



CHICAGO SCENE

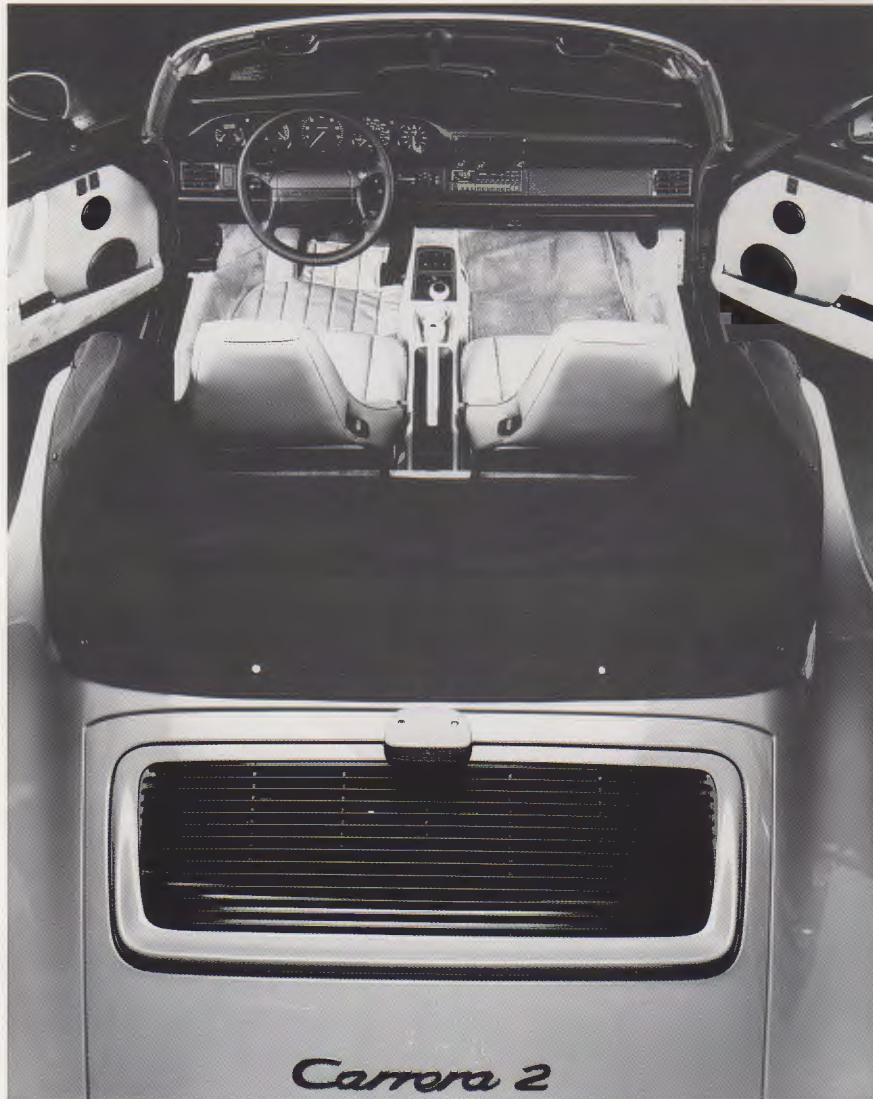


MARCH 1993



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.

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Bill Jacobs Motorsport
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"CHICAGO SCENE"

is the monthly publication of the Porsche Club of America, Chicago Region, published at 1500 N. Farnsworth Avenue, P.O. Box 2850, Aurora, IL 60507-2850. Second Class postage paid at Aurora, IL. USPS 006-381 ISSN 10564195. Subscription is limited to members of The Porsche Club of America, Chicago Region. Porsche Club of America dues are \$36.00 annually, of which \$12.00 is for the subscription to Chicago Scene. Subscription rate for non-members: \$18.00 per year. Permission to reprint any material published herein is granted provided full credit is given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. **POSTMASTER:** Send address changes to: Chicago Scene, 1500 N. Farnsworth Avenue, P.O. Box 2850, Aurora, IL 60507-2850.

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



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COVER: Ed Leed's 911 at Blackhawk Farms Raceway. Photo taken by Rich Becker (PCACR) during September 1991.

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	



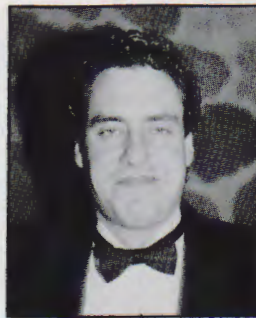
WHO'S WHO



PRESIDENT
Dan Gallagher
(312)616-1416



VICE PRESIDENT
Rip Patterson
(708)740-3562



SECRETARY
Jeff Girard
(708)971-8144



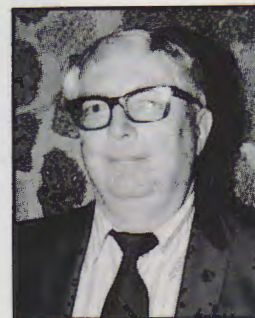
TREASURER
Chuck Bittman
(708)246-9505

1993 COORDINATORS

AUTOCROSS	
John Ruther	(708)639-1094
CONCOURS	
Bill Gavy	(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
MEMBERSHIP	
Lee Lichtenstein	(708)577-1550
24 Hr.Member Info	(312)769-8193
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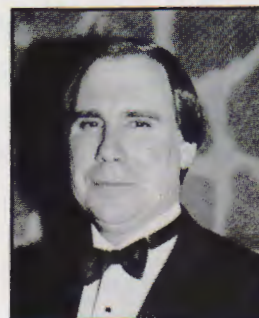
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DIRECTOR
John Ruther
(708)639-1094



DIRECTOR
Greg Turek
(708)961-2439



DIRECTOR
Arnold Zann
(708)386-2864

IN GALLAGHER'S GEAR

I don't know if it was the free beer and sandwiches or the fact that there was no football on T.V., my personal charm, or the fact that it was not snowing outside or for whatever reason but 166 Porsche Pushers showed up at our annual meeting. This is about three times the usual amount. At the meeting each of the officers and coordinators gave their yearly review and outlined their plans and events for the upcoming season. All questions were answered and positions explained. Last year your club had \$134,000 in revenue and \$135,000 in expenses. We would have had a profit but we decided to subsidize the dinner dance heavily as we had sufficient assets and wanted to thank our members for a successful year. Sixty percent of our revenue and 90% of our profits comes from our 6 track events, enabling us to carry the non-profitable events (social, rallies, concours) and our large newsletter expense which is currently 20% of our annual expenditure. The most important part of the meeting was Arnie Zann's report for the upcoming race series. Committees were established and volunteers were taken. After the meeting six beers, brewed at the Weinkeller were sampled and enjoyed.

David O'Bryan had some fifty or so individuals at his rallye school while Ed Leed had about a dozen members trying to learn our state of the art computer timing equipment. Everyone had a great time. In fact my lady Peggy said it was even more fun than the dinner dance.

Thanks to all that attended. The board and I are thankful that so many of you cared enough about what we are doing to come out and spend the day with us.

I am happy to report that George Gutmann is recovering well at home after his by-pass surgery. I talked to George on the phone and not only did he sound well but also wished to thank all for the flowers, calls, etc. Peggy and I attended the Auto Show with George's surgeon, Dr. Tom Murphy and his wife Jone. The famous Ferrari (and Porsche) fanatic stated that George's insides look great now if only he'd get his outsides to look great. All kidding aside we will all be happy to see George back again.

Several things of note from the past board meeting. As a matter of interest for all you concours enthusiasts, in the interest of fairness, no one car will be eligible to win both People's Choice and Judge's Choice trophies. Next at the discretion of the event chairperson, a Novice Class can be added for first time entrants only. No bonus points for age or mileage will be awarded in this class if the event chairperson decides to have a Novice Class. We also established an Exhibition Class, any entrants in this class will not be judged, nor will qualify for any regional points but are eligible for the People's Choice trophy.

We received notice that our friends at Blackhawk have raised their track rental fees more than we had expected. In all fairness to them they really have sunk a lot of money into the track and have made substantial improvements in safety and conveniences. All of this leads to a recommended entrance fee increase of \$10.00 instead of our usual \$5.00. I am concerned both as your President and as the long standing event chairman of this event, with the rather high price we have to charge for this great event but I can assure you that our event is the lowest price of any car event put on at that track. We charge less than any other car club and I hope give more.

A rather heated discussion, to say the least, ensued over our rallies. I am not proud to say that I lost my temper during the discussion and I would like to take this opportunity to apologize to the membership and the board of directors for my childish behavior. During the last year and a half the board has made a concerted effort to increase participation at our rallies by making them more fun and easier. We have done this at the expense of a couple of members that enjoy equipped class in rallies. Several members like to like to practice for the parade which runs a serious "trap" type rallye. Under our present rallye rules a slide rule qualifies you for equipped. Our bylaws establish that two classes will be run at rallies except that the rallyemaster, at his or her discretion, may only run a Seat Of The Pants rallye. I love serious rallies but it is apparent, at least to me, that the membership does not. Also if only one car shows up with a slide rule it will automatically win first place rallye points assuming no other equipped cars show

up, while the thirty or so other seat of the pants cars are fighting it out. But I have to admit that I didn't consider everyone when I moved the club in the direction to easier and user friendly rallyes. I admit I may have made an error so what I am going to propose to the board on March the 12th is that we establish that in rallyes, 5 cars are necessary to make a class, so that if we have 5 cars interested in running equipped they can earn regional points and trophies will be awarded. If we don't have five cars we could still run an equipped class but not for points and/or trophies. However, if this occurs an equipped car could disconnect the computer or put the rallye wheel, etc. in the truck and run seat of the pants for trophies and/or points.

I hope to see most of you at the Spring Social event, The Medieval Times. The club has never done an event like this before and your board is very interested in seeing how the membership reacts to this type of social event.

I talked to you last month about the August 8th Porsche Phenomenon and Past President's Parade. As you are now aware this event which will honor old timers who made this region what it is today. The event will be held at the Galleria Marchetti and will be priced at around thirty dollars. The event will honor an individual from each year of the club's existence who made a significant contribution. The award is not limited to individuals who served as President.

French style Concours will also be featured where Porsche's from every year will be displayed upon the grass surrounding the Galleria. Hopefully, we will have a Porsche form each year to drive the honoree to the reviewing stand. Please note that at the end of this column is a forum informing me that we can rely on your particular Porsche to be present.

Best wishes and congratulations to Michael Wildman who married the lady Judi Saturday, the 20th of February. I understand that he wants to honeymoon at Elkhart Lake but she prefers a warmer site.

More good news! Born to Karen and Keith Clark a son, Brandon, on January 27th. I understand that this future Porsche Pusher's first toy was a model of a R.S. America.

Well if I don't eat too much Weinerschnitzel or drink too much German beer at Lee's birthday party at Chef Karl's, you will hear from me again 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

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

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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.

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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

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

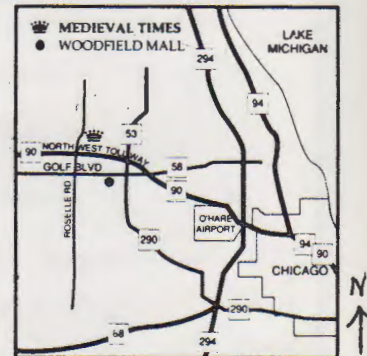


Come see the show that's become a legend. It's Chicago's most unique dinner attraction. Inside the fully enclosed, climate-controlled castle, you'll feast on a four-course medieval banquet while watching colorful equestrian drills. Then, you'll cheer for brave knights on horseback competing in daring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



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 you 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 "*signiciant 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). Reservations must be made no later than Sunday, March 28, 1993..

After dinner John will show slides of some of the restoration work he has done, answer questions and entetainingly 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 =	_____
Shopping	_____		
Pasta Neptune	_____	x \$ 18.00 =	_____
Prime Rib	_____	x \$ 18.00 =	_____
Amount enclosed: \$			_____

Questions: (708) 790-3944

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

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 _____

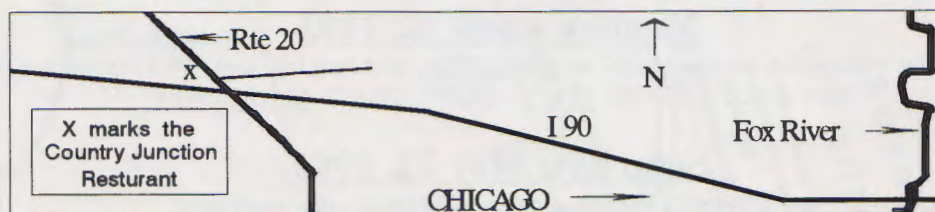
Total Amount Enclosed: \$ _____ (make checks payable to PCA/Chicago Region)

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



Concours D' Elegance



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 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.

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

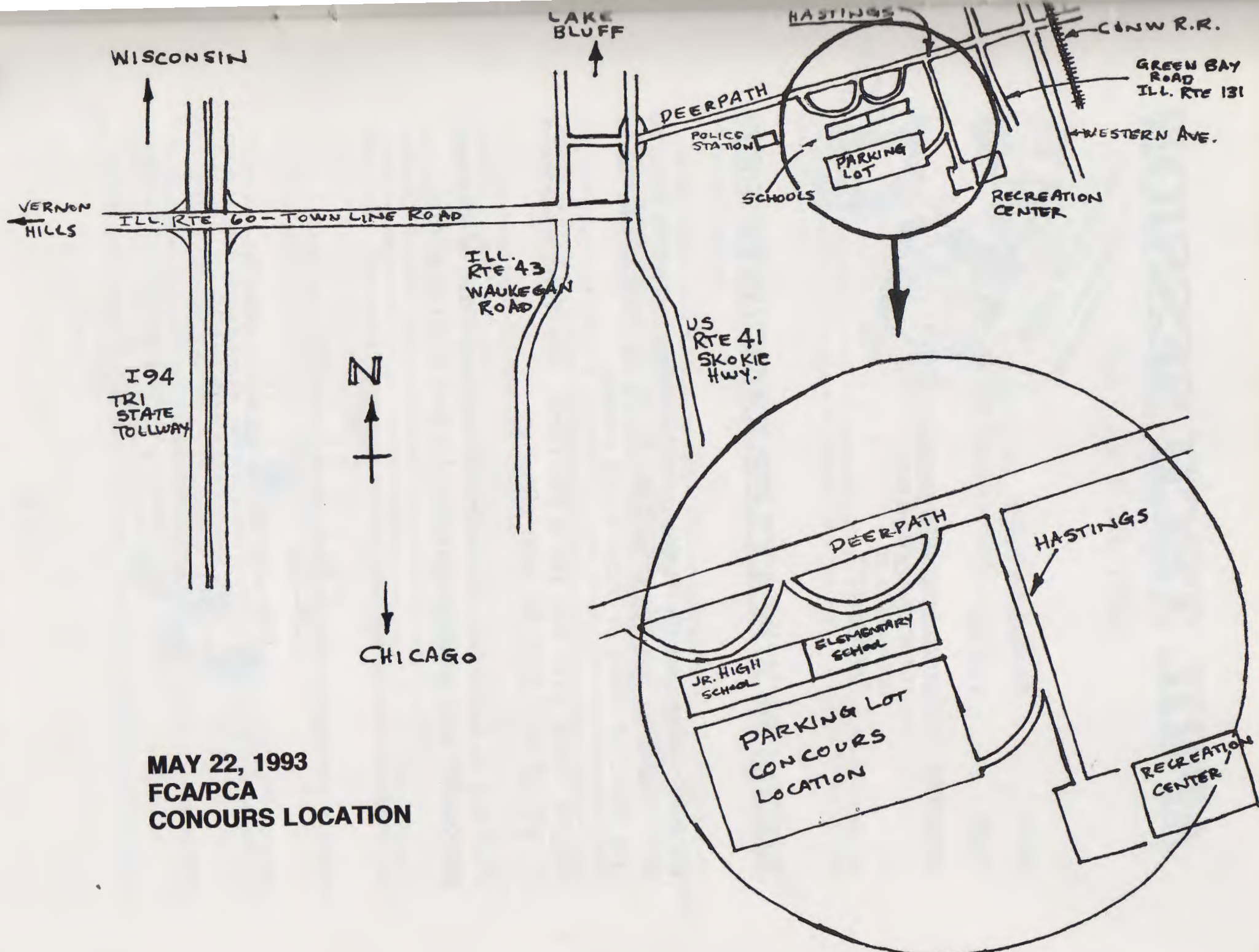
Exhibition _____ at \$15.00

Number Attending _____

Amount Enclosed _____

Car Year _____ Model _____ Color _____

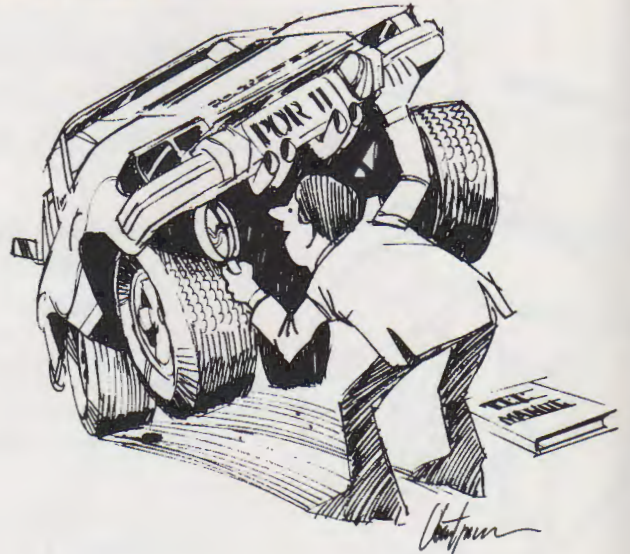
Make checks payable to: PCA/Chicago Region



MAY 22, 1993
 FCA/PCA
 CONOURS LOCATION

APRIL TECH SESSION

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

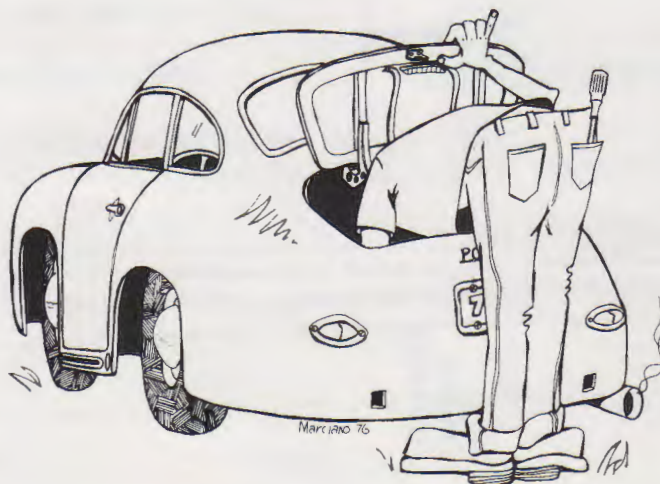


WE HAVE A PCA CLUB RACE DATE SET!

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.



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 divers 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.

Once each day there will be an opportunity to run Parade laps with your family or other passengers. Speed will be limited to 75 mph and any make or car is acceptable.

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.

Siebkins will be again be the "headquarters" for the non-track meetings. Contact Siebkins 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 later than Friday evening, May 28th. Dinner choices are Weinerschnitzel, Duck, Prime Rib, and Fresh Fish if ordered in advance.

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

Other places to stay:

Siebkins
Elkhart Lake, WI
414/876-2600

Barefoot Bay
(special rate if you say you are
a member of PCA)
Elkhart, WI
414/876-3323

Budgetel Inn
Sheboygan, WI
414/457-2321

Crest Hotel
Plymouth, WI
414/893-6111

Imperial Motel
Sheboygan, WI
414/458-3578

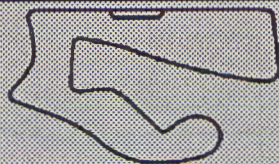
Holiday Inn
Manitowoc, WI
414/682-6000

Starlight Motel
New Holstein, WI
414/898-4216

Super 8 Motel
Sheboygan, WI
414/458-8080

Thanks. . .hope to see you there! Arnold Zann





**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	Requested Run Group	Slowest>
A <input type="checkbox"/>	B1 <input type="checkbox"/> B2 <input type="checkbox"/>	C <input type="checkbox"/>

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

Porsche Year, Model, Type, Engine Size	----- PCR Class -----
_____	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

motor

TEAM PORSCHE AT MOTOR WERKS ANNOUNCES:

New Evening and Saturday Porsche Service Hours

Come Meet *The Team...*

Mon thru Fri 7 AM to 9 PM; Saturdays 9 AM to 3 PM



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Eric Claeson

Eric has been a Porsche lover ever since his '68 911S. 18 years in the service industry, 12 devoted exclusively to luxury import owners here in the midwest.

Sales & Leasing
Ken Betts

Ken has won more sales and customer service accolades at Motor Werks than anyone. He honed his talent for pleasing demanding clientele during 20 years in the boating industry.

Sales & Leasing
Rudy Baum

A consummate performer at Motor Werks, Rudy has been in sales and customer service all his life, including international sales management prior to becoming Porsche certified.

Service Consultant
Rick Lane

Rick introduced reduced labor rates for scheduled Porsche maintenance visits. Eight years in the business — six of them with Motor Werks. Drives a 944 Turbo.

Service Technician
Rich Haddon

A familiar face to midwest Porsche owners, Rich has an impressive 22 years of Porsche technical expertise on his resume.

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

werks

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- 3.) Extended test drives for your purchase consideration
- 4.) Expanded financing options to save you additional dollars
- 5.) No-money-down, flexible-term leasing
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Barrington, Illinois 60010
Telephone: 708/381-8900



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Service & Parts Departments: Mon thru Fri 7AM to 9PM.
Sat 9AM to 3PM. Service appointments, call: 708/304-4580

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1989 911 Targa
White. 22K certified miles.

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Guards Red. 7,700 certified miles.

1987 911 Targa
Guards Red. 40K certified miles.

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for the limited-production
1994 SPEEDSTER
and the new
1994 911 TURBO 3.6

NEW 1993 PORSCHEs

1993 911 Carrera 4 Cabriolet
Amethyst

1993 911 Carrera 2 Cabriolet
Guards Red

1993 968 Tiptronic Cabriolet
Black

1993 911 RS America
Choose from 3:
Guards Red, Grand Prix White, Black

orsche

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 _____



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!

If you are going racing with PCA, you must apply for the PCA racing license. This should be done as soon as possible. Please find application on following page.

Event Chairperson: Arnold Zann
708/386-2864

Registrar: Mike Zurick
708/920-6698 (home)
708/963-6500 (office)

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
Alexandria, VA 22310

EMPERESS



RIVER CASINO

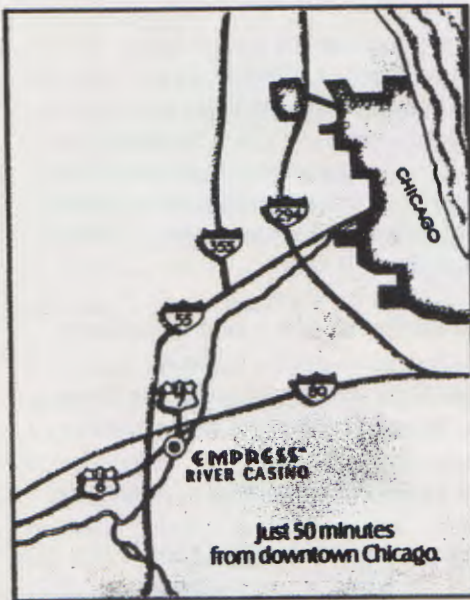
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Sunday, June 13, 1993

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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

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- * Mini-baccarat
- * Big Six
- * 2 Video Poker bars
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- * Complete cocktail service

Mail by Wednesday, May 26, 1993

Make checks payable to: PCA Chicago Region
Name _____

Telephone # _____

Number Attending _____

Amount Enclosed: \$ _____

Send pre - paid registration to:

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

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

THE FAST LANE

by Dick Badler

Bingo! Do I have a breakthrough flash of insight! Gotta share it with you.

I just got back, a few weeks ago, from a business course on leadership. Not management, leadership. You say you don't know the difference? Send me your business card, and I'll make sure these people get in touch with you. Don't worry, it's confidential.

In advance of the course, they had us fill out, maybe six hours-worth of questions. Questions about likes, about dislikes, about preferences. Hypothetical questions. Desert island questions. Nosy questions. Repetitive questions. Very repetitive questions. We learned later that this is done deliberately, to keep you from being able to sway the results. Although I can say that, when you're nearing the end of a 450-question barrage, all you want to do is finish.

Out of all this exhaustion comes ... you. Yes, you. Not some logarithmic extrapolation of how the sun, earth and stars lined up at the minute you were born. Oh, no. Instead, you get concrete evidence of things like what your basic personality traits are, how you act in groups, how you act alone, how you prefer to spend your time, what you want out of life, whether you think you'll get it, whether you think the fight is worthwhile. YOU!

Intimidating, isn't it? But there's more. The biggie test is apparently fairly well-known in personality-analysis circles. It's called the "Myers-Briggs Type Indicator." You're nodding your head and reciting four letters? Well, well, well. You've been down this road. You see, out of this exam you are placed, for ever more, into one of 16 type classifications, all denoted by four simple letters. Each letter, in order, will tell the world where you like to focus your attention, how you acquire information, how you make decisions and how you orient yourself toward the outside world.

Got that, gang? And there's nothing you can do about your score, your type, except try to make the

best of it, which is precisely the point of the course.

Now, for the application to us car enthusiasts. Hang onto your driving gloves.

It turns out that there's a company that requires all employees to take the Myers-Briggs test, and then tape one's four letters on their ID badges, which are required to be worn at all times. In other words, at this company, when you approach someone to confer with them, by a quick glance you know if they are outspoken or withdrawn, risk-taking or careful, planners or procrastinators, focused on today or on tomorrow.

Okay, now, what if we were required to take the test in order to get a driver's license, and then, drum roll please, have to display our four letters on our rear window or license plate?

You'd know who to get behind at stop-lights. Is that flabmobile up ahead the obvious choice? Or not? That guy in the clapped out Pinto may actually be a mover, whose 928 is in the shop, so he borrowed his mother's runabout to go get a quart of milk. Or maybe he's been crawling along in the Pinto, contentedly, since the car was new. Look for his four letters and you'll know.

The same goes for the left lane bandit immediately ahead of you. A day dreamer? Or, maybe he or she's just trying to set the buttons on the car radio, before putting the pedal back down to the metal.

Think you can pass that 5.0 Mustang in your 911?

Think the owner is going to get pissed and try to cut you off? No problem, when you know how aggressive the guy behind the wheel actually is.

Could this, then, be the basis for a super-driver's license? Why not? Give the high-speed go-ahead to us stable-personality, quick-reflex, rooted-in-the-present but forward-thinking go-getters. We can't help ourselves. Officer, that's the way we are!

I wonder, too, whether there's a correlation with

what we drive. Is there some vein of similarity between us card-carrying PCA members that draws us to our favorite marque? Do Ferraristi have their own type? 'Vette people? Am I stumbling on the next frontier in cult automotive market research?

Is your mind moving on to the person with whom you share your cockpit? Thought so. I'll save you some bother. I actually asked that question in class, and I was told the test will indeed examine compatibility in relationships ... In private.

Now just a minute, you say. You're unique, you can't be typed. Nobody gets into your head without a permit. And besides, you like autocrossing, but you don't like rallying. You go to Porsche concours but only to stare at your own reflection in perfect paint jobs. You're, God bless you, different!

Yes, that's true, but those differences are common enough that you can still be sorted into one of 16 categories. In fact, the Myers-Briggs test is so self-revealing, and the threat of mis-interpretation is so great, that my course instructors spent a full half-day explaining what the results mean before they actually handled out our scores.

But, oh, watch out for the fine print! And the caveats! Let me quote verbatim from the testing manual we all received when we got our results. "Type does not explain everything," the brochure says. "All of us use all of the functions and attitudes at different times. Our type is made up of those we prefer the most." Aha. "Type does not explain everything and the (test) does not measure abilities." That's a relief.

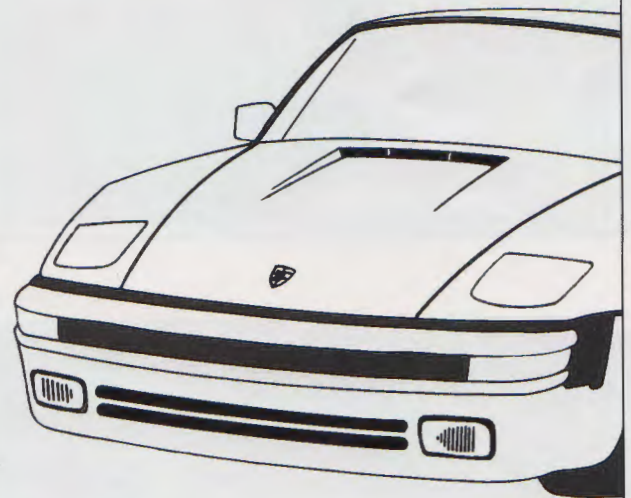
So, where does that leave us? Better informed about ourselves, for sure. You take this test, and a lot of hunches you had about yourself are corroborated. You find out how someone else scored, and you know right away an awful lot about how that person's mind works, too. And, best of all, this stuff can come in handy, whether you're trying to get home from work in one piece or move on down your favorite lane of asphalt.

Only don't forget your next steps. You memorize all those four-letter combinations and what they mean, you close the book and you get behind the wheel. What happens after you turn the key is up to you. It always is.

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Irving Park and Center Street)*

REAR VIEW MIRROR

The PCA-Chicago Region's Annual meeting was a smashing success! It was a warm (for January), dry, sunny day so many members even drove their pride and joys (what else but Porsches) out to the Weinkeller Restaurant in Westmont.

Our wonderful Board of Directors and coordinators gave a re-cap of 1992 and covered all the exciting and different events that are planned for 1993. What a great year we're going to have!

After the meeting the members were treated to six different beers which the Weinkeller brews and scrumptious sandwiches. David O'Bryan held a rallye school for both novices and experienced rallyists. Ed Leed demonstrated the clubs new timing equipment. Thank-you David and Ed.

I didn't know an Annual meeting could actually be FUN!





CHEF KARLS/LEE'S BIRTHDAY PARTY

By Peggy Benchik

I always wanted to know what would happen if someone had a Birthday party and no one showed up. Lee Lichtenstein had his birthday party, Sunday the 21st of February at Chef Karl's Edelweiss Inn in Libertyville. Because of the snow storm the night before only one Porsche showed up. This is probably an all time low for a Porsche Club event - but the lot did fill up with all kinds of other cars, trucks, jeeps, etc., as some 60 or so members and guests enjoyed a terrific time and excellent food. I really didn't expect Gallagher to go in the "D" but I thought the 930 which has a great heater would be nice. Gallagher told me I was crazy, that the 930 was terrible in the wet and would be instant death in the snow. He insisted on taking the beater. When we got there all I saw was beaters.

Lee seemed pleased that so many members came and in the snow! He was not quite sure if it was his birthday party or Chef's excellent food. I had my "favorite" the terrific shrimp and scallops entree. I know it had very few calories because I have started my diet so I can get into the cute little outfits by Road America!

After lunch the Chef organized a gymkhana around his building. It was really funny watching the Cadillacs, Buicks, Trucks, etc. spinning in the snow.

Gallagher told me I should win in the ladies class in his 4 wheel drive Mitsubishi. I finished dead last because David Redzous told me to start in 2nd gear for better traction. I have a hard enough time starting a stick shift in 1st gear much less 2nd! Naturally I was at the start line and as usual I began the all familiar "rabbit hop" and the car died.

The fastest time of the day went to one of my favorite Black Hawk's, Gerry Petroskey, in a SAAB. Lee took the four wheel drive class in his rusty truck (he didn't bring his new 944 Turbo). Our little newsletter editor Kristen George won the ladies class in a Cadillac.

After the driving festivities, Chef Karl and his staff entertained the remaining crowd to the German music, etc.

Thanks Chef Karl for such a wonderful time with excellent food and great Porsche Camardia. I enjoyed meeting John O'Keefe's mother, Kristen's mother, father and sister. I love these events!

Look for some very exciting footage of this event in next months Scene.

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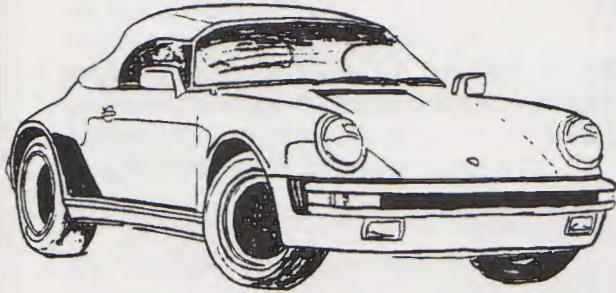
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PETE'S POINTERS

PETE'S PCA RALLYE PREPARATION POINTERS

Volume III

Welcome again, pathfinders, to Pete's Pointers! Let us preempt the preamble and respond to a portion of the plethora of post received this period.

Dear Pete,

Thank-you for describing what a rally is. I have always pictured Billy Coleman and Ronan Morgan in a 911 driving down muddy paths through Ireland at 100 miles per hour while spectators stood only inches away, begging to become hood ornaments. It is nice to know that it is much safer than that, and that I can drive my clean Porsche home in the same condition.

I do have a question, however. I have read the definitions in the club calendar and am aware that Obvious Route is key to a rallye. Can you clarify it further for us?

Sincerely, Bernard and Holly Lakemaker.

Dear Lakemakers,

Perhaps a praxis will provide you with a more transparent and practical perception. Presume the following preceptory proclamation: Obvious Route Rule #1 - Right at T. Providing you are driving down Uberrouth Lane and the next rallye route instruction presented is: 23. Left on Piper Road, while the next intersection you progress to is a T with a street prominently labelled Cottontail Boulevard, a potential paradoxical predicament exists. As you pause at the stop, you ponder how you are going to parrot a left on a street whose position you cannot locate. Preposterous? No. When in doubt, Obvious Route. Perform a right because the numbered instruction does not apply here and the instructions do take precedence when they do apply.

Professionally, Pete.

Dear Pete,

It was a pleasure to meet you at the membership meeting in January. I too thing it is important, vital, and necessary that the rallye entrants have a good, clear, and keen understanding of the basics, the principles, the rudiments. One term that

seems to fall into this category, class, group, is redundancy. Redundant means repeated, reiterated, superfluous. How does that find a place in a rallye?

Sincerely, Howard "VROOOM" Yefsky

Dear VROOOM,

Possibly the principle producer of participants' pell mell pates is passim. Simply put, if you would have performed the same procedure by pretending to have no numbered precept, you just fell prey to redundancy. Pursue this postulate: don't duplicate.

Professionally, Pete.

Dear Pete,

My brother and I have a '67 912 Soft Window Targa, SoftT. Since our car is already very Penske clean, we should be able to rallye well. Over a six pack and a tin of chewing tobacco, Mike and I were further discussing whether our open car is better than a closed car. What's your angle?

Openmindedly, Daniel J. Gallagher.

Dear Danny,

Potentially the penultimate Porsche prize is piloting topless down the pavement. The pride and pep can be heart pumping. The small price to pay for this during rallye participation is pinning down the co-pilot's papers. Don't become a petulant piker, purchase a clipboard. A primary purpose of a rallye is to perpetuate piquancy on the players' parts. Personally, as long as pluvial skies are not plunging upon our Porsches, my predilection is top-down parading.

Professionally, Pete.

Congratulations to Danny Gallagher for capturing this month's Pete Schultz Pointer Provider Prize! His ponderance possesses a pragmatic perception that a rallye is not simply a competition. The premier recompense for playing is playing itself.

Remember, if you would like to be eligible to be the recipient of the next Pete Schultz Pointer Provider Prize, postmark your problem to Pete at 1133 W. Patterson Apt. 1, Chicago, IL 60613.

WELCOME

TO OUR NEW MEMBERS

By Lee Lichtenstein

Thomas & Sandee Black
Wadsworth, IL
1989 911

David A. Dreyfuss
Flossmoor, IL
1988 911

Dave Erickson
Chicago, IL
1983 911

Timothy J. Foley
Bloomington, IL
1981 928

Randal Hauptmann
Aurora, IL
1987 928

William & Patricia Huffman
LaGrange, IL
1985 911

Karl & Sara Klockars
Wheaton, IL
1970 914-6

William R. Van Meter
Darien, IL
1980 911SC

Eugene W. Wright
Crest Hill, IL
1983 944

Bradley J. Zeman
Plainfield, IL
1985 944

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BY GEORGE . . .

Hello my Porsche friends, I hope everyone is managing to tolerate the weather. It helps to know that Spring is around the corner and we'll soon be sharing some special and wonderful times with our Porsches.

Speaking of the weather, Chef Karl's comes to mind. From the number of people that attended the Sunday afternoon event it looks as though post-blizzard conditions won't keep Porsche Pushers inside (it must be they're excellent driving skills). Our PCA friends not only braved the weather to get to Chef Karl's but then went out and asked for more. Yes, you guessed it, our PCA friends participated in a gymkhana in the Chef's parking lot. What FUN! And NO accidents! Boy, this club is fun!

I wanted to thank everyone again for the wonderful articles, etc. they've been sending me. I will print everything people send me but I may not fit it in the month that you send it. I desperately need photos for the cover, please send me pictures of your beautiful cars. Please note that I will be out of town March 19-26, if you could send me anything you have for the April issue before March 19th, I'd truly appreciate it.

Take care and I hope to see you at the next event!

Kristen

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THE MART

FOR SALE-PORSCHE

Get ready for Spring-Top down, wind in your face, and all that Spring stuff, I have two 356 Cabriolets; Will sell one-your choice.

1964-356C Cabriolet; Irish Green/Black Leather; Earlier Last Detail restoration; Beautiful coach work; No Rust. 5 1/2" chrome wheels; Webber carbs; Terrific driver, very strong; Not the original engine. \$28,750 OBO.

OR

1965-356C Cabriolet; Sky Blue/Tan Leather; European Model with only 65,000 original miles. California car for 20 years; No Rust EVER! Know of only one other Sky Blue Cab. 5 1/2" Chrome wheels with 195/60 Yokohama AVS tires. AM/FM w/cassette. All else original and all numbers and colors match letter from the factory. Spectacular car. Expensive, but worth it. \$42,750. Howard Yefsky 312/368-4600 (O); 312/642-8897 (H).

WHY? Rumor has it that a 356 Carrera 2 is available. OR? OR?

1977-911S (VROOMM)-Beautiful Black/Black Custom Leather; A/C (removed but available), S/R, Alpine AM/FM/Cassette, Bi-amplified with Two 50 Watt ADS Amplifiers and Four ADS speakers. That's the good stuff to cruise with...Now, the important, serious stuff. Carrera flares and spoiler; Blackburn & Daly front spoiler with Mercedes oil cooler; 7&8 x 16 factory alloys painted gold with chrome rims by Robert Wood with 205/55F and 245/45R Comp T/A R1's. '86 Carrera suspension. 2000 miles on complete rebuild of original engine with 2.9 Andial Pistons and Cylinders; Ported, Polished and Balanced; New Early S Cams; New clutch, oil pump, etc., etc. SHORT GEARS, Webbers and more. No expense spared; over \$55,000 invested. Have all receipts and service records. NEEDS NOTHING! Get a good view of those ubiquitous RS Americas in your REAR-VIEW MIRROR (fighting words) at less than half the price of one. \$25,000. Howard Yefsky 312/368-4600 (O); 312/642-8897 (H).

WHY? See above...OR?

As for my remaining inventory, they're not for

sale...Don't even ask. I can't handle temptation.

1984-911 Carrera Coupe #WPOAB0919ES120529, Metallic Slate Blue, 3000 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.)

1973 911T Targa, #9113111382, authentic, complete, and fully documented restoration to factory CARRERA RS (original) touring spec., silver with red leather, 6500 miles showing, everything is like new. This special vintage Porsche is beautiful, reliable, and very exciting. Prepping now for spring delivery. \$30,000 (appraised) OBO. Scott Bonnett, 507 W. Church St., Champaign, IL 61820, 217/352-1620.

1973 911T Targa #9113110200, black/black, excellent condition. Upgrades include Carrera tie rods and valve covers, turbo oil fed chain tensioners, Carrera seats, Alpine stereo, new OEM carpets and mats; includes optional whale tail \$10,500...Call Bill at 708/277-7256 (or 708/937-7080 weekdays).

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.

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 winters, one owner, too many cars. \$16,700 firm. Call Dennis Grether 312/327-5322 eves.

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.

FOR SALE-OTHER

1987-BMW 325IS-Black/Red Leather; 44,000 Original miles. A/C, S/R, AM/FM/Cassette; Dinan Chip; 16" Momo Five-Star Wheels with 205/50 Yokohama AVS Intermediate tires. Very nice, very tight, very fast. \$12,000 OBO. Howard Yefsky 312/368-4600 (O); 312/642-8897 (H).

1984 VW RABBIT GTI, 67,000 orig. miles. Black ext, dk. blue int., 5-speed, air cond., AM/FM/Cassette stereo. Garage-kept, excellent condition. Averages 28-35 MPG. \$2500.00 or best offer. Call Jean Kaitis 708/490-0525.

FOR SALE-PARTS

911 & 914 PARTS AVAILABLE: 2.0L Engines, 2.0L heads, doors, hoods, trunks, engine lids, interiors, center console, anti-sway bars, side shift transmissions and linkage, flywheels, I.M.S.A. fiberglass body kit, roll cage. Early 911 front & rear bumpers, glass, cookie cutter wheels (6" x 15"). Almost anything. Call with needs. Glenn Stazak 708/208-1924.

2-6"x16" Fuchs alloys-\$200.00 OBO. 2-7"x16" Fuchs alloys-\$500.00 OBO. 1-911SC muffler single inlet-\$50.00 OBO. Jim Harrington 708/369-6842 (eve.)

Mechanical fuel injection from 1972 911T, good condition, make offer. Misc. bumper parts for 1972 911T. 2 steel heat exchangers, like new, \$500.00 OBO. Mark Squitieri 708/354-9455.

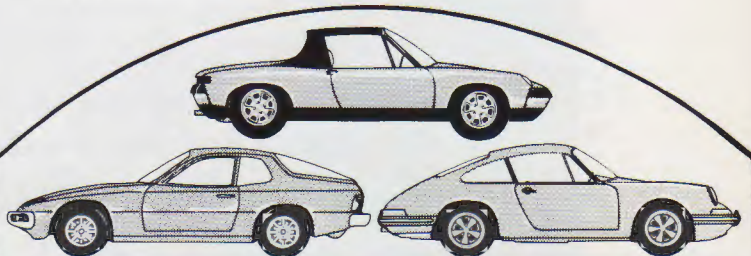
RESTORATION ROTISSERIE, 42 inch radius, Adjustable 18 ft. length! Includes brackets for "356! Moves easily on steel swivel casters! Heavy all welded construction! RESTORATION DOLLY, Mount your car at the proper points, 24 inches off the ground, on a level, moveable, all steel welded platform. Reasonable, pictures available. John Mueller, 21090 North Fenview Dr. "Tower Lakes", Barrington, IL 60010-1572. 708/487-2406.

911 Parts: 911 valve adjustment kit, \$14.00; Clutch pressure plate 3.0 liter, 915.116.001.18, \$110.00.

Throw out bearing, 915.116.082, fits 2.4, 2.7, 3.0 liter, \$35.00. 911 2.0 liter disc. 901.116.001.00, \$50.00. Haynes 911 Manual, \$5.00. Weber Triple Throat Manual, \$5.00. Fuel filters 0.450.905.003, fits 75.76 2.7; 0.450.905.016, fits 77 2.7 and GF114, fits 78-81, 3.0 any one, \$10.00. Fuel filter, PFC7, fits 81-93 3.0 911, \$20.00. Weltmeister parts available at competitive prices. Need funds for 1993 PCA Motorsport season. Wife if tired of popping for bills. Call Uncle Frank, 708/22.FAST.6.

924 Parts: Fuel pump 0.580.254.984, \$70.00. Oil filters, PC252, \$2.00 each. Haynes Manual, \$5.00. May have other 924 parts in stock. Open for offers if interested in all my 924 inventory at one price. Interested? Call Uncle Frank, 708/22.FAST.6. weekends/evenings.

914-4/914-6 Parts: Battery tray, 914.501.587.10, \$30.00; battery tray support 914.501.073.10, \$15.00; 914-4 clutch disc. 914.116.001.03, \$50.00. 914-4 FI to carb conversion parts, distributor, 009, Fuel pump FO914, and fuel regulator FR050, packaged at \$85.00. Braided steel brake lines, BL 900, \$50.00. Weltmeister adjustable sway bars and Weltmeister springs available at below market value. Brake master cyl., 19 m.m., \$95.00. Call evenings/weekends, Uncle Frank, 708/22.FAST.6. Need 1993 motorsport funds, must clean out basement.



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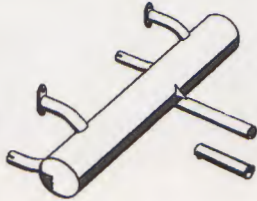
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