



FEBRUARY 1993



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

WE BELIEVE WHAT WE PUT UNDER THE
HOOD IS JUST AS IMPORTANT AS WHAT
PORSCHE PUTS THERE.

Highly skilled technicians. At Bill Jacobs Motorsport, our qualified professionals take as much pride in servicing your Porsche, as you do in driving it.

When you buy or lease a Porsche, you make an investment in performance. And we match that level of performance every time your car visits our service department.

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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
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(708)820-1770
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COVER: Reinhard Barthel's 1961 356 Roadster, Super 90 taking his victory lap at Road America, Labor Day 1992. Concours Class "A" First Place Winner. Copyright, Lee Balgemann, 1992.

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
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

1993 COORDINATORS

AUTOCROSS	
John Ruther	(708)639-1094
CONCOURS	
Bill Garvy	(312)973-3938
CHARITY EVENT	
To Be Announced	
GOODIE STORE	
Linda Patterson	(708)740-3562
RALLYE	
David O'Bryan	(312)929-1943
SAFETY	
Jeff Girard	(708)971-8144
SOCIAL	
Peggy Gallagher	(312)616-1416
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Lee Lichtenstein	(708)577-1550
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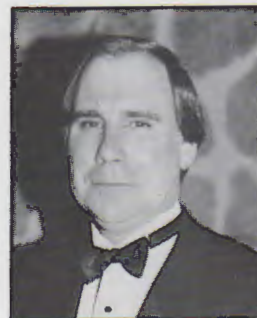
IMMED. PAST PRES.
Debby Leed
(708)382-6911



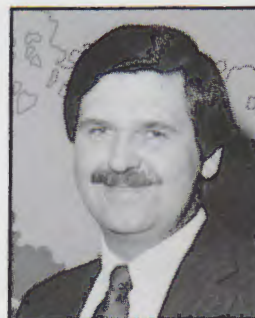
DIRECTOR
Bruce Janecek
(708)361-8421



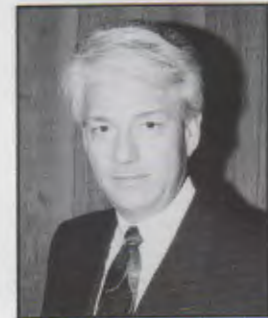
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Lee Lichtenstein
(708)577-1550



DIRECTOR
John Ruther
(708)639-1094



DIRECTOR
Greg Turek
(708)961-2439



DIRECTOR
Arnold Zann
(708)386-2864

IN GALLAGHER'S GEAR

It may be cold and dark outside but your board of directors is thinking of hot July days and racing. Yes that is right. Your board of directors has approved the PCA/race series and your club is going racing! As you are well aware we have been almost at war over the issue of whether or not to have this series. We have approved the Series for Thursday and Friday, July 15th & 16th at Road America. You may note that this is the week after Parade and one week before the Historic Races at Road America. We believe that this date will enable us to some cars leaving the Parade and some cars that will come early for the Vintage racing. In order to get this date, or for that matter any date, we had to go to a weekday event if we wanted Road America. Your board decided that as Road America is the finest road track in this country we would rather have a weekday event there then a bad date weekend at another track which would probably be far out of region. No weekend dates were available at Blackhawk until October 16th & 17th. All in all this appeared to be the only viable decision we could make. What this all means to you is that we need your help. Your regions prestige and financial well being are on the line. Arnie Zann, the race Chairman estimates that we will need approximately 100 volunteers to staff and run this event. Arnie has established 7 committees ranging from publicity, corner workers, timing and scoring, tech etc. to run this event. If it is possible for you to get off work, we guarantee you something to do while at the same time having what should be a great time. The Board voted to do what you the membership wanted us to do, please don't let them and me down. Call Arnie and offer your support and help.

All of this has necessitated several calendar changes. Because the race series is being held July 15th & 16th we have canceled the Blackhawk Autocross which was to be held on July 14th. This still leaves us with the four open circulation events. The two day Octoberfest at Blackhawk has been moved back one week to Saturday October 16th & 17th. The Chicago Region will be putting on the Saturday 16th event in the usual manner while the Milwaukee Region will be putting on Sunday October 17th. This will benefit both clubs as many members have expressed interest in a two day weekend event. Also please note that what was then labeled as The Past Presidents Ball

scheduled for August 7th is being moved to Sunday August 8th and is now called Porsche Phenomenon and Past Presidents Promenade which will be held at the Galleria Marchetti. At this event we will honor the old timers who made this region what it is today. We will be asking our members to supply the event with one or more Porsches covering every year from 1957 to present. We then plan to drive the honoree from that particular year up to the reviewing stand in a Porsche from the year of his or her service. See coming newsletters for details. Don't forget to mark the above mentioned changes on your calendar.

I talked in my last column about the possibility of regional dues or newsletter fee. It was proposed that a \$10.00 a year newsletter fee be enacted and that everyone who paid it would receive a \$10.00 certificate off the entry fee charged at any one of the club's events be it racing, concours, rallies or social. You don't have to worry about this because it was soundly defeated. You will be happy to know that in response to the last months column Dominic and Carol Ceecee volunteered to chair next Decembers dinner dance. Now all I need is a charity person. We are looking for an individual who can solicit donations of merchandise, Porsche parts, trips etc. to be auctioned or rallied off to benefit whatever charity we will be supporting this year. Chuck Bittman is doing the actual Autocross and Bill Garvy the Concours, so all the Charity person has to do is gather up the goodies. Call me if interested.

I hope all of you are going to attend Lee Lichenstein's birthday party at Chef Karl's. The good chef always puts out a damn fine spread of excellent food. Hope to see you there.

I am finishing my column from the Weinkeller, at the present I am drinking a excellent Ale and having a great time. The annual meeting was a great success. One hundred and fifty Porsche Pushers showed up and had a terrific time. I have to give this article to Mrs. George now so it can get to print. I will report more about the annual meeting next month. If I don't eat too much German food or drink too much ale you will hear from me next month.

Dan

The Garage *Exotica*

Oak Park, IL
708.383.2506
New Number!



New modern race clean interior with all amenities including:

- * Protected parking areas for short or long term storage
 - * Modern work room available for your race prep or tune up
 - * Concourse preparation area for your use
 - * Lockers and storage areas for your tools, tires, etc.
 - * Trailer and tow vehicle parking
 - * Washing, wax, detailing service available
 - * Complete building fire and security systems protection
- All spaces available October 1992 by reservation only.*

Garage Exotica

Oak Park, IL
708.383.2506
New Number!

MINTEX brake pads

HIGH PERFORMANCE RANGE

Whether it's Roll Cages, Racing Seats, Bell Helmets (SA90 Snell), Window Nets, or Halon, (exciting stuff); or whether it's nomex underwear, steel lugnuts, or dual circuit electric cutoff switches (boring stuff), Brake Limit has your PCA Racing requirements covered. Give us a call.

You'll also need something to stop that car with. BRAKE LIMIT offers 2 great high performance brake pads - MINTEX and Performance Friction. Neither pad requires warmup; rotor wear is minimal; fade virtually non-existent.

Ask about our custom rotors - aluminum billet hats mounted to race quality directional rotors (ala NASCAR) - saves weight, runs cooler.

Move on up to HIGH PERFORMANCE with

BRAKE LIMIT (708)438-7813

**PERFORMANCE
FRICTION** 
**Carbon
Metallic**



R. Fischer Motors, Inc.

Specializing In Repair of

Porsche ■ Mercedes Benz ■ BMW ■ Volkswagen ■ Audi

30 Year Factory - Trained Technicians

Competition Performance Service

Modifications on Suspension and Engines
Featuring Hunter Wheel Alignments

908 S. Northwest Highway (Rte. 14)
Between Lake Cook Road & Dundee Road
Barrington, Illinois 60010
(708) 304-8822 - 8823

Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM

PCA/CHICAGO REGION 1993 RESTAURANT TOUR

PHASE 1 (THIRD ANNUAL EDITION)

DATE - Sunday, February 21, 1993
 TIME - 11:30 a.m.
 PLACE - Chef Karl's Edelweiss Inn
 411 East Park Avenue
 (Rte 176, 1/4 mile east of Milwaukee Ave. Rte 21)
 Libertyville, Illinois (708) 367-9696
 COST - All in All, a GREAT DEAL at \$24.00 per person (TAX & TIP INCLUDED)

BEAT THE WINTER DOLDRUMS-COME OUT OF THE COLD!!

Celebrate all of the February Holidays at one time:

Ground Hog Day	2nd
Lincoln's Birthday	12th
Valentine's Day	14th
President's Day	15th
MY BIRTHDAY	19th
Washington's Birthday	22nd
Ash Wednesday	24th

CASH BAR OPENS AT 11:30 a.m.

LUNCH SERVED AT 12:30 p.m.

Our special menu features hors d'oeuvres consisting of:

Fresh Oysters and Oysters Rockfeller
 Filet Cappaccio
 Fresh Asparagus Spears in Prosciutto Ham

Chef Karl will prepare your choice of entrees consisting of:

Sauteed Shrimp & Scallops-Chef Style |
 Sauteed Baby Salmon with Dill Sauce
 Special N.Y. Strip Steak with French Peppercorn Sauce |
 Sauteed Boneless Chicken Breast-Cajun or Lemon

This event has drawn rave reviews for the last 2 years, so start the 1993 PCA/Chicago Region Social Season off deliciously, and stay around afterwards for the "BOOMBA STICK" entertainment and whatever else Chef Karl might think of - insurance has been orderd.

Mail Reservations To: LEE LICHTENSTEIN, 1540 Springview Ct, Wheeling, IL 60090 (708)577-1550

Entree Pre-Selection Requested:

SHRIMP SALMON N.Y. STRIP CAJUN CHICKEN LEMON CHICKEN

Please Reserve _____ @ \$24.00 each Total \$_____

(MAKE CHECKS PAYABLE TO: CHEF KARL'S EDELWEISS INN)

NAME _____ EVENING PHONE#() _____

Medieval Times

Medieval Castle - located corner of I-90 on Roselle Road
in Schaumburg, Illinois 60195

Saturday, March 20, 1993

Cocktail Hour - 5:00 P.M. (cash bar)

Dinner & Tournament - 6:00 P.M. to 8:00 P.M.

Price includes: - Dinner, show, tax, gratuity, and limited beverages.

\$40.00 - Adult

\$30.00 - Child

Questions ??? Peggy (312) 616-1416



LIVE THE LEGEND

Dinner includes:

- Fruity Wine Cocktail • Appetizers • Fresh Vegetable Soup
- Whole Roasted Chicken • Spare Ribs
- Herb-Basted Potato • Pastries • Coffee
- Choice of Beer, Wine Cocktail, Soft Drinks
- (Served with meal)

Cash bar service available throughout the evening



Come see the show that's become a legend. It's Chicago's most unique dinner attraction. Inside the fully enclosed, climate-controlled castle, you'll feast on a four-course medieval banquet while watching colorful equestrian drills. Then, you'll cheer for brave knights on horseback competing in daring medieval tournament games, jousting matches and sword fights. enjoy.



Mail by Monday, March 4, 1993
Make checks payable to: PCA/Chicago Region

Name _____

Telephone # _____

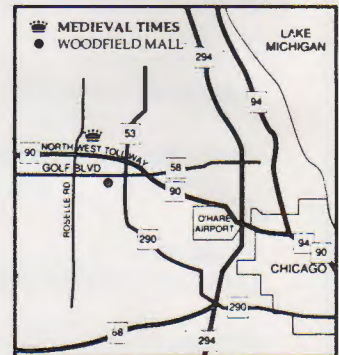
Adult _____ \$40.00

Child _____ \$30.00

Amount Enclosed: \$ _____

Send pre-paid registration to:

Dan Gallagher
Apt. # 2202, 360 E. Randolph Street
Chicago, Illinois 60601

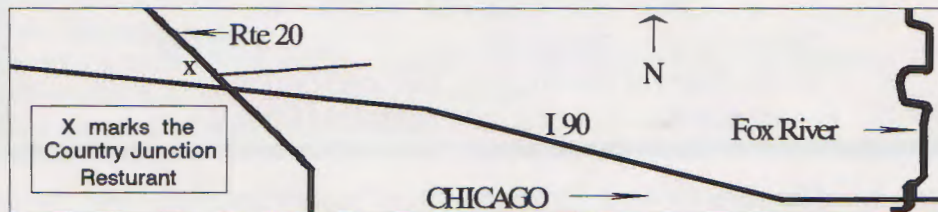


AFTER THE FOX RALLYE

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 Y intersection, go approximately 0.5 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 Rallymaster 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

CONCOUR CLINIC

with

John Paterek

National PCA Body/Paint/Upholstery/Interiors Technical Chairman

Sunday, April 4 Demonstration / Clinic 12:00 to 5:00 PM
Motor Werks

Barrington Rd. & Dundee Rd., Barrington, IL

CASH BAR 5:00 PM – 6:00 PM

Dinner & Slide Presentation 6:00 PM – 9:00 PM

The Barn of Barrington (secured parking)
Barrington Rd. 0.2 of a mile North of Motor Werks

At whatever level you want to care for your Porsche, John Paterek can help with the best way. Plan to come out and learn how to care for your Porsche the right way from one of the acknowledged Concour and Restoration experts in the United States. John's style in these Clinics is to demonstrate how to do each procedure on members' Porsches. This clinic is not just for Concour nuts. If you wash your Porsche you need to attend this clinic.

Our hosts **Motor Werks** will provide refreshments during the Clinic. The "GOODIE" store will have most of the products John demonstrates.

If your "*significant other*" does not want to attend the Clinic there will be a shopping caravan to Woodfield Mall which will return in time for dinner.

Treat yourself and your "*significant other*" to a fine dinner at "The BARN of Barrington". Just think of it as a **THANK YOU** for all the help they have provided to cleaning/restoring "the Porsche". Enjoy either **Pasta Neptune** (Lobster, Fish, Shrimp in Wine Sauce over Angel Hair Pasta) or **Prime Rib of Beef Au Jus** (Broiled Prime Sirloin, Petite Green Beans, Carrots, Duchess Potato). There is limited seating for the dinner so make your reservations early.

After dinner John will show slides of some of the restoration work he has done, answer questions and entertainingly explain to your "*significant other*" why you are the way you are. A great evening!

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

Name(s) _____

Myron Walters

744 Crescent Blvd.

Glen Ellyn, IL 60137

How many:

Total:

Clinic _____ x \$ 10.00 = _____

Questions: (708) 790-3944

Shopping _____

Pasta Neptune _____ x \$ 18.00 = _____

Member(s) _____

Prime Rib _____ x \$ 18.00 = _____

Guest (s) _____

Amount enclosed: \$ _____

Applicant(s) _____

FREE RESTORATION

Now that I have your attention. Would you like John Paterek to personally work on your Porsche? Here is your chance. We need cars for John to demonstrate on at the CONCOUR CLINIC on April 4th. He will demonstrate the technique, not necessarily complete the job.

We need the following types of conditions:

- * Paint that has spider line scratches.
- * Old paint that needs a buffing.
- * Bad paint job that needs buffing.
- * A Cabriolet with scratches in the soft rear window or a soft window Targa with scratches.
- * Polished wheels that need to be re-polished (not pitted).
- * Black leather seats that show the black worn off.
- * Dirty engine (not filthy).

We need several other Porsches that John can just pick a problem he sees and demonstrate a solution. The only requirement for all the above, on your part is, you agree to attend with your Porsche "rain or shine." Qualifying Porsches will be selected on a first come basis.

If you want to volunteer, make suggestions or ask questions call Myron Walters (708) 790-3944.

* * * *F.Y.I.* * * *

I would like to pass along some important information about Zymol products. Recently, I bought Zymol car wash, "Clear Auto Bathe" and the "HD-Cleanse Pre-Wax Cleaner" along with the Zymol wax. I left the package in the car overnight and when I got it out of the car the next day the bathe, cleanse and wax were frozen solid. I brought them inside to thaw them out and called Zymol in Connecticut. They told me that the bathe and cleanse were ruined, that essentially they will not perform and clean the car as expected. I read the "owners manual" that comes with the product and no where does it say freezing inactivates the product. I wanted to pass this information onto the club members since winter is upon us and your Zymol may be sitting in the garage.

Thank-You,
Dennis Grollo

A reliable supplier of high-quality natural sponges at realistic prices: Tom Theodossis at Chicago Sponge & Supply Co., 5441 N. Lincoln Ave., Chicago, IL 60625. 312/728-4997. Hours are Mon.-Fri. 9 AM to 3 PM. Also stocks English chamois. Tom is a goldmine of information on proper use and care of sponges and chamois; although primarily an industrial supplier, he welcomes small-quantity customers.

Thank-You,
Neiland Pennington

EMPRESS



RIVER CASINO

Joliet, Illinois

Sunday, June 13, 1993

Time: 2:00 - 2:30 Boarding pass distributed by
 Dan and Peggy

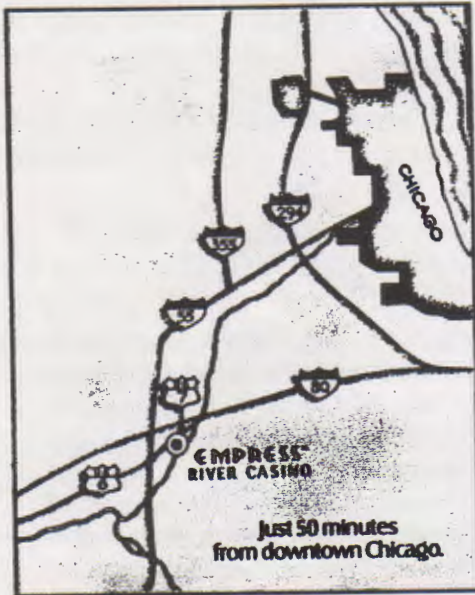
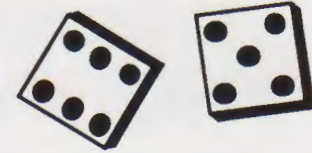
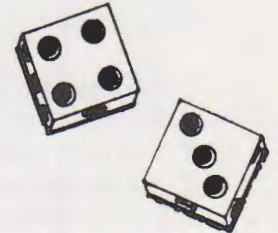
2:30 P.M. Boarding & Gaming Begins

3:00 P.M. Departure - Empress Pavilion

5:00 P.M. Return - Empress Pavilion

Cost: \$18.00 per person

Questions ???? Peggy (312) 616-1416



- * 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

Mail by Wednesday, May 26, 1993
 Make checks payable to: PCA Chicago Region
 Name _____

Telephone # _____

Number Attending _____

Amount Enclosed: \$ _____

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

Send pre - paid registration to:
 Dan Gallagher
 Apt. # 2202
 360 East Randolph Street
 Chicago, Illinois 60601

**HEAR YE,
HEAR YE.**

**HEAR YE,
HEAR YE.**

GREAT NEWS!!!

**CHICAGO REGION IS GOING RACING
JULY 15-16, 1993 at ROAD AMERICA**

We have finally got the dates at Road America. This event will require a great many volunteers to make it into a successful event. This event is totally dependent on the Chicago Regions membership to volunteer their services, if by some chance we do not get enough volunteers, we will not be able to put the Racing Series together. So, please call and volunteer your time in helping with the organization of the event and your time during the event. Time is short, so please call or write immediately!

**Event Chairperson: Arnold Zann
502 North Grove
Oak Park, IL 60302
708/386-2864**





PRELIMINARY 1993 CLUB RACE SCHEDULE

<u>DATE</u>	<u>RACE TRACK</u>	<u>HOST REGION</u>
March 27-28	Road Atlanta	Peachstate
May 7-8	Lime Rock	Connecticut Valley
June 19-20	Summit Point	Potomac
June 26-27	Second Creek	Rocky Mountain
July 9-10	Bridgeton	North New Jersey/Metro New York
July 15-16	Road America	Chicago Region
August 7-8	Pocono	Riesentoter
August 26-27	Brainerd	NordStern
September 28-29	Lime Rock	North New Jersey/Conn. Valley/Metro New York
October 16-17	Heartland Park	Great Plains

These date are very firm as of 12-15-92.

<u>REGION</u>	<u>CLUB RACING CONTACT</u>	
Peachstate	Gene Wilson	404-929-1756 (H)
Connecticut Valley	Prescott Kelley	203-277-7770 (H)
Rocky Mountain	Jerry Schouten	303-777-3942 (H)
Potomac	Jim Loftis	703-241-7576 (H)
Northern New Jersey	Ken Geiger	201-327-9029 (H)
Metro New York	Peter Portonova	718-428-3441 (H)
Riesentoter	Paul Johnstone	215-696-2164 (W)
Nordstern	Bob Fleming	612-926-4515 (H)
Great Plains	Jim Palmquist	402-625-2504 (H)
Chicago Region	Arnold Zann	708-386-2864

*Copies of the PCA Club Racing Rules and Licensing Procedures may be obtained directly from Ruth Harte at the PCA National office at no charge.

PORSCHE



SECOND ANNUAL

Concours D' Elegance

Ferrari



A joint event of the PCA and the FCA
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 at a location to be announced

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.

Porsche/Ferrari Conours, May 22, 1993

MANDATORY Registration

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THE FAST LANE

by Dick Badler

The outside temperature started rising. A few degrees each day, day by day. The snow and ice melted. We thought it was a winter thaw, at first. But it never snowed or froze again. It just kept getting warmer. In February. In Chicago.

It kept up. Crocuses appeared. Then tulips. Trees budded. Lawns greened up and needed mowing. The media caught sight of the story. TV newscasts launched "team coverage" of a "magic climatic turnabout." After a few weeks, one broadcast featured a sub-tropical horticulturist, who announced that the tiny plant shoot he was holding in his hand, which he found along Lake Shore Drive, was from the "palm" family.

No, this was no mere temperature inversion or errant jet stream. This was "The Great Warm-Up," as one newspaper termed it. And, after other "Greats" of more dubious distinction in the history of Chicago, the general populace seemed to step outside, offer up a collective sigh and say, "Hey, why not! We deserve it."

Politicians, ever opportunistic, came out in force too, claiming credit for installing sprinkler heads on fire hydrants, and getting the grass cut in the city parks.

One memorably cloudless 80° low humidity day in February, Mayor Daley called a press conference. On Oak Street Beach. In the sand. Forget the third airport, he said. Forget casino gambling. We don't need these make-work projects any more. Not when we have ... this. With that, he gestured to the lake, which was turning a translucent aquamarine color rarely seen above the tropics. Let's take advantage, he said. Let's build luxury beachfront resort hotels! And let's celebrate our lakeshore renaissance by launching the premiere beachfront event, the return of Formula 1 racing to America, with the U.S. Grand Prix of Chicago!

With that, out from behind a dune came Bernie Ecclestone, Max Mosley, Ron Dennis and Frank

Williams. On Frank's wheelchair they unfurled a plan for a road circuit through Lincoln Park.

Over the next few days, an incredulous population watched as labor and management worked together, hand in hand, arm in arm, to repave the roads through the zoo, and put up grandstands and barricades. The chamber of commerce rolled out a new campaign for "Monaco by the Lake." TV sportscasters drilled hard on the correct pronunciation for "Mauricio Gugelmin" and "Riccardo Patrese" and "Andrea de Cesaris." Newspapers ran pull-out features on carbon fiber brake pads and schematic cutaway drawings of active suspensions. Op-ed sections featured point-counterpoint debates on the relative merits of semi-automatic versus stick shifting.

It seemed everyone in town had caught the warmth of the sun. Everyone except Chicago native Carl Haas, who led CART in a court suit, claiming FISA was "infringing" on their own race at Elkart Lake. Have no fear, said Mayor Daley, as he walked into an all-night summit negotiation. As dawn broke over Meigs Field, a tired but jubilant mayor told the gathered throng, "The race will go on as planned." It would be reported later that the ensuing roar rivaled in decibel level the scream of an F-14 on full burners at the summer airshow ... or a full grid of unmuffled 3.5 liter normally aspirated F1 motors at redline.

The mayor had some explaining to do. Seems both parties had agreed to a preliminary race to decide who's faster, F1 "pilotes" or CART jockeys. And, for this preliminary runoff, Porsche would fly over identical copies of its new "entry" model -- 250 HP, rear-drive, targa-topped \$25,000 runabouts that were already selling like hotcakes. And, in order to break in the cars properly, the factory had demanded that their most stalwart supporters, we PCA members, could try out the cars on the track, before and after official practice. And, on race day, all card-carrying PCA members would be granted unlimited pit and paddock passes. And, we'd be able to provide our expert commentary to any and all, because we could give pit tours to those less knowledgeable than ourselves.

Of course, the safety Neanderthals were heard from too. They attempted to bury the race under a blizzard of white paper and drifting forms. And, for a while, it looked like the race might actually be whited out. But then a miracle happened. The Sunday before race day, Joan Claybrook and Ralph Nader were "sighted" at the Highland House restaurant, two-up on a Harley Springer Softtail. Full leathers. No helmet. They never lived it down.

Final preparations brought new meaning to the term "busy as a bee." So many police were needed to direct the unprecedented crowd to the ample parking that the cops couldn't man their customary radar guns. Those police still on highway duty began spending their time giving directions to out-of-towners and helping stranded motorists. They stopped enforcing speed limits as a waste of time

and good Karma. And drivers understood, keeping to a healthy clip that was appropriate for themselves, their cars and the conditions.

Race day dawned picture-perfect. Michael on the pole, Ayrton beside him. The race was truly wheel-to-wheel poetry in motion. Never an incorrect line. Never a missed shift. It was perfection on the edge until ... later, it would be referred to as "the pass seen 'round the world." Michael throwing Ayrton a last-turn, threshold-braking, barrier-clipping feint and dart that could only emanate from another place and another time to go on and

I woke up. Shivering. It was still dark outside. And cold. Very cold. Seems the heat had clicked off over-night. I must have been hallucinating.

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REAR VIEW MIRROR

NOVEMBER TECH SESSION

By George C. Weathered

By the number of people that came on a Sunday, I would say there is a great deal of interest in PCA Club Racing. There seemed to be a lot of questions in peoples minds concerning what is required of the driver, safety equipment and all the different classes.

As luck would have it I became ill on Saturday and Arnold Zann graciously stepped in to chair the event. Besides being our guest speaker, Arnold did a great job going over licensing and where our club stands on putting together an event.

Allen Friedman "National chairman for PCA Club Racing" lent us a nice film on the Summitt Point event held last summer. The movie was exciting and informative.

A warm individual boxed pizza lunch was served by "Strats 50's Diner" of Franklin Park. Strat is an enthusiastic new member with "Best Burger" on his license plate.

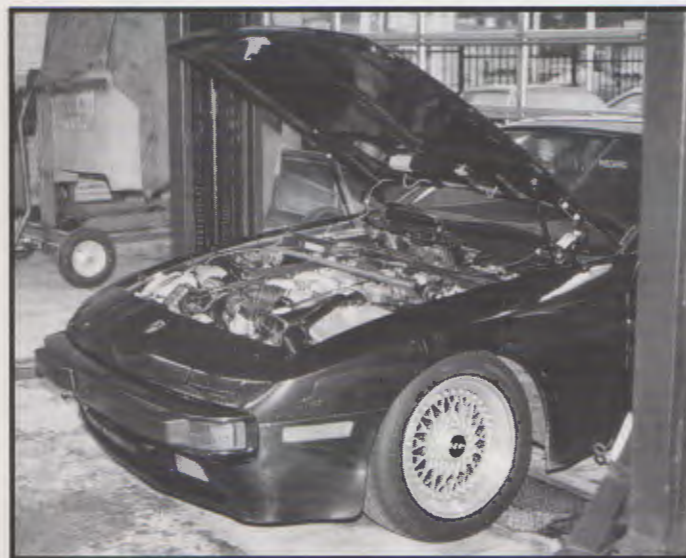
Bill Love from OG Racing brought out plenty of safety equipment for us to look over.

After lunch Bill Love, Jerry Forthover and Phil Kalamaros told us about their experiences in the events they have attended.

We all got a closer look at some nicely prepared cars. Jerry Forthover brought his 944 and John Ruther drove his beautiful RS America that is equipped very close to a European Carrera Cup car.

I would personally like to thank Arnold Zann for his tremendous help, Lee Lichtenstein for handling registration. Linda and Rip Patterson for bringing out the "Goodie Store" and all the guys at Midwest Eurosport who helped clean and prepare for this event.

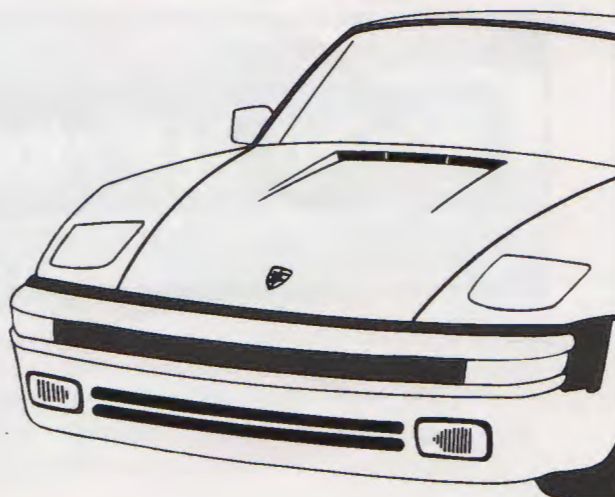




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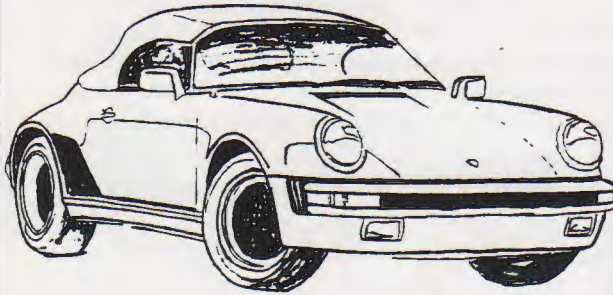
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PETE'S POINTERS

PETE'S PCA RALLYE PREPARATION POINTERS

Volume II

Pete's preceding publication pertaining to pointers for competing in PCA sponsored Porsche rallies received a plethora of responses ranging from supportive praise and poignant pointers to perplexed pondering and pensive problems. Pete personally thanks all those passionate Porsche pushers who wrote, and encourages more responses. Pete apologizes if your letter is not printed below. Time restrictions placed on Pete in posting this periodical, forced Pete to put off responding to many of the problems and ponderings pertaining to PCA rallies until a later date.

President Dan Gallagher penned, "Dear Pete, Who the *@\$! are you? &\$@\$ ^!&*% #&^ @\$(^%, nice job." *Dear Dan, your penchant for panegyric parlance is peculiar. Perhaps you suffer from panleukopenia, pacify yourself with a panacea. Please persist in supporting Pete's Pointers, the backing of a PCA paragon like yourself is an important complement.*

Professionally, Pete. P.S. pdqbpq to you too.

Jeff Girard complained, "Dear Pete, I have a bladder problem, if I drink too much Pepsi during a rally I have to pee. If I drive real fast can I make up lost time?" *Dear Jeff, Pete's principle of punctuality precludes potty stops or else-wise pissing upon the course.*

Professionally, Pete.

Arnold Zann's puzzling parataxis began, "Dear Pete, What is a rally?" *Dear Arnie, A pandect is not possible, but pathos has provoked parturient Pete the pious rally pandit to present a panpsychist response to your pondering. A PCA sponsored rally involves the racing of Porsches at a controlled pace upon public roads. Pay heed, don't speed; prepare for police patrols and pedestrians or you'll finish in the paddy wagon. Following the proper path requires the passible Porsche pilgrims to parley their pates in interpreting and following non-pellucid directions written within a paradigm of pasigraphy, pentameter*

or other paronomasia. The rally pilot and his passenger partner perform a pavement pas a deux in navigating through passages and parking lots, past panoramas and pastures. Upon completion of the course, participant placement and prize presentation is prescribed by points for precision punctuality compiled with any potential bonus points.

Professionally, Pete.

This month's winner of the official Pete Schultz pointer provider prize is Porsche patriot David O'Bryan for his professional presentation of Penske's "Clean Porsche Hypothesis". Dave wrote, "Dear Pete, If a cleaner Porsche goes faster than a dirty Porsche does it further follow that a cleaner Porsche rallies better?" *Dear Dave, Although Penske's hypothesis has never been proven, it is positively probable that perceptually palpable surface particles impede a Porsche's race and rally performance. The prudent patron who puts around in a sloppy Porsche is probably a parsimonious parvenu if not a poseur. Congratulations on winning Pete's Porsche pointer provider prize, please write again.*

Professionally, Pete.

Dave's pertinent pointer supports Pete's promotion of pristine Porsches. Thus, it is Pete's purpose in the proceeding paragraphs to partake in and peruse through the philosophy pertinent to, and the preparation of, pristine Porsches for pageant presentation and preservation. Pete's peer and Porsche pedagogue, Reg Dunlop, has appropriately assisted Pete compiling and promulgating Pete's Pointers for polishing pristine Porsches in preparation for PCA concours competition.

Prior to preparing the pristine Porsche, the concours pupil should ponder the appropriate class in which to participate. Class D proficiency is accomplished by polishing your Porsche's exterior and vacuuming the interior. Class C presupposes the prior class requirements, but also includes the trunk and wheels. In class B the engine is applicable, while in class A

the entire car (including under-parts and places un-seen) is pertinent.

Placing yourself in the proper class and proportionally polishing your pristine Porsche is paramount. Make polishing your Porsche a past-time. Pete's primary polishing principle prescribes polishing in parallel, not circular, strokes.

After washing and drying your Porsche, pre-clean the paint by personally applying polishing paste containing polymers. Pre-cleaning is particularly pertinent if your Porsche is pale, pastel, or pearl colored.

After rubbing off the polishing paste, Reg commends using tooth-picks and Q-tips to remove the remaining residue from the recently polished Porsche. Residue routinely finds residence in the ravines of Porsche trim and body-work.

On the interior, Dunlop's directives for dust disposal mandate vanquishing the inevitable and venerable dust via a vacuum. Wipe your windows with newspaper to avoid streaking. Polish all exposed pieces of metal, wood or plastic. Prepare your upholstery with the appropriate products. Lastly, give your pedigree Porsche's pedals a pedicure.

Above all, pamper your Porsche as you would your paramour; pacify it by providing posh polishing paraphernalia. Perfection is never possible; but be patient, persist and persevere. Prizes for PCA sponsored pristine Porsche pageants are dependent upon cleanliness. Remember, pristineness is next to Peteliness. Finally, a pristine Porsche polished par-excellence will add panache to any paddock.

In parting, Pete apologizes if the poetic license taken in the preceding pasquinade has peeved or perturbed any Porsche Pushers. Party on!

If you would prefer to participate in Pete's Pointers and be eligible to be presented an official Pete Schultz Pointer Provider prize at upcoming events, postmark your problem to Pete Schultz, 1133 West Patterson Apt. 1, Chicago, IL 60613.



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'NOTHING VENTURED, NOTHING GAINED'

By David O'Bryan

I had mentioned to you in my last article two months ago, that I would be writing about Club Rallyes next. Fortunately for me, Pete Schultz offered his services for the January Scene. He has committed himself to helping the Club increase event participation across the board. Based on what he told me about his next article (probably in this issue), I decided to give rallyes more attention personally.

Although I am writing this before the January 24th meeting, I would like to thank those in attendance at the Rallye School. I hope I was able to help in an albeit succinct course. Maybe the Rallye School in future years should be held before the beer tasting . . . NAAHH!

As Dan had pointed out in January's In Gallagher's Gear, there are some 800 odd members in the Chicago Region - and I do mean odd. The average attendance of the rallyes last year is only 60 people. Now let's add in the rallyemaster and his crew, another 10 people. The total number of people involved is an atrocious 70 people - and I do mean atrocious. These numbers are probably on the high side because not all involved are necessarily paying members.

The reason for having these events is not just to fill the calendar or help the bottom line (which rallyes actually haven't). The reason is to have fun with our loved ones. Not to mention that you get to bring a friend along with you. Now don't get me wrong. I don't want people to attend rallyes just to prevent them from being dropped from the activity list. If nobody really likes rallyes, we simply won't have them. I want people to rallye and truly enjoy themselves. Besides, Geoff and I want our names on that trophy a few more times.

For those of you who enjoy rallying, '93 will be a fantastic year. We are planning four rallyes instead of three. The first, on Sunday, April 18th, will take us around the Fox River Valley area. The second, on June 13th, takes us south to the river boat for an

afternoon of gambling and then to dinner afterwards. The third, on August 1st, will take us across the border to the land of cheese. The fourth, in October, will be Gallagher's Third Annual Loop Rallye. The competition for the Overall Rallye Trophy will be fierce. The fourth rallye really puts the pressure on performing well this year as an entrant to obtain points.

Performing well is not as difficult as some may think. Unlike being at Blackhawk, Road America, Utica, or Chef Karl's, to do well in a rallye does not require as much behind the wheel practice. After all, a pair of first timers won the St. Patrick's Day Rallye in 1991 and even had a commanding lead after day 1 of the two-day rallye that same year. I don't, however, recommend asking them about day two.

Furthermore, one might argue that experienced rallyists often place themselves at a needless disadvantage. They tend to read too much into the instructions. I know from experience that some instructions are so clear and obvious that you can't believe it isn't a trick. Often an instruction is better understood by the unassuming.

Speaking of unassuming, I have been assuming that the 730 odd (and I do . . .) members not involved with the rallyes know what a rallye is. A rallye is driven on public roads (if on course anyway) and can be completed obeying all the rules of same. A rallye team consists of a driver and a navigator, both unaware of the route, or course, until minutes before the start (and maybe still unaware at the finish). The combination of the general instructions and the specific route instructions guides them through the course. The goal of the rallyists is to match the official time between checkpoints defined by the rallyemaster. Being early is just as bad as being late. As Mr. Schultz has quipped, "Once upon the course, punctuality is prime."

The format of the instructions can vary from rallye to rallye or maybe even within a rallye. The most

prevalent route instruction form of late has been that similar to an outline. Numbered and lettered instructions must be executed according to a sequence defined in the generals. An example of an instruction would be "3. RIGHT ON MOCKINGBIRD LANE." Some are not as straightforward as this when the rules set in the generals apply and herein ensues the mental aspect of the rallye.

The driver and navigator are of separate minds and therefore may derive separate conclusions initially. The key is not to argue (although Dan and Peggy have done well) fervently and lose sight of your common goal. Time is of the essence, so don't waste too much thinking. It's worked for Geoff and me.

Chuck McKay's spring rallye last year was a tulip rallye. The instructions were tiny diagrams of intersections and what not and the trick was to figure out when you came to that one with actual

photographs. At any rate, the instructions can vary in type and make each rallye unique, fun, and certainly void of dull moments.

In conclusion, the club rallyes can really be a blast for the entrants. It's cheap, fun, and all Porsche models have an equal chance of winning. And for those who think that driving a rallye is a geriatric exercise, just wait until you make up some time. There's nothing like using live pylons in a high speed autocross on public roads. Of course, if I'm in this situation, I'll just proceed within the limits of the law to the next checkpoint and try to do better next time, as the club recommends.

The rallyemasters need your help to put on this year's events. If you would like to volunteer to work a checkpoint or registration at any of the upcoming rallyes and earn second place points, please call me or the event's chairman.

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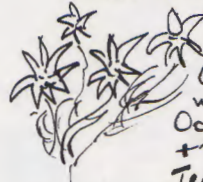
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WELCOME

TO OUR NEW MEMBERS

By Lee Lichtenstein

Tim Biasiello
Lincolnshire, IL
1984 928

Gary & Diane Busse
Aurora, IL
1970 911

Anders Ek
Buffalo Grove, IL
1984 944

Ferdi S. Garcia
Chicago, IL
1985 928

Terri Gardner
Chicago, IL
1990 Carrera 4

Robert E. Humphrey & Sally Jones
Bradley, IL
1987 944

Christopher & Nora Kawa
Batavia, IL
1962 356B

Alexander Liftis
Chicago, IL
1986 911

Gordon Lowery
Roselle, IL
1980 911 SC

Carl Mahrenholz
Palatine, IL
1986 944 Turbo

John Gerald & Cindy Matta
Vernon Hills, IL
1983 911 SC

Jim & Irene Mazzanti
Palatine, IL
1986 928S

Robert A. Mondo
Chicago, IL
1987 911

Michael & Linda O'Meara
Tinley Park, IL
1972 911T

Alan & Patricia Petrucci
Western Springs, IL
1983 944

Stephen Pokorny
Riverwoods, IL
1979 928

Surauee Ratanaproeck
Chicago, IL
1974 914

James & Jacquelyn Richie
Naperville, IL
1983 928S

Richard & Gail Rosseau
Chicago, IL
1983 911SC

Richard Smith III
Buffalo Grove, IL
1973 914

Michael & Audrey Southard
Wheaton, IL
1989 911

Bill & Amy Wittkamper
Woodridge, IL
1987 911 Turbo

Erik Zeier
Chicago, IL
1984 935DP

BY GEORGE . . .

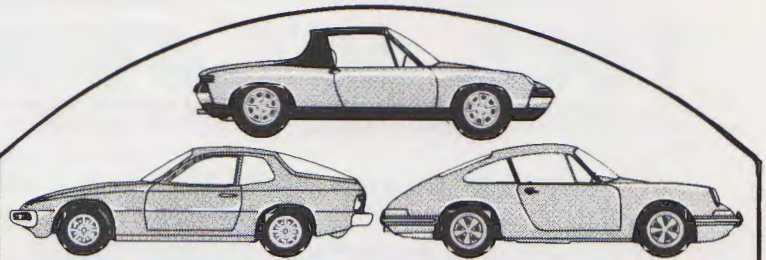
What a fun year we're going to have! If you haven't done so already, please note the eventful calendar the PCA-Chicago Region has scheduled for 1993. There's something for everyone!

Leave it to the PCA-Chicago Region to make our Annual Meeting into an exciting event. If you attended the Annual Meeting you know what I mean. The club not only accomplished some business but also sampled some wonderful food and ale at the Weinkeller in Westmont.

I want to thank everyone for the pictures, articles, etc. they have been sending me. They're great, keep them coming!

I hope to see you at Chef Karls on February 21st!

Kristen



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THE MART

FOR SALE-PORSCHE

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. There is not one ding on this car, and only a few (touched up) stone chips. The car is perfect. 33,000 miles, always garaged. Stock exhaust system, passed Kane county, Illinois inspection. Do not want to sell, but must. \$30,000 delivered in midwest. Dale Flesburg, 3 Fernilee Court, Aurora, IL 60506. 708/466-7805.

1984 911 Carrera Coupe #WPOAB0919ES120529, Metallic Slate Blue, 3,000 original miles, partial blue leather, sun roof, Koni sport shocks, alloy wheels, heated windshield, front spoiler, Blaupunkt SQR Washington, floor mats, no snow or rain, absolutely mint original condition, \$29,000. Ernest Tolli, 1100 Sandstone Dr., Libertyville, IL 60048. 708/362-9087 (eve).

1988 944 Turbo S #WPOAA2955JN151285. Silver Rose Met. special cloth, ABS, Airbags, six speaker stereo, oil changes every 2K miles, alarm, warranty, 44,000 miles, mint cond. buying new home, \$17,900. Mark A Basso, 432 Essex Place, Carol Stream, IL 60188. 708/260-9708.

1986 911 Carrera Factory Turbolook coupe, #WPOA80910GS121572. Guards Red/Black, 44,000 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.

1964 Porsche Carrera 2. All numbers match. Original engine rebuilt by Reinsport Werke. Heron Grey. Serious inquiries only, no tire kickers. This car is rare and expensive. Dan Gallagher, 312/616-1416.

FOR SALE-OTHER

1989 535i BMW - Bronzit Beige ext. color - Natural int. 5-speed, sunroof, Lim. slip, ABS brakes, driverside airbag, BMW sheepskin with headrest cover, tailpipe extensions. 13,000 miles, no accidents, garaged, \$25,500. Car is like new! Guenter Jennewein, 373 E. Highland Ave., Wheeling, IL 60090. 708/215-7958.

Bell Helmets. 1 Bell "shorty" 7 3/8 Snell 1962. 1 Bell Magnum II 7 1/2 Snell 1975. \$25.00 each or both for \$40.00. Ideal for bungee-jumping or those moments of impending domestic violence. Bruce Janeczek, Weekdays: 708/354-1901, Othertimes: 708/361-8421.

FOR SALE-PARTS

Tools, power and hand (in superb shape). Craftsman Air Compressor 1 hp. 7.5 gal. tank (if you concurs this is a must). Craftsman 6 in. Jointer-Planer (with legs on wheels). Craftsman Drill Press 3/8 in. drill. Sears Metric Wrenches. Bench Grinder. Skill Circular Saw. John Mueller, 21090 Fenview Dr., "Tower Lakes" Barrington, IL 60010. 708/487-2406.

911 Parts, set of 4 Goodyear soft compound street tires on 7"+8" x 16" Ronal alloys. Good condition, for autocrossing. \$700.00 or offer (plus shipping if necessary). OEM headlight buckets, trim rings, taillight lenses. Make an offer. Like new heat exchangers and converter shell from a 3 liter. \$200.00. Misc. CIS injection parts from a swap to European injection. Make offer. Tom Thompson, 5N-391 Jens-Jensen Ln., St. Charles, IL 60175 708/513-6629.

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741.116.081.00 **\$99.45**

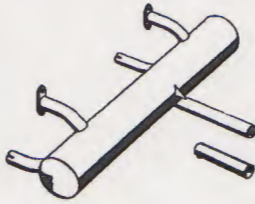
356 Sport Mufflers

As a sign of our continuing commitment to the earlier 356's, we've reproduced the original equipment type single-pipe Sport Muffler. Essential for any Pre-A with a 1300/1500 Normal engine!

Single-Pipe Sport Muffler 616.54.102 **\$335.00**

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

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



Rear Engine Cover Plate

This is an important and much anticipated reproduction! Stoddard's own high quality product made in the USA. Fits

356-356C 546.06.562 **\$127.50**

Plate Behind Pulley

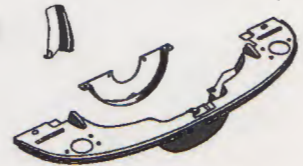
All 356-356C 616.106.083.00

\$38.50

Carb Preheat Air Funnel

All 356/912 546.06.062

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