



# CHICAGO SCENE

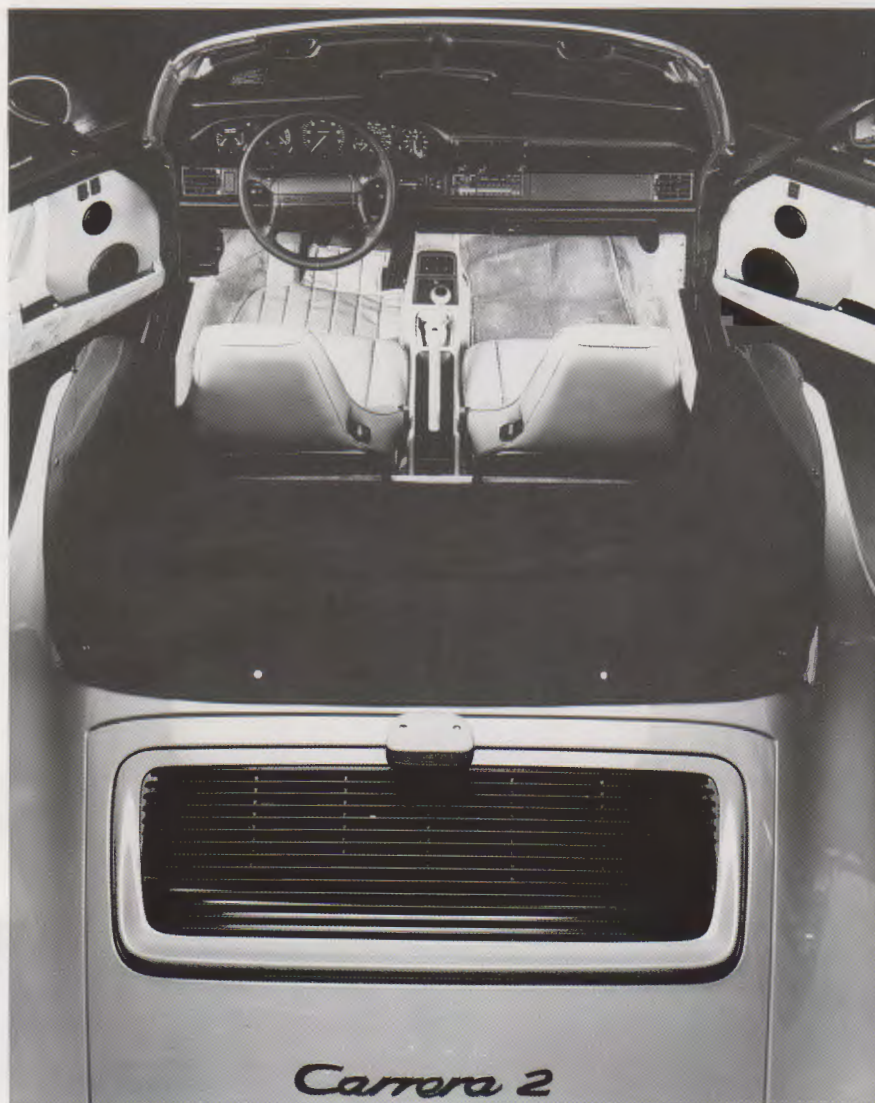


**APRIL 1993**



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

WE LIKE TO THINK OF IT AS AIR PORSCHE



With the powerful thrust of the 3.6 liter engine and the roar of the wind on your face, the Porsche 911 Carrera introduces you to one very important concept. Excitement.

Bill Jacobs Motorsport introduces you to another important concept. High quality service.

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**Bill Jacobs Motorsport**  
1564 W. OGDEN AVE. NAPERVILLE 708-357-1200



## "CHICAGO SCENE"

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**DEADLINE:** Material must be received no later than the 10th of each month for publication in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

**MART:** Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

### ADVERTISING RATES:

**Quarter Page:** \$20.00/mo. yearly, \$30.00/mo. quarterly; **Half Page:** \$40.00/mo. yearly, \$50.00/mo. quarterly; **Full Page:** \$75.00/mo. yearly, \$90.00/mo. quarterly.

All requests for advertising space must be made through the editor.

### CHICAGO SCENE

1500 N. Farnsworth Avenue, P.O. Box 2850  
Aurora, IL 60507-2850  
(708)820-1770  
(708)820-0870 FAX



APRIL 1993  
Vol. 36, No. 4

|                     |    |
|---------------------|----|
| Who's Who           | 2  |
| In Gallagher's Gear | 3  |
| Up & Coming         | 5  |
| The Fast Lane       | 28 |
| Rear View Mirror    | 30 |
| Welcome             | 33 |
| Pete's Pointers     | 34 |
| Memoirs             | 36 |
| By George. . .      | 38 |
| The Mart            | 39 |

**COVER:** Dan Daly following his first Blackhawk Event in a 1981 Porsche 911SC. Photo taken by Tim Daly.

## CHICAGO REGION 1993 CALENDAR OF EVENTS

|                    |                                |
|--------------------|--------------------------------|
| January 24         | Annual Membership Meeting      |
| February 21        | Restaurant Tour                |
| March 20           | Spring Social - Medieval Times |
| April 4            | Concours School                |
| April 18           | Spring Rallye                  |
| April 25           | Tech Session                   |
| May 2              | Driving School & Gymkhana      |
| May 12             | Blackhawk I                    |
| May 22             | Concours                       |
| May 28, 29, & 30   | Elkhart I                      |
| June 13            | Rallye & Gambling Boat         |
| June 16            | Blackhawk II                   |
| June 27            | Gymkhana                       |
| July 15 & 16       | Race Series-Road America       |
| July 18            | Potter's Picnic & Concours     |
| August 1           | Rallye                         |
| August 8           | Past President's Promenade     |
| August 11          | Blackhawk III                  |
| August 15          | Utica Gymkhana                 |
| September 3, 4 & 5 | Elkhart II & Concours          |
| September 19       | Charity Gymkhana & Concours    |
| October 3*         | Loop Rallye                    |
| October 16 & 17    | Blackhawk Octoberfest          |
| October 24         | Concours                       |
| November 6         | Social Event                   |
| November 14        | Tech Session                   |
| December 4         | Dinner Dance                   |
| *Tentative Date    |                                |



# WHO'S WHO



**PRESIDENT**  
Dan Gallagher  
(312)616-1416



**VICE PRESIDENT**  
Rip Patterson  
(708)740-3562



**SECRETARY**  
Jeff Girard  
(708)971-8144

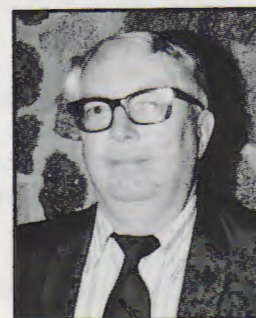


**TREASURER**  
Chuck Bittman  
(708)246-9505



**IMMED. PAST PRES.**  
Debby Leed  
(708)382-6911

| 1993 COORDINATORS                            |                   |
|--|-------------------|
| <b>AUTOCROSS</b>                             |                   |
| John Ruther                                  | (708)639-1094     |
| <b>CONCOURS</b>                              |                   |
| Bill Gavy                                    | (312)973-3938     |
| <b>CHARITY EVENT</b>                         |                   |
| To Be Announced                              |                   |
| <b>GOODIE STORE</b>                          |                   |
| Linda Patterson                              | (708)740-3562     |
| <b>RALLYE</b>                                |                   |
| David O'Bryan                                | (312)929-1943     |
| <b>SAFETY</b>                                |                   |
| Jeff Girard                                  | (708)971-8144     |
| <b>SOCIAL</b>                                |                   |
| Peggy Gallagher                              | (312)616-1416     |
| <b>MEMBERSHIP</b>                            |                   |
| Lee Lichtenstein                             | (708)577-1550     |
| 24 Hr. Member Info                           | (312)769-8193     |
| <b>TECH CREW</b>                             |                   |
| George Weathered                             | (708)357-4033     |
| <b>"SCENE" EDITOR &amp; ADVERTISING MGR.</b> |                   |
| Kristen George                               | (708)820-1770     |
|  | FAX (708)820-0870 |
| <b>CO-EDITOR</b>                             |                   |
| Dodie Mueller                                | (708)487-2406     |
| <b>CONTRIBUTING EDITOR</b>                   |                   |
| Richard Badler                               | (708)317-0059     |
| <b>PHOTOGRAPHER</b>                          |                   |
| Chris Ingot                                  | (708)559-1126     |
| <b>PRINTER</b>                               |                   |
| GPI Printing                                 | (708)820-1770     |



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(708)361-8421



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(708)577-1550



**DIRECTOR**  
John Ruther  
(708)639-1094



**DIRECTOR**  
Greg Turek  
(708)961-2439



**DIRECTOR**  
Arnold Zann  
(708)386-2864

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## ***IN GALLAGHER'S GEAR***

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I didn't eat too much Weinerschnitzel at Chef Karl's so here we go again. We all had a great time and wonderful food. Thank-you Karl and Lee.

Chuck Bittman, Peggy and I spent last weekend at the Annual Presidents and Treasurer's meeting which was held in Fort Wayne, Indiana. I will try to relate the more important topics. It appears that the Boxter will be available in fifteen months for a cost of less than forty thousand. We were told that at first it will only be available with a four cylinder but as soon as the replacement 911 model with its water cooled 6 cylinder goes into production that engine will go into the Boxter.

I tried to get National to help us financially with the Race Series but it is against their policy. They would however lend us money to cover some of the expenses but it would have to be paid back, I refused such generosity.

There are some big changes in store for future Parades. Over the next three years the National organization will be taking over the registration, financial, scoring, sponsorship and hotel and banquet functions. I think this is long overdue as putting on a Parade was entirely too much work and destroyed the host region for at least a year. Under these circumstances Chicago might re-consider whether or not we would be willing to host a future Parade.

Perhaps the most important news, at least to the Chicago Region, is the restrictions that will take effect this year concerning Parade laps at Elkhart and Blackhawk. To put it simply our insurance coverage will no longer cover Parade laps unless the participants are required to follow the existing safety requirements. This means that everyone must be over 18 years of age, be wearing a helmet and long clothing and corner workers must be present. This will really ruin a lot of good times had by family members at our track events. As far as I and Blackhawk are concerned I can see no way that we can continue our end of the day laps. Elkhart is a different matter. Here we use SCCA corner workers and we would run our touring laps when they had their lunch break. The only way we can continue is to have volunteers take over the corner stations

between 12 and 1 and have everyone of the drivers and passengers in helmets. Even with these restrictions if we have a large group that still wants to do touring laps we could do them if enough of the autocross people would volunteer to man the corner stations. I would be happy to see a lot of members at our May board meeting. As you are aware our meetings are open and are usually the first Friday of the month at 8:00 PM. The site is always the Park Ridge VFW located at Canfield and the Kennedy Expressway.

Another distressing point is the proposed "Clunker Law". Under this proposal the state or federal government has the intent to keep prior to 1981 cars off the street. Under a proposal, naturally in California, the state government would pay up to \$3,000 for the older cars. I agree that 20% of cars do cause 80% of air pollution caused by automobiles. The only problem is that there is no exception for collectors automobiles. Under the California bill you could still license your pre 1981 automobile for the street if it could meet 81 standards or you could sell it to the government for up to \$3,000 dollars. Let us see, I could put a catalytic convertor and an air pump on my '59 "D" and maybe pass or I could sell it for up to \$3,000 dollars. The amount of pollution reduced by this couldn't even be measured. I suggest that you write the appropriate state legislator or U.S. Congresswoman and insist on an exemption for collectors or high performance cars.

I think I have probably told you enough bad news so here is some good news. It appears that Porsche Pushers from all over the country will be coming to our race series. We had news that two Semis of Porsches will be coming from California. I couldn't be happier. When we pull this one off I will apologize to everyone for my pessimism.

I am happy to report that Rip and Linda Patterson have volunteered to be the Charity Chairpersons. The proceeds of this years charity autocross/concours will be donated to the Sally Potter School for the mentally and physically handicapped.

Several things of interest from the last board meeting. The board decided that three cars will be necessary to

make up an equipped class in rallyes. The board also let stand the present policy that a rallyemaster may at his or her discretion run only a seat of the pants class. This was done because of a lack of interest in the equipped class plus the much greater difficulty of setting up an equipped rallye. A great deal of discussion centered around the previously mentioned Parade or touring laps. As I mentioned earlier they will be dropped from Blackhawk and are still up in the air on Elkhart.

I doubt if this newsletter will be in print before the Concours School with John Paterek. We have spent of good deal of money to get a nationally known expert to come in for the day. I hope we have an excellent turn out for what I know will be a great day.

Our first rallye; Myron Walters "After The Fox Rallye", is coming up. I don't know about you but I have been waiting all winter to take the car cover off the Porsche and go for a nice drive in the country. Speaking of drives our annual Spring driving school and gymkhana presented by Leed and Brenkus is almost here. If you plan to attend Blackhawk in May you should definitely go out and learn the basics with them. I am happy to tell you that Chef Karl will be serving dinner after each of our four Blackhawk events. Not only is this much more convenient but it is also an excellent dinner at a reasonable price.

We had a great time at the Medeival Times, fifty-five of us showed up and had a very interesting night. I more so than some for as head of the large group of Porsche Pushers, I was knighted. I always wanted to be called Sir Daniel. Thank you Peggy for a fun evening.

Well if I don't get lost following the Fox you will hear from me next month.

Dan

---

## FORUM

Dear Dan,

I would be honored to display my car at the August 8th Porsche Phenomenon.

Porsche \_\_\_\_\_ Year \_\_\_\_\_

Model \_\_\_\_\_ Color \_\_\_\_\_

Signed \_\_\_\_\_

Name, Address & Phone \_\_\_\_\_

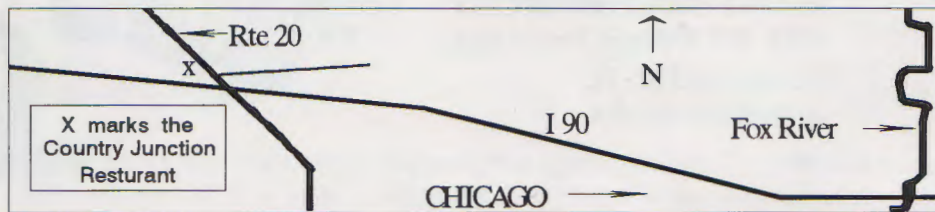
Mail To: Dan Gallagher, 360 E. Randolph Apt. 2202, Chicago, IL 60601, 708/616-1416

# AFTER THE FOX RALLYE

**WHEN: Sunday, April 18, 1993 Rendezvous at 12:00 PM First car off at 1:01 PM**  
Come early and enjoy lunch before the 12:00 "rendezvous"

**WHERE: Country Junction Restaurant, 11419 Grant Hwy (Route 20) Marengo, Il (815)923-2336**

**DIRECTIONS:** From Chicago take Interstate 90 northwest and cross the Fox River. Approximately 14 miles past the Fox River exit north on Route 20 (Grant Hwy), take a left at the T intersection, go approximately 1.5 miles and the Country Junction will be on the left.



The 1992 Rallye season ended with a great Loop rallye with tremendous participation. The first 1993 rallye will attempt to maintain the direction of last year with another "finishable" rallye.

My vision of a Rallyemaster is to challenge your ability to follow instructions and pay attention. If you make a mistake, it is my responsibility to anticipate your error and guide you back on course (with naturally a time penalty). I obtain no joy in getting you hopelessly lost. In addition, it is my responsibility to find "PORSCHE ROADS". So come out and chase the Fox. At the end of the rallye we will meet in a location where we can have a casual dinner, laugh at ourselves and each other, cover the rallye route and handout awards

There will only be one class "seat of the pants". You will not be asked to exceed the speed limit. If your Porsche is in the shop, come out anyway. All cars can qualify for one of the six awards. However, only Porsches will count for Region Overall Points. Study the Rallye DEFINITIONS in your calendar. This is a "no pressure" rallye. DNFs (did not finish), if any, will not be published in the SCENE.

For this rallye, there will be, in addition to the awards mentioned above, 1st and 2nd place trophies given to "FIRST TIME IN THE 90's" entrants. To qualify both driver and navigator must not have participated in a rallye since 1989 and must finish. The honor system and the judgement of the Rallyemaster are final to qualify. "First time" and "retired" rallyists also qualify for all other awards.

Questions: Myron Walters (708) 790-3944

## AFTER THE FOX RALLYE

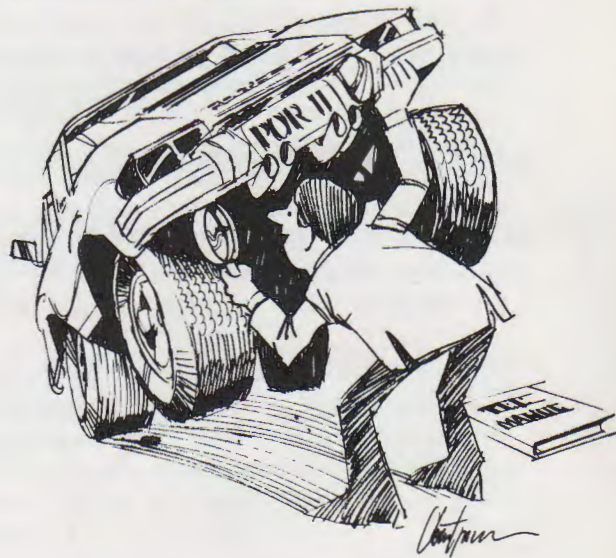
Make checks payable to: PCA/ Chicago and mail to:

Driver \_\_\_\_\_  
 Navigator \_\_\_\_\_  
 Phone \_\_\_\_\_  
 FIRST TIME IN THE 90's RALLYISTS ? \_\_\_\_\_  
 Car make \_\_\_\_\_ Model \_\_\_\_\_  
 Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_

Myron Walters  
 744 Crescent Blvd.  
 Glen Ellyn, Il. 60137  
**FEE PER CAR:**  
 \$18 PRE-REGISTERED  
 \$20 ON THE DAY OF THE EVENT

# APRIL TECH SESSION

**DATE:** Sunday, April 25th  
**TIME:** 1:00 PM  
**LOCATION:** MIDWEST EUROSPO  
104 W. Irving Pard Rd.  
Bensenville, IL  
708/595-5577

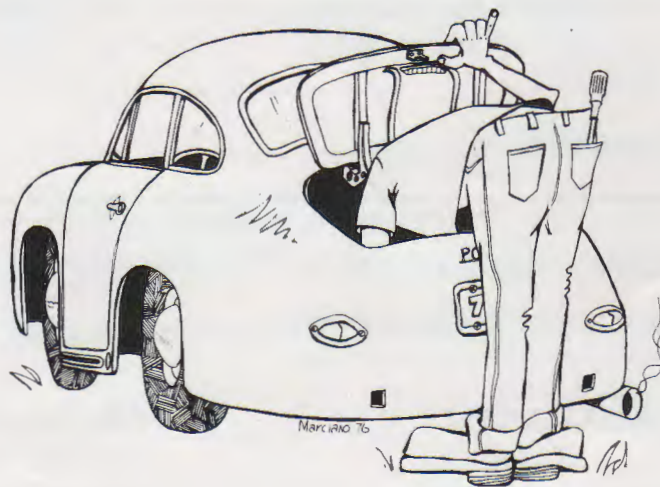


## WE HAVE A PCA CLUB RACE DATE SET!

**We have gone over the rules and licencing, now it is time to look closer at the TECH requirements on cars planning to run the Club Race or other track events.**

**Please bring your car for a Pre-Tech. We hope to have a couple of race cars for your viewing.**

**Parking is available on Center Street just East of Midwest Eurosport and in large parking lot just West of shop.**



# CHICAGO REGION SPRING 1993 DRIVING SCHOOL/AUTOCROSS

**Date:** Sunday, May 2, 1993  
**Location:** Arena Auto Auction (formerly "Old Chicago")  
200 W. Old Chicago Drive, Bolingbrook, IL  
**Time:** Driver's School Tech/Registration 8:00 AM  
Driver's School Class/Registration 8:30-12:30 PM  
Autocross Tech/Registration 11:00 AM  
Autocross First Car Off 1:00 PM

Ladies and Gentlemen:

Start your Porsches for the best ever Chicago Region Spring Driving School. Regardless of weather, plan to attend. This great facility will provide us a warm, comfortable environment in the event of inclement weather. A special effort is being made to make this school INTERESTING, FUN and EDUCATIONAL for both the seasoned and the new members, expert or novice. Invite your PCA friends from other regions to participate!

Indoors there will be classroom instruction by the best instructors available in the Chicago Region. Outdoors there will be a skid pad, braking zone, and road course slalom. After the driver's school, we will have an autocross which will incorporate what novices learned all morning and will be challenging for seasoned autocrossers. This will be a trophy event which will count for overall points.

Make your plans now to join us for a pre-cursory tech inspection of your Porsche. This is a must for Blackhawk and Elkhart. This school is the time and place to learn about your car and meet new members. Learn to know your car and become a better driver.

### REQUIREMENTS

Helmets with a 1985 or newer Snell sticker  
Long pants and long sleeved shirts  
Socks of non-synthetic materials  
Closed toe shoes

Consult your 1993 Calendar for run classes. Registration will check for valid driver's licenses.

Event Co-Chairmen:

Nick Brenkus 708/766-4734  
Ed Leed 708/382-6911

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Mail your registration to: Susan Brenkus, 16W503 Second Court, Bensenville, IL 60106

1st Driver \_\_\_\_\_ \$20.00

2nd Driver \_\_\_\_\_ \$ 5.00

Attending Driver's School  Yes  No Car Model \_\_\_\_\_ Year \_\_\_\_\_ Modifications \_\_\_\_\_

Total Amount Enclosed: \$ \_\_\_\_\_ (make checks payable to PCA/Chicago Region)

# GET READY FOR THE AUTOCROSS SEASON

## BY RESERVING YOUR PERMANENT NUMBER AND CLASSIFYING YOUR PORSCHE

Chicago Region has changed the autocross classes for 1993. With the addition of Improved 4 and 6 cylinder classes, the proper classification of your car is very important for fair competition. Please list any modifications, pick a number and **return the form by April 15.**

**TO RESERVE A PERMANENT NUMBER, PLEASE READ THESE GUIDELINES CAREFULLY.**

On the accompanying list, a \* indicates that the number has already been reserved.

The unreserved numbers (without \*) on the list have not been reserved by the driver and do not belong to him unless he wants it. A number can be reserved on a first come, first served basis by any other driver unless the driver notifies me by May 1st that he wants to keep his number. Unless I am notified otherwise, the number that appears next to the driver's name will be permanently assigned either to him or to whomever requests it by that date. For example, if the driver has already purchased vinyl or magnetic numbers using these numbers, he owns the first right of refusal to the number on this list until May 1st.

If you want to change your number which appears on this list, let me know that you are relinquishing your number and notify me immediately with your 3 choices. If the driver assigned to the unreserved number on this list does not reserve it by May 1st, he relinquishes the right to reserve it, and it will be assigned to you.

After May 1st, the number can be changed only between events, not the day of the event.

## AUTOCROSS NUMBER LIST

| CAR NO. | * means Reserved | 1992 Class | Region | Driver         | Car Desc.       |
|---------|------------------|------------|--------|----------------|-----------------|
| 0       | *                | P5         | CHO    | Bruce Janecek  | '93 911 RS      |
| 1       | *                | P4         | CHO    | Dan Gallagher  | '79 930         |
| 2       | *                | M7         | CHO    | Ed Leed        | '69 911S        |
| 3       | *                | M7         | CHO    | Bob White      | '73 911RS       |
| 4       | *                | P4         | CHO    | George Gutmann | '79 930         |
| 5       | *                | P5         | CHO    | Greg Turek     | '91 C2          |
| 6       | *                | M7         | CHO    | Frank Wagner   | '70 914-6       |
| 7       | *                | P5         | CHO    | Nick Brenkus   | '78 911SC       |
| 8       | *                | P4         | CHO    | Jerry Quebe    | '74 911 Carrera |
| 9       |                  |            |        |                |                 |
| 10      | *                | P3         | CHO    | Harold Beach   | '73 911T        |

|    |   |     |     |                    |                    |     |   |     |     |                   |                    |
|----|---|-----|-----|--------------------|--------------------|-----|---|-----|-----|-------------------|--------------------|
| 11 | * | P4L | CHO | Peggy Goldenberg   | '79 930            | 65  |   |     |     |                   |                    |
| 12 | * | M7L | CHO | Debby Leed         | '69 911S           | 66  | * | M7  | CHO | Peggy Wagner      | '70 914-6          |
| 13 | * | M7L | CHO | Wilma White        | '73 911RS          | 67  |   |     |     |                   |                    |
| 14 | * | P4L | CHO | Linda Gutmann      | '79 930            | 68  | * | M7  | CHO | Mike Zitzmann     | '86 911            |
| 15 | * | P5L | CHO | Marla Turek        | '91 C2             | 69  |   |     |     |                   |                    |
| 16 | * | M7  | CHO | Dale Flesburg      | 914-6              | 70  |   |     |     |                   |                    |
| 17 | * | M7  | CHO | Stuart Acker       | 930                | 71  |   | P4  | CHO | Jim Petrikas      | '86 944 Turbo      |
| 18 | * | P4L | CHO | Liz Quebe          | '74 911 Carrera    | 72  |   | P2  | CHO | Keith Clark       | '87 944S           |
| 19 |   | P5  | CHO | Jim Starai         | '87 911 Carrera    | 72  |   | P4  | CHO | Robert Rocque     | '88 944T           |
| 20 |   |     |     |                    |                    | 73  | * | M7  | CHO | Glen Sapa         | '73 911 Carrera RS |
| 21 |   |     |     |                    |                    | 74  |   |     |     |                   |                    |
| 22 |   |     |     |                    |                    | 75  |   | P5  | CHO | Joe Meis          | '90 Carrera 4      |
| 23 |   | P4  | CHO | Chuck Reiter       | '91 944 Turbo      | 76  |   |     |     |                   |                    |
| 24 |   |     |     |                    |                    | 77  |   |     |     |                   |                    |
| 25 |   | P1  | CHO | David O'Bryan      | '70 914            | 78  |   |     |     |                   |                    |
| 26 | * | P5  | CHO | Lad Sanda          | '93 911 RS         | 79  |   |     |     |                   |                    |
| 27 |   |     |     |                    |                    | 80  |   | P5  | CHO | Dennis Grollo     | '84 911            |
| 28 | * | P2  | CHO | Chris Ingot        | '86 944            | 81  |   | P4  | CHO | Rich Potempa      | '86 944            |
| 29 |   | P2  | CHO | Mike Mullins       | '84 944            | 82  |   |     |     |                   |                    |
| 30 |   | P2  | CHO | Gary Kovener       | '87 944S           | 83  |   | P2  | CHO | Steve Carlson     | '84 944            |
| 32 |   | P4  | CHO | Kent Ijichi        | 944 Turbo          | 84  |   |     |     |                   |                    |
| 33 | * | P5  | CHO | John Ruther        | '93 911 RS         | 85  |   |     |     |                   |                    |
| 34 | * | P5  | CHO | Arnold Zann        | '85 911 Carrera    | 86  |   |     |     |                   |                    |
| 35 | * | P5  | CHO | Rob Cook           | '85 911            | 87  |   |     |     |                   |                    |
| 36 |   | P1  | CHO | David Matthews     | '74 914 2.047.283* | 88  |   | P5  | CHO | Ed Soske          | '85 911            |
| 36 |   | P1  | CHO | Adam Goldstein     | '64 356C           | 89  |   | P4  | CHO | Mike Lambert      | '89 944 Turbo      |
| 38 |   | P2  | CHO | Mark Carlson       | '84 944            | 90  |   | P4  | CHO | James Petrikas    | '86 944 Turbo      |
| 39 |   | P4  | CHO | Don Larson         | '87 930            | 91  |   | P5  | CHO | Jose Paredes      | '90 911            |
| 40 |   | P5  | CHO | Rich Strahota      | '88 911            | 92  |   | M7  | CHO | Richard Gonzales  | '69 911            |
| 41 |   | P2  | CHO | Bruce Clay         | '82 924 Turbo      | 93  |   | P5  | CHO | Bob Turner        |                    |
| 42 |   | P5  | CHO | Jim Fuerstenburg   | '79 911SC          | 94  |   | P1  | CHO | William Vlazny    | '73 914 2.0        |
| 42 |   | P3  | CHO | Mike Pierce        | 928                | 95  |   | P3  | CHO | Ken Council       | '84 928S           |
| 43 |   |     |     |                    |                    | 96  |   | P2  | CHO | Marshall Melcach  | '85 944            |
| 44 | * | P2  | CHO | Lee Lichtenstein   | '83 944            | 98  |   | M7  | CHO | Tony Koufos       | '70 911            |
| 45 |   | M7  | CHO | Mike Gray          | '71 911            | 99  | * | P4  | CHO | Walter Minato     | '92 911 Turbo      |
| 46 |   |     |     |                    |                    | 99  | * | P1  | CHO | Bernard Lakemaker | '58 356A           |
| 47 |   |     |     |                    |                    | 100 |   |     |     |                   |                    |
| 48 |   |     |     |                    |                    | 142 |   | P5  | CHO | Martin Masters    | '79 911SC          |
| 49 | * | P2  | CHO | Neiland Pennington | '84 944            | 144 | * | P4  | CHO | Jack Schriver     | '89 944 Turbo      |
| 50 |   | P4  | CHO | Bob Allen          |                    | 149 | * | M7  | CHO | Glen Sapa         | 911                |
| 51 |   | P5  | CHO | Bob Cook           | '87 911            | 188 |   | P5  | CHO | Robert Soske      | '85 911            |
| 52 |   | P4  | CHO | Randy Schearer     | '88 930            | 191 | * | P5L | CHO | Kimberly Starai   | '87 911 Carrera    |
| 53 |   |     |     |                    |                    | 226 | * | P5  | CHO | Scott Sanda       | '93 911 RS         |
| 54 |   |     |     |                    |                    | 426 | * | P5  | CHO | Chris Sanda       | '93 911 RS         |
| 55 |   | P2  | CHO | Kurt Madvig        | '86 944            | 570 |   | P4  | CHO | Roger Miller      | '89 944 Turbo      |
| 56 |   |     |     |                    |                    | 712 | * | P2  | CHO | Jill Krohn        | '85 944            |
| 57 |   |     |     |                    |                    | 713 | * | P2  | CHO | Jeff Girard       | '85 944            |
| 58 |   |     |     |                    |                    | 901 |   | P4L | CHO | Debbie Olszanski  | '86 944 Turbo      |
| 59 | * | M7  | CHO | Jeanette Russo     | '72 911            | 911 | * | M7  | CHO | Jim Becker        | '72 911S           |
| 60 |   | P2  | CHO | Rick Gurolnick     | '84 944            | 944 | * | M7  | CHO | Jim Becker        | '87 944            |
| 61 | * | M7  | CHO | John Flesburg      | 914-6              |     |   |     |     |                   |                    |
| 62 | * | P1  | CHO | Ron Goldstein      | '64 356C           |     |   |     |     |                   |                    |
| 63 |   | P5  | CHO | James Sykora       |                    |     |   |     |     |                   |                    |
| 64 | * | P1  | CHO | Rip Patterson      | '64 356SC          |     |   |     |     |                   |                    |

# AUTOCROSS CLASSIFICATION AND PERMANENT NUMBER REQUEST FORM

Please complete and mail this form **before April 15** in order to be **properly classified** for the May 2nd Drivers School Gymkhana and to **reserve your permanent number**. Mail this form to Ed Leed at the address below.

Driver Name \_\_\_\_\_ 1992 Class: \_\_\_\_\_

Telephone \_\_\_\_\_

Co-Driver \_\_\_\_\_ 1992 Class: \_\_\_\_\_

Porsche Year \_\_\_\_\_ Model \_\_\_\_\_ Body style \_\_\_\_\_ Color \_\_\_\_\_

Cylinders \_\_\_\_\_ Displacement \_\_\_\_\_

Wheel Size: Front \_\_\_\_\_ Rear \_\_\_\_\_

Tire Size: Front \_\_\_\_\_ Rear \_\_\_\_\_

**Please list all modifications, indicating none where appropriate.**

Engine specs, if modified, rebuilt or replaced with a different engine:  
\_\_\_\_\_  
\_\_\_\_\_

Fuel system modifications: \_\_\_\_\_

Computer chip: \_\_\_\_\_

Non standard transmission gears? Yes \_\_\_\_\_ No \_\_\_\_\_

Limited slip differential: Yes \_\_\_\_\_ No \_\_\_\_\_ Factory option \_\_\_\_\_

Suspension modifications which required machining \_\_\_\_\_  
\_\_\_\_\_

## **PERMANENT CAR NUMBER REQUEST**

First Choice \_\_\_\_\_ Second Choice \_\_\_\_\_ Third Choice \_\_\_\_\_

Keep the number assigned to you last year? Yes \_\_\_\_\_ No \_\_\_\_\_

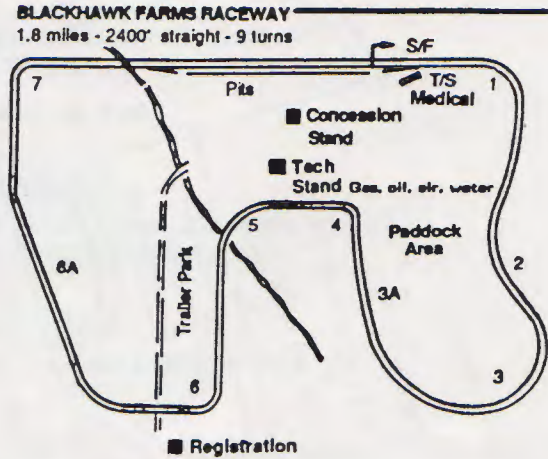
**MAIL BY APRIL 15TH TO: Ed Leed, 37 Lakeview Dr., Barrington IL 60010**  
Please call me at 708-382-6911 if you have questions.

# BLACKHAWK XXV

**DATES:** May 12, 1993  
**TIME:** 8:30-5:00\*\* Registration Closes at 11:00 AM  
**PLACE:** Blackhawk Farms Race Track, So. Beloit, Illinois

Beat the mid-week blues, play hooky from work and check out the fun at Blackhawk!

Here's your opportunity to practice all that you've learned in drivers school in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track that is located just outside of Rockton, Illinois close to the Northwest Tollway. Learn to drive your Porsche or other vehicle at high speed in complete safety. At these events we allow cars other than Porsches to participate. We are not suggesting that you bring the family station wagon, but sports cars and sporting type cars that pass tech will be permitted.



The concession stand will be closed on Wednesday. We recommend that you bring a picnic lunch or plan to go into town to McDonald's. Alcoholic beverages are not permitted during the event. Afterwards, dinner (steak or other entree T.B.A.) will be prepared at the track by Chef Karl's Edelweiss Inn.

The entrants will be divided into three classes so that the slower cars and/or novice drivers will not be on the track at the same time as the faster cars. Please remember that the club's insurance requires all drivers to wear long sleeved cotton shirts, long pants and a helmet at all times while on the track.

There is a 10:00 AM mandatory drivers meeting for all entrants who have not run this event previously. **REMEMBER-registration closes at 11:00 AM!**

**\*\*To save time at the track-you may bring a letter from a recognized Porsche dealer or mechanic stating that your car has been prepared for the track. Tech begins at 8:30 AM**

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

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

## **May 12th BLACKHAWK/CHEF KARL DINNER REGISTRATION**

Mail to: Dan Gallagher, 360 E. Randolph, #2202, Chicago, IL 60601 312/616-1416

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

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

Car Make: \_\_\_\_\_

Model: \_\_\_\_\_

Driver: Experienced \_\_\_ Novice \_\_\_

\$90.00 Preregistered/\$100.00 AT the track

2nd driver-no charge if a family member

Amount Enclosed \_\_\_\_\_

Dinner following the event \$20.00 Adults/\$10.00 Children  
 Beer, wine and soft drinks included.

PORSCHE



SECOND ANNUAL

# Concours D' Elegance

Ferrari



A joint event of the PCA and the FCA, hosted by Lake Forest Sportscars, Ltd.

Porsche Club of America, Chicago Region

Ferrari Club of America, Central States Region

For those who remember, or maybe just heard about, last years great event

**DON'T MISS THIS ONE**

Mark the following dates on your calendar!

**Monday April 12, 1993**

Date by which ALL entries MUST be RECEIVED. Not like last year - NO exceptions!

ADVANCE ENTRIES ONLY - DON'T WAIT - ENTER NOW

**Saturday, May 22, 1993**

Plan to spend a fun filled day (see map on following page for location)

PORSCHE CLUB CLASSES:

Judged Classes - \$20.00 Entry Fee

A, B, C, & D

Non-Judged Classes - \$15.00 Entry Fee

Judged Classes: Maximum 25 cars in combination with 5 Exhibition class cars.

Exhibition Class: Maximum 10 cars in combination with 20 Judged Class cars.

MAXIMUM 30 cars per club.

CUSTOM AWARDS: for First and Second Place in all Judged Classes, Peoples Choice and Judges Choice.

PEOPLES CHOICE: Awards for Each Club. Both club's members vote for a car in each club.

JUDGES CHOICE: awards for each club. Judges from both Clubs vote for a car in each club.

All entries, whether judged or non-judged, are eligible for Peoples Choice.

All entries not receiving First or Second Place awards will receive a SPECIAL Commemorative award.

BEST OF SHOW award, a collaboration of judges from both clubs, will be awarded to the best car of both clubs combined. Exhibition Class cars are not eligible for this award.

Entrants may begin arriving at 10:00 A.M. - Judging begins at 1:00 P.M.

**SEE MAP ON FOLLOWING PAGE FOR LOCATION**

Porsche/Ferrari Conours, May 22, 1993

MANDATORY Registration

Mail your Registration so it arrives by 4/12/93

Dale Moody, 19532 Governors Hwy., Homewood, IL 60430 708/798-2637

Name \_\_\_\_\_ Member \_\_\_\_\_ Guest \_\_\_\_\_

Concour Class: A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ at \$20.00

Exhibition \_\_\_\_\_ at \$15.00

Number Attending \_\_\_\_\_

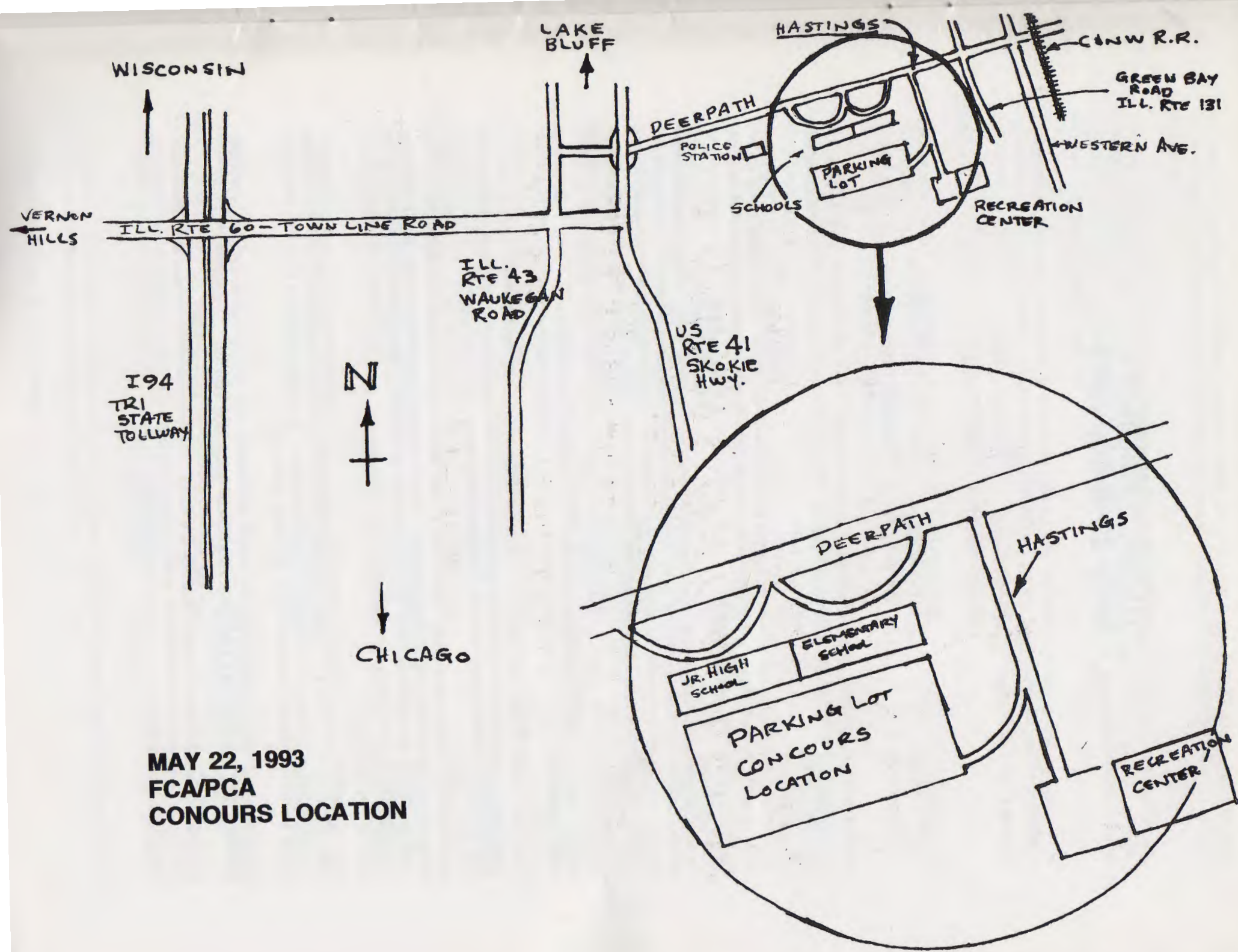
Amount Enclosed \_\_\_\_\_

Car Year \_\_\_\_\_

Model \_\_\_\_\_

Color \_\_\_\_\_

Make checks payable to: PCA/Chicago Region



MAY 22, 1993  
 FCA/PCA  
 CONOURS LOCATION

# ROAD AMERICA I MAY 29 & 30, 1993

Event Chairpersons: Arnold Zann 708/386-2864  
George Mueller 708/371-0119

Registrar: John Ruther 708/250-3202 (Office)  
708/639-1094 (Home)

The first Road America driving school of the year is soon to be a reality. The usual procedures will be in place...run groups alternating every half hour of open track lapping. Plenty of track time to practice those turns, learn those lines and have fun.

The first Road America becomes even more fun this year because of the Chicago Region is going racing on July 15 & 16, 1993. This would be a perfect time for the racers to learn the Road America track and set-up their cars for the July racing event.

On Saturday, the novice drivers will be required to attend a half day Skip Barber drivers school to learn the proper driving techniques for cornering, braking, safety practices, and the safe negotiation of the track. The novices will then have the opportunity to drive the track while being observed and critiqued by the Skip Barber instructors and then they will be able to join in the alternating run groups for the rest of the weekend.

Again, all corners will be staffed by professional SCCA corner workers. The corner workers will be strictly enforcing the rules of passing (restricted to certain straight aways), with no passing being allowed in the braking areas or turns.

Using your **Chicago Region Tech Sheet**, it is your responsibility to thoroughly check your car yourself, or have it checked by a competent service organization **immediately prior to the event**. Be sure to pay close attention to the specifics on the tech sheet concerning brake fluids and brake pads.

The mandatory clothing requirements remain that a **1985 Snell approved helmet (PLEASE NOTE...WE REPEAT...A 1985 SNELL APPROVED HELMET)**, a long sleeved shirt, long pants, and socks, all made of a non-synthetic material, and closed toe shoes. Recommended, but not mandatory, are drivers suits and driving gloves made of nonflammable materials, fire extinguisher, and a safety harness. Also, due to the local ordinances, all cars must run with mufflers.

There will be a **MANDATORY NOVICE DRIVERS MEETING** at Siebkins promptly at 8:00 pm Friday evening. The novices will be instructed as well as pertinent information as to the format and rules of the event. All novices **MUST** attend this meeting or they will not be allowed to drive.

The Saturday and Sunday **MANDATORY DRIVERS MEETINGS** will be at 7:30 am at the track. **ANYONE MISSING THE MANDATORY DRIVERS MEETINGS WILL NOT DRIVE.**

Registration opens at Siebkins on Friday afternoon at 4:00 pm. The tech crew will be on hand to scrutinize your car. If your car is not teched at Siebkins on Friday, it must be teched at the track on Saturday morning starting at 7:30 am. No car will be allowed to run without a tech sticker.

A sellout is a "sure thing" for this event, so please register early. You will be notified of your acceptance by mail by the registrar. Also, please remember that you must present a **VALID DRIVERS LICENSE** at the time of registration.

Siebkens will be again be the "headquarters" for the non-track meetings. Contact Siebkens directly for lodging reservations (414/876-2600). Dinner reservations for Saturday night can be made at the same time as room reservations, but please no latter than Friday evening, May 28th. Dinner choices are Weinerschnitzel, Duck, Prime Rib, and Fresh Fish if ordered in advance.

Continental breakfast at Siebkens will be available at 6:00 am, with full service starting at 9:00 am. Siebkens is attempting to provide full service breakfast earlier for the drivers, but this information will only be available at registration.

**Places to stay:**

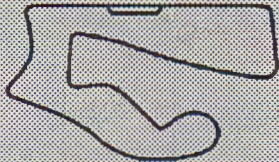
|  |  |   |  |
|--|--|---|--|
| <b>Siebken's Resort*</b><br>Elkhart Lake, WI<br>414/876-2600 | <b>Barefoot Bay*</b><br>Elkhart Lake, WI<br>(special rate if you say<br>you are a member of PCA)<br>414/876-3323 | <b>American Club</b><br>Kohler, WI<br>414/457-8000                                | <b>Americinn*</b><br>Plymouth, WI<br>414/892-2669          |
| <b>Budgetel Inn</b><br>Sheboygan, WI<br>414/457-2321         | <b>Crest Hotel*</b><br>Plymouth, WI<br>414/893-6111  | <b>Best Western Fountain<br/>Park Motor Inn*</b><br>Sheboygan, WI<br>414/458-4641 | <b>Comfort Inn*</b><br>Sheboygan, WI<br>414/457-7724       |
| <b>Imperial Motel</b><br>Sheboygan, WI<br>414/458-3578       | <b>Holiday Inn</b><br>Manitowoc, WI<br>414/682-6000  | <b>Dillon Inn/Best Western</b><br>West Bend, WI<br>414/338-0636                   | <b>Driftwood Motel</b><br>Port Wash., WI<br>414/284-4413   |
| <b>Starlight Motel</b><br>New Holstein, WI<br>414/898-4216   | <b>Super 8 Motel*</b><br>Sheboygan, WI<br>414/458-8080   | <b>52 Stafford*</b><br>Plymouth, WI<br>414/893-0552                               | <b>Harbor Center*</b><br>Sheboygan, WI<br>414/458-1400     |
| <b>Harbor Inn*</b><br>Sheboygan, WI<br>414/452-2424          | <b>Harborside/Best Western</b><br>Port Washington, WI<br>414/284-9461  | <b>Inn on Maritime Bay</b><br>Manitowoc, WI<br>414/682-7000                       | <b>Parkway Motel*</b><br>Sheboygan, WI<br>414/458-8338     |
| <b>Pine Beach Resort</b><br>Oostburg, WI<br>414/564-2998     | <b>Pinehurst Inn</b><br>Sheboygan Falls, WI<br>414/467-4314  | <b>Port Motel</b><br>Grafton, WI<br>414/284-9964                                  | <b>Sheraton FonduLac</b><br>Fon du Lac, WI<br>414/923-3000 |
| <b>Sheraton Mil. North</b><br>Brown Deer, WI<br>414/355-8585 | <b>Silver Springs Inn*</b><br>Plymouth, WI<br>414/893-0969   | <b>Stagecoach Inn B &amp; B</b><br>Cedarburg, WI<br>414/375-0208                  | <b>Stunz B &amp; B</b><br>Newton, WI<br>414/726-4388       |
| <b>Thunderbird Motel</b><br>Chilton, WI<br>414/849-4216      | <b>Travelers Motel</b><br>Manitowoc, WI<br>414/682-8234  | <b>Washington House Inn</b><br>Cedarburg, WI<br>414/375-3550                      | <b>Westmoor AAA</b><br>Manitowoc, WI<br>414/684-3374       |
| <b><u>CAMPGROUNDS:</u></b>                                   | <b>EIGENBERGER'S</b><br>across from Road America<br>414/876-2197   | <b>PLYMOUTH ROCK RESORT</b><br>on Rt. 67 next to Road America<br>414/892-4252     | <b>HICKORY HILLS</b><br>on Rt. 67<br>414/892-4732          |

**FOR MOTORHOME HOOK-UP:**

**ROAD AMERICA**  
800/355-RACE (ask for Gail Bartelt)

The Elkhart Lake Chamber of Commerce has a list of cottages, condos, and rooms for rent in the Elkhart Lake area if you are interested, please contact them at 414/876-2922.

\*donates hotels closer to Road America



**Registration Form  
PCA Chicago Region  
Road America Drivers School  
May 29 and 30, 1993**



| First Driver                            |  |                                       |
|---|--|---------------------------------------|
| Name:                                   |  |                                       |
| Address:                                |  |                                       |
| City:                                   | State: Zip:  |                                       |
| Eve Phone:                              | Day Phone:   |                                       |
| Member <input type="checkbox"/> Region: |  |                                       |
| <Fastest<br>A <input type="checkbox"/>  | Requested Run Group<br>B1 <input type="checkbox"/> B2 <input type="checkbox"/> | Slowest<br>C <input type="checkbox"/> |

| Second Driver                           |  |                                       |
|---|--|---------------------------------------|
| Name:                                   |  |                                       |
| Address:                                |  |                                       |
| City:                                   | State: Zip:  |                                       |
| Eve Phone:                              | Day Phone:   |                                       |
| Member <input type="checkbox"/> Region: |  |                                       |
| <Fastest<br>A <input type="checkbox"/>  | Requested Run Group<br>B1 <input type="checkbox"/> B2 <input type="checkbox"/> | Slowest<br>C <input type="checkbox"/> |

|   |  |
|---|--|
| Porsche Year, Model, Type, Engine Size<br>_____ | ----- PCR Class -----<br>Production <input type="checkbox"/> Improved <input type="checkbox"/> Modified <input type="checkbox"/> |
| Permanent Car Number : _____                    | Requested Car Number : _____   |

Drivers must attend the Skip Barber classroom instruction unless they attended at a previous event, or have very strong driving credentials and receive approval from the event chairman.

|  |  |   |
|--|--|---|
| <u>First Driver</u>                                      | <u>Second Driver</u>                                     | Did you receive Skip Barber Instruction at a previous Chicago Region PCA Road America event?  |
| Yes <input type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> |   |
| Yes <input type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted. |

To help us better classify car/driver combinations please specify your driving experience, including # of track days per year, professional driving schools attended, and tracks driven with typical lap times.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Fees: One Driver \$185, Two Drivers, same car \$230 . Total amount enclosed: \$

Make checks payable to "PCA Chicago Region." Mail the registration form and check to:  
John Ruther, 111 River Drive, Cary, Illinois 60013.  
(708) 250-3202 Days / (708) 639-1094 Evenings. No refunds for cancellations after May 21, 1993

**PCA/CHICAGO REGION TECH INSPECTION SHEET**

NAME \_\_\_\_\_

COLOR \_\_\_\_\_

CLASS \_\_\_\_\_

MODEL/YEAR \_\_\_\_\_

ENG. DISP. \_\_\_\_\_

ENTRY NO. \_\_\_\_\_

Passed Failed

**TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:**

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

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

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

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

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

DATE \_\_\_\_\_

## **WILL'N 2 GAMBLE RALLYE**

**When: June 13, 1993**      **Registration Opens: 10:00 AM**  
   **Driver Meeting: 10:30 AM**  
   **First Car Off: 11:01 AM**

**Where: Moraine Valley College, 1 block west of 88th Avenue on 107th Street, Palos Heights, IL (Northwest corner of Parking Lot)**

*From 294 exit at 95th Street and go west to Roberts Road. Turn south on Roberts Road to 107th Street. Turn west on 107th Street, the college will be on the left approximately one mile west.*

*From LaGrange Road, turn east on 107th and the college will be on the right approximately one mile east.*

*Come out and enjoy the second rallye of the year. The rallye will take us through the greenery of southern portion of Cook County and Will County ending in time to enjoy a pleasant and fun time on the Empress River Casino.*

*The rallye will be an easy and carefree tulip drive on a wonderful late spring day. There will be only one class "seat of the pants". The rallye will end in time to enjoy the side trip on the Empress. Included in the instruction will be a panic envelope, so you will not miss the fun the remainder of the afternoon.*

*Since the rallye starts early, you might want to have a bite to eat before you start. There are the usual fast foods restaurants on Roberts Road, 95th Street, and 111th Street.*

*If you are not up to the fun of rallying but would like to participate, workers are still needed.*

**Questions: Jim Harper (312) 737-5927**

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## **WILL'N 2 GAMBLE RALLYE**

**Make Checks Payable to: PCA/Chicago Region**  
**Mail To: Jim Harper, 2746 W. 86th Place, Chicago, IL 60652**

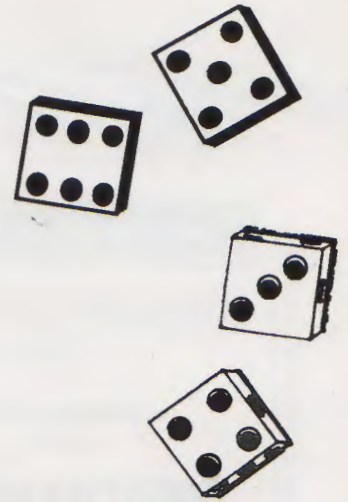
**Fee per Car: \$10.00 REGISTRATION**  
**Driver \_\_\_\_\_ Navigator: \_\_\_\_\_**

**Phone: \_\_\_\_\_ Car: \_\_\_\_\_ Model: \_\_\_\_\_**

**MEMBER \_\_\_\_\_ APPLICANT \_\_\_\_\_ GUEST: \_\_\_\_\_**



- \* Over 600 slot machines
- \* 36 Blackjack games
- \* 5 Craps tables
- \* 3 Roulette games
- \* Mini-baccarat
- \* Big Six
- \* 2 Video Poker bars
- \* Empress Club for slot players
- \* Complete cocktail service



I-55 South through Joliet to Exit 248 (Rt 6),  
left 3 miles to Empress Drive,  
OR  
I-80 West through Joliet to Exit 130A (Rt 7),  
right on Rt 6 one mile to Empress Drive.  
Joliet, IL

Must be 21 years old.

Sunday, June 13, 1993

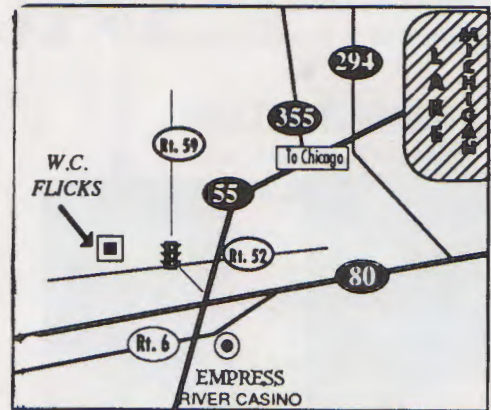
Time: 2:00 - 2:30 P.M.  
2:30 P.M.  
3:00 P.M.  
5:00 P.M.  
5:30 P.M.  
6:00 P.M.

Boarding pass distributed - \$18.00 per person  
Boarding & Gaming Begins  
Departure - Empress Pavilion  
Return - Empress Pavilion  
W.C. Flicks Restaurant - Cocktails (cash bar)  
W.C. Flicks Restaurant - Dinner \$16.00 including tax & tip  
(Payable at W.C. Flicks)  
Questions ????? Peggy (312) 616-1416



**FLICKS FAMILY STYLE  
DINNER**

House Salad with Lazy Susan, Roast Sirloin of Beef, Roast Lemon-Herb Chicken, Pasta with Tomato-Basil Sauce, Fresh Vegetable, Rolls & Butter, Ice Cream for Dessert and Coffee, Iced or Hot Tea.



Located just 10 minutes from the  
**EMPERESS RIVER BOAT**  
6 blocks west of Interstate 55  
(Stevenson Expressway) on Rt. 52  
(Jefferson Street) in Shorewood just  
North of the Route 6 EMPRESS Exit  
Use Rt. 52-Shorewood Exit off of I-55.

Mail by Wednesday, May 26, 1993  
Make checks payable to: PCA Chicago Region  
Name \_\_\_\_\_  
Telephone # \_\_\_\_\_  
Number Attending \_\_\_\_\_  
Amount Enclosed: \$ \_\_\_\_\_  
(\$18.00 per person)  
Send pre - paid registration to:  
Dan Gallagher  
Apt. # 2202  
360 East Randolph Street  
Chicago, Illinois 60601

700 W. Jefferson Street  
Shorewood, IL 60435  
(815) 725-7773

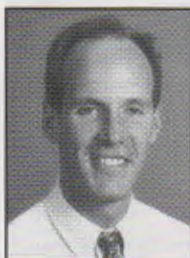
*motor*

# Our Goal:



Make Motor Werks the undisputed  
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# Our Team:



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**Blake Woods**

Adds considerable talent for acquiring new and pre-owned Porsche automobiles from all corners of the country. A lifelong Porsche enthusiast.



Service Consultant  
**Rick Lane**

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Service Technician  
**Rich Haddon**

A familiar face to mid-west Porsche owners, Rich has an impressive 22 years of Porsche technical expertise under his belt.



Service Technician  
**Chris Plummer**

A Porsche Certified Master Technician, Chris has acquired seven years of Porsche experience — all with Motor Werks of Barrington.



Service Technician  
**Dave Poston**

Porsche and A.S.E. Master Technician Dave Poston is a racing enthusiast and 944 owner. He is lead technician and senior member of Team Porsche at Motor Werks

*team p*

*motorwerks*

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Choose from 2: Red or Polar Silver

**1993 968 Coupe Tiptronic**  
Slate Grey

*porsche*

# **PCA CLUB RACING**

## **JULY 15-16, 1993**

OK. This is the one we've all been waiting for... **THE FIRST PCA CLUB RACE AT ROAD AMERICA, ELKHART LAKE, WISCONSIN.** The Chicago Region PCA is staging what we hope will be the premier race event of the 1993 season.

Road America, with it's 14 turns, three long straights and 4 miles in length make it the most exciting and challenging race course for all levels of competitive drivers. Chicago Region PCA events held at Road America have always attracted drivers from all parts of the USA, so everyone should have plenty of fun. If predictions hold true, we will have a variety of very interesting Porsche's to compete against.

For those of you who are attending the Parade in Ohio, this event immediately follows so that you can participate on your way home. For those of you who are racing at Road America in the Chicago Historic Races, please join us a week earlier.

Siebkin's Resort, Elkhart Lake, Wisconsin, will be the race headquarters and tech will start there on Wednesday afternoon, July 14, 1993. It would be advisable to arrive early and have your car teched on Wednesday afternoon, with the other alternative being up very early on Thursday morning and having the car teched at the track before the early morning drivers meeting.

There will be a **MANDATORY NOVICE SCHOOL STARTING AT 7:30 PM** at Siebkins. All first time novice license holders must attend this meeting.

**PLEASE APPLY FOR YOU PCA RACING LICENSE EARLY. IF YOU HAVE NOT DONE SO ALREADY, SEND IN YOUR APPLICATION NOW!**

Time is running short, so please register early and remember that you can use Chicago Region's Annual Memorial Day Weekend Driver's School at Road America on May 28-29, 1993 as your warm-up for the club racing date.

For this event the Registrar may classify an Entrant as he deems appropriate. Entrants, at their option, may protest such to the Event Chairman and Registrar.

If you would like to volunteer your time in helping with the organization of the event and your time during the event, please call or write immediately!

Hotels are filling up very fast, so make your hotel reservations as soon as you can. A list of accommodations can be found on page 15 of this months Scene.

**Event Chairperson**  
Arnold Zann  
708/386-2864

**Registrar**  
Mike Zurick  
(H) 708/920-6698  
(O) 708/963-6500

Please no calls after 9:00 PM Central Standard Time.

# PCA CHICAGO REGION CLUB RACING

## ROAD AMERICA JULY 15 & 16, 1993

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

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

City, State, Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_ Days: \_\_\_\_\_ Eves: \_\_\_\_\_

PCA Region: \_\_\_\_\_ PCA Membership No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

|  |
|--|
| PCA License Status:<br>(Circle One on Right) |
| PCA License Number:<br>_____                 |
| Expiration Date:<br>_____                    |

**Novice** – Have applied or will have applied for a License and completed all requirements prior to the event. Must attend Wednesday evening school, July 14. License requires a medical certificate signed by a doctor before being issued. Request application package from PCA National Office, P O Box 10402, Alexandria, VA 22310.

**Rookie** – Have been issued a PCA Rookie License (Completion of Novice School and one race).

**Provisional** – Have been issued a PCA Provisional License (Previous Competition Experience).

**Full** – Have been issued a Full PCA Club Racing License (Completion of Two Races).

Requested Car Number: \_\_\_\_\_ First Choice: \_\_\_\_\_ Second Choice: \_\_\_\_\_ Third Choice: \_\_\_\_\_

PCA Club Racing Class: \_\_\_\_\_ Porsche Year, Type, Model: \_\_\_\_\_ Engine Size: \_\_\_\_\_

Turbo or Non-Turbo: \_\_\_\_\_ Race or Street Tires: \_\_\_\_\_ Full Chassis Stiffening? \_\_\_\_\_ Pounds Car Lightened: \_\_\_\_\_

List all car modifications (not necessary for classes A, B, C, D). Especially list non-factory chips, carburetor/fuel injection changes, ignition changes, triangulated shock tower braces, adjustable spring plates, suspension settings requiring machining or modification to factory parts, non-stock suspension pick-up points, non-stock wheels, gear and ring and pinion changes, and non-factory limited slip.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**FEES:** First Driver \$250.00 Second Driver, Same Car \$175.00 Full refunds for written cancellations received by July 1, 1993. Second driver must also complete a separate registration form. Buy tickets at registration for the delicious banquet at Siebken's Thursday evening. Make checks payable to "PCA Chicago Region". Mail completed registration form and check to:

Mike Zurick, Midwest Computer, Inc., 2821 So. Fairfield, Suite A, Lombard, IL 60148. Days 708/963-6500. Eves 708/920-6698.

I hereby certify that I will have successfully completed all PCA Club Racing License Requirements prior to coming to this event, and I have no known physical or mental problems which might jeopardize myself or others if I participate in this event.

Driver's Signature: \_\_\_\_\_

# PCA CLUB RACING COMPETITION LICENSE APPLICATION

Name \_\_\_\_\_ PCA Member # \_\_\_\_\_  
Address \_\_\_\_\_ Phone (H) \_\_\_\_\_  
\_\_\_\_\_ (W) \_\_\_\_\_  
Region \_\_\_\_\_

CURRENT COMPETITION LICENSE INFORMATION (List Sanctioning Body and License #, and Provide Photocopy of License)

- 1)
- 2)
- 3)

EXPERIENCE: Describe your PCA Driver's Ed, PCA Time Trial, Professional schools, and road racing competition experience. List most recent experience first. Use back or separate sheet as required.

CERTIFICATION OF EXPERIENCE (required for applicants with no prior competition experience - see PCA Club Racing Licensing Policy)

NAME OF PERSON CERTIFYING EXPERIENCE \_\_\_\_\_

ADDRESS/PHONE \_\_\_\_\_

POSITION \_\_\_\_\_

DESCRIPTION OF APPLICANT'S EXPERIENCE (use separate sheet as needed): Number of events, run group, on-track ability, etc.:

IF YOU DO NOT HAVE A COMPETITION LICENSE, AT WHAT EVENT WILL YOU ATTEND THE PCA CLUB RACING SCHOOL? \_\_\_\_\_

TYPE OF CAR YOU INTEND TO RACE: \_\_\_\_\_

APPLICANT: I certify that the above information is true, and that I am applying for a PCA Club Racing License in full knowledge of the dangers inherent in this type of motorsports activity.

(SIGNATURE) \_\_\_\_\_

Return this application with a recent passport-size photo and a check for \$30.00 (annual licensing fee), payable to the PCA Club Racing Program, to the PCA National Office:

PCA Club Racing  
P.O. Box 10402  
Alexandria, VA 22310

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Saturday 8 AM - 1 PM

**Porsche Club of America  
Chicago Region  
Concours Guidelines for 1993**

These guidelines are being formulated to promote enthusiasm and encourage participation by all members of the club. They apply to all scheduled concours events for 1993.

1. The entry fee will be waived, upon request, for those cars entered for the first time.
2. Only members will be eligible for trophies.
3. At the first concours entered, the entrant will be the sole judge of the class to which his/her car belongs on the basis of preparation.
4. Entrants of the same car in subsequent 1993 concours must remain in the same class originally entered, or they may elect to move up a class. Entrants may not regress to a lower class.
5. One car shall make a class.
6. No bonus points will be awarded for authenticity, and no penalty imposed for the lack thereof. Judging shall be based solely on the cleanliness and condition of the car.
7. Schedule of points leading to year-end overall placement and awards will be skewed in favor of the higher classes as shown:

| Class | 1st | 2nd | 3rd | 4th | 5th | 6th |
|-------|-----|-----|-----|-----|-----|-----|
| A     | 18  | 16  | 14  | 12  | 10  | 8   |
| B     | 15  | 13  | 11  | 9   | 7   | 5   |
| C     | 12  | 10  | 8   | 6   | 4   | 2   |
| D     | 9   | 7   | 5   | 3   | 1   | 0   |

NOTE: Points earned do not necessarily earn trophies!

8. In addition to the point system specified in the P.C.A./Chicago Region concours scoring sheets, summarized in #10 below, the following points will be assigned for age and mileage as shown:

A. Age: One point per year after the first three model years to a maximum of 10 points.

|                  |            |              |             |
|------------------|------------|--------------|-------------|
| 1993, 1992, 1991 | = 0 points | 1985         | = 6 points  |
| 1990             | = 1 point  | 1984         | = 7 points  |
| 1989             | = 2 points | 1983         | = 8 points  |
| 1988             | = 3 points | 1982         | = 9 points  |
| 1987             | = 4 points | 1981 & older | = 10 points |
| 1986             | = 5 points |              |             |

B. Mileage: One point per 10,000 miles after the first 10,000 miles to a maximum of 10 points.

|                   |            |                   |             |
|-------------------|------------|-------------------|-------------|
| 0 to 10,000 miles | = 0 points | 60,001 to 70,000  | = 6 points  |
| 10,001 to 20,000  | = 1 points | 70,001 to 80,000  | = 7 points  |
| 20,001 to 30,000  | = 2 points | 80,001 to 90,000  | = 8 points  |
| 30,001 to 40,000  | = 3 points | 90,001 to 100,000 | = 9 points  |
| 40,001 to 50,000  | = 4 points | 100,000 +         | = 10 points |
| 50,001 to 60,000  | = 5 points |                   |             |

9. Judges and trophy structures will be at the discretion of the concours chairperson. Any and all protests will be considered on the basis of common sense, fairness, and sportsmanship. In the absence of any of the three, any and all protests shall be ignored.

|   |                |                |
|---|----------------|----------------|
| 10. Concours Classes                                  | 356/912        | 924/928        |
|   | <u>911/914</u> | <u>944/968</u> |
| Class A: exterior/interior/trunk/engine/undercarriage | 300 points     | 300 points     |
| Class B: exterior/interior/trunk/engine               | 235 points     | 235 points     |
| Class C: exterior/interior/trunk                      | 180 points     | 180 points     |
| Class D: exterior/interior                            | 134 points     | 134 points     |

11. Five bonus points shall be awarded if the car is driven to the event from the entrant's home the day of the event.

12. Three 1st place awards in any class during any one concours season will result in the entrant being promoted to the next higher class for the next season.

13. At the discretion of the event chairperson, the following awards/trophies and classes may be added to any concours event:

A. The "People's Choice trophy shall be awarded solely on the basis of the popular numerical vote cast by entrants and spectators. All those in attendance are eligible to vote and are allowed one ballot.

b. The "Judge's Choice" trophy shall be awarded solely on the basis of the popular numerical votes cast by the concours judges of all classes. Their vote shall be based solely on the subjective appeal of the cars and may not necessarily reflect the relative standing of any entrant in any of the respective classes.

NOTE: In the interest of fairness, no one car will be eligible to win both People's Choice and Judge's Choice trophies.

14. Novice Class: At the discretion of the event chairperson, a Novice class can be added for first time entrants only. Anyone who has ever won a trophy in any regular concours event is prohibited. No bonus points for age or mileage will be awarded, nor will the Novice Class standings be considered for overall points at year-end. Judgeing of the Novice Class will be on the basis of the same standards for Class B, i.e. exterior, interior, trunk, engine.

NOTE: Entrants in the Novice Class are eligible for either the People's Choice of Judge's Choice trophies. Either award does not in any way influence the year-end overall placement standings or awards.

15. Exhibition Class: Any entrant may choose to enter his/her car in this class for display/show purposes only. Any entrant in Exhibition Class will not be judged, so will not be eligible for any class award nor Judge's Choice trophy, however entrants in this class are eligible for the People's Choice trophy. Entrants in the Exhibition Class will pay either the standard fee, or a reduced fee, at the discretion of the event chairperson.

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# THE FAST LANE

---

by Dick Badler

I don't go to car shows much anymore.

The most interesting and most diverse show I ever went to was in Geneva, Switzerland. 1986. I have a poster from that show, framed, hanging in our family room at home. I had offered to buy it at a kiosk where they were selling posters from previous years. They gave it to me, instead.

My most vivid memory from that show was of the good Swiss burghers, measuring rear seat legroom in Jettas and Sierras and Opel Kadetts, using actual rulers and tape measures, and then getting in, *toute la famille*, to see if they were all comfy. The only American cars were on the GM stand. Cadillacs. They were very big. Very shiny. Very chromatic (pardon me). There were Italian coachbuilder displays, that included Pininfarina, Ital Design and Zagato. The far out, like Willy Koenig's latest creation and the same for Zbarro, Gemballa and DP. And a whole slew of erstwhile MG/Triumph/Alfa replacements, none of which lasted beyond that season. All the Porsches on the Porsche stand were unlocked. You could sit in them all.

I don't go to auto shows much anymore.

The second best show I ever went to was in London, in about '89 or '90. Hopped a taxi to Earl's Court, on a free afternoon. The Lotus Elan was unveiled there, as were the 348 tb and ts Ferraris. There were hundreds of vintage cars lined up on the mezzanine, all perched for inspection, pending an auction. D-Type Jaguars (and don't forget to sound a hard "u," as in "you"), C-Type Jaguars (better), DB-4GT Zagatos, "Bentley Boys" Bentleys, etc., etc.

I spent a lot of time at the Porsche display. I sat in a first-in-the-UK Tiptronic 911, rhd, fooling with the thing to my heart's content. The salespeople talked to me, at length. They asked me a lot of questions about Porsche pricing in the U.S. Then I bought a book, the 911 purchase and restoration book. Bought it at one of a series of book stalls, all set up, apart from the "accessories" and "parts" stalls. I'd never

seen so many car books in one place. I could pinch myself.

I don't go to car shows much anymore.

I used to go to the Greater NY Car Show, in the Coliseum in Columbus Circle, almost every year. A parent would take my friends and me. The game was to see who could amass the greatest number of brochures. Then, on the way home in dad's Buick, on the Long Island Expressway, we'd try to stay awake and actually read them.

My wife and I went to the NY Car Show shortly after we started dating. She thought it would be fun, for a weeknight. I was given free passes. We laughed a lot that evening, about customized vans that sported purple velour carpeting, on the walls, and ocher shag upholstery, and 3-D murals on the sides, depicting the Pony Express and assorted other outdoor expressions of taste. We laughed about the big cats that were tethered by chains at the Mercury stand. We laughed about the models who had all they could do to remember their lines as they rotated, clockwise, always clockwise, on their giant lazy-susans.

The next time, we took our eldest daughter, who was still in a stroller. My wife changed her diaper, in the corner of some display, on the floor, behind a custom Camaro. Nobody stopped her. We met a friend, who knew someone at a gray-market Ferrari stand. They let me sit in a Berlinetta Boxer. The public stood behind stanchions and rope, staring at me. I'm 5'9" tall. I fit perfectly, with the seat pushed back all the way. I thought to myself, "I can drive this car very fast."

In the late '80's I went to my last NY car show. I went with my boss. He owned a '64 Morgan Plus 4, which he kept in the Hamptons, and a 735i, which he used every weekend, in order to get to his Morgan. He read Hemmings. He wanted to go to the show in order to look at E-Type Jaguars (did "you" remember?) that someone was displaying in an anteroom to the main hall. This guy had five or six.

My boss got into a cream yellow V-12 convertible. Gorgeous. But then he began cursing. A lot. What's the matter? He said he was staring right into the top of the windshield, and there was no way he could drive the car that way, period. He told me later that he ended up buying a 328 GTS Ferrari. I assume he takes off the targa top, because he's a lot taller than I. He'd never fit in the Boxer. But we did take a quick wander through the hall. On the Porsche stand, the Speedster was brand new. But locked. Actually, suspended on a pedestal is a better description.

I don't go to car shows much anymore.

I've never been to the Chicago auto show. This year, someone asked me, on a Friday, what I was doing over the weekend, going to the car show? I said no, unless someone gave me free passes. None came my way. Instead, I went to the motorcycle show, at the O'Hare Expo Center in Rosemont. Paid to get in. Both shows overlapped one weekend, which was strange. The bike show was mobbed. Everyone wore a leather jacket. Me included, even though it was much too cold outside to ride. You could sit on every bike, regardless of price. In an adjoining mini-hall, two kids demonstrated motorcross bikes, climbing up and down the backsides of a couple of old cars and leaping between truck beds. I bought a pair of gloves, at a stall that carried more brands and sizes than I've ever seen at any dealership. At another stand, a few bathing beauties were autographing aftermarket parts calendars. It fit.

I don't go to car shows much anymore.

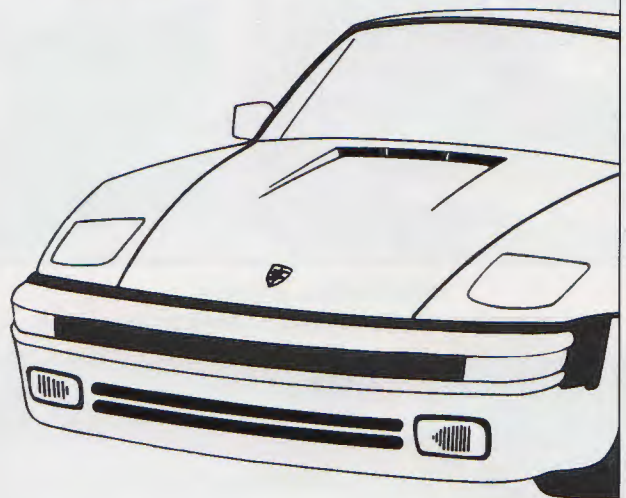
I do drop by dealerships. To look at new models, sit in them, maybe drive them. I also read car magazines, where there are long-lead spy photos, intro stories and then road tests. I go to classic car shows, and concours, and one-marque gatherings, even when they're in the parking lots of community colleges and area hospitals.

I don't go to car shows much anymore. I wonder why.

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Sir Daniel & Lady Peggy



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## WHAT'S HAPPENING IN OTHER REGIONS

| <u>DATE</u> | <u>EVENT/LOCATION</u>  | <u>CONTACT</u>                      |
|-------------|--|-------------------------------------|
| 4/17-18     | Mid-Ohio Driver's School<br>Lexington, OH                              | Paul Jones<br>513/777-2353          |
| 4/23-25     | 17th Porsche Derby<br>Louisville, KY                                   | Ken Daugherty<br>502/461-3425       |
| 5/5         | Blackhawk I Driver Education<br>Rockton, IL (hosted by Milwaukee Reg.) | Randy Hallenbeck<br>414/251-5383    |
| 5/22-23     | Mid-Ohio Driver's School<br>Lexington, OH                              | Sam Hunter<br>216/932-3299          |
| 5/22-23     | Carrera Classic Drivers School<br>Gateway Int. Raceway/St. Louis, MO   | Dick Dalton<br>314/741-7790         |
| 5/22-23     | Spring Gratten Driver School<br>Gratten Raceway, Grand Rapids, MI      | Rick Riley<br>616/458-9932          |
| 6/18-20     | Vintage Event<br>Blawkhawk Farms Raceway                               | Raymond Irwin<br>815/389-3323       |
| 7/4-10      | Porsche Parade<br>Cincinnati, OH                                       | Ted & Kathie Hunter<br>513/896-9962 |
| 7/11-12     | Mid-Ohio Driver's School<br>Lexington, OH                              | Steve Southard<br>614/792-2880      |
| 9/12        | Autofest IV<br>Olmstead Falls, OH                                      | Phil Doty<br>502/244-0478           |

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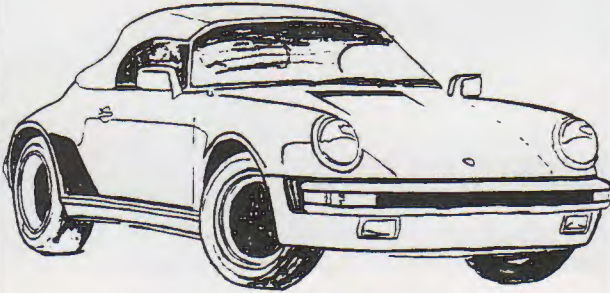
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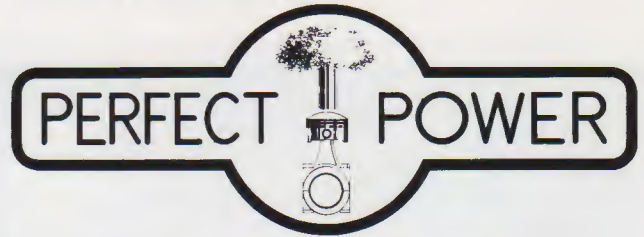
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1985 928S

Ken Brim  
Cedar Rapids, IA  
1973 911T

Vito & Donna Castelli  
Oak Park, IL  
1986 944T

Robert Cipolla  
Paxton, IL  
1990 Carrera 2

James W. & Cathy Fischer  
Lake Forest, IL  
1987 944

William Fortuna & Gayle Meadors  
Lake Bluff, IL  
1976 914-2.0

Paul Gossett & Ed Gale  
LaGrange, IL  
1963 356B

Robert Habermann  
Chicago, IL  
1991 Carrera 2

Louis Lopez & Tracy Bettis  
Chicago, IL  
1986 944T

Michael Mostacci  
Oak Brook, IL  
1988 911

David & Diane Poston  
Cary, IL  
1983 944

Jeffrey Provol  
Chicago, IL  
1962 356B Race

Frank Redisi & Jennifer Teeple  
Streamwood, IL  
1990 Carrera 2

Bruce & Mary Ellen Rohner  
Algonquin, IL  
1989 944T S

Chuck & Melissa Sabec  
Chicago, IL  
1986 944T

Derek Sammann  
Chicago, IL  
1968 911L

Hollis Tibbetts & Russ Meyer  
Chicago, IL  
1986 944T

Russell Walk  
Deerfield, IL  
1986 911



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# PETE'S POINTERS

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## PETE'S PCA RALLYE PREPARATION POINTERS Volume IV

Welcome again Porsche Pushers, to Pete's Pointer! While it is not possible to placate all with an appropriate response to their personal postal puzzle, Pete hopes this prelusory paragraph is amply premonitory to those whose profound problems appear not in this promulgation. Enough prefatory prose, let us proceed.

Dear Pete,

I have competed in and judged for many concours during my tenure with the Porsche Club. I am aware that the club criteria for judging focuses on cleanliness and authenticity. However, I am also aware that even with such criteria, the judge's decision is somewhat subjective. I have noticed some concourists display or document the cars restoration. Do you think this should affect the judge's decision?

Spotlessly, Rip

Dear Rip,

*An elaborate presentation complete with photos of your Porsche's preparation provides the perusing public with a proemial perception of the perilous Porsche preening process. Awarding points for preliminary publication of pertinent Porsche facts may be a pretense of perfection but is not a Porsche judge's precept. Pete is perturbed by judges who produce preconceptions based upon this prima facia evidence. Unique and peculiar examples of the Porsche persuasion peak Pete's interest. Pete prefers concour participants who present him popcorn shrimp and port or pizza and pilsner. (Pete's preeminent predilection is for concour contestants to provide a plethora of pixy Playboy Princesses posing in pornographic plumage as a compliment to the pristine Porsche).*

*Professionally, Pete.*

Dear Pete,

Even if my wife and I run in the equipped rallye class, we still get lost and end up without a trophy. We have badgered beyond belief at board

meetings to no avail. What is wrong with the directions?

Wandering in Wisconsin, Ed Leed.

Dear Ed,

*Possessing high-priced property is not precursory to superior rallye performance. A parvenu participating in his equipped class Porsche does not possess a passepartout superior to his penurious rallye counterpart. Equipped or not, the persistent problem of properly piloting the rallyemaster's preferred path is caused by the poor parity of the participants perception with that of the progenitor of the puzzle. Poco A Poco, priggishness places the rallye prima donna in a perverted predicament. Calm is key, prithe says Pete. Say cheese; please!*

*Professionally, Pete.*

Dear Pete,

Vat ist a man to do mit hist car utter dan kleen it. I have dropt my engine at Peter Fischer's tree times in da last too years. Da polishing hast mate my ahms strong. Vo ist da best vay to experience Fahrvegnugen mit my Porsche? Sieg heil herr shultz.

Reinhard Barthel.

Herr Barthel,

*The Porsche club provides superb opportunities to placate its pixilated members possessing a penchant for driving pleasure. A PCA rallye pays pleasurable dividends with minimal preparation and punishment upon the Porsche. Gymkhanas push a Porsche's low gear performance and pinpoint turning abilities. The use of plastic pylons to prescribe the course path prohibits permanent pock marks upon our pristine Porsches. The most priapean approach to the Porsche pleasure principle is open circuit lapping at Blackhawk and Elkhart. Competitive parity, limited passing, and pricey paranoia phenominally prevent problems of*

*catastrophic proportions while pushing the Porsche's pure race-bred performance capabilities. A pragmatic approach to the preceding opportunities will promote Fahrvegnugen for any Porsche Pusher. Professionally, Pete.*

Congratulations to this month's Pete's Pointer provider prize winner, Herr Peter Fischer, for pointing Reinhard Barthel down zie proper path. Porsche Uber Alles, Auf V.  
Pete

\*\*\*\*\*

## **GOOD NEWS!**

### **AT LAST - CHICAGO REGION LICENSE PLATE FRAMES ARE BACK!**

We have tried to stay with the old design as much as possible. The frames are metal. Top of the frame has **PORSCHE CLUB OF AMERICA** written across it with **CHICAGO REGION** across the bottom. The frames are designed to allow the Illinois license sticker to show.

Cost:            \$8.00 per frame            or            \$15.00 per pair of frames

### **GO ONE STEP FURTHER - DRESS UP YOUR REAR END**

We now have available Badge Bars that will mount behind the License plate, and provides the ability to display Car Badges on either side, above, or below your license plate.

**BADGE BARS - 4 DESIGNS AVAILABLE - COST \$40 - \$45**  
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See Linda at the Goodie Store at events or Mail your order and payment in (include \$4 for shipping and packaging). If you have questions, Call in the evening.

**Linda Patterson**  
**Chicago Region Goodie Store**  
**24397 Cherokee Trail**  
**Grayslake, IL 60030**  
**Phone: 708/740-3562**  
**Fax: 708/566-5902**

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# MEMOIRS

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By Uncle Frank

Ever catch yourself thinking back on days gone by? Younger years that you look back on fondly. Recently, with Spring approaching, I find myself doing just that.

Actually, I get cranked up after seeing early motorsport season races on the tube. Daytona 24 Hours, Daytona 500 and all the IndyCar stories get my heart pounding, as they usually do this time of year. That led to my glancing thru some old newsletters and Panos. The definition of "old" is 1977 or so.

Memories of trips to Brainerd International Raceway, Indianapolis Raceway Park, Grattan Raceway, Michigan International Raceway, Road America, Mid-Ohio or Blackhawk pop up in my mind. I sometimes have to count the years that SIXER (my trusty 914.6) and I have been together. We have put alot of rubber down on both highway and race track.

Some of what I would call the "old guard" is still around. Names that come to my mind are Dan Gallagher, Wayne Potter, Rip and Linda Patterson, Nick Brenkus, Harold Beach, Ed and Deb Leed, George and Linda Gutmann, Bob and Wilma White, Bruce and Jean Janecek to name a few of the still active ones.

Others have left us to carry on. Our permanent loss and certainly a painful one.

Last year I received a twenty year membership decal from PCA National to mark the anniversary of my membership. I really do not put decals on any of my vehicles. However, this decal is proudly displayed on my vent window of SIXER.

Over the years we have driven many a mile, tasted a few beers, emptied several perfectly good bottles of Jack Daniels and met many, many fun people that shared the enjoyment of Porsche pushing.

The autocrosses and gymkanas have been the events that have captured the majority of my interest. In the old days early Spring meant additional modifications

to SIXER, i.e. bigger brakes, stronger suspension, chassis development, finally an engine modification, then an engine swap for more displacement to increase power. Each year the topic of which tire was the hot set-up was researched. Being single, in a non-recession era (anyone remember that far back?), money usually didn't enter into mind. Planning which tracks to drive at, and setting up more vacation time then I had coming was also a big part of the welcome Spring rights.

Naturally the Labor Day, Road America event was the premier event to participate in. It was the final shoot out of the year. In those days pylons were still used. Chicago Region would draw battle lines and take sides as to whether the pylons would stay or go.

Doug and Pam owned and operated the famed and picturesque Seibkens Resort, in Elkhart Lake. For several years the Dirty Dozen would uphold the Chicago Regions honor and flush beers with Doug till all hours of the night. Gallagher, you would have been proud of Jim, firm like a dog, Sovik, he almost shot Doug down. But thats another story. . .

Chicago Region participation in the IROC series of autocrosses brought another bunch of Porsche friends into my life. I had many speed runs to Grand Rapids, Michigan on 196 with my Porsche. The area appealed to me so much that I relocated there and spent nine years of Porsche pushing there.

It was during this time that I met and married my lovely wife, Peggy. We were a two Porsche family. Her with her ultra clean 1975 914.4 2.0, and I with my old faithful 914.6. Five years ago my wonderful daughter Kelly was born. What does a forty year old, Porsche pushing fool with a three member family in a two seater Porsche do? I did the only natural thing, I bought a van and a car trailer. Got to move alot of stuff when you have alittle one at the race track.

Enter the recession. Times called for another move back to Chicago. Homes are expensive here! Well, okay maybe we can park SIXER for a year, save some money, buy a house. Two and a half years

later we were finally comfortable with our three car garage with a house attached. Any of this stuff sound familiar to you guys out there? Thoughts of soft compound tires got shelved. Trailer got stored, van gets sold. Road America comes and goes, four times. Oh well, maybe next year. . .

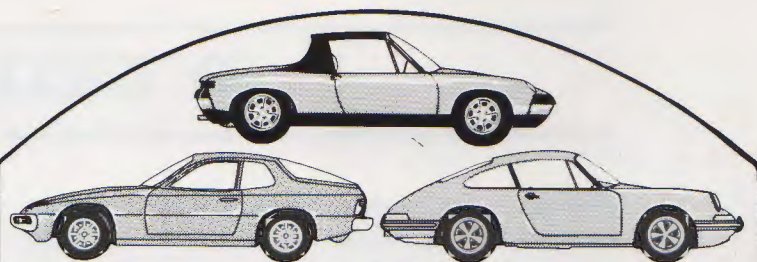
In 1992 I was able to compete at the September, Road America event. Actually, I got my ears pinned back. Those guys in run group A crank out some horsepower. I kept seeing Perfect Power windshield decals in my mirrors just before their exhaust tips blew my ear drums out. Man, I got to talk to those guys.

Well, my tires weren't the newest, my modified engine wasn't the biggest, strongest, stump puller out there, but it was fun.

Now we're approaching the 1993 motorsport season. Guess I better run and ad and sell some of the Porsche parts I have in the basement and the garage. Need room for Kelly's bike, swimming pool, etc.

Rumors are running now about a dog in our family. How do we get a dog and Porsche into the same story? Perhaps I can cut a deal, one dog after I get four sticky tires?

Guess the present isn't so bad. Actually I wouldn't trade any of it for anything else. Great family, wonderful friends, comfortable home, and a dedicated Porsche in the garage. What else could a mid-fortys kid ask for? Well, maybe just a black 911 to add to the family?



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## **BY GEORGE . . .**

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Hello and happy Spring to everyone! You can sure tell Spring is upon us (time to take those Porsches out) by all of the Chicago Region's Up & Coming Events.

If you haven't attended an event recently, please come on out, with all of the things going on, there has to be one that sparks your interest. Each event also comes with a guaranteed great time!

Please note that I published events from other Regions. If you are interested in an event please contact the chairperson listed for additional information and registration forms.

I was very disappointed that I was unable to attend the Spring Social at Medieval Times. From what I've heard a good time was had by all.

I hope everyone is enjoying Spring and I hope to see you at the 1st Rallye of the year on April 18th "After The Fox"!

*Kristen*

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# THE MART

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## FOR SALE-PORSCHE

1972 911E Factory Stock. Professionally prepared (not gutted) for PCA Club Racing. Top of class H - ready to win at Road America! 8 Fuchs with new A008R and A008RS. Safety Devices cage with impact bars. S-options, two tails. Best of everything. Always garaged and covered. Mint. \$17,900. Call for details. Brian Buda, Days 312/664-2055, Eves. before 10:00 708/654-4220 (leave message).

1983 930 Turbo, #WPOZZZ93Z05000179. White/Black Leather, sunroof, AC, H4s, Carrera tensioners, Gotti gold center wheels with 205/50s in front, and 345/35s (P7s) in the rear, Momo wheel and knob, bra and service cover. This car is perfect, without on ding. 33,000 miles, always garaged. \$30,00 delivered in Midwest. Dale Flesburg, 3 Fernilee Court, Aurora, IL 60506. 708/466-7805.

1965 356C Coupe #222308, engine #P705196, 5k mi. on rebuilt engine with new crankshaft. Original rust-free California car. Newer upholstery & carpeting. Extra short block. \$16,000. Chuck Deets 708/656-8686.

1973 911T Targa, #9113111382, authentic, complete and fully documented restoration to factory CARRERA RS (original) touring spec. plus updates, silver with red leather, everything is like new. This vintage Porsche is beautiful, reliable, and very exciting. Business forces sale. \$30,000. (appraised) OBO. Scott Bonnett, 507 W. Church St. #10, Champaign, IL 61820. 217/352-1620.

1982 911 SC coupe, black metallic with black leather int. and sport seats, sunroof and spoilers front and rear, rotary AC, cruise control, black sheepskins, 16" wheels, heated garage, 57,000 miles, \$16,500 or trade for '86-'87 930. John Oliver, Days 312/853-5710.

1984 911 Carrera Coupe #WPOAB0919ES120529, Met. Slate Blue, 3000 original miles, prt. blue leather, sun roof, Koni sport shocks, alloy wheels, heated windshield, front spoiler, Blaupunkt SQR Washington, floor mats, no snow or rain, abs. mint original condition, \$29,000. Ernest Tolli, 1100 Sandstone Dr., Libertyville, IL 60048. 708/362-9087 (eve)

1986 944T, Zermatt Silver. Enthusiast's exceptional pet for sale. Touring package. Nakamichi stereo, cross drilled brakes w/cool brake kit, shock tower brace, Koni sport adjustables, club sport turbo w/Andial Electronics, 3:88 LSD transaxle by Andial at 56k. Alloys w/AVS intermediates. Stored winter, one owner, too many cars. \$16,500 firm. Call Dennis Grether 312/327-5322 eves.

1985 911 Carrera Targa, Guards Red/Black, mint original condition, custom Kenwood sound system with 10 CD changer, all options including leather dash, 16" wheels, no smoke and garage kept, 47000 miles, \$22,000, call Mike Caglianese at 708/351-5800.

1986 911 Carrera Factory Turbolook coupe, #WPOA80910GS121572. Guards Red/Black, 44000 miles, sunroof F/R Spoilers, AC, cruise control, Blaupunkt equal system, sheepskins, handpainted crests, bra, 16" wheels, new dunlops, halogen lights, no smoke, garaged all-year round, stunning example of unusual car \$34,500. Joe Holik, 808 Edgewood Lane, Mt. Prospect, IL 60056. 708/640-1335 or 708/640-8491.

1963 356B Cabriolet, #158538, original, no rust, everything correct and in excellent condition, complete history available, mileage 88K, free delivery up to 500 miles; Diana Fenn Gowen, One Sawyer Road, Westbrook, ME 04092-2523; 207-854-9652.

1987 930 Turbo, black/black/black. Ruf wheels 17" D40M2, Ruf Spoiler w/cooler, 6 point cam locks, harness bar, 1.0 bar spring boost gage (clock space) short shift, triag. shock brace (camb truss) free flow ex. Lowered & balanced. Tromo steering wheel. 36K loving miles. \$44,000.00. Bill 708/241-0655.

1964 Porsche Carrera 2. All numbers match. Original 4 Cam engine rebuilt 5,000 miles ago by Reinsport Werke. No rust. Car has never been hit. Heron Grey. Serious inquiries only, no tire kickers. This car is rare and expensive. Best offer over \$60,000. Dan Gallagher, 360 E. Randolph Apt. 2202, Chicago, IL 60601. 312/616-1416.

1986 944 Turbo, Blk/Tan Leather. Power windows, sunroof, gold BBS wheels w/P-7's, original wheels w/Pirelli winter 190's. Pioneer CD player, Clifford Alarm, NEC phone. Best Offer. Jeff George, 708/820-1770 (O), 708/820-5834 (H).

1986 944T Silver, 47,000 miles, race ready, 10,000 in upgrades, BBS wheels, Weltmeister & Koni suspension, Andial performance package, very fast, mint condition, stored winters, Best Offer, Serious inquiries only. Call Jim 708/844-0482.

## FOR SALE-OTHER

VW convt. Bug-450 actual miles, showroom new, metallic silver paint with black top and interior. All original sales papers, Blaupunkt AM-FM radio, stored long enough-either I sell it or start to drive it! \$22,000. Bob Casey, 1422 W. Henderson St., Chicago, IL 60657. 312/871-1805.

Porsche calendar coins. Will sell or trade. 1970-1975-1976 \$5.00 each/\$10.00 for three or will trade above three for 1991-1992. Bruce Janecek, Weekdays-708/354-1901, Othertimes-708/361-8421.

Now available. New hardcover biography, JOHN FITCH: RACING THROUGH LIFE by PCA member Jim Grinnell, introduction by JUAN MANUEL FANGIO plus 32 pages of photos. Send check payable to Grinnell Sport-Lit for \$29.95 plus \$5 S&H to F.R. Woodward, Box 688, Dubuque, IA 52004. Numbered signature edition of 100 signed by Fitch, Fangio and author at \$125 postpaid.

## FOR SALE-PARTS

1973 2.4E engine case, crank rods, intermediate shaft & gear, oil pump-excellent condition-guaranteed to pass magnaflux test \$1,200 or offer. 2 Bremteck racing calipers, 2 sets brake pads, 2 front Carrera rotors & 2 rear Carrera rotors-fits 69-88 911. \$750 or offer. Chuck Schank 708/246-6395.

Colgan Bra (PR303C) for 87-89 Carrera with spoiler, hardly used, \$50.00. Tom Ficho at 657-7911 eve.

911/930 Parts. Brand new 5 PT. 3" racing harness, Mfg. Date 10/92 \$90; Pair of 911 front hubs and bearings \$125; Porsche factory windshield sunshield \$29; fuchs wheel cap locks \$29; ATL 22 Gal. racing fuel cell \$275; brand new never used A.I.R. GTU fiberglass slopenose \$895; sideskirts pair \$250, LIP spoiler \$60; buyer pays shipping. Tony Stevens, N14 W30028 High Ridge Rd., Pewaukee, WI 53072.

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Like new four Porsche 16" wheels with Yokohama A008RS tires. Used only 7 days at drivers schools. Fits 911 '78-'88 and 944 '83-'86. Black center with polished lip. (2) 16x7, (2) 16x8. \$600. Call Mike Caglianese 708/351-5800.

Wheels: BBS 3 piece 16" x 17" front, 16" x 9" rear. Comp TA VR4 300 miles. Perf. cond. \$2,200.00 set. Bill 708/241-0655.

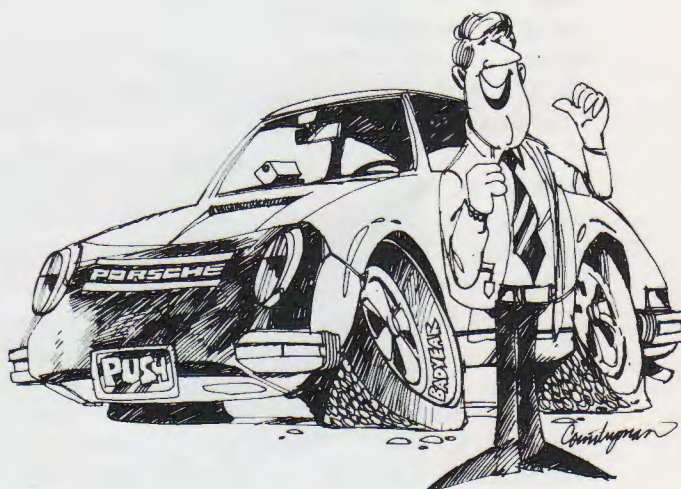
Wheels: Ruf 17" x 9" speedline wheels, less than 800 miles. \$650.00 each. Bill 708/241-0655.

## WANTED

Any new/used fire system equipment, bottle/fittings; supertrapp mufflers & flanges; late 930,alcon or lockheed calipers; 930 24MM master cylinders; coil over struts, springs, perches, etc. 930 rotors. Tony Stevens, N14 W30028 Highridge Rd., Pewaukee, WI 53072. 414/367-9009.

1983-87 Porsche 928, near showroom/concourse condition; automatic; gold, silver, platinum, or guards red. Photos, description, or call to: Dean, 1407 Swift St., Hobart, IN 46342; 219/942-8673.

1986-1990 Porsche 911 Carrera. Black/Black. Short shift preferred. Call Jeff George, 708/820-1770 (O), 708/820-5834 (H).



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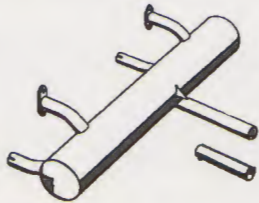
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**Dual-Pipe Sport Muffler** 616.54.103 **\$295.00**

**Chrome Tip for above** 546.54.101 **\$11.95**



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All 356-356C 616.106.083.00 **\$38.50**

## Carb Preheat Air Funnel

All 356/912 546.06.062 **\$41.75**



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