



# CHICAGO SCENE

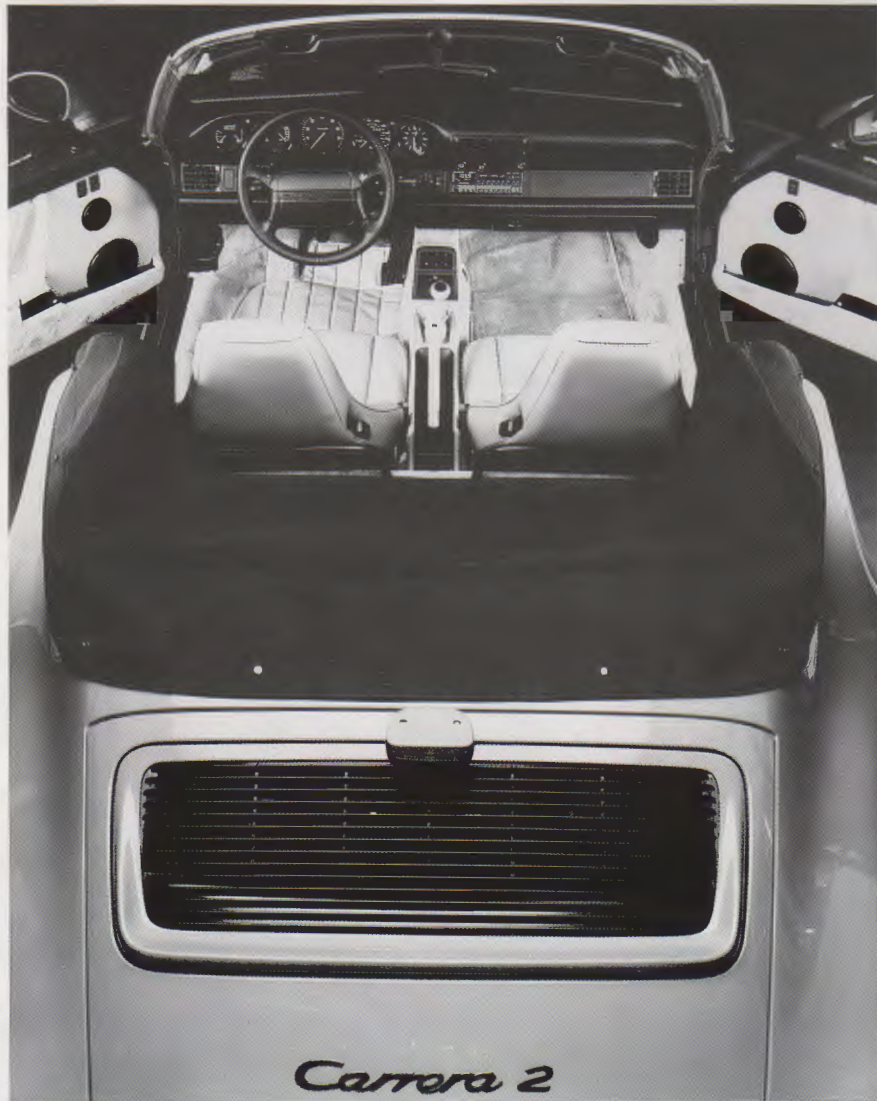


**MAY 1993**



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

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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:** Lad Sanda at Sally Potter Benefit Autocross 9/15/91. Photography by J. Neiland Pennington.

## 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	Porsche Phenomenon
August 11	Blackhawk III
August 15	Utica Gymkhana
September 3, 4 & 5	Elkhart II & Concours
September 19	Charity Gymkhana & Concours
October 3*	Loop Rallye
October 16 & 17	Blackhawk Octoberfest
October 24	Concours
November 6	Social Event
November 14	Tech Session
December 4	Dinner Dance
*Tentative Date	

# WHO'S WHO



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



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



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



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

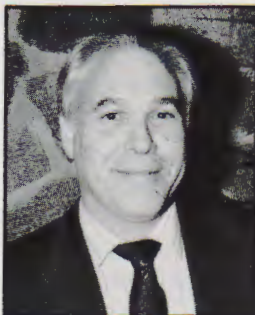


**IMMED. PAST PRES.**  
Debby Leed  
(708)382-6911

1993 COORDINATORS	
<b>AUTOCROSS</b>	
John Ruther	(708)639-1094
<b>CONCOURS</b>	
Bill Garvy	(312)973-3938
<b>CHARITY EVENT</b>	
To Be Announced	
<b>GOODIE STORE</b>	
Linda Patterson	(708)740-3562
<b>RALLYE</b>	
David O'Bryan	(312)929-1943
<b>SAFETY</b>	
Jeff Girard	(708)971-8144
<b>SOCIAL</b>	
Peggy Gallagher	(312)616-1416
<b>MEMBERSHIP</b>	
Lee Lichtenstein	(708)577-1550
24 Hr. Member Info	(312)769-8193
<b>TECH CREW</b>	
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(708)639-1094



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Greg Turek  
(708)961-2439



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

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# IN GALLAGHER'S GEAR

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Spring is sprung, the grass is ris, I know where the Porsche's is. They were on the Follow The Fox Rallye. Thirty-three Porsche's showed up on a nice spring day and let Myron Walters show them nice roads along the Fox Valley. The rallye was not to difficult and was fun. Unless you have actually put on a rallye you have no idea of how much work it really is. Thank-you Myron.

While we are thanking Myron for his Rallye I might as well thank him for the fabulous Concour School and restoration clinic. When Garvey and crew brought up the idea of spending a lot of money to bring in John Paterek for a concours and restoration school the board and I were more than a little skeptical. I am very happy that Myron and Garvey talked us into it. We had over one hundred and ten members at the spacious Motor Werks facility and what was even more impressive was that half of the attendees were people I had never met before. Paterek was great. He had a great hands on method in which he actually showed you how to do it.

Not much of interest from the last board meeting. We did decide that whatever individual the board decides to honor at the Porsche Phenomenon that he or she will have the fee paid by the club. We have a lot of work left to be done on this event. We should have done this years ago. I still need a lot of respectable Porsches to cover each year.

Two weeks ago myself, Jeff Girard, Lee Lichtenstein, George Weathered and John O'Keefe spent the weekend at Blackhawk Farms at the SCCA fire and rescue school. I am sure we all learned something and we will try to continue to make our track events

safer and safer. By the way wait to you see the improvements at Blackhawk. All the corners expect number three are now concrete. I realize that we are paying more for the track but they continue to make it better and safer. See you there on May 12th.

I doubt if this newsletter will reach you by Mr. Leed's and Mr. Brenkus's driving school which is being held on May 2nd. If you have never attended this event before and plan to enter our driving events you owe it to yourself to come out and learn how to drive that great car.

Feel lucky? If so try your luck on the Will'N 2 Gamble Rallye and Empress Gambling Boat. My lady Peggy has reserved a large number of places aboard the boat and she has even procured secured and reserved parking spots for the rallye cars and club cars that are only coming to try their luck at the tables or the slots. We have never done anything like this before and I hope the membership thinks it is a good idea. You know the good lady Peggy has really done a great job as social chairwomen. If you would have told me two years ago that she would have us going on Odyssey, watching knights fighting at Medieval Times and getting us to gamble on some boat I would have said you are nuts. But I have to admit she can convince me of about anything.

Well if I don't eat too much of Chef Karl's cooking at Blackhawk you will be hearing from me next month.

Dan

---

## FORUM

Dear Dan,

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

Porsche \_\_\_\_\_

Year \_\_\_\_\_

Model \_\_\_\_\_

Color \_\_\_\_\_

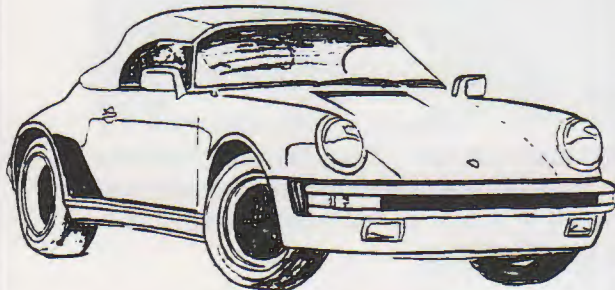
Signed \_\_\_\_\_

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

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

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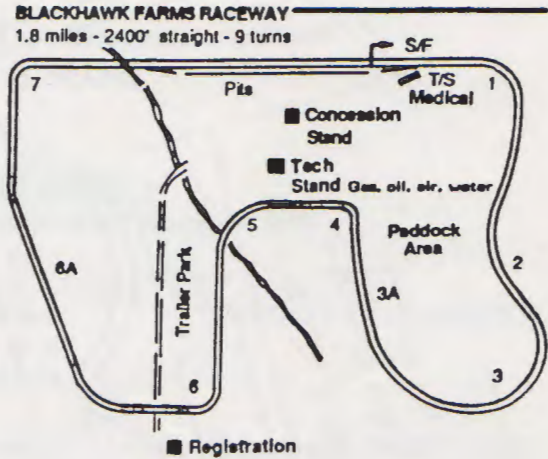
DESI VINCZEN • 126 Cook Street • Barrington, IL  
381-9144

# BLACKHAWK XXV

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

\$90.00 Preregistered/\$100.00 AT the track  
 2nd driver-no charge if a family member  
 Amount Enclosed \_\_\_\_\_

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

PORSCHE



SECOND ANNUAL

# Concours D' Elegance

Ferrari



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

Porsche Club of America, Chicago Region

Ferrari Club of America, Central States Region

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

**DON'T MISS THIS ONE**

**Saturday, May 22, 1993**

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

PORSCHE CLUB CLASSES:

Judged Classes - \$20.00 Entry Fee

A, B, C, & D

Non-Judged Classes - \$15.00 Entry Fee

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

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

MAXIMUM 30 cars per club.

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

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

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

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

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

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

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

**SEE MAP ON FOLLOWING PAGE FOR LOCATION**

**Porsche/Ferrari Conours, May 22, 1993**

**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 \_\_\_\_\_

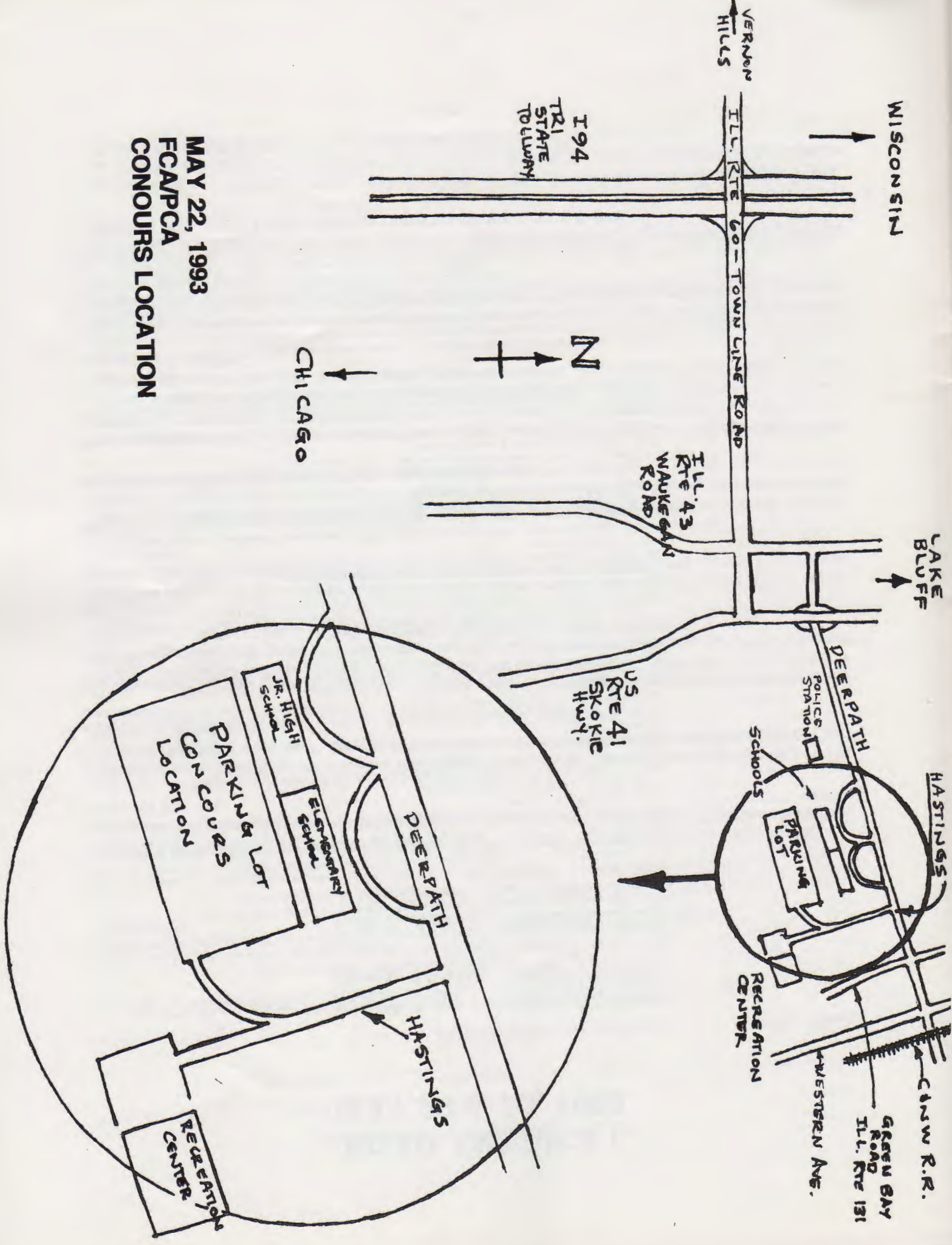
Car Year \_\_\_\_\_

Model \_\_\_\_\_

Color \_\_\_\_\_

**Make checks payable to: PCA/Chicago Region**

MAY 22, 1993  
 FCAP/PCA  
 CONOURS LOCATION



# ROAD AMERICA I

## MAY 29 & 30, 1993

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

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

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

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

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

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

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

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

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

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

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

**PCA/CHICAGO REGION TECH INSPECTION SHEET**

NAME \_\_\_\_\_ COLOR \_\_\_\_\_ CLASS \_\_\_\_\_  
 MODEL/YEAR \_\_\_\_\_ ENG. DISP. \_\_\_\_\_ ENTRY NO. \_\_\_\_\_

Passed Failed

TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

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

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

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

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

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

DATE \_\_\_\_\_

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

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

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

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

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

*Come out and enjoy the second rallye of the year. The rallye will take us through the greenery of southern portion of Cook County and Will County ending in time to enjoy a pleasant and fun time on the Empress River Casino. **\*\*Please, you must pre-registrar if you will be attending the Empress River Casino\*\****

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

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

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

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

---

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

**Make Checks Payable to: PCA/Chicago Region**

**Mail To: Jim Harper, 2746 W. 86th Place, Chicago, IL 60652**

**Fee per Car: \$10.00 REGISTRATION**

**Driver \_\_\_\_\_ Navigator: \_\_\_\_\_**

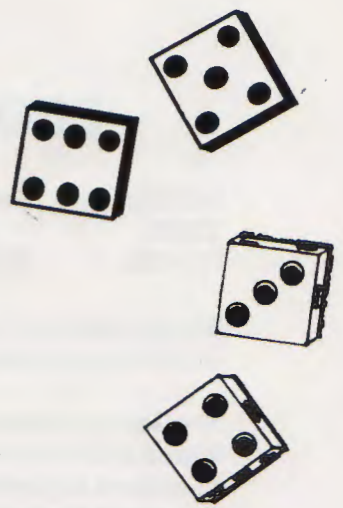
**Phone: \_\_\_\_\_ Car: \_\_\_\_\_ Model: \_\_\_\_\_**

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

**I will be attending the Empress River Casino      Yes \_\_\_\_\_ No \_\_\_\_\_**



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



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

Must be 21 years old.

Sunday, June 13, 1993

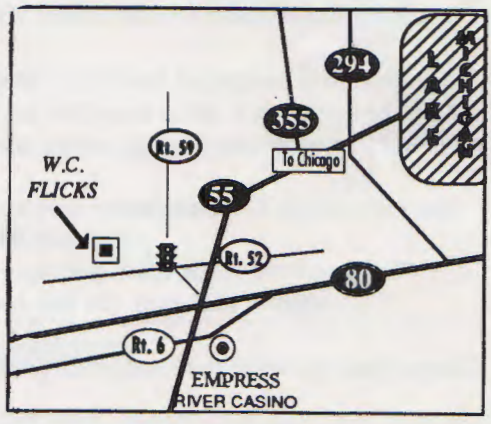
Time: 2:00 - 2:30 P.M.  
2:30 P.M.  
3:00 P.M.  
5:00 P.M.  
5:30 P.M.  
6:00 P.M.

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



**FLICKS FAMILY STYLE  
DINNER**

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



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

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

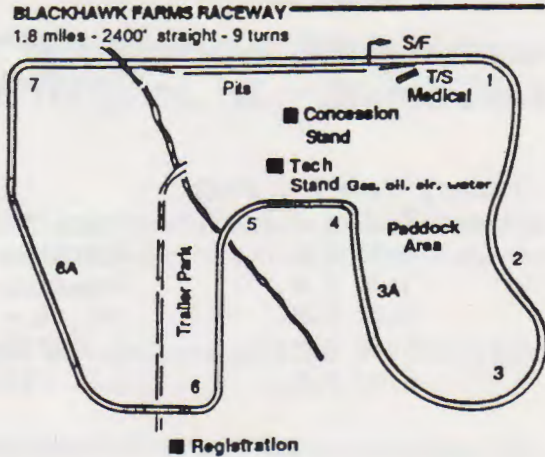
700 W. Jefferson Street  
Shorewood, IL 60435  
(815) 725-7773

# BLACKHAWK XXVI

**DATES:** June 16, 1993  
**TIME:** 8:30-5:00\*\* Registration Closes at 11:00 AM  
**PLACE:** Blackhawk Farms Race Track, So. Beloit, Illinois

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

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



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

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

There is a 10:00 AM mandatory drivers meeting for all entrants who have not run this event previously.

**REMEMBER-registration closes at 11:00 AM!**

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

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

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

## June 16th BLACKHAWK/CHEF KARL DINNER REGISTRATION

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

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

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

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

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

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

\$90.00 Preregistered/\$100.00 AT the track  
 2nd driver-no charge if a family member

Dinner following the event \$18.00 Adults/\$8.00 Children  
 Beer, wine and soft drinks included.

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

# ARENA AUTO AUCTION AUTOCROSS

**DATE:** Sunday, June 27, 1993

**LOCATION:** Arena Auto Auction (formerly "Old Chicago")  
200 W. Old Chicago Drive, Bolingbrook, IL

**TIME:** Registration & Tech - 8:00 A.M.  
Driver's Meeting - 9:00 A.M.  
First Car Off - 9:15 A.M.

Come out and join us for a fun-filled day at Arena Auto Auction on Sunday June 27th, 1993. It is possible that this event will be run in conjunction with the Windy City BMW Club, definates will be in the June Scene. This will be a timed event for points.

To drive this event, you must have a 1985 or later Snell approved helmet, full length pants, a long sleeved cotton shirt and socks - all of non-synthetic material. You will also need closed shoes. No open shoes will be allowed. Better yet, driving suits are recommended. Drivers must also be at least 18 years old (driver's license will be required at registration). NO alcohol may be consumed at the track. Please consult the 1993 Chicago Region Calendar for Gymkhana/Autocross Classes and Notes.

---

## ARENA AUTO AUCTION REGISTRATION

First Driver	Second Driver
Name _____	_____
Phone _____	_____
Member __ Applicant __ Guest __	Member __ Applicant __ Guest __
Gymkhana Class _____	
\$20.00 First Driver, \$5.00 Second Driver	
Amount Enclosed _____	(make checks payable to PCA/Chicago Region)

Mail your registration to: Jeff Girard, 5125 Blodgett #203, Downers Grove, IL 60515  
Questions??? 708/971-8144

**BILL JACOBS MOTORSPORTS**



**TRO MANUFACTURING**

**JULY 15-16, 1993**

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

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

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

Tech and registration will be held at Road America's tech barn starting at 3:00 P.M. on Wednesday, July 14, 1993. Due to the large number of cars being trailored to the event, those event participants who wish to leave their cars at Road America after being teched on the 14th now will be able to do so.

Seibkin's Resort, Elkhart Lake, Wisconsin, will be the race headquarters. There will be a **MANDATORY NOVICE SCHOOL STARTING AT 7:30 P.M., WEDNESDAY, JULY 14, 1993** at Seibkins. All first time novice license holders must attend this meeting. Late registration will be available at Seibkins from 9:00-10:00 P.M.

Tech and registration will again open early Thursday morning, July 15, 1993, for a short period of time. This time will be announced at a latter date. It is best to have your car teched and registered at the track on Wednesday, July 14th.

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

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

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

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

Hotels are filling up very fast, so make your hotel reservations as soon as you can. A list of accommodations can be found on page 9 of this months Scene.

Event being sponsored by **BILL JACOBS MOTORSPORT, TRO MANUFACTURING, NorthStar Motorsport and Midwest Eurosport.**

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

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

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

**NORTHSTAR MOTORSPORTS**

**MIDWEST EUROSPORT**

# PCA CHICAGO REGION CLUB RACING

## ROAD AMERICA JULY 15 & 16, 1993

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

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

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

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

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

PCA License Status:  
(Circle One on Right)

PCA License Number:  
\_\_\_\_\_

Expiration Date:  
\_\_\_\_\_

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

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

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

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

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

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

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

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

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

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

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

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

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

# PCA CLUB RACING COMPETITION LICENSE APPLICATION

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

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

- 1)
- 2)
- 3)

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

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

NAME OF PERSON CERTIFYING EXPERIENCE \_\_\_\_\_  
ADDRESS/PHONE \_\_\_\_\_  
POSITION \_\_\_\_\_

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

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

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

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

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

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

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

## PCA CLUB RACING 1993 – Road Atlanta

by Lance Flynn

If you notice a slight tint on a number of our members' cars this year, it's the unwashable Georgia red clay picked up at this season's first PCA Club Race held at Road Atlanta March 27 and 28.

Given the distance, Chicago Region was well represented at this event. Besides the writer (944 Turbo), there were five other local competitors who were able to drag their trailers out of the snow banks in time for this early event: Gene D'Andrea (944 Turbo), Bruce Dandrew (two 911's and a 914-6), John Ruther (RS America), Laddie Sanda (RS America), and Gary Stanko (911). Also, Dan Bacin and Greg Turek drove down to check out the action.

Road Atlanta is a fabulous track with first-class facilities to match. Newly repaved, the 2.52 mile track is fast and technically very challenging. This made it tough for me, since I'd never driven this track before, and practice day Saturday was rainy. I compounded my problems by going four wheels off the track during the only qualifying period, getting stuck in the above mentioned Georgia red clay, and therefore starting dead last in my race.

The four races held Sunday in sunny, dry conditions were very exciting. With class winners, including everything from a 356 to a 935, the full gamut of Porsches was represented. The day proved again the truth of my favorite bumper sticker, "*Every Porsche Ever Built Is A Race Car.*"

Racing, driving hard, and finally climbing my way up through the pack to as high as second in my class was really a thrill. Because of this, the many fantastic Porsches, and the friendly people, I have to say PCA Club Racing is the best thing since Porsche discovered water-cooled engines !

I hope the editor will allow me to thank my sponsor—AutoWerks of Rockford—whose new store just off I-90 is really something to see, and to my crew members Sue (wife) and Lane (son) who put up with the highs and lows of this racing weekend. Such support makes it all possible.

Further details of the event will probably be written up in Pano, so I'll leave that to some other writer. But after this experience, I recommend PCA Club Racing to everyone in the Chicago Region serious about their driving and their fun. Even if you don't compete, come to our race at Road America July 15 and 16 to work or even just spectate. Just do it! The racing's great!

*motor*

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



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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*

*merks*

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Sat 9AM to 3PM. Service appointments, call: 708/304-4580

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**1991 928 Automatic**  
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**1993 968 Tiptronic Cabriolet**  
Amazon Green

**1993 968 Coupe**  
Choose from 2: Red or Polar Silver

**1993 968 Coupe Tiptronic**  
Slate Grey

*orsche*

PORSCHE PHENOMENON

Sunday, August 8, 1993

Galleria Marchetti 825 W. Erie Chicago, Illinois (Erie & Halsted)

12:00 noon until 4:30 p.m.

\$45.00 includes Food, Beverage, Gratuity, Tax.

This event will honor an individual from each year of the club's existence who made a significant contribution.

A French style Concours will also be featured where Porsche's from every year will be displayed upon the grass surrounding the Galleria. (no judging)

We need 35 Porsches to drive the honoree to the reviewing stand.

**STYLE OF SERVICE:**

Suggested Italian Luncheon Buffet

**APPETIZERS:**

Full Antipasto Display (8-10 Platters)

Pizza Margarita (Passed)

Italian Bread

Cheese Tortellini Pesto

Penne Primavera (oil base)

Rotini Pizzaiola (spicy red sauce)

Chicken Vesuvio Strips

**DESSERT:**

Mini Cannoli, Italian Cookies

Coffee Service

**BAR:**

Open Bar - 4 Hours

Beer, wine, mineral water and assorted sodas

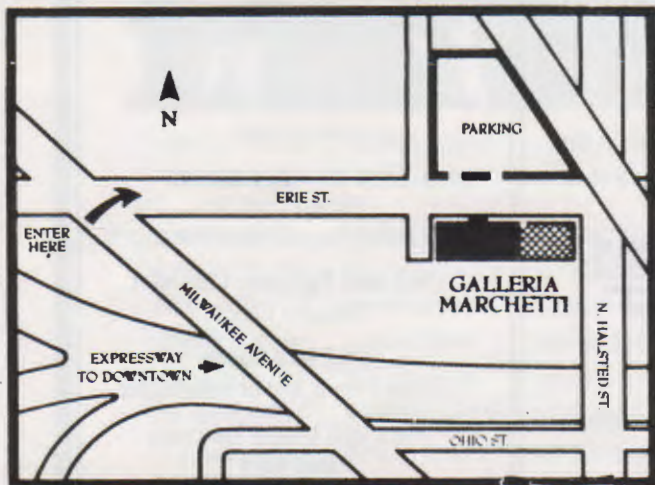
**SPECIAL EFFECTS:**

**FLOWERS:** To be determined

**SET-UP:** Scattered cabaret and cocktail tables - Use of main showroom, patio, and tent

**ENTERTAINMENT:** Use of In-House Sound System by Marchetti

**MISCELLANEOUS:** parking included



Make checks payable to: PCA Chicago Region

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

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

Signed \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone # \_\_\_\_\_

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

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

Will you display your car? yes \_\_\_\_\_ no \_\_\_\_\_

Send pre -paid registration to:

Dan Gallagher

Apt. #2202

360 East Randolph Street

Chicago, Illinois 60601

**DIRECTIONS FROM THE NORTH**

Take 90/94 to the Ogden Avenue exit. Turn left on Ogden to Milwaukee Avenue. Turn right on Milwaukee and proceed south to Erie Street.

**DIRECTIONS FROM THE SOUTH**

Take 90/94 to the Lake Street exit. Turn left on Lake to Halsted Street. Turn right on Halsted to Milwaukee Avenue. Turn left on Milwaukee and proceed north to Erie Street.

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

# The Garage *Exotica*

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- \* Protected parking areas for short or long term storage
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*All spaces available October 1992 by reservation only.*

## **Garage Exotica**

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# **MINTEX** brake pads

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## BAKE SALE

Actually, aunt Martha's brownies have a fairly high coefficient of friction, but they smell terrible when they get overheated.

Whether your favorite stopping power is Mintex, Cool Carbon, or Performance Friction, call Brake Limit for the best prices.

Also great prices on Roll Cages, Racing Seats, Bell Helmets (SA90 Snell), Window Nets, Halon, nomex underwear (you'll need that 2nd layer), steel lugnuts, and dual circuit electric cutoff switches.

Brake Limit has your PCA racing requirements covered. Give us a call.

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Saturday 8 AM - 1 PM

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# THE FAST LANE

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by Dick Badler

Spring has always been my favorite season. It's cathartic. It says renewal and rebirth. For mind, body and ... toys. The Porsche gets dusted off. The bike burps to life. It's time to get going again, literally, at last.

This year, though, I leave the lower end of the thermometer for the upper end of the tachometer with a few regrets. Not enough to actually make me rue the passing of winter, mind you. But regrets all the same. You see, this winter I went over the edge on skis.

You ski? Then you can relate. You don't? Try to keep an open mind on this. At least, indulge me.

What happened is that this winter I reached the point of catching myself daydreaming about dynamic short radius parallel turns, of waking up at 3 A.M. with a clear visualization of the explosive power-locked in proper body angulation in the steeps, and then only getting back to sleep after interminable intoning of the mantra "bend your knees, bend your knees."

And, lo and behold, when the snowpack started melting, a funny thing happened. I just, sort of, moved on -- I put my 195 cm sticks up on the shelf and walked right over to uncover the car ... in one fluid motion ... as natural as can be ... with a glance back, and a glance ahead. This fall, I have every intention of reversing the procedure. And, come next spring, well, you get the idea. I even have a name for this. Welcome to the "circle of enthusiasm."

It makes sense. Skiing is a "precipice" sport. Just ask a skier if double black diamonds have anything to do with card games, and listen to the laugh. It's actually a lot like car racing, or riding a motorcycle. You're on your own, wrapped around/on/inside your own special equipment. The element of danger is always there, and in direct proportion to how much danger you want ... or can handle ... or need.

There's more. You must have a fair degree of eye-hand-foot coordination ... again, like driving and riding. And you must practice. None of these

activities can be done, or at least done reasonably well, on the first try. The rider needs to master the hand-throttle and shifting by foot ... the driver, friction points and heel-and-toe downshifts ... the skier, body positioning, footwork and pole plants. And these qualities/techniques have very little to do with traditional American team sports. Me, I could never hit a curve ball.

Also, you make a mistake and it can hurt ... or be expensive ... or both. And, to be honest, that's half the fun. To be able to push yourself to your own personal limit. Not society's. To be able to define for yourself what's prudent and safe.

There are those who say they wouldn't change a thing if they had their lives to live over. To them I say, boring! These people obviously do not play in the circle of enthusiasm. My regret is I didn't get started earlier. My skiing began only about five years ago, with a push from a good friend. I resisted. He said, "I don't understand it, this sport is for you." I said I already spend far too much on my current indulgences. That I'll end up reading everything I can on the subject, subscribing to yet another set of "buff" books, learning to talk techno terminology with college age ski bums.

All of which has happened, of course.

And my better half even likes it. At her own level, but that's okay. At ski shops, while I'm checking out release settings for competition bindings and forward cant angles in ski boots, she's trying on funky one-piece jump suits, made out of multi-layer ultra-light-weight miracle fibers, guaranteed to conform to shape and hold that figure. Here's a tip. Always compliment and don't, under any condition, gasp at the price. Unless you want to be reminded in no uncertain terms about the cost of that last clutch rebuild, or the Imron paint job you just simply couldn't live without.

And kids. Like, wow, dad, awesome. Let's just leave it at that. Plus, after a full day of, pardon me, "bump steer," they'll sleep like the babies they once were. And so will you. In amazingly clear mind and

spirit.

So there you have it. The route through winter to year-round enthusiastic bliss. And you can take the whole family along. You're in the true circle of enthusiasm, and it's renewable, season after season, year after year. O joy.

Now, if I can only find something to do on rainy days.

## IN MEMORY

On March 18th we lost one of our faithful enthusiasts. Patti Harris of Rockford, IL died after a lengthy illness. She was 41 years old.

Patti and her husband Joe have been familiar figures on the 356 Registry, SCCA, Vintage Racing and Porsche Club scene for many years.

Porsches were a big part of Patti's life. She had recently helped with the restoration of Joe's speedster that went to Butzi Porsche's personal collection. Her happy personality and quick sense of humor will be missed.

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### **Teen Driving and Adult Defensive Driving:**

Develop instinctive reactions needed to prevent accidents and take control of your driving. This revolutionary one-day program teaches safe and responsible driving beyond what is taught in drivers education, resulting in a driver, whether young adult or veteran, who will operate his or her automobile with improved awareness and safety.

Cost: \$400 (over 21 years of age)  
\$250 (21 years of age and under plus a 10% discount for students with a 3.0 grade average)

### **One-Day High Performance:**

A comprehensive training program teaching vital techniques needed for high-performance driving, cornering, shifting, braking, to get students driving as well as they possibly can with confidence.

Cost: \$400

### **Two-Day Advanced:**

An intensive program in which students work closely with instructors, honing their high-performance driving skills and learning the 'secrets' of driving and conquering Mid-Ohio Sports Car Course.

Cost: \$775

### **One-On-One:**

Participate one-on-one with the instructor of your choice and have exclusive use of the entire course and The Mid-Ohio Skid Pad.

Cost: \$1,500



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School offers  
the best  
programs  
and the best  
instructors of  
any driving  
program  
anywhere”**

**Bobby Rahal**  
Three-time IndyCar  
World Series Champion

**Mid/Ohio**  
**SPORTS CAR COURSE**  
LEXINGTON, OHIO

### **Fantasy Camp:**

Featuring Bobby Rahal, Derek Bell and Johnny Rutherford! Live the life of a driving champion in a five-day driving fantasy centered around the Pioneer Electronics 200 presented by Miller Genuine Draft IndyCar race. September 11-12, campers will attend the race, socialize with top drivers, and enjoy a private pavilion. September 13-15, campers will be instructed by IndyCar drivers Bobby Rahal and Johnny Rutherford, World Champion Derek Bell, and The Mid-Ohio School instructors.

Cost: \$4,000 - This price includes lodging and meals.

### **Instructors:**

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### **Registration:**

For more information about the programs or to enroll call Chris Kneifel at (614) 876-3344.

### **School Car Rental:**

There will be a limited number of school rental cars from Infiniti and Nissan available for use during any program. For availability and cost, contact Chris Kneifel for details.

**NOTE:** Class size is limited. Prices effective through June 30, 1993.

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## REAR VIEW MIRROR

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### MEDIEVAL TIMES, March 20th Spring Social

I think every little girl grows up loving horses. When I started seeing those great horses being ridden by young, handsome knights fighting for some ladies honor on the television commercial, I knew that I had to take the club there.

Actually, I was nervous over the whole thing because I had to guarantee fifty people for our group on Saturday night. Well my friends in the club didn't let me down as fifty-five individuals showed up.

After a drink we were sent to our tables in the red section. In the red section you cheer for the red knight to whip the other knight in the joust and combat (the blue knight was actually cuter). Those guys could really ride those horses. The dinner was pretty good. Our knight made it to the finals but was killed in battle. We had a great time. Afterwards most of us went out to the bar and had a nitecap.

### 1993 CONCOURS SCHOOL/ TECH SESSION WITH JOHN PATEREK, April 4th

I've really got to hand it to Myron Walters, getting John Paterek to come to the Region and to share the "secrets of the inner circle", so to speak, was a marvelous idea! I don't know about you, but I learned more in one afternoon with none of the bitter lessons of trial and error to contend with. Not only that, but the simplicity of many of his methods, and the easy availability of many of the products, made it easy, so thanks to Linda Patterson and the Goodie Store, for making this an informative, fun, and relaxing afternoon. Now perfecting the finish on the '65 C Coupe, and getting rid of all those scratches I put there will be another matter. At least I know how to deal with those with confidence.

Because we had a large group I made sure that Gallagher got knighted. He was sure surprised. What a putz.

I would like to thank Lee for thinking up the whole thing, Howard Yefsky for coming, Gallagher because he came over and got knighted and Louise Clay for helping me with registration!

Peggy



I still don't know how John Paterek did it. His tireless presentation was made with an easy grace. Not only is he knowledgeable without the arrogance associated with some in his profession, but he is humorous and down to earth as well. He made many of the participants feel he had simply come over as a friendly neighbor to help us spend a relaxing afternoon in our garage working on the Porsche. Somehow simply saying thank-you was not enough.

Over twelve cars and an estimated 150 members and guests observed, took detailed notes, debated endlessly, watching John remove scratches from paint surfaces, refinish leather seats, or restore a scratched

Cabriolet rear window. Some of the results seemed miraculous. Not only was his presentation aimed at helping us concours nuts keep our Porsches pristine for just one more season, but also anyone who simply wishes to preserve their Porsche for the simple pleasure of driving the best car in the world. Thank you Ed Leed for having the foresight to record the wealth of information on video tape and preserving the proceedings for the region!

Following the four hour presentation, 40 of the truly obsessive die-hards adjourned to the Barn for a tasty dinner of Prime Rib or Pasta Neptune. Somehow John Paterek compressed a one-hour slide presentation into as entertaining discourse on the transformation of a 1965 SC, a 904 GTS, and an Elva. . .Somehow I left thinking I'm in the wrong line of work.

Many thanks to Myron Walters for getting John Paterek here, and organizing a wonderful event; thank-you to Motor Works of Barrington for providing us, again, with an elegant setting for our event. You say those submarine sandwiches were how long? And last but not least, thank-you to the members and guests in attendance, who made this successful event possible. Next time, Myron, can John spend the night at my house? You see, I have these stains in my headliner. . .See you all at Lake Forest May 22nd!

Bill Garvy



# "FOX, DICE, AND YOU-NAME-IT"

## AFTER THE FOX RALLYE

April 18th

Sunday, April 18th, starts as any other Sunday would, with a strong pot of coffee. However, this Sunday is a Porsche Rallye day - better put on another pot to be extra-alert. Grab a couple of cinnamon rolls for nutrition and then we should be ready for sure. A quick scan of our checklist (yea, right) to make sure we have a watch, a pen, a hmmm..., I guess that's it!

The Country Junction on route 20 is the starting point for today's event. This was the same spot used in 1991 by O'Keefe for the St. Patrick's Day Rallye. Shouldn't be a problem to locate. From Lauderdale Lakes, Wisconsin we'll take a right in Huntley on Harmony which will lead us into 20 almost exactly at the restaurant. Everything was fine until we hit Huntley and could never find Harmony. So we took 47 all the way down to 20 and then had to make a big loop to get back to the 'Junction'. Perhaps this would be an omen of the day's events for us?

At least the loop took us right past a Mobil. Finally, the car is all gassed up and ready to go. We get to the car number 13. There is an excellent turnout for the rallye, I believe 35 cars in all (actually one Harley-Davidson), with 17 either never having competed before or not having done so since at least 1989.

After the orientation, we await our call to receive our instructions so we can start in the car. At the end of the Odometer check, the second pot of coffee has caught up to me and I have to head for the trees. I would like to thank Myron for giving us plenty of time to complete the ODO leg.

The ORM for the ODO leg was 12.64 miles. The 914 ODO leg sat at 14.7 miles. The general instructions explain how to calculate the correction factor to use during the rallye. "Divide the..." (yea, right). Technically, this is the correct way to do so. However, we'll just say that we have 2 extra miles on a base of roughly 12 miles, which is one-sixth again as many. One-sixth is about 16 per cent. Therefore, if we just add 16 per cent to any official mileage or

speed given to us, we should have what our reading will be. However, we know how to calculate tips at a restaurant using 15 per cent quickly (take ten per cent and half again as much) and that's pretty close to 16 so we'll just do that. Hence, if the instructions tell us to CAST 40, we should try to do 46 on our speedometer and then drive a little bit faster to compensate for stops and slow curves.

The first leg seems to pass without a hitch sans one pause at the intersection of Coral and South Coral roads where we opted to proceed straight. We later found out this was incorrect. Due to this our time at checkpoint 1 was a bit higher than it should have been. Because Myron did such an excellent job preparing this rallye, going straight at the Corals never seemed wrong at all. Since we thought we were merely late into checkpoint 1, we figured that we should speed up a bit to compensate for our obviously incorrect factor determined above.

The second leg also seems to pass smoothly. Actually, I think it did go smoothly for us. We reach the rest stop between legs two and three and meet up with Gallagher and Peggy. The "D" is marked number 3. Their out time is only two minutes before us. If we had not been late by two minutes on leg one, we should have the out time they do. If they have our out time, then they must be ten minutes late. Hip, hip, hooray! Hip, hip, hooray!

The third leg progresses nicely through some very winding roads-thanks again to Myron. Amidst a particularly winding section, we found two 911s, a 944, and the "D" driving around like chickens with their heads cut off. Gallagher will later claim that our witnessing his eventual correction of this fiasco saved us valuable time. I don't mind humoring the perennial also ran.

The fourth leg proves to be our best as well as the final leg. After receiving our timing slop, we head for the restaurant. We nearly take a wrong turn at the first light, but by some unknown force are drawn into St. Charles. Myron provides us all with a video recap

of some of the highlights of his rallye. I think this is an excellent means of showing us all our mistakes made during the day. I am sure that many will agree based on the number of oohs and ahhs I heard.

When the scoresheets were tallied, we learned that Gallagher was not off the ten minutes we suspected. However, unless there has been another (my apologies to the math major who found mine) scoring mistake that I am not aware of at this writing, we came in under Gallagher and Peggy and captured first place.

When Geoff and I leave the restaurant in St. Charles to head for Chicago, our path seems fine until we head east on 20 and can't find a highway until we hit 290. Then we take 294 to O'Hare and turn right to finally be on some familiar surface, the Kennedy. It's a wonder we stay relatively on course during the rallye when we can never seem to find our way to or from it.

Thanks again to Myron and his crew for putting on a wonderful rallye. These require a tremendous amount of time and people. I think Myron has set a new precedent for the club.

The next rallye is on June 13th and will take us to the gambling boat in Joliet (see this issue for more details). Due to the excellent turnout for the April rallye and the time constraint due to the departure of the gambling boat, please give Jim Harper as much notice as possible by registering early. If the turnout is in sync with this first rallye, Jim may have to alter the start time for the June event.

The third rallye of the year is on August 1st. For those of you who participated in the August rallye last year, this will be shorter and easier-honestly. It is still early enough for me to revise the rallye to meet any suggestions you might have. If you want me to tailor the rallye in a certain way, please complete the form below and mail to me as soon as possible, e.g. before June 1st.

Thanks, David O'Bryan

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## TAILOR MADE AUGUST RALLYE

1. **Instructions:** traditional \_\_\_\_\_ tulip \_\_\_\_\_
2. **Driving time:** 2 hours \_\_\_\_\_ 3 hours \_\_\_\_\_ 4 hours \_\_\_\_\_ Other \_\_\_\_\_
3. **Level Of Difficulty (circle one):** 1 2 3 4 5 6 7 8 9 10  
(easy) (hard)
4. **How diff. was April rallye:** 1 2 3 4 5 6 7 8 9 10  
(easy) (hard)
5. **Comments:** \_\_\_\_\_  
\_\_\_\_\_

**AFTER THE FOX RALLYE RESULTS**

by Myron Walters

I want to again thank everyone that volunteered to help put on the "AFTER THE FOX RALLYE" with special thanks to John O'Keefe whose help and insight was invaluable.

Mike Walters CO-RALLYEMASTER

John O'Keefe PRE-RAN, STARTER &amp; SWEEPER

Gene Urban PRE-RAN &amp; 2 CHECKPOINTS

Bill Urban 2 CHECKPOINTS

Bruce Janecek 2 CHECKPOINTS

Jean Janecek 2 CHECKPOINTS

Lee Lichtenstein HELPER

<u>DRIVER / NAVIGATOR OVERALL</u>	<u>1st TIME</u>	<u>CAR</u>	<u>POINTS</u>	<u>FINISH</u>
DAVID O'BRIAN / GEFFERY ARNOLD	NO	914	338	1 T
DAN GALLAGHER / PEGGY	NO	356	367	2 T
ART SEBEK / KATHY SEBEK	NO	911	645	3 T
MARILYN TYNOR / DAN TYNOR	NO	914	723	4 T
CHUCK WILL / CHER DOMBROWSKI	NO	911	743	5 T
DAN BACIN / LINDA BACIN	NO	BMW	861	6 T
JOEL VANDIVER / WENDY PORTERFIELD	YES	944	1,084	7
STEVE RASHBAUM / SUSAN SHIRE	NO	944T	1,237	8
CHUCK BITTMAN / TERRY BIEZEN	NO	924	1,256	9
JAMES PETRIKAS / DEBRA OLSZANSKI	NO	944	1,610	10
KEITH WUNROW / BUD SOVA	YES	911S	1,632	11
MIKE VERACHTERT / TOM VERACHTERT	YES	MAZDZ	1,683	12
KEN FLOYD / NANCY SHERMAN	YES	911	2,043	13
JANEEN LAMARSH / LINDA LAMARSH	YES	968	2,074	14
FRED MARCHESE / DAWN MARCHESE	YES	928	2,153	15
JULIE BADEL / RUSS KRATOWICZ	NO	911-C2	2,206	16
LOUIS SERPICO / SUZANNE SERPICO	NO	911	2,291	17
MIKE MASSELL / JANICE GEIKEN	NO	911	2,352	18
KEITH CLARK / KAREN CLARK	NO	944S	2,363	19
LARRY PETRY / EDITH SCHUMACHER	YES	911	2,560	20
BAILEY PERRY / MAUREEN HUTTON	NO	924	2,609	21
EDMON BADAL / NOEL SHAMOLIN	NO	VW	2,634	22
STEVE CARLSON / SHERRY CARLSON	YES	944	3,110	23
SERGIO FALCO / SUSAN FALCO	YES	PONTIAC	3,167	24
LENARD TRALMER / GLORIA TRALMER	YES	944	3,179	25
RICK HAMMER / KAREN HAMMER	YES	911-C4	3,229	26
MELISSA HISH / ALISON HISH	YES	911-C4	3,439	27
RICK GURRIERI / CHRIS GURRIERI	NO	FORD	3,473	28
GENE NOVOSAD / ALICE NOVOSAD	YES	944	3,812	29
BOB MONDO / MATT MONDO	YES	911	3,967	30
WILLIAM BROWNE / MICHELLE BROWNE	YES	911SC	4,344	31
ART NYSTROM / CAROL NYSTROM	NO	924	4,627	32

**1st TIME IN THE 90's**

JOEL VANDIVER / WENDY PORTERFIELD	YES	944	1,084	1 T
KEITH WUNROW / BUD SOVA	YES	911S	1,632	2 T
MIKE VERACHTERT / TOM VERACHTERT	YES	MAZDZ	1,683	3
KEN FLOYD / NANCY SHERMAN	YES	911	2,043	4
JANEEN LAMARSH / LINDA LAMARSH	YES	968	2,074	5
FRED MARCHESE / DAWN MARCHESE	YES	928	2,153	6
LARRY PETRY / EDITH SCHUMACHER	YES	911	2,560	7
STEVE CARLSON / SHERRY CARLSON	YES	944	3,110	8
SERGIO FALCO / SUSAN FALCO	YES	PONTIAC	3,167	9
LENARD TRALMER / GLORIA TRALMER	YES	944	3,179	10
RICK HAMMER / KAREN HAMMER	YES	911-C4	3,229	11
MELISSA HISH / ALISON HISH	YES	911-C4	3,439	12
GENE NOVOSAD / ALICE NOVOSAD	YES	944	3,812	13
BOB MONDO / MATT MONDO	YES	911	3,967	14
WILLIAM BROWNE / MICHELLE BROWNE	YES	911SC	4,344	15



Rally winners and "LaFox"



Rally Workers and "LaFox"



Mike Walters & Janeen LaMarsh working on scoresheets



1st Place in the 90's, Wendy Porterfield & Joel VanDiver



The Clark's, Falco's and Gurrieri's



Checkpoint #3, Bruce & Jean Janecek



Perry Bailey and Maureen Hutton



The Janecek's & Friends



Checkpoint #2, Gene & Bill Urban



Country Junction before the start

Photos: Mike Walters

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# WELCOME

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## TO OUR NEW MEMBERS

By Lee Lichtenstein

Duane Brann & Rick Page  
Palos Heights, IL  
1979 911SC

Charles & Bridget Cox  
Joliet, IL  
1966 912

Kenneth Floyd  
Roselle, IL  
1976 911S

Roger & Georgia Freitag  
Wilmington, IL  
1987 Carrera

Joseph & Ann Hansen  
Bloomington, IL  
1992 Carrera 2

Joseph Hish  
Geneva, IL  
1990 Carrera 4

Janet Malpede & Jeanine  
Addison, IL  
1984 928S

Eugene Novosad  
Lake Zurich, IL  
1986 944

Dave & Helga Snelling  
Aurora, IL  
1980 928

Ariel Trajano & Jessica Sison  
Arlington Heights, IL  
1984 Carrera

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# PETE'S POINTERS

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## PETE'S PCA RALLYE PREPARATION POINTERS

### Volume V

Dear Pete,

Previous paragraphs penned presented pertinent points pertaining primarily to picturesque panoramas placed predominantly on paths presumably to be painstakingly phollowed by Porsche Pushers planning to be phanatical rallye participants.

Pete, as part of the pleased people to peruse your pointers, I phound your panderings to be pertinent, poignant and positively 'ppreciated.

Phonetically,  
Phred the Phantom  
Philosophical Phred  
AKA VROOMM  
Pfhew!

Pete appreciates all the positive postal passages penned by Porsche pushers in the past couple of periods. With the passage to the April rallye, perhaps a partial review of some practical pointers would be appropriate.

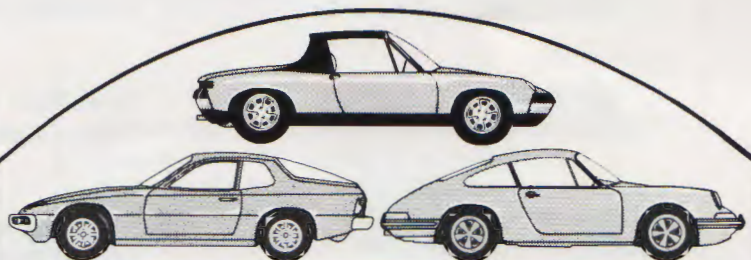
Pete's phirst pointer is prevent simply perusing the general instructions provided on rallye morning. Phound in Myron's generals were a phew phamiliar phrases with a twist that might have provided problems iph not read completely. One particular example was a play on a usually common precept, "to avoid confusion, the letters n, s, e, and w will not identify route instructions." Myron turned this around and stated that they would identiphy route instructions. Typically, the negative version creates conphusion among rallyists. Iph this statement resides in the generals, the phirst thing a practicing rallyists should do with his/her route instructions is cross out any instructions that are lettered as such.

Pete's second pointer this month rephers to another aspect of Myron's general instructions. The generals rephered a phew roads by name that were said not to exist. Usually, as was the case on April 18th, these roads will not appear in the rallye phor some

time. It is easy phor a rallyist to phorget such preclusions. The tip that Pete promotes is to pen each exception atop each page of the instructions. This proactive approach prevents participants phrom hurried page philipping while on route.

Pete hopes that these pointers provide the players a couple of tips they will practice during upcoming rallyes. It is a phantastic day, so Pete apologizes for cutting these paragraphs short while he pilots his polished Porsche proudly around town.  
"Pedal down! !"

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.



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<u>DATE</u>	<u>EVENT/LOCATION</u>	<u>CONTACT</u>
5/16	Milwaukee Wash & Polish Concours	John Reily 414/228-1622
5/16	Autocross Redline I Edgewater Park	John Hayman 513/537-3866
5/22-23	Mid-Ohio Driver's School Lexington, OH	Sam Hunter 216/932-3299
5/22-23	Carrera Classic Drivers School Gateway Int. Raceway/St. Louis, MO	Dick Dalton 314/741-7790
5/22-23	Spring Gratten Driver School Gratten Raceway, Grand Rapids, MI	Rick Riley 616/458-9932
5/23	Mid-Ohio TSD Rally	Andy Trux 614/889-0211
5/23	OVR Rally	Bob Otto 513/677-2783
5/23	Milwaukee Autocross	John Reily 414/228-1622
6/11,12&13	Conn. Vally Region Mosport Park Ontario, Canada	Dave Curtin 203/795-5837
6/13	Utica Autocross Lincoln Trail Region	Gene Pish 309/827-4795
6/18-20	Vintage Event Blawhawk Farms Raceway	Raymond Irwin 815/389-3323
6/19	Mid-Ohio Concours & Brat Fest	Harry Mullins 614/878-7960
6/20	OVR Autocross - IRAC II	Dave Maxfield 513/523-4984
7/4-10	Porsche Parade Cincinnati, OH	Ted & Kathie Hunter 513/896-9962
7/11-12	Mid-Ohio Driver's School Lexington, OH	Steve Southard 614/792-2880

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## **BY GEORGE. . .**

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What a great time of the year! The temperature outside is getting warmer, the grass greener and the trees are budding. I can't think of anything nicer than driving around in the Porsche on a bright sunny day! We need to take advantage of these wonderful days since they are limited due to the climate that we live in (Chicago weather).

The Chicago Region has so many exciting events planned this year, everyone should get that wonderful car out and come see what the club is all about. Its great to see the record turnouts that the past events this year have had. If you haven't done so recently, please attend the next event and plan to have a exciting time with some great people who all share an interest in the same thing. . .PORSCHES!

See you at Blackhawk, May 12th!

*Kristen*

## **WELCOME**

**Please welcome the new Porsche Rallyemaster of Drs. John & Terri Prunskis. Owen Vytautas Prunskis, Born 2/10/93, 8 lbs. 1 oz.**



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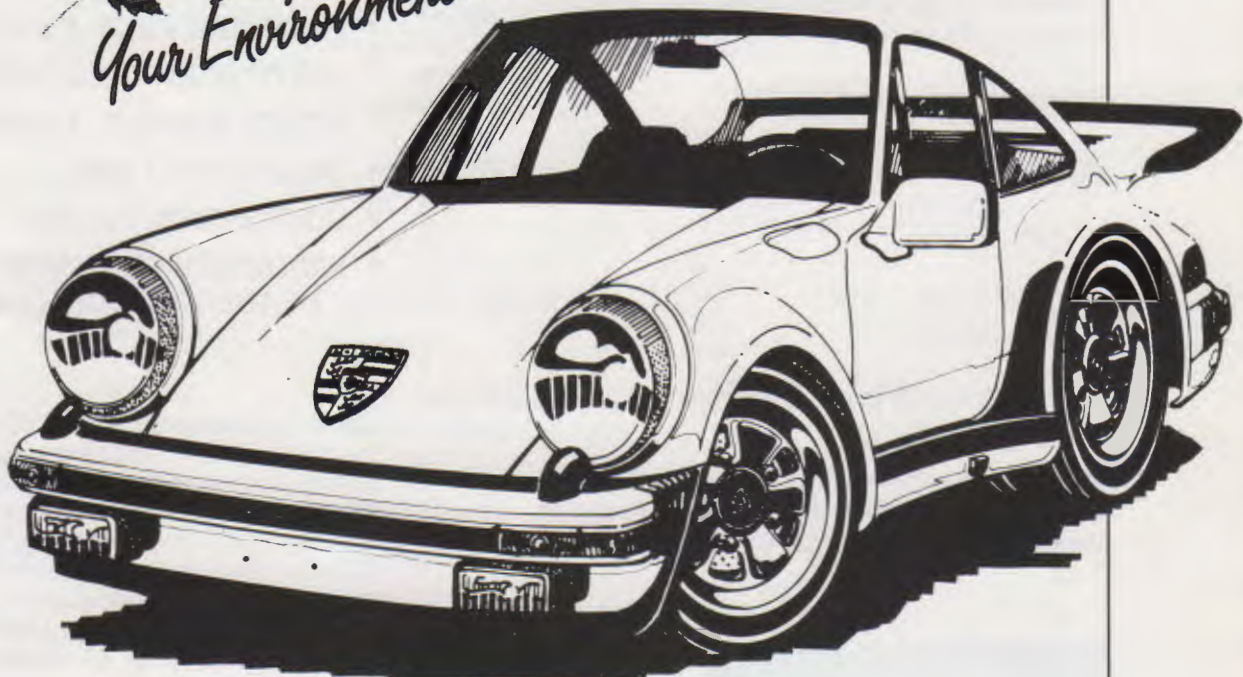
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# THE MART

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## FOR SALE-PORSCHE

1976 914/2.0 #4762903339 Silver, Appearance group, everything is original equipment except rivieras, sway bar and quad exhaust. Original owner. 62,000 miles, in snow three times. 0 miles on complete \$5000 engine and body restoration. \$8,500.00. I'd like to keep it but I also want a 911-see AD. Bill Fortuna, 530 E. Prospect Ave., Lake Bluff, IL 60044. 708/234-4909.

1989 911 Carrera Coupe #WPOAB0910K5121077 Silver Anniversary Edition, silver/silk grey full supple leather/granite piping, 5,000 miles, 3-year transferable warranty, technalon cover, F/R spoilers, CD-2 stereo, sunroof, factory alarm, air, cruise, always garaged, no winters, no rain, non-smoker, pampered showroom condition, \$39,900. Mike Southard, 1733 Thompson Drive, Wheaton, IL 60187. 708/682-5980.

1983 930 Turbo, #WPOZZZ93Z05000179. White/Black leather, sunroof, AC, H4s, Carrera tensioners, Gotti gold center wheels with 225/50 and 345/35 (P7s) f/r, Momo wheel and knob, bra and service cover. This car is perfect. 33,000 miles. Always garaged. \$30,000. Dale Flesberg, 3 Fernilee Court, Aurora, IL 60506. 708/466-7805.

1975 911 2.4 liter, dark brown/tan. Webers, S-pistons, E-Cams, Carrera tensioners and valve covers, sport muffler, front oil cooler. S-Brakes, turbo tie rods. 6-7"x15 gold factory alloys. Front spoiler and whale tail. Too many up-grades to list. \$15,000. For further information call Peter Brink (evenings) 312/275-5467.

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

1984 911 Carrera Cabriolet #WPOEB0913ES171090. Guards red with full black leather, 8,400 original miles, heated windsheild, front spoiler, raised hub, limited slip, 16" alloys, mint original condition, \$29,000. Jerry Voigt, Rt. 1 Box 398, Mokena, IL 60448. 815/485-5070.

1983 928S, Slate Blue/Blue interior. Automatic, loaded beauty; mechanically excellant. \$10,000. OBO. Partial trades accepted on '79 924 or '86 924S. John Kissinger, 708/393-6592.

1973 911T Targa, #9113111382, collector condition, restored, silver with red leather, converted to Carrera RS spec less ducktail, looks new, \$19,500. Photos and fact sheet on request. Scott Bonnett, 507 W. Church St. #10, Champaign, IL 61820. 217/352-1620.

1975 914 2.0 Malaga Red/Tan int. 65,000 miles, no rust or damage, Euro P/C, pointed heads, Webers Cam, \$7,500.

1975 911S Coupe, Mexico Blue/Blue-Black int., after market duck tail, front spoiler, orig. paint, lowered and aligned, 72,500 miles, \$13,600. Owned 15 years and 71,275 miles. Both cars very nice. I bought an 1987 arrest me Red Carrera. I hope I like it as much as these. Chris Jensen, 2562 Indiana Ave., Lansing, IL 60438. 708/895-5732 (H), 708/895-3140 (W), 708/895-3158 (F).

1987 928 S4 #WPOJB0920HS860161. Diamond Blue/Blue leather. Automatic, Blaupunkt SQR reno with eight speakers, additional vaporizer for rear A/C, wheel locks, new dunlops, new brakes. Well maintained, mint condition, \$22,000. Barry Dean, 312/714-9300 or leave message.

1980 924T, White/Black leather sunroof, A/C, alarm, rare sport group, Koni sport shocks, 16" alloy wheels, front & rear stabilizers, ALOT of recent work. \$7,500. Barry Dean, 312/717-9300 or leave message.

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

Now available. New hardcover biography, JOHN FITCH: RACING THROUGH LIFE by PCA

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

## FOR SALE-PARTS

911/930 Parts. Pair of 911 front hubs and bearings \$125; Fuchs wheel cap locks \$29; brand new never used A.I.R. GTU fiberglass slopenose \$895; sideskirts pair \$250, LIP spoiler \$60; New Blaupunkt tucson receiver in carton \$250; Tony Stevens, N14 W30028 High Ridge Rd., Pewaukee, WI 53072. 414/367-9009.

Wheels & Tires: 4 Dunlop D40M2 tires (215/60 ZR15) Mounted on Porsche Fuch Alloys. 2-7"x15", 2-8"x15". Tires like new, 80% tread left. Alloys in mint condition. \$950.00. Call Chris Ingot, Evenings 708/559-1126.

1976 914/2.0 Original appearance group wheels. Never used. 1966 912 Boge shocks. Front and rear. Never used. Bill Fortuna, 530 E. Prospect Ave., Lake Bluff, IL 60044. 708/234-4909.

Autocrossers' special: 911 rims 7&8 x 15's-\$1,000; 6&7 x 16's painted and polished-\$800. Stock 911 SC suspension parts: A-arms-\$150; rear bananas and trailing arms-\$300; assorted torsion bars and anti-sway bars-make offer. Tires-BF Goodrich Comp T/A R1's (take-offs 3-4/32's tread) 4 245x45xVR16's \$50 each; BF Goodrich Comp T/A R's (brand new) 2 205x50xVR16's \$25 each. Call Nick Brenkus (days) 708/388-8888, (evenings) 708/766-4734.

As you are heading for turn five at Road America, have you asked the "what if" question? The answer is Ferodo Premier quality asbestos free brake pads. Tow sets FDB2-XAF. \$20.00 per set. Richard Lotesta, 708/496-8600 (W), 708/963-8914 (H).

## WANTED

Late 930,alcon or lockheed brake calipers; 930 24MM master cylinders; coil over struts, springs, perches, etc. 930 rotors/hubs. Tony Stevens, N14 W30028 Highridge Rd., Pewaukee, WI 53072. 414/367-9009.

911. The nicest, newest one I can get for \$25,000. A non-smoker's passion that's been on a no-salt diet, comfortably bedded indoors, and preferably driven

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## FOR RENT

For rent by the day of hour Ginger Man Raceway. 2 hours from Chicago. Ginger Man Raceway is also a distributor of SWEPCO Lubricants. (616) 471-9663.

## THINGS I LEARNED ON MY WAY TO REPLACING BRAKE HOSES

*While thumbing through EXCELLENCE, I came across Al Johnson's ad proclaiming stainless steel/Teflon brake hoses, \$39.50 per set. Well, the car is over ten years old, probably should get a set. Made the call, next week via UPS there here. I opened the box and there were four skinny silver hoses. Good excuse to go out and buy that set of flair wrenches I need. Jacked up the car, took off the wheels, and started. "Boy, these old nuts sure are tight," Click, "good", turn, turn, turn, look, look again, get turning, the brake line was twisting! "This can't be, steel brake lines can't twist. "Wrong, "on the SC's they're made of copper, and the nut will not come loose. I then tried holding the nut and turning the hose but that didn't work either. Thinking the problem was just with that wheel, I tried the next, same thing penetrating oil was no help either. I was going to try heat but didn't (once while sweating copper pipes together, I melted a plastic shower enclosure on the other side).*

*I slowly came to the realization that they weren't going to come off. I ended up buying two new short lines and two long lines for the front, and two short lines for the rear. If I had to do over again, I would cut the short line on the caliper right behind the nut, unscrew the nut, hold the nut on the long line, and unscrew the old hose. A set of four new short brake lines cost about \$30.00 at your Porsche dealer.*

*Sincerely O.F.B. (Old, Fat & Bald)*

# Who Else Has Made Such A Commitment To The 356?

We at Stoddard believe that the parts shown below represent the kind of commitment Stoddard Imported Cars has made to the 356 enthusiast. It seems more companies than ever are "dabbling" in the 356 market, but we'd like you to ask yourself this question: What company has made the most consistent, substantial, and long-term commitment to the 356 enthusiast? We hope your answer will be Stoddard.

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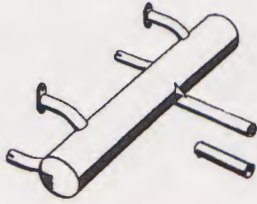
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This is an important and much anticipated reproduction! Stoddard's own high quality product made in the USA. Fits 356-356C 546.06.562 **\$127.50**

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