another fantastic year for the region.

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# Current Calendar Of Events

# Upcoming Events

2000 Calendar is in the planning stage

\* Event Announcements are in this issue of the **Chicago Scene**.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5 Board Meeting	6
7 Tech Session	8	9	10 Scene Deadline	11	12	13 <small>Club Race/Carolinas</small>
14 California Café Brunch <small>Club Race/Carolinas</small>	15	16	17	18	19	20
21 <small>Club Race/Willow Springs</small>	22	23	24	25  Thanksgiv-	26	27 <small>Club Race/Willow Springs</small>
28 <small>Club Race/Willow Springs</small>	29	30	<b>November 1999</b>			

December 1999			1	2	3 Happy Hanukkah! 	4 Dinner Dance <small>Club Race/Roebling Road</small>
5 <small>Club Race/Roebling Road</small>	6	7	8	9	10 Scene Deadline	11
12 <small>Club Race/Roebling Road</small>	13	14	15	16	17	18
19	20	21	22	23	24	25 Merry Christmas! 
26	27	28	29	30	31 New Year's Eve Party at Siebkens	<b>Happy 2000!!</b>

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All travel arrangements will be handled by **Fast Lane Travel, Inc.** and will include Business Class airline reservations, 1st Class hotel accommodations, most transfers and meals, as well as travel between destinations by Porsche Fest Motor Coach.

For more information on past Porsche Fest Itineraries please see the January 1999 Chicago Scene article "Festing In The Fast Lane" or the Fast Lane Travel, Inc. web site at: <http://fastlanetravel.com>.

\*\$12,000 value ~ No cash redemption ~ Trip must be taken in 2000 and booked with Fast Lane Travel, Inc. ~ Passports are the responsibility of the winner ~ All applicable sales taxes (not covered by Fast Lane Travel, Inc.) and IRS assessments are the sole responsibility of the winner.

\*\*Final itinerary pending



Raffle Ticket Sale Ends  
Dec. 4th at 6:45 pm

The Porsche Fest Trip Winner will be selected by random drawing on December 4, 1999 at the PCA Chicago Region Annual Dinner Dance. The Winner need not be present.

Please make checks payable to **PCA Chicago Region Charity**

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For more information, contact Susan Shire at 847.674.2285 (before 9:00 pm please) or by e-mail: [ChiScene@aol.com](mailto:ChiScene@aol.com). The PCA Chicago Region reserves the right to cancel the raffle at any time by notification and full refund.

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# PRESS RELEASE

October 12, 1999

## Chicago Region Member George Biskup Wins World Challenge Rookie of the Year Award

- Third Place in Overall Championship Point Standings
- Clinches Manufacturer's Award for Porsche
- Fourth Podium Finish of the Season

George Biskup, of Naperville, IL, drove his Porsche 911 RSR 3.8 race car to a second place finish in the 10th round season finale at Laguna Seca Raceway on Saturday, October 9, 1999. Biskup started fourth and repeatedly swapped the lead with John Heinricy before the checker flag flew with Biskup finishing second, only 0.833 seconds out of first.

In addition to his fourth place podium finish of the year, Biskup also won the Red Line Oil Rookie of the Year Award, third place in the Overall Championship point race, and clinched the Manufacturers' Award for Porsche. Chevrolet finished in second place, only six points behind Porsche.



Biskup drove his rare, Porsche 911 RSR 3.8 factory built race car in the 10 race season. This 1998 Porsche was one of the last factory-built air cooled Porsche race cars to be delivered to the United States. It is one of only 30 made in the world.

The World Challenge GT Series is a professional racing series composed of 10 sprint races held at premier road racing venues and street courses across the United States and Canada. It fields production based cars such as Porsche 911, Chevrolet Corvette, Dodge Viper, Ford Mustang, BMW M3, Toyota Supra, and the Acura NSX. The races are televised nationally on Fox Sports Net and Speedvision.



### Biskup's Spectacular 1999 Rookie Season:

Starts	10
Second Place	2
Third Place	2
Top 5	6
Top 10	8



# George Biskup

reviews his bid for the

## Speedvision GT World Cup Challenge

George first honed his driving skills at our Chicago Region Drivers' Ed events. He has some great stories about how he started running IMSA in a Mustang Cobra and taking delivery of a new RSR to battle with in a 9 race professional series.

- His Trials and Tribulations
- How he Started & How he Finished
- Examine his Factory 911 RSR

and additionally we have scheduled some Practical Education

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Graham Swidenbank, General Manager

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# River Run Rallye

by Sharon Gregor and Steve Olson

"Just a pretty little State Park to drive through ..." Jack's critique of an early and very short leg pretty much summed up the entire River Run Rallye on September 18th. The landscape and weather were beautiful, the route challenging and the post-Rallye dinner at the Diamond Joe Casino in Dubuque excellent.

Everyone should have known Rallyemaster Jack Stephensen's route instructions would be clever and contain trap situations for the unwary. When Jack parenthetically admonished navigators to "watch homes along both sides of Stephenson next two miles," we should have realized just how devious he could get. The trap was not to convince us to ignore roads "incorrectly named" Stephenson, but to recall that the general instructions made route instructions in parenthesis permissive and not mandatory.

As the Rallye progressed, the scenery became more and more beautiful. The northwest corner of Illinois contains some absolutely exquisite views long the Mississippi River Valley. Of course, all that beauty could easily distract both driver and navigator from the task at hand - paying attention to the interplay of Route Instructions, Special Instructions and Main Road Rules. One example was an "ONTO

Main" instruction. After we turned onto Main, it T'ed with another street, which just by sheer coincidence was also called "Main". After encountering Stephenson Street again and again, all we needed was to be bedeviled with one Main after another. We luckily recalled the "Right at T" Main Road Rule had a higher priority than the "Onto", so we turned and rewarded ourselves with a great cheeseburger during the lunch transit zone break.

Back on the course, we again

faced beautiful scenery and challenging instructions. Luckily, we guessed correctly that instructions in process must be completed, unless cancelled by a checkpoint slip. One of the checkpoints was in the middle of an instruction that told us to "CAST 46 at double arrow watch view on right next 4.2 miles". Well, the view on the right was great. However, after about a mile, the checkpoint came up. What to do? Go on to the next instruction or complete the distance of the existing



Rallyemaster Jack Stephensen (center, in hat) with the first time rallyists (from left) Bill and Lee Ann Stinchcomb, Jim Gierke, Lauren Pichler, Zo O'Bradovich, (Jack), Andy Discher, and Leah Nelson and Gary Busse.



Sharon Gregor and Steve Olson



Brent Earl (left) and Navigator Dan Misiara



## River Run Rallye ...

instruction. We chose the latter and diligently ignored the first right we came to, since it came up before the 4.2 mile distance had elapsed. The second right was the correct one, just a little further up ahead. Another little trap situation manufactured by our illustrious Rallyemaster.

The next leg had an interesting old bridge just after the checkpoint. When the instruction said "Pause 0.25 minutes at 3-Ton," I immediately started adding up the weight of car, driver and navigator. Figuring even Jack wouldn't be that devious, we cautiously proceeded across the old bridge (and made it with pounds to spare).

Of course, Jack's route instructions had to include the old sign

hidden by a tree trap. Those fortunate enough to see it (which we did, just at the last moment) were treated to a great trip to Chestnut Mountain. The view of the Mississippi River at the ski lodge was spectacular. Upon leaving, we were reminded of the general instruction that one should not travel further than 10 miles between two instructions. It seemed an eternity to find the "Deaf Child" sign and then take a right at T after the stone mailbox post (actually it was "only" 6 miles, it just seemed like forever).

After a route instruction to take a right on "Stagecoach Trail" (the general instructions said spelling must be exact, but this was a typo error and not a trap), rallyists encountered a set of alternative instructions that left everyone

entering the checkpoint from the wrong direction! It is a very unsettling feeling to be waving to the checkpoint workers from the end of the checkpoint where the out-marker is located. Everyone became intimately familiar with the humbling requirement of adding 500 points to their scores for entering a checkpoint the wrong way.

For our part, we humbled ourselves even more by failing to turn around and stop at the checkpoint! Even though we were close to the finish, this effectively took us out of the Rallye (the first we have failed to finish). Afterwards, the brutal irony sunk in when we were asked by Steve Rashbaum (who did not know the full story of our adventure) to write this article. Lesson learned: keep going and don't forget the



Art and Janet Kardatzke



Chris and Heather Diedrich



Rod Anthony



Some of the top finishers with Rallyemaster Jack Stephensen (back row, right)



general instructions (which require you to always stop at a checkpoint, even if you enter it backwards), because a lot of other participants could be making the same mistake.

The Rallye concluded with a jaunt over the Mississippi into Dubuque, where everyone proceeded to the Diamond Joe Casino. It was a perfect setting to conclude a challenging rallye on a beautiful September day. Rallyemaster Jack Stephensen did a great job in laying out a superb route through magnificent terrain. The team of checkpoint officials he assembled also deserve a "thank you" for the job they did. All in all, the River Run Rallye exemplified everything that makes rallying so much fun.

*Photos by Steve Rashbaum*

## RIVER RUN RALLYE OFFICIAL RESULTS

Place	Driver	Navigator	Car	Points	Novice
1	David O'Bryan	Heather O'Bryan	911	1776	
2	Lee Lichtenstein	Chuck Bittman	968	1832	
3	Tom Harwood	Phylis Harwood	911	1961	
4	Steve Rashbaum	Susan Shire	Boxster	2477	
5	Dan Gallagher	Peggy Gallagher	993	2531	
6	Pete Hackenson	Mel Wostoupal	911	2829	
7	Brent Earl	Dan Misiora	951	2913	
8	Nick Brenkus	Sue Brenkus	996	2923	
9	Kevin Schilling	Anna DeOcampo	911	3049	
10	Rod Anthony	Jeff Whiteman	911	3123	
11	Sharif Nijim	Faris Nijim	911	3318	
12	Ed Barnicle	Gayle Timbers	911	4090	
13	Ken Pesavento	Nikki Kroll	911	4297	
14	Chris Diedrich	Heather Diedrich	914	5869	
15	Andy Disher	Keith Clark	944T	6163	
16	Arthur Kardatzke	Janet Kardatzke	Boxster	8850	
17	Lauren Pichler	Jim Gierke	911	9100	yes
18	Joe Holler	Mallorie Holler	996	9600	
19	Michelle Stahman-Holer	Joey Holler	993	9600	
20	Bill Stinchcomb	Lee Ann Stinchcomb	944	9600	yes
21	Stephen Olson	Sharon Gregor	944		
22	Gary Busse	Leah Nelson	911		yes
23	Roger Horn	Zo O'Bradavich	Boxster		

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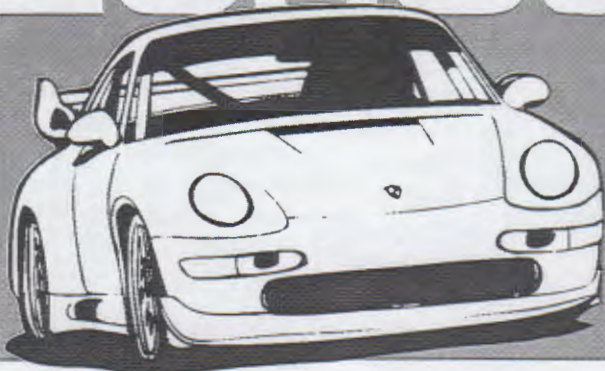
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## Brunch at California Café

... Woodfield Mall ... that's where it's at! Join us for cocktails and hors d'oeuvres at **11:00 am** in the Sonoma Room on **Sunday, November 14th**. The brunch begins at 12:00 Noon with your choice of a brunch special from a Porsche Club menu.

Opened in April 1998 at the south end of Woodfield Mall, California Café provides a wide range of fresh seasonal cuisine, white tablecloth service and premium California wines, all in a casually elegant setting.

California Café has gone to great lengths to secure the best of the Golden State wines. An offering of 150-170 bottled wines are available ranging from \$20-\$100 and approximately a dozen wines by the glass are available at \$4.50-\$9.00

Valet parking is available at curbside outside the main entrance to California Café.

### Brunch Specialties

Served with fresh Homemade Breakfast Breads

- Blueberry Cream Cheese Stuffed French Toast, warm berry syrup, smoked bacon
- Classic Eggs Benedict, poached eggs, Canadian bacon, hollandaise
- Main Lobster Crab Scramble, scallions, tomatoes, mascarpone cheese
- Peppered Filet Mignon, jumbo asparagus, romaine hearts, blue cheese dressing, shaved red onion
- Café Omelets, chicken, spinach, Portobello mushrooms, provolone, over dried tomatoes
- Spinach, endive, smoked duck, raspberry vinaigrette, walnut pralines, goat cheese croutons

### Dessert

- Coconut Rice Pudding
- Fresh fruit, macadamia brittle, mango coulee
- Fudge Brownie Tiramisu
- Mascarpone cheese, fresh whipped cream

**\$ 20.00 per person**

**Reservation Deadline: Wednesday, November 10th**



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Name		@ \$ 20.00
Name		@ \$ 20.00
Name		@ \$ 20.00
Name	Total attending	Total enclosed \$ _____

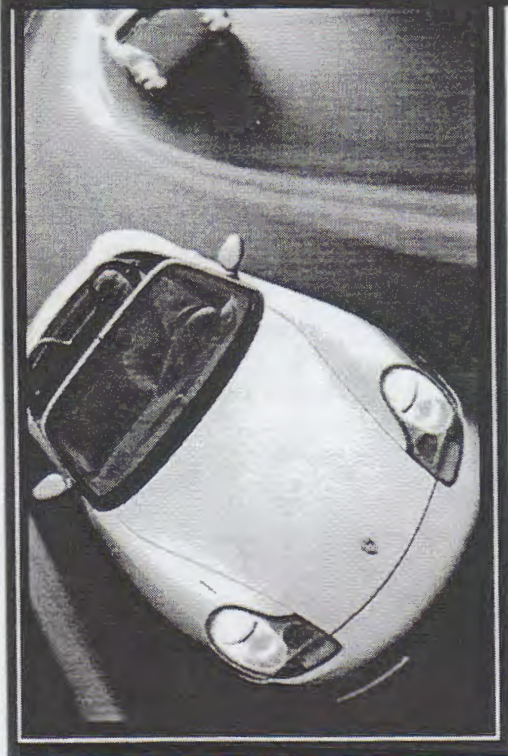
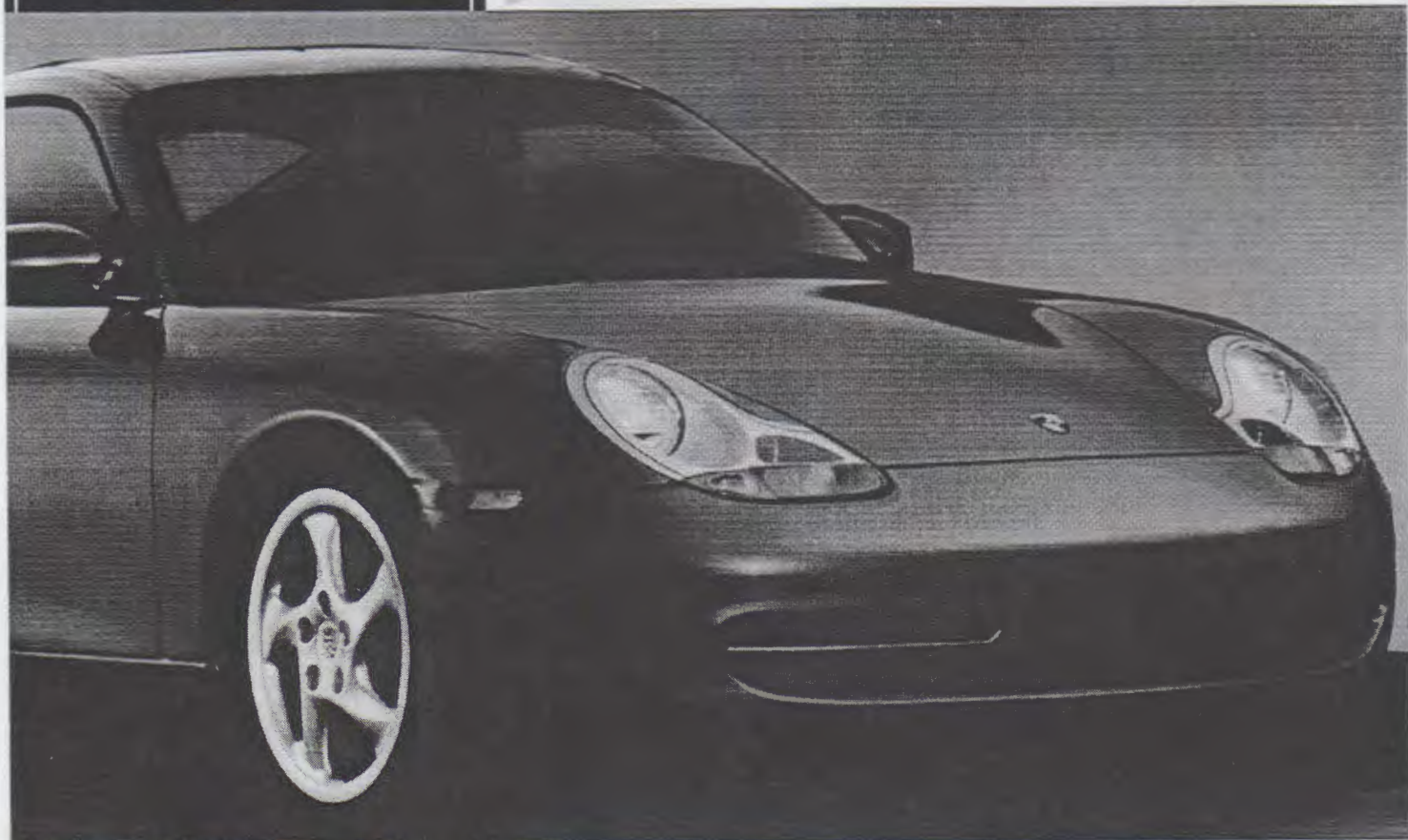




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# Track Scene

## Autocross Helmets

by Vince Knauf  
San Diego Region  
(from The Windblown Witness)

*As of Jan 2000, a SNELL SA 95 helmet will be required for all Chicago Region events at Blackhawk, Road America, and GingerMan (sticker must be attached inside) and a SNELL SA or MA 90 helmet for all Chicago Region autocrosses or gymkhanas (sticker must be attached inside).*

The SNELL Memorial Foundation was founded in 1957 after the death of popular sports car racer Pete Snell in a motorsport accident. He was wearing a popular, though ineffective helmet that failed to prevent the massive head injuries that killed him. His friends formed the Snell Memorial Foundation to remember Pete and to encourage the development and use of truly protective helmets. Prior to that there were no effective standards or testing of helmets.

Motorsport safety has come a long way since then. Snell testing has resulted in much of this. One can quickly judge a helmet for style and price, and, with only a little effort, for fit and comfort as well. Safety is not so easy. The demanding standards and tests of Snell have improved helmets and assure us that a safe helmet is easy to identify. Just look for the Snell label. And besides, it has to say Snell to be approved for PCA use.

But which Snell helmet? Many hundreds are approved for lots of uses. And while there used to be only one Standard, now there are many. The Standards are updated about every 5 years. So look on the Snell label. It will say something like "SNELL SA95 Approved." The 95 is the year of the standard. The SA or other letters tells which standard. Snell tests and approves helmets for Karts (K), Bicycles (B), Non motorized sports (N), Harness Racing (H), Recreational Skiing and Snowboarding (RS) as well as

Motorcycling (M) and Special Application or Auto Racing (SA).

The ones we are interested in are the M and SA. Currently either is allowed for Autocross and Time Trial use here in Zone 8. They differ in three areas. The SA tests for flammability, M doesn't. SA tests for Roll bar impact, M doesn't. SA allows a narrower visual field than M standard. An important point here is that the M helmet may have a nylon strap, but SA requires one that won't shrink in a fire, like Kevlar. It also requires a non flammable lining (think about this for a moment).

So how does a helmet protect you. It has three elements: outer shell, crushable liner, and chin strap. The outer shell provides load-spreading capacity and prevent objects from penetrating the helmet. The liner, usually made of a variety of plastic foam, absorbs the energy of an impact. The chin strap, when properly buckled and adjusted, can help the helmet remain in position during a crash and has controlled stretch to absorb energy.

Each part of the helmet is designed to protect you ONCE. If you have had an impact to your helmet, IT HAS DONE IT'S JOB. It is not designed to do it again. Throw it away and buy a new one. Why else would you replace a helmet? They wear out for other reasons as well. There is significant deterioration of the liner and the crushable foam with the accumulation of hair oils and body fluids, as well as normal "wear and tear." The out gassing of glues can dissolve liner material reducing it's strength. In addition, helmets just keep getting better. Some authorities recommend replacement every five years. PCA is more generous allowing 8-10 years to pass before a helmet becomes out of date. But it's your head, and your call.

Try on several different helmets before you purchase one. The best way to gauge comfort level and fit is through comparison. The helmet

should fit snugly but comfortably all the way around your head. Additional pads can be used to make it snug. Be sure the chin strap fits and is comfortable. It should be snug when you are in the car. Be very picky about fit. You don't need the distraction of a poor fit when you are concentration on driving your best lap. And it isn't safe.

There are both full face and open face helmets that are legal for autocross. It is a matter of taste as to which one you choose. The full face variety feels safer and many people demand the level of safety that it provides. The open face variety feels less restrictive and is easier to put on and take off, may weigh less and have better air flow. In that we make great efforts to prevent you from actually needing the helmet, may people are satisfied with the level of safety that the open face helmet provides. Personal choice. If you plan to go club racing any time soon, I think that they require the full face style. Ask a club racer for details about this.

Helmet shells may be constructed of fiberglass, carbon fiber, or a combination of the two. Carbon fiber helmets are as much as 40 percent lighter than the same helmet made out of fiberglass. They cost as much as 40 percent more, also! This weight savings can really mean the difference between being exhausted or rested when emerging from your car after a 1-2 hour driving stint in a long race. The difference in autocross is probably more one of style. Sure wish I could afford one though. If you are going big time racing and have to wear the full suit including the balaclava, be sure that there is room for it in your helmet.

Also consider a bag to carry the helmet as well as your neck brace and gloves. It makes packing for the track easier, and you will certainly look more like a real race driver if you take the helmet bag on a plane.



# The MGA Skid Pad Gymkhana

by Susan Shire

*Gymkhana: Parking lot and similar type of low speed event*

Steve and I were setting up our '98 rallye along the roads south of Burlington last year when we came across a large paved area that seemed to be in use as a gymkhana site. As there was a perfect place for a checkpoint immediately across from the gate, we had reason to stop and watch. Soon a car emerged and we were able to ascertain that, yes, the area was being used as a gymkhana site. Hmmmm, we thought. But back to the rallye and the route instructions. As a diversion to the planned checkpoint, we inserted an instruction to "Look at the wonderful gymkhana site on your left" in the route instructions.

At dinner after the rallye, several rallyists who are also gymkhanists said "Did you see that great gymkhana site? We should check it out." Autocross Co-coordinator Keith Clark did just that. He found the area is a skid pad owned by the MGA Research Corp. The club had used the area years ago and we could use it again!

So, on a very windy Sunday September 26th we retraced part of our rallye route to the skid pad and prepared for the club's first true gymkhana in several years. For those members who had never done a gymkhana before, the course laid out by Autocross Co-coordinator Jeff Girard and Event Chair Mike Gray seemed an endless sea of yellow and orange pylons. (For some of us, it

stayed that way all day.) Others soon discovered that actually the course was shaped (and should be driven) like Road America.

The event was well attended and was a nice change from our usual track autocrosses if one remembered that the yellow (or was it the orange) cones should always be kept on your left. Only the wind, which picked up during the day, proved to be problematic as it constantly battered the timing lights. Eventually we resorted to "doing it the old fashioned way" and hand timed each member's run.

A great site and a fun day. Thanks Mike. Let's go back next year!

*Photos by Rich Grotmeyer and Steve Rashbaum*



*Men's FTD Tony Koufos finds his way through the cones*



*Lee Lichtenstein delivers ... a timing slip*



*There's always one picture for which there is no appropriate caption ...*



*All kinds of space around Martha Kuffel as she crossed the finish line*



# OFFICIAL RESULTS MGA SKID PAD GYMKHANA

P1	Chuck Bittman		59.22
P1	John Takehara		62.17
P1	Chris Diedrich		64.68
P1	A.J. Tiller		DNF
P1	Brian Jackson		DNF
P1	Erick Clark		DNF
P1L	Renee Takehara		85.85
P2	Dale Costello		60.25
P2	Keith Clark		60.73
P2	Fred Witte		87.35
P2	Jurek Kloczkowski		DNF
P2L	Amber Schultz		DNF
P3	Roger Beck		67.92
P4	Chris Inglot		56.54
P4	Rich Grottemeyer		60.66
P4	Ron Micek		63.64
P4	Lee Lichtenstein		63.66
P4	Andy Discher		65.65
P4	Wes Nowakowski		72.52
P4	Bob Grabowski		DNF
P4L	Marianne Nowakowski		86.53
P4L	Martha Kuffel		DNF
P5	Pete Hackenson		60.30
P5	Kirk Jurinek		61.37
P5	Anthony Lisanti		67.85
P5	Peter Froehlich		69.11
P5	Henry DeLeon		69.34
P5	Mike Haas		72.14
P5	Allan Davidson		DNF
P5	Tom Graning		DNF
P5L	Janine Lisanti		DNF
P6	Shawn Young		57.34
P6	Glenn Gray		58.44
P6	Ed Russ		60.67
P6	Stephan Rashbaum		60.94
P6	David Benson		DNF
P6L	Susan Shire		72.16
P7	Greg Turek		56.00
P7	Jamie Knupp		60.91
P7	Richard Harris		63.09
P7	Mark Nowakowski		73.16
P7L	Marla Turek		62.59
P7L	Chris Potele		63.22
P7L	Michelle Holler		64.91
P8	Nick Brenkus		55.78
P8	Joe Holler		66.26
P8	Bruce Janecek		DNF
P8L	Susan Brenkus	LFTD	60.66
M1	Tony Koufos	FTD	55.10
M1	Ed Leed		55.86
M1	Joe Purpura		58.69
M1	Mike Gray		64.06
M1	Joe Battista		DNF

M1L	Heather Diedrich	64.12
M1L	Cori Gray	DNF
X	Mike Gallagher	59.37
X	Jeremy Goldberger	60.62
X	Michael Goldwater	69.23
X	John Nowakowski	74.99
XL	Erin Gallagher	69.53



Event chair Mike Gray (Cori and the kids are behind him)



Triple threat (rallyist, concourist and autocrosser) Mike Haas



Fast guys and gals



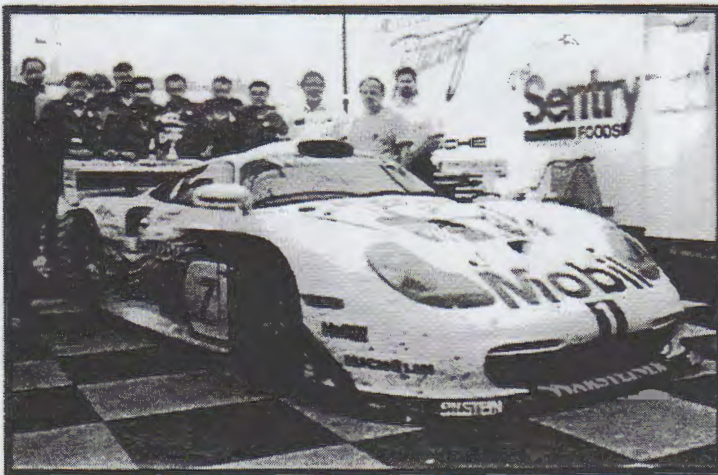
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# Letters, Faxes, & e-mails

## **Congratulations**

from Doris (Voce) Green

Related congratulations on your success in the National Newsletter competition.

It was well deserved! You have taken the Scene to a very professional level. I do enjoy reading the exploits of all my Chicago Region friends.

Regards to all.

## **Recent Lifestyle Changes Challenge PCA**

from Dan B. Brockman

I have been a member of Chicago PCA for over a year and attend the tech sessions, the rallyes and the concours, and I drive a Boxster.

I have been disappointed with some of these events. The Boxster is a recent addition to the Porsche line. Without it the company would have died an economic death. I don't sense that the older members appreciate and welcome the Boxster owners, with their new compact vehicles, who are the wave of the future and health of the club.

We may have some different ideas about life in a Porsche. I have found that some events cater to older, bigger cars with accessible engines. Our paint is new, our seats are new; we want to show them off.

Furthermore, I won't go into a smoke filled bar after an event and drink and then drive home. Nor will I go on a rallye with extensive tricks, confusing loops around the same streets hour after hour and smoke filled checkpoint vehicles. Count me out.

If you want to keep the club going after the present old guard dies off then start catering to the members who have brand new vehicles and new approaches to life. Look at healthy event venues, short term driving challenges, teaming up old and new vehicles, frequent rest stops, and better instructions. Try to involve our children. Look at

Boxster driver's education as a chance to learn about the car, not a Snell equipped race.

We would like to learn to enjoy our little cars. Help us and we will help you build a better PCA.

Thanks for listening.

## **A Rewarding Experience**

from Charles Willis

I am writing to offer a different perspective on what a great weekend the Labor Day TRAC club racing/DE event can be. Susan and I went up largely because eligibility for the DE required a 5 or 6 point harness. Although I very much enjoyed my first DE over Labor Day this year, I'm still a long way from modifying my vehicle.

Consequently, since I wasn't going to be on the track myself, I was able to cajole Susan into making it a weekend with me. [A word of thanks to Mary Anne Nowakowski who always promptly responded to my various e-mail requests for event information.]

We came in on Saturday and watched all the run groups doing practice laps, starting with Group 5. After snooping around the whole paddock, greeting Todd Conforti in the tech area and Lee Lichtenstein in Timing & Scoring, we cruised into Elkhart to relax for the rest of the afternoon. The concours and the evening entertainment at Siebkins were great fun.

On Sunday, after a leisurely breakfast with a view of the lake, we headed back to Road America. That afternoon the practice starts and hot laps were held for the three racing groups. If you haven't done it before, you owe it to yourself to check out one of these club races: the explosion of noise, speed and power when Group 5 was green flagged was exhilarating! Susan has wanted to attend a NASCAR event for some time, but really enjoyed the intimate and accessible atmosphere of a club racing event.

As a 928 driver, an added bonus for me was watching Mark Anderson's "928 International" race prepared S4, with a 6.4 liter V8, storm around the track. He placed 8th overall in Group 5 and 4th in GT2, not bad for Porsche's big cruiser!

Afterwards, we again headed back to Elkhart Lake for the comparative calm of a long swim. It seems a real loss that only a handful of the Chicago Region's 1300 members take advantage of what a flexible and enjoyable weekend TRAC offers. A great event, professionally conducted by volunteers, that can deliver a rewarding experience for members regardless of whether or not they are on the track.

## **Porsche Offers Special Options For 2000 Boxster And 911**

### **Two Programs Allow Customers To Personalize Their Cars**

ATLANTA - Porsche Cars North America offers customers in the United States and Canada the opportunity to personalize their cars through two option-selection channels. Together with the choice of limited-availability special paint colors, the special options allow a customer to make a Porsche into a truly one-of-a-kind car.

"Our customers attach a great deal of personal satisfaction to acquiring a Porsche, and for many, the ability to individualize their cars enhances the personal experience of ownership," says Frederick J. Schwab, president and chief operating officer, Porsche Cars North America, Inc. "Moreover, the limited availability of options from some carmakers sends customers to the aftermarket. Porsche offers customers accessories and options designed by Porsche, manufactured to our exacting standards and backed by outstanding warranties."

The Porsche Exclusive program



## Letters ...

offers a wide array of optional features installed at the factory. Options range from special wheels and body styling kits to custom interior trim packages and individual trim items. The Porsche four-year/50,000 mile bumper-to-bumper warranty covers all Exclusive options, and Porsche dealers can include the cost of the options in the lease or finance contract.

The Tequipment ("Tech-quipment") program offers a line of accessories available only from authorized Porsche dealers. Tequipment options include such items as special wheels, aerobody kits, instrument panel trim kits, CD changers and custom floor mats. Customers can order Tequipment options at the time of purchase, or return to the dealership for installation later. While installation of Tequipment may require some modifications to the car, such modifications do not affect the standard limited warranty. Tequipment items come with a two-

year warranty when installed by a certified technician at an authorized Porsche dealership.

In addition to the limited-availability special paint colors, Porsche will even paint a 911 Carrera or 911 Carrera 4 to match a sample from the customer. While such a request does add waiting time for the car, the Porsche 26-step corrosion protection and paint process ensures that the custom paint work meets the same quality standards as a regular production paint color. The Porsche three-year/unlimited mileage paint finish and 10-year/unlimited mileage corrosion perforation warranties apply to any custom color.

### Examples of Exclusive Options

#### Boxster

- Aerokit body package
- Aluminum-painted instrument dials with brushed chrome inner rings
- Supplemental safety bar in body color

- 17-inch or 18-inch "Sport Classic" style wheel and tire package
- 17-inch "Dyno" style wheel and tire package
- Footwell lighting

#### Carrera and Carrera 4

- Leather interior trim package
- Aerokit body package
- Door sills in stainless steel with model insignia
- Leather sun visors with lighted mirrors
- Individual steering wheels and shift knobs in leather, Maple Burr or Carbon
- Aluminum-painted instrument dials with brushed chrome inner rings
- 18-inch "Sport Classic" style wheel and tire package
- Footwell lighting

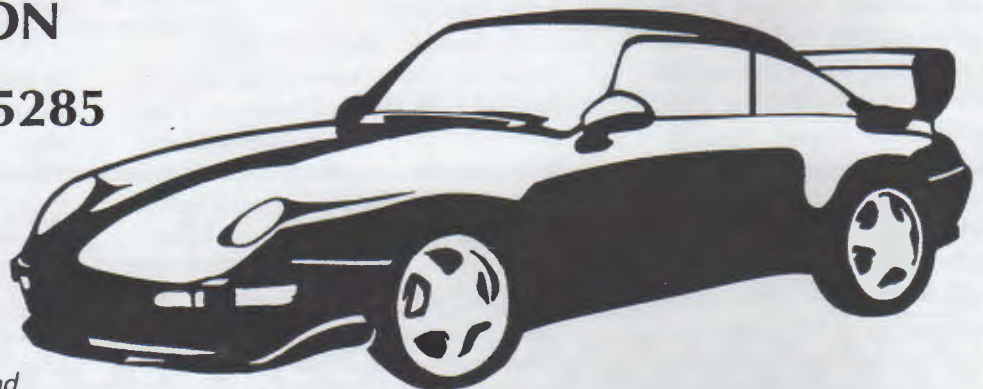
#### Available for both 911 Carrera and Boxster models

- Steering wheel: all leather, interior color
- Steering wheel: combination carbon fiber and interior-color

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- Carbon interior trim package
- Painted rims (body color)
- Special wheel center caps
- Aluminum and chrome package (tailpipes, door sills, aluminum instrument dials)

### Porsche Model-Year 2000 Changes

#### Boxster Model-Year 2000/Model-Year 1999

##### Powertrain and Performance

- Engine type: 6-cyl. boxer/6-cyl. boxer
- Displacement: 164 cu. in.(2,687 cc)/151 cu. in. (2,480 cc)
- Bore: 3.36 in. (85.5 mm)/3.36 in. (85.5 mm)
- Stroke: 3.07 in. (78.0 mm)/2.80 in. (72.0 mm)
- Induction: Dual-stage resonance
- Engine control: ME 7.2 with E-Gas electronic throttle/ME 5.2 with conventional throttle
- Horsepower: 217 @ 6,500 rpm/201 @ 6,000 rpm
- Peak torque: 192 lb.-ft. @ 4,500 rpm/181 lb.-ft. @ 4,500 rpm
- Max. engine speed: 7,200 rpm/6,700 rpm
- Manual transmission: 5-speed manual with lower gear ratios in fourth and fifth/5-speed manual
- 0-60 mph: 6.4 sec./6.7 sec.

- 0-100 kph: 6.6 sec./6.9 sec.

##### Interior

- Instrument panel and trim: New soft-touch grain/Plastic
- Stitching/seams with black interior: Contrast color/Same color
- Aluminum-look trim: Aluminum-look trim for side airbag symbols, handbrake release button, shift lever knob and door handles
- Coat hangers: Added to seat backs/Not available

##### Exterior

- New standard colors: Speed Yellow, Biarritz White/Speed Yellow opt.
- New optional color: Rain Forest Green Metallic/Not available

#### 911 Carrera & 911 Carrera 4: Model-Year 2000/Model-Year 1999

##### Powertrain and Performance

- Engine: 3.4-liter 6-cyl. boxer/3.4-liter 6-cyl. boxer
- Engine control: ME 7.2 with E-Gas electronic throttle for Carrera and Carrera 4/ME 7.2 w/E-Gas only for Carrera 4; ME 5.2 with conventional throttle for Carrera
- Exhaust system: New, more efficient system for Carrera and Carrera 4

- Horsepower: 300 @ 6,800 rpm/296 @ 6,800 rpm
- Opt. Tiptronic S five-speed automatic transmission: Manual control mode selectable from shift lever or steering wheel rocker switches/Manual control mode selectable from shift lever only
- Porsche Stability Management: Standard for Carrera 4, optional for Carrera/Standard for Carrera 4, not available for Carrera

##### Interior

- Activated charcoal odor filter: Standard/Optional
- Instrument panel and trim: New soft-touch grain/Plastic
- Headliner: Alcantara/Cloth
- Stitching and seams with black interior: Contrast color/Same color
- Aluminum-look: trim Aluminum-look trim for side airbag symbols, handbrake release button, shift lever knob and door handle
- Coat hangers: Added to seat-backs/Not available

##### Exterior

- New standard colors: Speed Yellow, Biarritz White/Speed Yellow opt.
- New optional color: Rain Forest Green Metallic/Not available

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# Board Meeting Minutes

by Keith Clark, Secretary

## Porsche Club Of America Chicago Region Board Meeting Minutes October 1, 1999

### Voting members present:

Murrin, Clark, Janecek, Rashbaum, Yanahan, D. Gallagher, P. Gallagher,

**Voting members absent:** S. Brenkus, Inglot, Ruther

### Coordinators present:

Clark, D. Gallagher, P. Gallagher, Shire, Rashbaum, Jacisin, Yanahan, M. Knoblauch, S. Lynn, Janecek, Bittman, Hackenson, Barnicle, M. Nowakowski.

Meeting called to order at 8:05 pm at Walter's.

### Secretary - Keith Clark

- Clark presented the minutes from the September meeting. Rashbaum moved, P. Gallagher seconded to approve the minutes as presented. Approved unanimously.

### Treasurer - Chris Inglot

- Clark presented a treasurer's report including a balance sheet showing positive account balances and total assets; a cash flow report showing receipts and expenditures, giving a net surplus for the period; and a financial statement for the September Blackhawk, the Utica Autocross, and the Flagg Creek Golf Outing and Dinner. Murrin moved, P. Gallagher seconded to approve the treasurer's report as presented. Approved unanimously.

### Vice President - Bill Murrin

- No report.

### President - Susan Brenkus

- Murrin reported that S. Brenkus would like to propose that the club allow funding for the dinner dance. Rashbaum motioned, Janecek seconded. The vote: 9 for, 1 against. Yanahan motioned that the Dinner Dance Coordinator be present at the November Board

Meeting to relay the plans of the event to the Board. D. Gallagher seconded. The vote: 9 for, 1 against.

- D. Gallagher moved to have the calendar meeting for the year 2000 on November 7th. Janecek seconded. The vote: 6 for, 4 against.

### Autocross - Jeff Girard & Keith Clark

- Clark reported that there are no more autocrosses this year.

### TRAC 99 - Chris Inglot & John Ruther

- No report.

### TRAC 99 Drivers' Education Registration - Mary Anne Nowakowski

- Nowakowski presented the positive feedback that she received from the Drivers' Ed TRAC 99 questionnaire.

### TRAC 99 Club Race Registration - Scott & Sharon Lynn

- No report.

### TRAC 99 Sponsorship - Steve Rashbaum

- Rashbaum reported he will bill again those sponsors who have not paid.

### TRAC 99 Volunteers -

#### Gary Knoblauch

- No report.

#### Blackhawk Farms -

### Dan & Peggy Gallagher

- D. Gallagher presented a financial statement for the September Blackhawk.

- D. Gallagher reported that the Octoberfest weekend is full and has a waiting list.

### GingerMan - Jeff Girard

- No report.

### Chief Driving Instructor - John Ruther

- No report.

### Insurance Coordinator - Bruce Janecek

- Janecek is waiting for the annual policies from K & K.

### Concours - Jim Jacisin & Pat Yanahan

- Jacisin reported that an error was made on the trophies for Potter's Picnic Concours and the event was over budget. Yanahan moved to accept the expenditure. P. Gallagher seconded. Approved unanimously.

### Rallye - Dan & Peggy Gallagher

- D. Gallagher thanked Jack Stephensen for a great job on his rallye.
- The October rallyes are ready to go.

### Social - Myra Knoblauch

- M. Knoblauch reported that the Halloween Party for October 30th is arranged.

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- The November 14 brunch at California Café is set and everyone should come.

#### Membership - Ed Barnicle

- Barnicle presented 10 applications for membership. Clark moved, Rashbaum seconded. Approved unanimously.

#### Safety - Jeff Girard

- No report.

#### Technical - Pete Hackenson

- P. Hackenson reported that the November Tech Session is ready to go.

#### Goodie Store - Linda Patterson

- K. Hackenson reported that she has asked Patty Jacisin to help her with the Goodie Store. Bittman will research credit card purchases.
- Yanahan moved to give the Goodie Store developmental money. P. Gallagher seconded. Approved unanimously.

#### Charity - Ken Pesavento

- Shire reported sales are steady.
- The Raffle Ticket order form is now on the Web page.

#### Chicago Scene Advertising - Steve Rashbaum

- No report.

#### Chicago Scene & Photographer - Susan Shire & Steve Rashbaum

- No report..

#### Property - Ed Leed

- No report.

#### Historian - John O'Keefe

- No report.

#### Timing & Scoring - Susan Brenkus

- No report.

#### Web Page - Chuck Bittman

- Bittman reported that the Web page is almost current.

#### Old Business

- No old business.

#### New Business

- D. Gallagher requested that all year end point information be sent to Bittman as soon as possible.

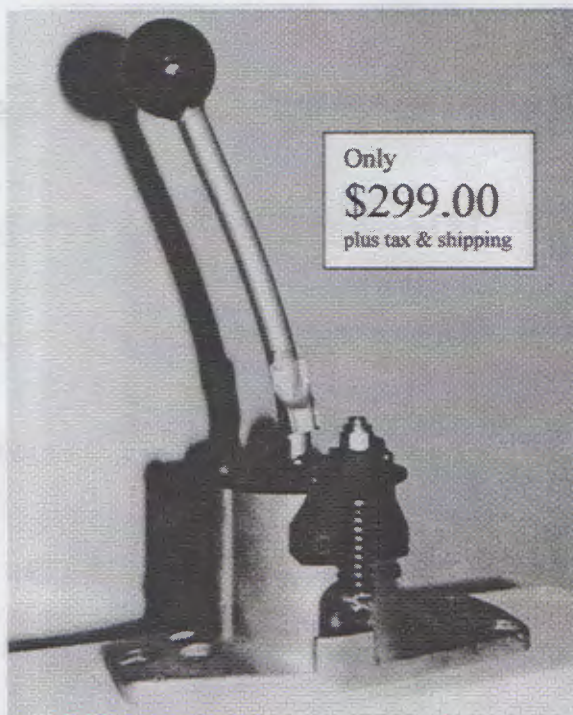
#### Adjournment

- Clark moved, P. Gallagher seconded. Approved unanimously.
- The next meeting will be Friday, November 5, 1999 at 8:00 pm at Walters in Park Ridge.

Respectfully submitted.

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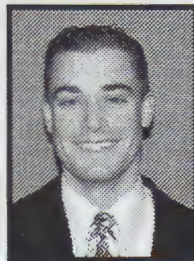
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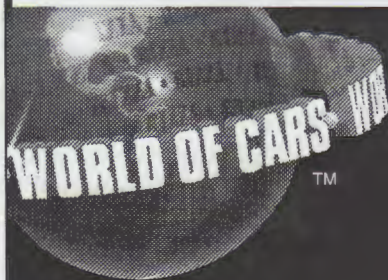


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# Tech Scene

## Early 911 Race Preparation

by Paul Lighthill, Riverside Region  
(from PORSCHE GEDANKEN)

Any of the early (1965-73) Porsche 911 models provide an excellent platform for the individual desiring to build a racing car. There is considerable knowledge about the cars, racing parts are readily available, and the end result is a reliable and spirited car that will reward the person who is as committed to improving their own driving abilities as they are to the myriad details of racing car preparation.

Although the subject of this article is an early 911S, which due to the nature of its original standard equipment lends itself a little more readily to race-prepping, the suggestions outlined here apply equally well to any early 911 model. Since the early "S" cars are becoming increasingly scarce, using another 911 model may well be advised in order to preserve these rare and special cars.

This car, a 1970 model, was acquired from its second owner in 1986. An over-rev had resulted in two bent valves, so the engine was removed and disassembled for inspection. Although the car only showed 65,000 miles, the decision was made to overhaul the engine as opposed to just repairing the damaged valves. While this work was under way, thought was given to preparing the car for Porsche

Owner's Club and Porsche Club of America time-trialing.

A review of the factory publication, PORSCHE VEHICLES FOR SPORT PURPOSES, indicated several of the changes that would have to be made. A weekend of track time at Willow Springs International Raceway in Rosamond, California, demonstrated that, although the car was an excellent high performance street sports car, on the track it had some weaknesses, primarily in the suspension, which the factory compromised on in order to preserve an acceptable ride quality. The car's handling, while acceptable on the street, was decidedly too "loose," or tending to oversteer when driven at racing speeds, so modifications were planned to reduce this well-known tendency.

Another weak area was the gear ratios, which again were selected for road use, and which were generally too high and spaced too far apart for either optimum top speed or acceleration. Engine power from the 190 DIN hp motor was satisfactory, although when the driver was unable to pass a then-new 944S, thought was also given to improving this area, although this was made last on the list of priorities.

Another guiding principle behind the construction of the car was to use as many original Porsche parts as possible, which was adhered to with only one major exception, the

front torsion bars. Porsche's long-standing commitment to racing and the high degree of interchangeability of parts with 911s up to the 1988 model year made this possible.

Prior to actually modifying the car, competition rulebooks were obtained from the two clubs. Each club classifies the cars according to the degree of modification, with more modifications resulting in classification in a faster class. With this in mind, the decision was made to initially campaign the car with an unmodified engine and by dividing the modification program into two phases: First, modify and improve the suspension and brakes; second, improve the transaxle.

To begin the modification program, the entire suspension was removed from the chassis. Major components were cleaned and inspected for cracks using the magna-flux process, then refinished. Larger torsion bars were fitted front and rear, as were larger stabilizer bars. Teflon suspension bushings were installed.

Since this car was still going to be driven occasionally on the street, the torsion and stabilizer bars were down-sized slightly from the racing optimum in order to preserve some ride quality and so as not to beat the car to death. Upon completion of the suspension work and fitment of a set of B.F. Goodrich Comp T/As, a second test session at Willow

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Chrysler TC Turbo	Mitsubishi Mirage Turbo
Dodge Lancer Shelby Z	Olds Cutlass (Quad-4 HO)
Dodge Shadow Turbo	Plymouth RS Sundance
Dodge Spirit R/T	Pontiac Grand AM Quad 4
Eagle Talon	Pontiac Grand Prix Turbo
Ford T-Bird SC	Pontiac Grand Prix Turbo STE
Ford Taurus SHO	Pontiac Sunbird GT
Infiniti Q45	Saab 900
Isuzu Impulse	Toyota Celica Turbo - all types
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Buick Grand National GNX	Mazda RX-7 GTUS
Chevy Camaro IROC-Z	Mazda RX-7 GTU
Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati-all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette L98 Coupe	Nissan 300ZX
Dodge Stealth RT Turbo	Plymouth Laser RS Turbo
Ferrari-all models	Pontiac Firebird Formula
Ford Mustang 5.0	Pontiac Trans Am GTA
Ford Mustang GT	Porsche-all models
Ford Probe GT	Toyota MR2 Turbo
GMC Syclone	Toyota MR2 Supercharged
Lotus-all models	Toyota Supra

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Springs revealed that handling, although improved, still tended toward final oversteer. Lap times were improved by more than a second, but the car was still not able to keep up with the 3.0 liter 911 SCs in its class.

The car was then lowered and aligned. It was now nearly two inches lower and had a completely different set of handling characteristics that were more neutral yet at the same time more responsive. Another track session revealed that a major improvement had resulted, with lap times dropping by over two seconds, and with the car feeling much more stable and forgiving at the limit of adhesion, particularly in Willow's high speed Turn 9, where the pucker factor is considerable.

Of course, during this time there was the inevitable tweaking of the stabilizer bars and shock settings. A tire pyrometer was purchased in order to have a better idea of what the tires and suspension were doing. At one point a set of externally adjustable Koni racing shocks were

fitted, but essentially the original suspension modifications provided a solid basis, and have been left unchanged. It was learned that the installation of a limited slip differential would also improve handling, particularly under trailing throttle, so a factory ZF unit was obtained and the decision was made to begin phase two, the transaxle modification.

Prior to disassembling the transaxle, gear ratios appropriate to the car's intended use were selected, again using PORSCHE VEHICLES FOR SPORT PURPOSES, which lists all of the available ratios, as a guide. Gear charts were made and other drivers were spoken to regarding the choice of ratios. Some compromises were made to allow the car to be driven on the street. A 904 mainshaft was installed which allowed second gear to be changed. Another test session at Willow Springs revealed that lap times were once again reduced by nearly two seconds, with most of the improvement in handling attributable to the

limited slip differential. The car was now absolutely forgiving under trailing throttle and brake, and exhibited none of the high speed oversteering characteristics that had tended to make the driver feel uncomfortable. It was a real thrill to drive at speed, especially when the opportunity came to run at the now-closed but world-famous Riverside Raceway, where the high speed Turn One and the especially challenging Esses, a series of switchbacks taken at over 100 mph, were a piece of cake.

The SCs were now not so much of a problem, except for a couple that were exceptionally well driven, and the car went on to win both a POC Class Championship and B.F. Goodrich Team T/A Award. The driver, who happens to be my wife, did complain about some idiot in a blue VW Bug that kept trying to pass her at Riverside, though. As a result, she is now lobbying hard for the installation of a larger engine. A racing car, it seems, is never done.



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# Chicago Region Membership

## WELCOME To Our New Members In October 1999!

by Ed Barnicle, Membership Chair

Berdge Aprahamian  
Lake Forest, IL  
1999 Boxster

Thomas F. Graning  
Buffalo Grove, IL  
1983 911 Targa

Richard J. Lockowitz  
Aurora, IL  
19991 911C2 Cabriolet

Oliver V. Pinkpank  
Chicago, IL  
1987 944S

Marshall S. Campbell  
Burlington, WI  
1974 911

Paul W. Jones  
Burr Ridge, IL  
1999 Boxster

Francis W. Lutz  
Cary, IL  
2000 Boxster

Douglas A. Graffagna  
Elgin, IL  
1983 911SC

Russell W. Koenig, Jr.  
Darien, IL  
1988 911 Cabriolet

Brandt T. Pfeifer  
Lake Forest, IL  
1991 911 Targa

### Member News

- Best Wishes to Ed and Gayle Barnicle on their marriage on November 6th.
- Liz Quebe is now at home and can be reached by e-mail at: [lquebe@chi.rtkl.com](mailto:lquebe@chi.rtkl.com).
- Steady Recovery Wishes to Ann Conforti.

Ed Barnicle, Membership Chair • 24 Hour Info: 773.769.8139 • Fax: 773.767.0186 • e-mail: [Edbarnicl@aol.com](mailto:Edbarnicl@aol.com)

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## November Membership Anniversaries

by Ed and Debby Leed, Database Managers

1964	John J. Schaub	Patricia Schaub	Gary L. Kreutz	Sharon Kreutz
1974	Terry L. Kramer	Sally Kramer	S. Joseph Sundberg	Shelley Sundberg
	Steven T. Zailyk	Geoffrey Zailyk	David C. Newkirk	
1975	Sonny Luster Jr.	Sybil V. Luster	Paula S. Gatto	Andrea Reisener
1976	Charles M. Peterson		Tommy Thompson	Toy Thompson
1977	Keith Wunrow	Jan Wunrow	1997 Gino Mazzeo	Rudy Mazzeo
1978	Richard Lotesta	Brenda Lotesta	Michael P. Davis	Sheila M. Davis
1979	John E. Bonnett	Avis Bonnett	Jeff C. Baker	Terri D. Baker
1980	Albert Goldberg	Gary R. Digrazia	Patrick Clerkin	
1983	Mark T. Gadbois	Siri S. Gadbois	Allen J. Dunn	
1984	Glenn P. Sapa	Sandy Sapa	Anthony T. Kremer	Margaret Kremer
	Leonard J. Tralmer	Gloria Tralmer	Neil Ruffolo	Alice Reyes
1987	Robert F. Smith	Deborah Smith	Sam Menegas	Christa Menegas
1988	John R. Marozsan		Scott E. Jordan	Laura Jordan
	Alex A. Gianaras		1998 Scottie Walsh	Robert Walsh
	Jack Amstadt	Corrine Amstadt	Jeff Folkerts	
	Michael Faems	Don Faems	Daniel P. McGuigan	Flora M. McGuigan
1989	B. Maynard McCall	Diane McCall	Van B. Miller	Sherrill Miller
	Russell A. Vanderhoof	Edward Vanderhoof	Varun Soni	Eric Soni
1990	Michelle Buie	Dan Buie	J. Jason Choulochas	
	Alexander L. Nagy	Valerie Nagy	Daniel J. Tinley	Molly Tinley
1991	Corky Andersen	Jean Andersen	Terrence C. Sutte	
	Wade T. Thomas	Paula L. Thomas	R. Peter Carey	Lois Lipton
1993	Donald C. Bennett Jr.	Nancy G. Bennett	Thomas A. Kuhn	Jan Temple
	Daniel T. McBreen	Thomas R. McBreen	Jeffrey K. Schuppel	Gayle Schuppel
	Al A. Mockaitis	Daiva Mockaitis	Charles E. Shimkus	Chris Gatty
	Gregory C. Boltz		Timothy D. Benson	Lynda Williams
	Guy George Gardner	Alisa Gyse	William Zerbinopoulos	Melissa Zerbinopoulos
	L. Robert Artoe		Mike Oloier	
	William E. DeWitt	R. Lee DeWitt	Hans Van Mierle	Ineke Van Mierle
	Glen Spiegler	Angela M. Roberto	Alan W. Wendorf	Suzanne Wendorf
	Nicholas J. Rhodehamel	Jonah Rhodehamel	Thomas D. Stemen	Marybeth Stemen
1994	Tray Anderson	Danita Anderson	Christiaan P. Van Deur Jr	
	James M. DuBois	Sandra DuBois		
	Steven N. Kacel			
	Michael L. Van Klavaren	Terri Van Klavaren		
	Thomas S. DePagter	Bev DePagter		
	Steven H. Bowman MD	Karen E. Ashley-Bowman		
	Austin Mansur	Barry Mansur		
	Brian T. McElwain	Sandy McElwain		
	David Zinck			
	Luke A. Wolanski	Josephine B. Giorango		
	Robert A. Richter II	Nancy Richter		
	Michael J. Miller	Nathaniel J. Miller		
1995	Ray Ziganto	Lina Ariffin		
	Jeffrey Kushner	Carolyn Kushner		
	Forrest M. Gates			
	Ralph D. Nuzzo	Karen Nuzzo		
	Alex G. Christopher	Susan Christopher		
1996	Steven P. Chivington	Victoria Chivington		
	JoAnn Brescia	Donald Brescia		
	T. Edward Townley	Jan Townley		
	Robert L. Kerwin	Rosemary Kerwin		
	James R. Schwade	JoAnne Schwade		

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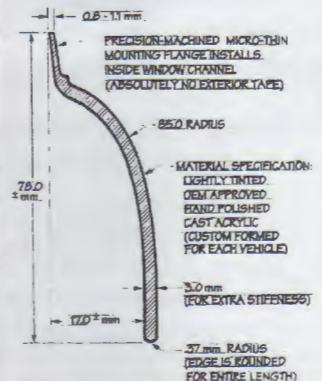
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### THE SECRET





# Not Just A Sunday Drive In The Country Rallye

by Jack Stephensen

I love to rallye. I love to talk about rallyes. I love to try to get other people involved with rallying. This past Labor Day at Road America, however, this love nearly got me punched in the nose!

There we were sitting at Siebkens sharing a great dinner with old and dear Rallye friends and new Club Racing friends. The talk at the table revolved around all the great stories of trying to get around the track when, of course, I asked if our Club Racing friends had ever given Rallying a try? Oops! Wrong question!

"I don't see what is so fun about tricking somebody into not turning down a road that they should be turning down and having them figure out 25 miles down the road that they should have made that turn after all. YOU CALL THAT FUN! What's the matter with you? Do you just like embarrassing people? If you want to go out for a ride in the country, then just give them directions to follow the roads and go for your ride in the country."

Needless to say, the conversation immediately went back to racing. But just to set the record straight,

there is nothing the matter with me and I do call that fun. Traps are part of rallyes and who is better at setting up traps than the team of Susan Shire aka the DRB and Steve Rashbaum? Which was why we were looking forward to the Just A Sunday Drive in the Country Rallye on Sunday Oct. 3rd. From their past rallyes we knew that Susan and Steve would have us on great roads in Northern Illinois and provide a challenge to go along with those roads. We also knew that it would not be just a Sunday drive in the country. Not if Susan had her way.

The day started off to be a challenge even before the start of the rallye. Mother Nature was not going to do her part to make this rallye any easier. It started raining early and continued through the whole day. Now, if you are like me and my car, the only good water is from the garden hose, so this all day rain was not what we wanted to see. Besides, it reminded me just how much my Targa top wants to leak. So not only were we sitting in the parking lot at Spring Hill Mall trying to read the General Instructions for the rallye, but we were also studying the owner's manual trying to figure out how to run the defrost in order to get the engulfing fog off the inside of

the windows. Where is Gallagher Weather when you need it?

My hat goes off to Kevin Schilling and Ana DeOcampo for making it through the rallye. They were there in Kevin's 911 Slantnose, which is set up for the track: no heat, no air conditioning and plenty of anti-fog on the inside of the windshield. Add to that, track tires in the rain.

But the rain was not going to deter any of the 19 rallye teams from having a great time on this rallye. Flocked together under our umbrellas at the drivers' meeting, we listened to Susan give us our final instruction's before we headed off. What were her last words as the rain was coming down all around us? "Don't worry, this will be an easy rallye." Did my ears hear that correctly? Easy? A Shire/Rashbaum rallye easy? Could she have really meant that?

Well, for the first part of the rallye, things did go well for our rallye team.. But then we fell pray to the Transit Zone Curse. With time on my hands, I figured out our score up to that point. Now I guess there are many superstitions in sports, and I don't know if this is a documented one or not, but I am going to make it one. *You must never figure your score at the transit zone lunch*



Ron Micek and Martha Kuffel



Tom Verachtert



## Sunday Drive Rallye ...

*break* because it will curse you on the next leg. It has happened to me and to other rallye teams. Just when you realize that so far you're doing good and have a chance to finish well, "it happens", and you blow a leg big time.

There we were at the Subway, walking around talking about Susan's trap in the previous leg and I'm showing off and saying ...

"Oh, you had problems with the turn instruction at the T. It's that's not that hard to understand. You should have turned

right at the T because the Main Road Rule is Left at T and since you were told to turn at the T to turn left would be redundant and there are no redundant instructions, so you turn right."

Then "it happened". We left to finish the transit zone (lunch was in the middle of the transit zone). Ending the transit zone, we were back to keeping time and following Route Instructions. We turned on Millstream, paused, and then CAST 24 as instructed. The next instruction read "Turn second opportunity, divide CAST by 1/2". We turned at the second road and soon, there was

the checkpoint was just ahead. We pulled past the checkpoint and I walked back to get the checkpoint slip. Susan was working the checkpoint and wearing a smile like the cat that just ate the bird. She asked,

"How's it going?"

Then she adds,

"Oh by the way, I got you."

"What?"

"The first street after the turn on Millstream was gravel and not an opportunity. The Gen-

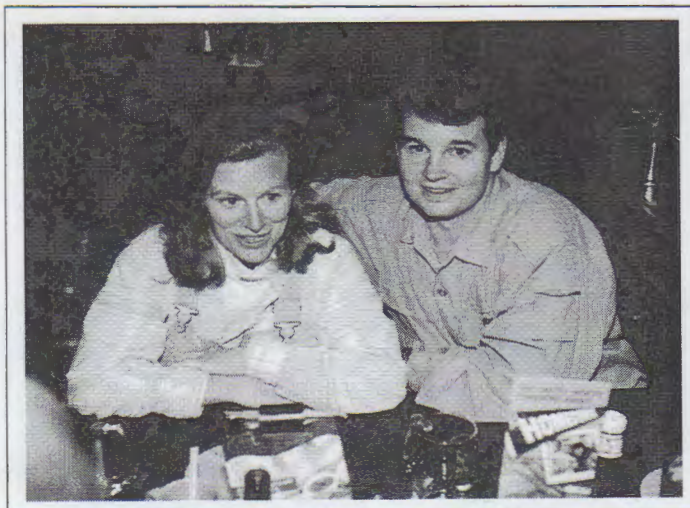


Anita and Mike Haas



Not a typical scene after a rallye – Navigator Duane Sohn (left) and Driver Eric Gehm discuss a rallye point

Photos by Steve Rashbaum



Heather and David O'Bryan



Phyllis and Tom Harwood



eral Instructions said that gravel roads do not exist. As you didn't notice the gravel, you counted it as the first opportunity and then turned at the next opportunity. And here you are, really early!"

There was now a huge smile on her face: rallyemasters love to fool each other. We had fallen for one of the easiest traps in the rallye book of tricks and we had also fallen prey to the Transit Zone Curse. We had max'ed the leg and blown any chance of finishing well.

And, if that weren't enough, to add insult to injury, she had also gotten us on the second part of the instruction as well. When the instruction said "divide the CAST (24) by 1/2," we dutifully slowed down to 12 mph, a really hard CAST to do. So, I reasoned, just as we sighted the checkpoint, that the way to do this instruction would be to drive ahead to the execution of the next instruction at CAST 24, keep track of the distance, and then pull off to wait out the time it should have taken at CAST 12. Wrong! I should have paid better attention to math in school because I forgot that when you divide by 1/2 it actually doubles the number. So instead of creeping along at CAST 12 mph we should have been doing 48 mph!

What really makes Susan and Steve's rallyes so special is sometimes you don't even know you have been trapped till after the rallye is over. Sure, you notice the time differential is larger then you thought it was going to be. You scratch your head and wonder what happened. Then you ask Susan about a particular set of instructions and she tells you exactly where you were and what you were doing. She explains she knew you were going to be doing it and how she picked that sign along the side of the street because she knew you would be looking at the street signs and never see the sign she intended. She doesn't say "Gotcha again", but she did. And this is why I love to Rallye!

My hat is off to Steve and Susan for a great rallye. After making my first attempt at writing a rallye from scratch this year, I can say I envy the ability that Susan shows in writing her rallyes. Even though it hurts your ego and score when you are trapped, as a rallyist you really must admire a great trap! I would also like to say thank you to Bob

Cook who handed out the General Instructions in the rain at Spring Hill Mall and Taylor Shire, Scott Lynn, and Andy Discher who, as checkpoint workers, had to sit along the side of the road in such lousy weather. Thanks again Steve and Susan for a great day on great roads and for not making it just another Sunday Drive in the Country.

## JUST A SUNDAY DRIVE IN THE COUNTRY OFFICIAL RESULTS

Place	Driver	Navigator	Car	Points
1	Tom Harwood	Phyllis Harwood	911	550
2	Rod Anthony	Keff Whiteman	Jeep	697
3	David O'Bryan	Heather O'Bryan	911	817
4	Lee Lichtenstein	Chuck Bittman	968	972
5	Tom Shafar	Jack Stephensen	911	1199
6	John Mueller	Scott Henderson	944	1202
7	Tom Verachtert	Don Felch	Miata	1393
8	Mike Haas	Anita Haas	911	1436
9	Dan Gallagher	Peggy Gallagher	993	1454
10	Kevin Schilling	Anna DeOcampo	930	1742
11	Mark Sullivan	Mark Kownick	911	1892
12	Ron Micek	Martha Kuffel	930	2031
13	Ken Pesavento	Nikki Kroll	911	2066
14	Art Kardatzke	Janet Kardatzke	Boxster	2082
15	Ed Barnicle	Gayle Timbers	993	2463
16	Dan Brockman	Trowby Brockman	Boxster	2809
17	Eric Gehm	Duane Sohn	911	2883
<i>Touring</i>				
	Tom Johnson	Mary Grace Wilkus	911	2696
	Frank Smith	Janis Smith	911	Novice

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Dinner Dance and Awards

Saturday Evening, December 4, 1999

6:00 pm - 1:00 am

Cocktails, Dinner, Awards, Raffle Drawing, and Dancing

Skokie Country Club  
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6:00 - 7:00 pm	Cocktails and Hors d'oeuvres Open Bar
7:00 pm	Dinner Cash Bar Wines may be purchased by during dinner
8:00 pm	Awards
9:00 pm - 1:00 am	Dancing Raffle Drawing Cash Bar

Reserved seating is available for full tables of eight

Smoking will be permitted in the Bar only

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Please reserve table of eight for: \_\_\_\_\_

Total enclosed \$ \_\_\_\_\_

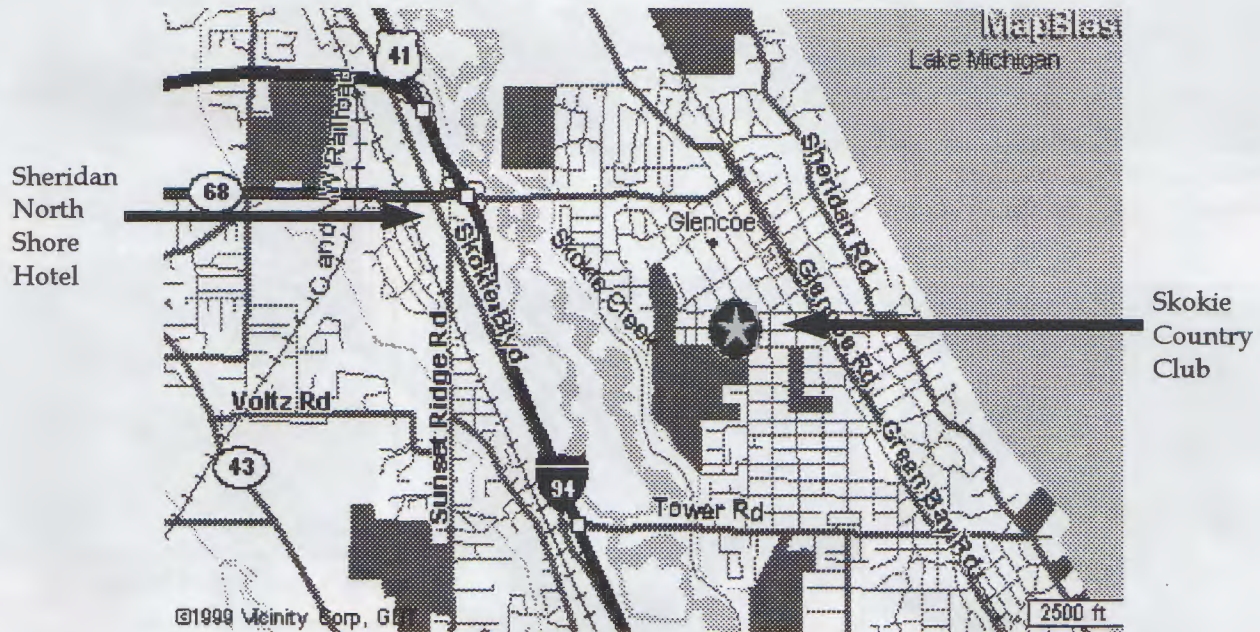
No reservations or cancellations after November 28, 1999



## OVERNIGHT ACCOMMODATIONS:

The Sheridan North Shore is located at 933 Skokie Boulevard (Dundee Road and Edens Expressway/I 94) 847.498.4834

The Courtyard By Marriott is located at 800 Lake Cook Road (at Route 41) 847.940.8222.



The Skokie Country Club (847.835.0600) is located at 500 Washington Avenue in Glencoe, IL, just east of the Edens Expressway/I 94), between Tower Road and Dundee Roads exits. The Club House parking lot is on the corner of Washington Avenue and Grove, with the entrance on Washington Avenue.

## DIRECTIONS:

**From the North:** Take Rt. 41 (which becomes the Edens Expressway/I 94) and exit at Tower Road. At the exit ramp Stop Sign, turn right. At the next Stop Sign (Tower Road) turn right (East). Take Tower Road to Vernon. Turn left (North) on Vernon to Washington Avenue. Turn left on Washington Avenue to Grove.

**From the South:** Take the Edens Expressway/I 94) and exit at Dundee Road East. Turn right on Grove to Washington Avenue.

**From the West:** Take either Dundee Road (East) to Grove. Turn right on Grove to Washington Avenue.

OR

Willow Road (East) to Green Bay Road. (Willow Road is an exit off I 294). Turn left (North) on Green Bay Road (through Winnetka and Hubbard Woods) into Glencoe (where the street name will change to Glencoe Road). Turn left on Washington Avenue to Grove.



# Dear Dan And Peggy,

by Tim Taylor

I didn't see you at the end of the day Sunday so I wanted to take a moment to thank you for all of your effort in organizing such great events at Blackhawk this year. As you know (as if you can keep us all straight) this was my first year and I ran all the events from July on (including that interesting rain event in August where I learned so much about how the car feels when it slides around). I had more fun every

time I attended an event, graduated from Novice to C to B. Couldn't believe how much fun driving could be. And all thanks to you and the rest of the volunteers that help you. I certainly do not take for granted the amount of time and effort it takes to organize events such as these and really want you to know how much it is appreciated. Have a great winter. See you next year!



*Volunteer corner worker Mary Anne Nowakowski*



*Ed Leed*



*Homework must be done: on top of a handy trailer, Ann Conforti helps her kids.*



*Kathy Boss, smiling despite a newly broken toe*



*John Cline's '91 911 C4*



*Mike Keck's C2*





*Chris Inglot (left) and Darcy Yench*



*Janusz Tokarczyk*



*Michael Ryan's 911*



*The Turek's Firehawk*



*John Dienner's 944*

*Photos by Steve Rashbaum and Susan Shire*



*Bruce Rohner's '89 944 Turbo S (left) and Tim Wiese's '86 944 Turbo*



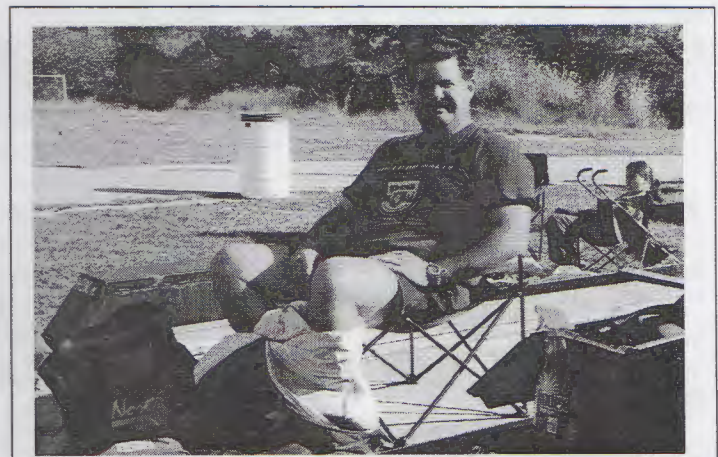
*Terry Soter heads for pit lane*



*Bob Teasley's new baby*



*Ilene Wostoupal (left), Shirley Cook, and Karen Hackenson*



*Keith Clark relaxes after a long day on the track*



# Oversteer

## Jokes, Poems, And A Cartoon

### Be Thankful

Be thankful that you don't already have everything you desire.

If you did, what would there be to look forward to?

Be thankful when you don't know something, for it gives you the opportunity to learn.

Be thankful for the difficult times. During those times you grow. Be thankful for your limitations, because they give you opportunities for improvement.

Be thankful for each new challenge, because it will build your strength and character.

Be thankful for your mistakes. They will teach you valuable lessons. Be thankful when you're tired and weary, because it means you've made a difference.

It's easy to be thankful for the good things. A life of rich fulfillment comes to those who are also thankful for the setbacks.

Gratitude can turn a negative into a positive. Find a way to be thankful for your troubles, and they can become your blessings.

Author unknown.

### Talking Turkey

What does a turkey say?  
"Gobble, gobble, gobble?" .....  
Not always!

So, what does ...

A jewelry-lovin' turkey:  
"Bauble bauble bauble"

A dyslexic turkey say? [or maybe a word-game loving turkey???)  
"Boggle Boggle Boggle"

A turkey in the shoe repair shop say?  
"Cobble cobble cobble"

A turkey who was an old-time movie fan say?  
"Gable, Gable, Gable!"

A turkey with a sore throat say?  
"Gargle Gargle Gargle"

A turkey with a sore leg say?  
"Hobble hobble hobble."

A football turkey say?  
"Huddle, huddle, huddle"

A dieting turkey:  
"Nibble, nibble nibble."

A one-legged Cockney turkey  
"Obble 'Obble 'Obble"

A turkey who argues a lot:  
"Squabble squabble squabble."

What does Dr. Seuss' turkey say?  
"Tweedle beetle paddle battle puddle wobble hobble gobble."

Then there was the dizzy Turkey who just went...  
"Wobble Wobble Wobble!"

### Thanksgiving Forecast

Turkeys will thaw in the morning, then warm in the oven to an afternoon high near 190F. The kitchen will turn hot and humid, and if you bother the cook, be ready for a severe squall or cold shoulder. During the late afternoon and evening, the cold front of a knife will slice through the turkey, causing an accumulation of one to two inches on plates. Mashed potatoes will drift across one side while cranberry sauce creates slippery spots on the other. Please pass the gravy. A weight watch and indigestion warning have been issued for the entire area, with increased stuffiness

around the beltway. During the evening, the turkey will diminish and taper off to leftovers, dropping to a low of 34F in the refrigerator.

Looking ahead to Friday and Saturday, high pressure to eat sandwiches will be established. Flurries of leftovers can be expected both days with a 50 percent chance of scattered soup late in the day. We expect a warming trend where soup develops. By early next week, eating pressure will be low as the only wish left will be the bone.

### How to Cook a Turkey

- Step 1: Go buy a turkey
- Step 2: Take a drink of whiskey (scotch)
- Step 3: Put turkey in the oven
- Step 4: Take another 2 drinks of whiskey
- Step 5: Set the degree at 375 ovens
- Step 6: Take 3 more whiskeys of drink
- Step 7: Turn oven the on
- Step 8: Take 4 whisks of drinky
- Step 9: Turk the bastey
- Step 10: Whiskey another bottle of get
- Step 11: Stick a turkey in the ther mometer
- Step 12: Glass yourself a pour of whiskey
- Step 13: Bake the whiskey for 4 hours
- Step 14: Take the oven out of the turkey
- Step 15: Take the oven out of the turkey
- Step 16: Floor the turkey up off of the pick



Step 17: Turk the carvey

Step 18: Get yourself another scottle  
of botch

Step 19: Tet the sable and pour  
yourself a glass of turkey

Step 20: Bless the saying, pass and  
eat out

## The Turkey Shot Out Of The Oven

The turkey shot out of the oven  
And rocketed into the air,  
It knocked every plate off the table  
And partly demolished a chair.

It ricocheted into a corner  
And burst with a deafening boom,  
Then splattered all over the kitchen,  
Completely obscuring the room.

It stuck to the walls and the  
windows,  
It totally coated the floor,  
There was turkey attached to the  
ceiling,  
Where there'd never been turkey  
before.

It blanketed every appliance,  
It smeared every saucer and bowl,  
There wasn't a way I could stop it,  
That turkey was out of control.

I scraped and I scrubbed with  
displeasure,  
And thought with chagrin as I  
mopped,  
That I'd never again stuff a turkey  
With popcorn that hadn't been  
popped.

## A Thanksgiving Poem

Twas the night of Thanksgiving, but  
I just couldn't sleep  
I tried counting backwards, I tried  
counting sheep.  
The leftovers beckoned-- the dark  
meat and white,  
but I fought the temptation with all  
of my might.  
Tossing and turning with anticipa-  
tion,

the thought of a snack became  
infatuation.  
So, I raced to the kitchen, flung open  
the door  
and gazed at the fridge, full of  
goodies galore.  
I gobbled up turkey and buttered  
potatoes,  
pickles and carrots, beans and  
tomatoes.  
I felt myself swelling so plump and  
so round,  
till all of a sudden, I rose off the  
ground.  
I crashed through the ceiling, float-  
ing into the sky  
With a mouthful of pudding and a  
handful of pie  
But, I managed to yell as I soared  
past the trees  
"Happy eating to all--pass the  
cranberries, please"

## You Know You Are Overdoing Thanksgiving When ...

Paramedics bring in the Jaws of Life  
to pry you out of the EZ-Boy

The "Gravy Boat" your wife set out  
was a real 12' boat!

You receive a Sumo Wrestler appli-  
cation in your e-mail

Friday you set off 3 earthquake  
seismographs on your morning jog

Pricking your finger for cholesterol  
screening only yielded gravy

A guest quotes a Biblical passage  
from "The Feeding of the 5000"

That rash on your stomach turns out  
to be steering wheel burn

Representatives from the Butterball  
Hall of Fame called twice

You consider gluttony your patriotic  
duty

Your arms are too short to reach the  
steering wheel in your Porsche.

Bizarro

By Dan Piraro



Thanks to Tom and Phyllis Harwood for sharing this  
cartoon with us



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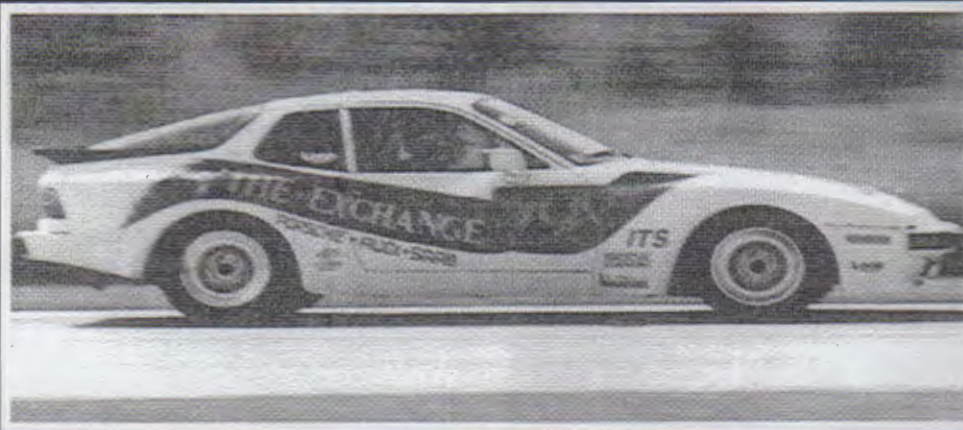
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OBO. Jay Pelkey, Crystal Lake 815.477.2101.

**Racecar** Titled as 1971 911S, 993 carbon fiber wide body by NOWFAB, rear wing by FABCAR, suspension design by Perfect Power. Raced as PCA GT-3S, but very suitable for anything from GT-1R to GT-4S. Excellent handling car. To many extras to mention, but best of everything. Selling with/without blown 3.2-liter engine. Jerry Quebe.

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**1972 911 PCA GT3** Zero time 3.4-liter twin plug motor; Midwest Eurosport dyno showed 300 hp. Coil over suspension. 92854 front and big red rear brakes. Recently freshened turbo gearbox and new sport clutch by Kelly-Moss. 1973 RSR body style and paint. Car weighs approx. 2,200 lbs. Roll cage tied into suspension. NASCAR style door bars. (2) sets of ForgeLine wheels and (1) set of new Hoosiers. Great for drivers' ed, vintage racing or starter car for GT class PCA racing. 1:18 at Putnam, 1:44 at Mid-Ohio, 1:43 at Road Atlanta this year. \$48,000 or \$52,000 with 18' enclosed Pace trailer. John Kramer 312.855.6232 or e-mail: [john.kramer@abnamro.com](mailto:john.kramer@abnamro.com).

**1986 911 Targa Carrera** White/blue interior. 34K mi. A/C. Pwr. seats/cruise. No winters/accidents/rain. Completely orig. Mint condition. #WPOEBO916GS160622. \$24,900. 815.886.2891 or e-mail: [cparsons@westerncom.net](mailto:cparsons@westerncom.net).

**1987 911 Carrera Coupe** Blue w/black interior. 52K mi. Frt./rr. spoilers. Sport seats. Garaged. \$18,500. Tom Corlett 847.669.8799 or e-mail: [delphi@techinter.com](mailto:delphi@techinter.com).

**1987 911 Targa** Red/black. 45K mi. Most options. Completely original/pampered by me/service Midwest Eurosport. Mint condition. \$26,500. Rich (days) 847.294.3893, (eve) 630.830.0365.

**1989 911 Coupe** Black/black. 56K mi. 5 spd., ltd. Slip, factory alarm, L S/R, Momo steering wheel, Panasonic pull-out radio/cassette w/amp and ADS speakers. Zymoiled, oil changed every 1500 mi. Stored

winters/no rain (few clouds)/no racing/babied,. Looks/runs like new. Bra and flannel car cover too. Serviced by Midwest Eurosport. Same owner last 6 years. Donn York 630.654.6723, e-mail: [dyork@megsinet.net](mailto:dyork@megsinet.net).

**1991 911 Turbo Coupe** Silver/black leather. 32K mi. 2-door. 3.3L Turbo. A/C. Dual airbags. Premium sounds. Sliding sunroof. 5 spd. Manual. Pwr. windows/door locks/steering. Dual pwr. seats. 4 wheel ABS. Integrated phone. Alloy wheels w/new tires. Rear wheel drive. AM/FM stereo w/CD. Non-smoker. Cruise control. Garaged. Exc. cond. \$45,000/OBO. John Kuetemeyer 847.382.1006 or e-mail: [John.Kuet@hotmail.com](mailto:John.Kuet@hotmail.com).

**1991 911 C4 Cabriolet** Midnight blue metallic/black top/beige leather. 40K mi. 17" cup wheels, new Dunlop SP8000s. A/C. Pwr. seats/windows/mirrors. Cruise control. WPOCB2961MS461986. CD player. Alarm. Radar. Custom car cover. Extra set of C4 wheels/tires. New clutch. 2nd owner. Always garaged/covered/Porsche serviced. No winters/smokers. All docs/tools/service records. \$50K invested. \$45,000/OBO. Kevin 847.262.2327.

**1997 Twin Turbo** Arctic Silver. 16K mi. Supple classic gray alum. Shift/brake handles. Stainless rockers. Chrome exhaust tips. CD changer. Many leather options. Heated seat/driver's lumbar/crests on seats. Painted crests on wheels. \$105,000/OBO. Scott Morrison (w) 414.798.0600, (h) 414.646.7473..

**1998 C2S** Black/black. 8K mi. 18" wheels. Motor sounds. Remote CD. As new. \$71,000. Michael Ryan 847.382.6227.

**1999 Carrera Coupe** Silver/gray PS. Traction control. Premium sound system. Lumbar seats and more. \$73,000. Dennis Dicks 312.236.0571.

**1975 914-6 Conversion** White/black. 2.7. Street/track car. Club Race ready. Call for spec. \$9,000/OBO. Shawn Young (h) 630.616.0519, (pager) 708.999.9135.

**1982 928S** White/brown leather.



## The Mart ...

46K mi. WPOJA0927CS822244. 5 spd., sunroof, bra, A/C, pwr. windows/seats. A-class concours, cardex, new tires, chrome wheels. Garaged/no winters. \$12,500. John Brandt, 265 Circle Ct., Palatine, IL 60067. 847.397.7238.

1987 928S4 Black/black leather. 32K mi. Automatic. Pwr. windows/seats. Sunroof, alarm system. AM/FM/cassette. Exc. cond. \$19,500. Laird Boulden. 312.441.6996 or e-mail: [LairdB@worldnet.att.net](mailto:LairdB@worldnet.att.net).

1976 930 White/white. Performance engine. Rebuilt transmission. Excitement & thrills. Free track days at GingerMan. \$21,000. Dan 616.253.4445.

1984 DP935 Turbo Stage II Euro composite body. Red/black leather. 400+ Hp. 10K mi. Cockpit adj. boost. 9x15, 13x15 Fuchs. New P-7's. A real DP with all the DP features. Rare and wild! Will trade for 1996 Viper GTS or \$56,000. Erik 847.223.0217.

1986 944 Turbo Guards red/black leather. 50K mi. 2nd owner, all orig. Special ordered w/complete sports package (sport seats/exhaust, Koni adjustable). Looks/smells like new. Concours winner! \$13,500. Jamie Wilke 414.238.1947, e-mail

[wilke@execpc.com](mailto:wilke@execpc.com).

1987 944 Guards red/tan leather. Mileage mid 70s. All options included. Very rare auto trans. All service and updates. '90 S2 wheels w/RE 71's plus orig. phone dials w/Firehawks. All like new. No winters. Exc. cond. \$8,000. Fred Howard 815.389.1966.

1988 944 Turbo S Race Car Class E. 1 race in log book. Race ready. Full set up. Fast & strong. Ask for details. \$25,975. Mike Maron 847.774.6677 or e-mail: [mirecy-cling@megsinet.net](mailto:mirecy-cling@megsinet.net)

1992 968 prepared E class PCA. MO30 package. KMR mount, bearing package. KMR Koni double adjustable shocks, struts. KMR driver adjustable sway bars. (2) sets BBS 3-piece 17" wheels. Motorsports light weight clutch, flywheel. Custom chips. (2) Recaro race seats. Fire system. Seat brace. Custom roll cage. KMR pro-series stainless exhaust. Engine fresh, only dyno-time and one race. Fully sorted, race ready. Proven winner. Jeff Stone 608.274.4045.

1998 Boxster Arena Red/tan. Flawless. Not quite 4K mi. Never in rain or snow/driven only in "top-down" weather. Sport package; 17" wheels w/Bridgestone SO2s; CD player;

chrome exhaust pipe; "SPEEDSTER HUMPS" (Farings); car cover. Original owner of this spectacular car. Reluctant sale of arguably the best-balanced Porsche ever made. Out of garage space/need room for new addition. \$46,000/OBO. Howard Yefsky (w) 312/368-4600; (h) 847/821-0438.

2000 Boxster S "Early" January 2000 delivery - no 1 year waiting list!!!!. Arctic Silver/black/black. HiFi sound. In dash CD player. Cruise control. Roll bar painted to match (Arctic Silver). \$2,5000 to take over. Shawn Young (w) 847.288.4979 (h) 630.941.9336, e-mail: [syoung@tukaiz.com](mailto:syoung@tukaiz.com).

## OTHERS/PARTS

1986 Panther Kallista Aluminum Roadster Brooklands green/black. 1 of 10 in the U.S. 2.3L, OHC, 4 spd. Delivered. \$25,000. Jack M. Brodiske, 815.485.8950.

1965 Mustang Vintage Racer \$8,000. Free track days at GingerMan! Dan 616.253.4445.

1966 BMW TISA \$17,000. Free track days at GingerMan! Dan 616.253.4445.

1981 BMW GT3 Steve Dinan &



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**1995 Pace American Trailer Alarm.** Cabinets. Tire Rack. Winch. Carpet. Enamel wall finish. Interior lights. Electric brakes. Load leveling hitch. Sway bar. Excellent condition. Jerry Quebe (w) 312-338-3203 (h) 312-951-2662.

**1996 Haulmark 24ft Enclosed Trailer** Dark blue/checker floor/white side walls. 20 ft awning. 110v & 12v lighting. Tire rack. Halogen lights. In-floor spare storage. Upper cabinets, many tie-downs. Frt. Diamond stone guard, alum. Mag wheels. Ceiling vents. 30 amp power connection. Several 110 outlets. E-track on wall. Over 10K new. \$7,900. Scott Morrison (w) 414.798.0600, (h) 414.646.7473.

**Ramps** Lift your spirits and raise your vehicle simultaneously with this pair of heavy-duty, 4 ton (rated) metal ramps. Will provide a 9" lift. Price: (1) 1999 PCA/Chicago Region Raffle ticket (\$25.00). Bruce Janecek, Post & Rail Farms, Palos Park, IL 60464. (weekdays) 708.354.1901 (other) 708.361.8421.

**HRE Racing Wheels 2 sets:** (4) 8.50x16 & (4) 10x17. Used 2 seasons. 50% NEW PRICE. John Bonnett (work) 847.670.8000, (fax) 847.670.8100, e-mail [jbonay@aol.com](mailto:jbonay@aol.com).  
**928 Wheels VGC set of four (4) w/**

Pirelli P7 195/50VR16. \$750 for set, plus shipping or pick-up. Rick Gurolnick. 847.540.7577 or e-mail [neotoyRick@aol.com](mailto:neotoyRick@aol.com) for JPEG pic. **16" Phone Dials** two (2) 7" & (2) 8" from '86 951. Exc. cond. #475. Jay Riley 219.942.4109.

**Tire & Rim Sale** (1) BBS gold center rim w/Goodyear 205/55R16 \$125/OBO. (1) Gold BBS type rim w/Porsche crest center w/Eagle 205/55R16 \$50/OBO. (2) Gold BBS type rims w/Porsche crest centers w/Goodyear 225/50ZR16 \$75/OBO. (2) Remington VR P55/50R16 \$75/

OBO. All tires have 50% tread or better and came off '84 turbo body 911. Bill or Jeremy at Chicago Import Service, 773.975.8991.

**Wheels & Tires** '86 928 7x16 flat wheels mounted with 205/55 Pirelli 210 Performance snow tires. Good condition. 2½K mi. \$400 for set of (4). Buyer pays shipping. Mike Rickey (w) 312.886.3037, (h) 773.276.0244, or e-mail: [MARRNR@aol.com](mailto:MARRNR@aol.com).

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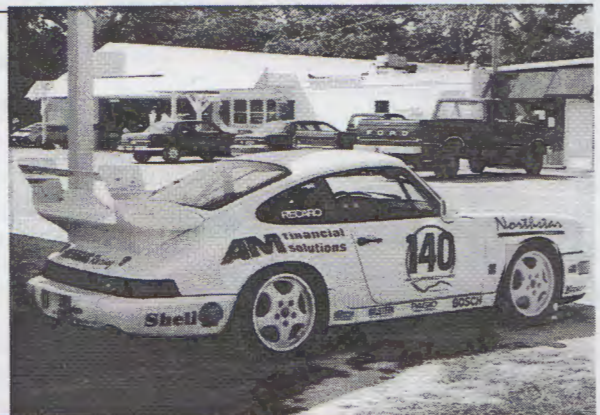


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(complete) + headers available, or will separate. \$25,000 invested. SAVE \$10,000. John E. Bonnett (work) 847.670.8000, (fax) 847.-670.8100, e-mail [jbonay@aol.com](mailto:jbonay@aol.com). **Parts** Brand new orig. Porsche 996/993Tech 3 18" wheels w/ Continental tires 225x40x18 and 265x35x18 - not \$3150 exchange like mag. ads, but \$2,000 outright. Like new BBS, 3 piece forged wheels, 15" w/Yoko's 225x50x15 on 9" and 345x35x15 on 11", perfect for 930s and wide 911s. Like new BBS style wheels w/G4s, 16x8 w/worn tires and 16x9 w/like new tires. \$500. New carbon fiber 993 hood (fits '74-'98) \$500. New carbon fiber deck lid (fits 993 only) \$250. Lots of other 911/930 parts. Call with needs. Fred Howard 815.389.1966.

**911 Parts** (1) set of 4 fake Fuchs, 15x7 frt, 15x8 rr, w/brand new Firestone SZ50 tires. Great street/outstand racing rain tires. \$400 plus buyer pays shipping. Joseph T. Seminetta, 514 Meadow, Winnetka, IL 60093, 312.444.3922 or e-mail: [J-Seminetta@nwu.edu](mailto:J-Seminetta@nwu.edu).

**'74 911S Parts** Complete long block, 78K mi, runs but low compression: bought another rather than rebuilding, \$600/OBO. Decent heat exchangers \$200/OBO. Good muffler \$100/OBO. Bryan 312.850.9706. **'81 911SC Parts** (2) 6x16 & (2) 7x16 Fuchs wheels w/Firestone Firehawks F-\$500/R-\$550 or \$1000 for set. Wheel center caps for Fuchs \$50 for set. Stock torsion bars F-\$130/R-\$140, stock sway bar \$145, calipers \$40. ea. or \$150 for set, rotors \$40. ea. or \$150 for set. Brake pads - Pagid orange (used 1/2 day) \$145 set, Performance Friction "Z" rated street pads (used 1 week) \$120 for set, Ferodo street pads (used a couple months, plenty of meat) \$45. Frank M. (w) 708.338.1900 or (h) 773.794.0434.

**Rotors** (4) OEM Porsche rotors. Less than 30% used. Fits C\$ '89 - '94, C2 '92 - '94, RS America '93 - '94. Orig. cost \$125 each. Will sell for \$35 each. I'll pay freight. Jeremy Goldberger 847.778.1887 or e-mail: [jgoldberger@mindscape.com](mailto:jgoldberger@mindscape.com).

**'94 3.6 Whale Tail Exc. cond.** \$1,000. Bill Wann 847.872.3317, e-mail: [wwannjr@aol.com](mailto:wwannjr@aol.com). **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. NEW LOW PRICE! Will sell for \$450. Buyer pays freight. Nick Brenkus (w) 847.540.2258 or (eve) 630.529.0911 (before 9 pm). **'86 944T Sport Seats** Gray flannel fabric. \$500 pair. Steve 847.673.5218. **944 O.E.M. Parts** "Space Master" Inflatable tire w/wheel 165-15

(never used). Aluminum car jack w/crank. 944 car cover w/storage bag. \$150. Len Tralmer 847.480.0848. **'99 Boxster Factory Springs** \$200 set. Steve 847.673.5218. **Vehicle Storage in Westmont For Rent** Building is heated or A/C. conveniently located near 63rd/Fairview. Don't wait until last minute, reserve now. Dominic 630.571.2164. **Private Chicago Region Porsche Only Storage Facility For Rent** In western suburb. Heated, in/out privileges, secured, private. Steve Wagner. 708.738.5775

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## Corrections ....

Oct. issue, page 15, picture caption should be Phil Bolander.

Oct. issue, page 27, Tony Koufos was FTD.

The editor respectfully apologizes to Phil Bolander and Tony Koufos. She appreciates the thoughtfulness of everyone who called her to point out her mistakes.



## Statement of Ownership, Management and Circulation

As required by US Post Office Annually

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# Aungahh!

This month we depart from our dialog with the Region about our own escapades with our Porsches and the Chicago Region to highlight our role as 1999 Charity Event Chairs. We volunteered for this position because we knew of and had a relationship with the Rehabilitation Institute of Chicago (RIC), fortunately not as a patient, and were committed to helping RIC as well as providing an exciting prize for the winner of the Charity Raffle.

What follows is the most recent communication from Peter Sontag of Fast Lane Travel regarding his trips in 2000. As you are aware, we hope, a Fast Lane trip for two (worth \$12,000) is the prize of the Charity Raffle this year.

*Guten Tag Dear Porsche Fest Friend,*

*The year 2000 will be my 25th anniversary of conducting Porsche Trips to Stuttgart and various other areas in Europe. It'll be a very special year with some new trip ideas and events. Here are the preliminary plans for the Porsche Fest Trips in 2000:*

- 1. Spring Porsche Fest will be May 13th through the 21st 2000. It will be the traditional Porsche Fest pattern that you have seen on the web site, including three days driving in a Porsche, Photo Rally in the Rhine area etc.*
- 2. I anticipate that Porsche will feature the new open-cockpit Porsche at Le Mans. Our Le Mans Porsche Fest will take place from June 10th through the 19th 2000 (the race will be on June 17th and 18th). We start out in Paris for a couple of days of sightseeing and shopping, then on to Normandy, including a reflective*

*"Private Ryan" tour of Omaha Beach and the memorial sites. Then on to Chateau d' Artigny and four fabulous days in the Loire area (limited to 36 participants).*

- 3. I have had requests for an excursion to Spain for a week after Le Mans. Depending on the demand and how many people are picking up new cars I will design that trip in early 2000. There is also a pre-trip excursion before Le Mans to Stuttgart for those who have ordered the new turbos or Boxster S's and want to pick them up. That trip is from June 7th through the 10th 2000, with car delivery on Friday, June 9th 2000.*
- 4. I am planning the traditional Fall Porsche Fest, for September 28th through October 8th 2000, including seven days of Porsche driving, photo rally, castles, medieval banquet, the Porsche Factory, Weissach and the Cannstatter Volksfest (limited to 40 participants). You'll be driving your own tourist delivery car or an AUTO EXCLUSIVE Porsche, BMW or Mercedes (your choice) the entire week! We will drive through the Black Forest; Lake Constance; the Alps, Innsbruck, and Salzburg, Austria; Munich and Nuremberg, Germany.*
- 5. Lastly, December 2nd through December 10th 2000 will be a Christmas trip to Austria and Germany, including a visit to the chapel where Silent Night, Holy Night was written and first performed. The Christkindl Markets in Vienna, Salzburg and Nuremberg. It'll be a relaxing, festive, shopping Christmas trip to get you in the Holiday spirit.*

We discovered Fast Lane Travel and their trips via an article written by Bruce Janacek early in 1999 about his adventures with this group. As we talked with Peter Sontag and learned more about Fast Lane Travel, we thought that this would be an absolutely first rate prize for any Porsche files. While we have advertised the prize as a one week Porsche Fest Trip for two to

Germany, the winner may take the \$12,000 credit and apply it to any trip offered by Fast Lane Travel in 2000. We'd like to win ourselves and even Bruce, who's already been there/done it once, has purchased tickets in order to have the chance to do it again. We also felt that having better odds of winning (1:1000) and a lesser ticket price than raffles in the recent past would help "sell out" the Raffle before the end of the Summer. We also hoped that by limiting initial sales to Chicago Region members only that the winner would be present at the annual dinner dance in December so that we would congratulate the winner in person.

Unfortunately, we are not sold out and have opened sales to out-of-region and non-PCA members. Ads have appeared in other region newsletters and the response to them has been good. A raffle ticket order form is now available on our Chicago Region Web page. An ad will appear in the November issue of Panorama. All of this publicity we hope will help boost sales so that we can maximize our gift to the RIC. But, as we would really love to have a Chicago Region winner, we hope that our editorial column this month will help inspire you to purchase tickets immediately. The prize is, obviously, superior and the beneficiary of the Raffle worthy. The Raffle Ticket sale will end at 6:45 pm on Saturday December 4th at the Dinner Dance OR when there are no tickets left to sell. Let's make it the latter! Either mail in your ticket order form or, as we attend most of the Region's events, seek us out. We usually have tickets with us and are eager to sell them all.

Our family joins us in wishing you and yours a very Happy and festive Thanksgiving.

*Steve and Susan*

*Aungahh (a-uun-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.*





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