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**MAY 1990**



The official publication of the Porsche Club of America, Chicago Region

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## "CHICAGO SCENE"

is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. Material must be received by the "Scene" editor no later than the 10th of the month to be published in the next month's issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. Statements appearing in the "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.

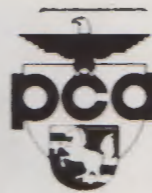
Permission is given to chartered Regions of PCA to reprint articles in their newsletters if credit is given to the author and "Chicago Scene".

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**COVER:** The great new 911 Turbo making its debut in 1991. See this month's "Industry News" for details and specifications. Photo by PCNA.

## CHICAGO REGION

### 1990 CALENDAR OF EVENTS

January 21	General Meeting & Ice Gymkhana
February 11	Restaurant Tour
February 25	Tech Session
March 18	Rallye
March 25	Restaurant Tour
April 22	Concours
May 6	Drivers School
May 16	Blackhawk I
May 26, 27	Elkhart I
June 3	Brunch
June 10	Rallye
June 22-29	Parade
June 24	Gymkhana
July 15	Potter's Picnic
July 25	Blackhawk II
August 5	Utica Autocross
August 15	Blackhawk III
September 1,2	Elkhart II
September 16	Charity Gymkhana
October 6, 7	Two Day Rallye
October 28	Concours
November 11	Restaurant Tour
November 18	Tech Session
December 1	Dinner Dance

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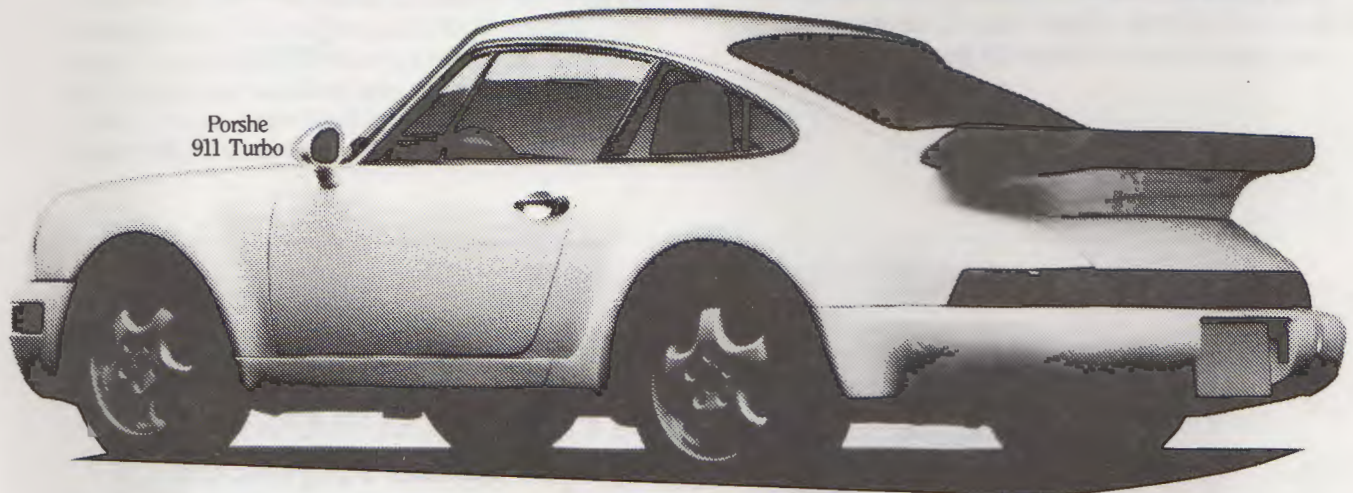
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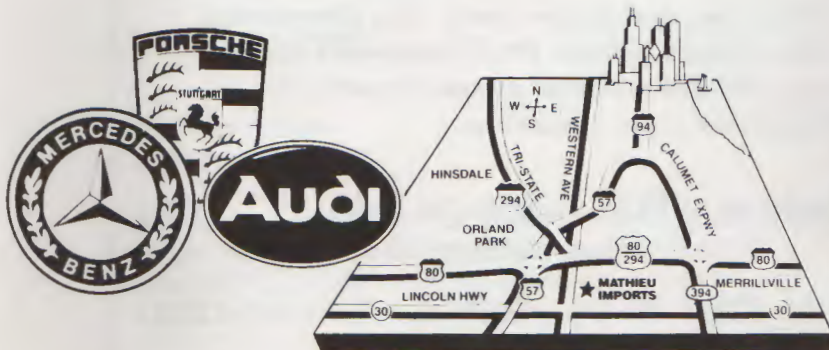


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---

# THE LEED LANE

---

Hang on to your helmets! If you love to drive your Porsche, we've got the events you've been waiting for! We're into Porsche weather and our event schedule will take advantage of it with three outstanding speed events in May that you will not want to miss.

On May 6th, Chuck Mesigh is chairing our annual spring drivers school at the former Old Chicago site in Bolingbrook. It will be informative for the novice driver as well as the more experienced folks. Co-chairman Ed Leed will be teaching the novice classroom session and Ted Woerner, a Skip Barber Formula Ford and Barber Saab Pro Series driver, will conduct the advanced class. Combined with lots of parking lot "track time", it will be a very exciting and challenging day. Chuck has arranged for dinner after at the famous White Fence Farm so that Harold Beach can sample the best of their chicken dishes. I'm the registrar for this event, so send your registration in today!

Mark May 16th on your calendar for the first of our three Blackhawk drivers schools of the season. The weather is always perfect because our event chairman, Dan Gallagher, personally guarantees it. Be-

sides, it's in his contract. It is not uncommon for a driver to rack up well over 100 miles on the track. If you want to test out those new adjustments you made over the winter, this is the time and place!

Last but not least is our Memorial Day weekend at Road America. The format will be open lapping sessions which has proven to be very popular. We will also have touring sessions for those of you who want to thrill your kids. We have advertised this event in *Panorama* so be sure to get your registration in early. You wouldn't want to miss the best fun you can have on four tires!

As I mentioned last month, the Board has recommended some changes to the region bylaws. The explanations for these changes and the ballot are in the April *Scene*. Please send your ballot to Cy Ling by May 31st.

May is my favorite month of the year and with all of these fun days planned, it will be yours, too! See you there!

Debby



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**FOR INFORMATION, STOP IN OR PHONE: (708) 490-1200**

# UP AND COMING

## Summer Gymkhana

**Date:** June 24, 1990

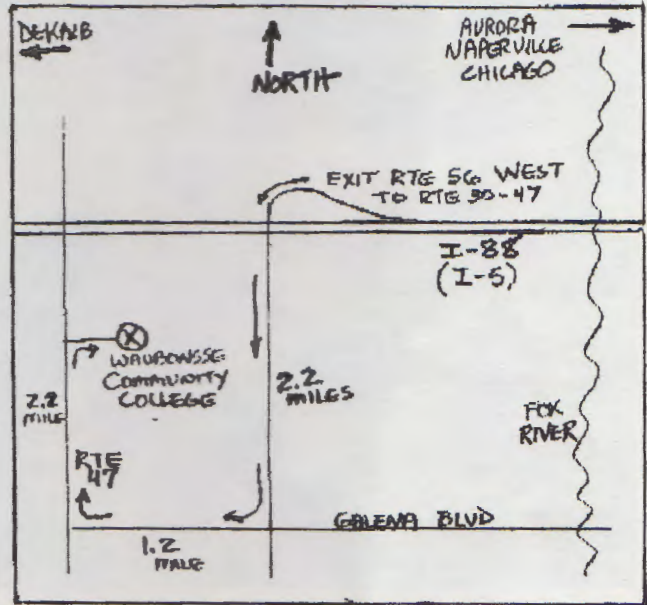
**Place:** Waubensee Community College, South lot, Route 47, Sugar Grove

**Time:** Registration/Tech start @ 10:00 AM

What could be more fun than a nice summer drive to the country in your Porsche? Nothing much except for a trip cruising around Monterey!

This driving event is for the rest of us who can't get to Parade. I want to extend a special invitation to new members and you long-time members who may never have tried a gymkhana. I hope all of you experienced drivers also attend to show us how it's done!

The location is Waubensee Community College in Sugar Grove. Easy to find off I-88 Westbound. See map. We will have trophies for each class. Cars will go through our standard tech inspection, and you'll need a 1980 or later Snell approved helmet. Dinner plans will be announced in the next Scene.



### Summer Gymkhana Registration

I would like to participate in the June 24th event!

Name \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
(First Driver)

Name \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
(Second Driver)

Car: \_\_\_\_\_ Gymkhana Class \_\_\_\_\_

Interested in a dinner Y \_\_\_\_\_ N \_\_\_\_\_

Fees:

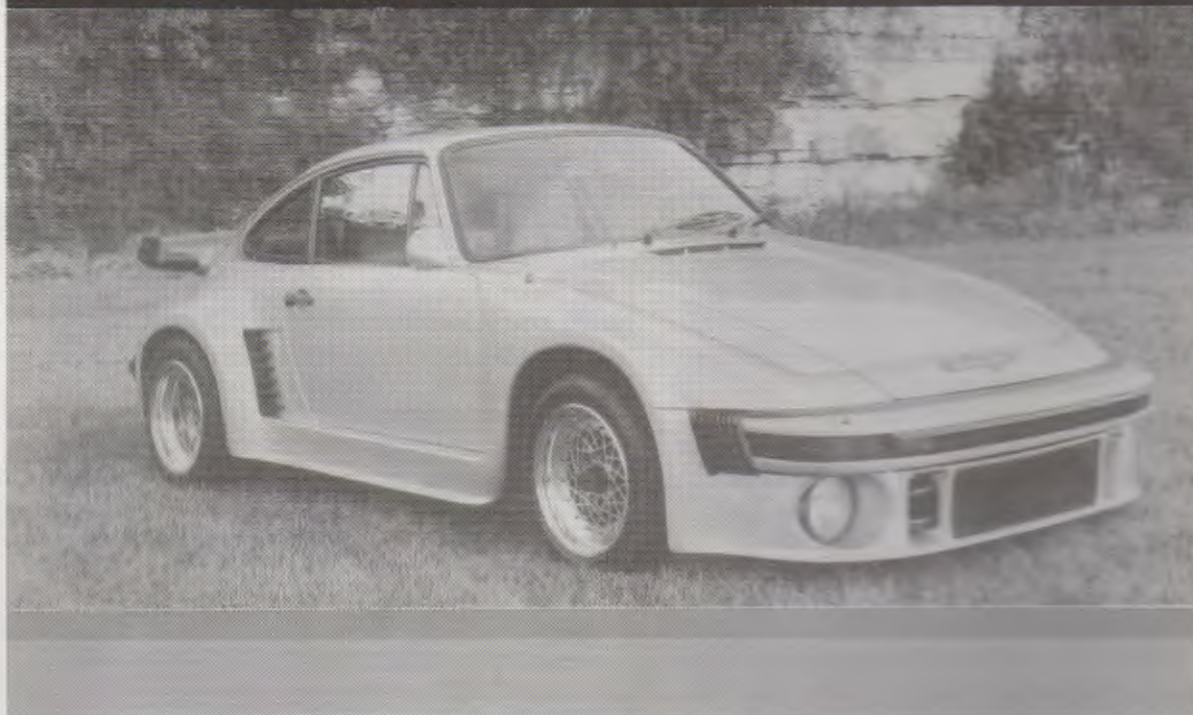
1st Driver \$15.00

2nd Driver \$ 5.00

Make checks payable to PCA/Chicago Region and mail to:  
Jeanette Morrell, 2720 Wild Plum, Woodridge, IL 60517  
Questions? Larry Meeker (708)964-7409

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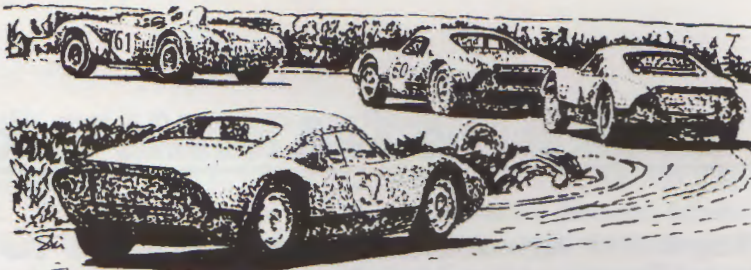
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**WHEN: June 10, 1990**  
**Registration 11 AM, first car off at 12:01 PM.**  
**WHERE: Day's Inn, Route 31 & I-90, Elgin, IL**

Mark your calendars now for our June Rallye!

Starting point will be at the Day's Inn on the Southeast corner of the intersection of Route 31 and I-90 in Elgin. The inn is said to have a good Sunday brunch served from 9:30 AM to 2:30 PM for \$10.95 each.

We will hold registration in the rear parking lot; in the lobby of the inn in the unlikely event of a June shower. Registration will start at 11:00 AM with the first car off at 12:01 PM.

The end point will be the Blue Moon Ballroom and Lounge, 1900 Larkin Avenue, in Elgin, (708)697-0464. Dinner, at \$14.00 per person, will be family style. Baked ham, roast beef, and fried chicken are the entrees, along with mashed potatoes and gravy, mixed veggies, lettuce salad, beverage, and vanilla ice cream for dessert.

Come join us for a bucolic tour of the Kane County environs and a taste of truly fresh air.

---

**REGISTRATION FORM**

June 10th Rallye

Hey Gene:

We wanna tour the countryside and smell that stuff! Sign us up for the rallye!

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

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

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

Class: Equipped \_\_\_\_\_ Unequipped \_\_\_\_\_

Fee per car:  
 \$12.00 Pre-registered  
 \$15.00 Registered at the door

Rallye pre-registration @ \$12.00 per car \_\_\_\_\_

Dinner at the Blue Moon @ \$14.00 each \_\_\_\_\_

Total \_\_\_\_\_

Make all checks payable to PCA/Chicago Region and mail to:  
 Gene Urban, 55 Glendale Road, Oak Brook, IL 60521-2861  
 Questions? (798)654-1630

# CHICAGO REGION SPRING 1990 DRIVING SCHOOL

**When:** Sunday, May 6, 1990 Registration and Pre-Tech begins at 9 AM The gates will open at 8:30 AM. Classes and Events 10 AM to 4 PM. Dinner at 5 PM.

**Where:** Arena Auto Auction (formerly "Old Chicago"), 200 West Old Chicago Drive, Bolingbrook, IL 60439

**Directions:** From 294 to the Stevenson (I-55) South to Highway 53. Continue South on Hwy 53 to Arena Auto Auction. Alternatively, you may travel South on I-355 to Highway 53 (Lisle/Aurora exit), then South on Hwy 53 through Bolingbrook to Arena Auto Auction on the West side of Hwy 53.

**Lunch:** Lunch will be catch-as-catch-can. There are numerous lunch facilities within minutes of the Arena.

**Dinner:** Family style dinner will be at the White Fence Farm. South on Hwy 53 from Arena Auto Auction to Joliet Road, turn left. Entrance is on left 1/4 mile. Please advise Debby Leed of the number of persons that will join us for a great family style Farm Chicken Dinner when registering. (See menu below) Pay at White Fence Farm for individual orders.

<p><b>OUR SPECIALTY</b></p>	<p><b>FARM CHICKEN</b>  <small>½ Chicken (4 pieces) per person</small></p>	<p><b>\$7.95</b></p>
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RIB EYE STEAK (8 - 10 oz.) .....	11.95
BUTT STEAK (when available) .....	7.95
FRENCH FRIED SHRIMP .....	7.95
SAUTEED ALASKAN FISH .....	8.95
BROILED ALASKAN FISH .....	8.95

There is a charge for each adult not ordering dinner because we serve the relishes and chicken family style ..... 3.45

**All Dinners Served With:**

BEAN SALAD, COLE SLAW, COTTAGE CHEESE, PICKLED BEETS, CORN FRITTERS,  
 FRENCH FRIED POTATO or BAKED POTATO WITH HOME MADE GRAVY  
 SOUR CREAM .35 ADDITIONAL

**YOUTH PORTIONS**

CHICKEN or SHRIMP DINNERS (under 10 years please) ..... 3.45

**Drivers:** PCA Regulations require full-length pants, long-sleeved shirts, and socks of non-synthetic materials (cotton) for all vehicle occupants. Full shoes with leather uppers are recommended. No bare feet, sandals or open-toed shoes are permitted. Helmets...1980 or later Snell approved helmets are required. Note that this is a change from last year. If you are in the process of purchasing a helmet, get a 1985 Snell approved helmet, as the regulations will be changing again in 1991. If you do not have a helmet, you might borrow one from another member. Only Porsches may be driven in events.

The sole purpose of this event is to make you more familiar with your Porsche, to make you a better driver (of any vehicle), to tech your car in preparation for Blackhawk and Elkhart events, and to have a good time and meet new friends. IT IS NOT NECESSARY TO TECH YOUR PORSCHE to attend classes and enjoy the fun. Classes will be held for both the novice and the advanced drivers in the morning, and driving events will be held late morning and afternoon. Upon completion, about 4 PM there will be a critique (question and answer session) in the classroom. We will pack up, clean up, and relocate to White Fence Farm to share some good food and perhaps a laugh or two with our friends and families.

For those of you who missed last month's Scene, the facility is great! In the event of inclement weather, we will be able to have class and also tech our PORSCHEs. We will have a skid pad, a road course slalom, a turning and braking zone, weather permitting.

This year we are printing custom-made driving shirts, all cotton, with the Chicago Skyline and Chicago Region PCA emblem embodied in the design. These are non-timely and you can "strut your stuff" around the other clubs. We will also have the Goodie Store.

We have approximately 600 members in our region, some of whom we have never seen. Let's make a special effort to attend this fun event. Share in the club enthusiasm, get the most out of your club...GET INVOLVED. We want to see at least 150 members attend with inclement weather, and more if the SUN is SHINING! Everyone needs a new friend. I know I do...

---

**REGISTRATION SUNDAY MAY 6TH DRIVING SCHOOL**

"Best driving school ever"

Registration is limited to light-hearted, enthusiastic members only.

Name: 1st Driver \_\_\_\_\_ \$15.00

Driving Skill: Novice \_\_\_ Intermediate \_\_\_ Advanced \_\_\_

Name: 2nd Driver \_\_\_\_\_ \$ 5.00

Driving Skill: Novice \_\_\_ Intermediate \_\_\_ Advanced \_\_\_

Custom printed driving shirts @ \$15.00 each

White shirt or Pale blue shirt, Quantity x \$15.00 ea. \_\_\_\_\_

Size: Medium \_\_\_ Large \_\_\_ X-Large \_\_\_ XX-Large \_\_\_

TOTAL ENCLOSED \_\_\_\_\_

Make checks payable to PCA/Chicago Region and mail to:  
Registrar: Debby Leed, 23257 N. Lakeview Drive, Barrington, IL 60010  
Questions?? (708)382-6911

Event Chairman: Charles D. Mesigh, 1122 Iroquois, Naperville, IL 60563  
Questions?? (708)961-3575

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708/816-0490

# A DAY AT BLACKHAWK FARMS

**DATE:** May 16th, July 25th, August 15th

**TIME:** 8:30 AM - 5PM Registration closes AT 11 AM

**PLACE:** BLACKHAWK FARM RACE TRACK, So. Beloit, IL

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 Farms is an eight turn 1.8 mile track located just outside of Rockton, IL, conveniently close to the Northwest Tollway. Here you can learn to drive your Porsche or other vehicle at high speed in complete safety. Please note that at these events we allow cars other than Porsches to participate. We are not suggesting that you bring up the family station wagon, but sports cars and sporting type cars that pass tech will be permitted.

As this event is held on a Wednesday, the concession stand will not be open. We recommend that you bring a picnic lunch or plan to go into town to McDonald's. As always, alcoholic beverages are not permitted during the event. Afterwards, plenty of cold drinks and a great dinner will be held at one of the club's favorite spots nearby.

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 will be a mandatory drivers meeting for all entrants who have not run this event previously. This meeting will take place at precisely 10 AM. Registration will close at 11 AM.

Here's your opportunity to learn how to drive your Porsche or inferior vehicle at high speed and learn how to do it properly. 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 ILL 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.

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## **REGISTRATION FORM**

BLACKHAWK

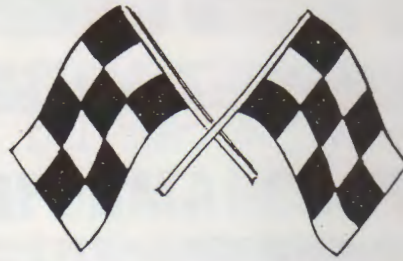
Dear Dan:

I can't wait to get on that great track again!

Name \_\_\_\_\_  
Member \_\_\_ Applicant \_\_\_ Guest \_\_\_  
Car Make \_\_\_\_\_ Model \_\_\_\_\_  
Driver: Experienced \_\_\_\_\_ Novice \_\_\_\_\_

\$70.00 Preregistered; \$80.00 late registration  
No charge for family or affiliate member as second driver.

Make check payable to PCA/Chicago and mail to:  
Dan Gallagher, 6710 N. Edgebrook Ter., Chicago, IL 60646, (312)775-5944



## ELKHART I, ROAD AMERICA DRIVERS SCHOOL

**Date: May 26 & 27, 1990**

**Place: Road America, Elkhart Lake, Wisconsin**

Two days of Road America Drivers School. Drive Road America like you've never driven it before. Run groups will alternate half hour sessions of open track lapping. You will have plenty of track time to practice those turns, learn that line, and discover those nuances while running continuous laps.

Saturday, novices will go through a half day Skip Barber drivers school to learn the proper technique for braking, cornering, and above all, safe negotiation of the track and common sense safety practices. New comers will then get their chance to lap the track while being observed and critiqued by Skip Barber instructors. Then, new comers will join the alternating run groups for a day and a half of lapping. What better way to learn the track and have lots of fun.

All corners will be staffed by professional SCCA corner workers. Passing will be restricted to certain straightaways, under specific rules; no passing will be allowed in braking or turn areas. Specific following distances will be strictly enforced. It is your responsibility to thoroughly check your car yourself, or have it checked by a competent service organization prior to this event. Use the Chicago region tech sheet. Be sure to flush your brake fluid no more than 90 days in advance of this event, or after any high speed event run prior to this event. Brake pads - show up with plenty of pad thickness; high performance after market pads are better suited to track events, and still work well on the street. Mandatory clothing is a 1980 or later Snell approved helmet (this is a change from last year's 1975 requirement, so please check your helmet to be sure you are in compliance), long sleeve shirt, long pants, and socks, all made of non-synthetic material, and shoes with leather uppers (no open toed shoes or sandals). Recommended, but not mandatory, are drivers suits and driving gloves made of nonflammable material, fire extinguishers, and a safety harness. Of the recommended items, the safety harness is most highly recommended. Due to a local ordinance, all cars must run with mufflers.

**SPECIAL!!** Twice each day there will be an opportunity to run Touring laps with your family or other passengers (if desired), no helmets required. Speed will be limited to 75 MPH, no passing allowed, any make of car acceptable. So, all you folks out there who have never been on a track before, or those who would like some low speed practice, come on out and see what it's all about. We guarantee you'll have lots of fun!

Mandatory drivers meeting for novices will be at Siebkens, 8:00pm. Friday evening, where you will receive instruction as well as pertinent information as to the format and rules of the event. Saturday and Sunday mornings, there will be a brief mandatory drivers meeting for all drivers at 8:00am. Anyone missing the mandatory driver's meeting will not drive.

Registration opens at Siebkens on Friday afternoon at 4:00 pm. The tech crew led by Glen Sapa will be on hand to scrutinize your car. If you plan to arrive early Friday afternoon, please join us at the track where we will be setting up the course.

Registration is limited to 100 cars. We expect a sell out; advertising will be in the April and May issues of PANO, so register early. You will be notified of your acceptance by mail. Although official registration is still required, first timers will receive their event packets by mail to allow plenty of time to study the material. Please be prepared to present your valid drivers license at registration time.

John Laidlaw is the event chairman; Glen Sapa and Jim Becker are the Tech and Safety Chairmen responsible for monitoring all safety aspects of this event.

We are looking forward to a fun and safe two days. See you there.

Contact Siebkens directly for lodging and Saturday night dinner reservations (414/876-2600). Choices are Wienerschnitzel, Duck, Prime Rib, and Fresh Fish (if ordered in advance); price \$16.50.

The following are a few suggestions for places to stay. Reservations should be made directly and well in advance.

Budgetel Inn  
Sheboygan, WI  
414/457-2321

Crest Motel  
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

Additional hotel information is available through the Elkhart Lake Chamber of Commerce at 414/876-2922.

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- Inconsistent

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Or, if you have one of those high speed 911 or 944 Turbos, ask about our new high tech Carbon Fiber racing pads.

Good deal on AP550 brake fluid, too.

Brake Limit, the ultimate in stopping power, eves. 708/438-7813

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may be the only way to describe  
Emmons Coachworks, Ltd.

...Emmons has targeted the buyer whose idea of accessories focuses on the subtle, refined and elegant." This is how Press Publications described our store in their December 9th newspaper article.

I extend my personal invitation for you to visit our new motoring accessories store located in The Courtyard Shopping Center.

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President

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# HIGH TECH

RANGE  
ROVER

## Not high priced.

Our aggressive pricing policy makes a Bill Jacobs Motorsport Porsche cost considerably less than most other Porsches. And when it comes to keeping your Porsche in peak performance condition, our 40 years of maintenance experience is sure to satisfy even the most finicky Porsche enthusiast. In fact, we've invested over \$3 million in our service facility to guarantee your complete satisfaction. And when it comes to the finest array of pre-driven Porsches, you may never find a better selection in one place, than the one we have for you at Bill Jacobs Motorsport.

Additionally, as a PCA member, you are entitled to a 15% discount off of the retail price in any Porsche and accessories purchase, over the counter, at Bill Jacobs Motorsport.

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**Bill Jacobs Motorsport**  
1564 W. OGDEN AVE., NAPERVILLE, ILLINOIS  
(312) 357-1200



**Registration Form  
PCA Chicago Region  
Road America Drivers School  
May 26 & 27, 1990**



First Driver	
Name:	
Address:	
City:	State: Zip:
Eve Phone:	Day Phone:
Member <input type="checkbox"/>	Applicant <input type="checkbox"/> Guest <input type="checkbox"/>
<Fastest Requested Run Group Slowest> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	Touring <input type="checkbox"/>

Second Driver	
Name:	
Address:	
City:	State: Zip:
Eve Phone:	Day Phone:
Member <input type="checkbox"/>	Applicant <input type="checkbox"/> Guest <input type="checkbox"/>
<Fastest Requested Run Group Slowest> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	Touring <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 Saturday morning Skip Barber classroom instruction unless they have attended at one of our previous events, or have strong driving credentials and receive approval from the event chairman.

First Driver	Second Driver	
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Did you attend Skip Barber Instruction at one of our previous events?
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 by the event chairman.

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. Feel free to contact John Laidlaw to discuss run group classifications. Eve. (708)438-3043

_____	_____
_____	_____
_____	_____

**Fees:** First Driver, \$150; Second Driver, \$15; Touring Only, \$30. **Total Amount Enclosed:** \_\_\_\_\_

Make checks payable to "PCA Chicago Region." Mail the registration form and check to: Greg and Marla Turek, 733 Alexandria Drive, Naperville, Illinois 60565. (708)961-2439  
No refunds for cancellations after May 19, 1990. No open exhaust allowed.

PCA/CHICAGO REGION TECH INSPECTION SHEET

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

Passed \_\_\_\_\_

Failed \_\_\_\_\_

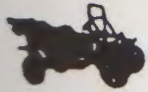
TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- \_\_\_\_\_ 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 harness recommended.
- \_\_\_\_\_ 6. ROLL BAR-All open cars except 914's, Targas, and cars in the Production class.
- \_\_\_\_\_ 7. HELMET-1980 SNELL or later required (sticker must be attached inside). 1985 SNELL or later recommended.
- \_\_\_\_\_ 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 linkage & 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 2 mm 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. HR 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 SIGNATURE \_\_\_\_\_ WITNESS TO DRIVERS SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_



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381-9144

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# ELKHART LAKE CHECKLIST or "DON'T LEAVE HOME WITHOUT IT"

---

By John O'Keefe

(The following article originally appeared in the Scene in May, 1985 and has been updated for the '90's by the always organized John O'Keefe, who reports that this checklist works well not only for Road America, but for other trips with or without the 911.)

1. Look at this list NOW so that you have time to buy whatever you need. Don't wait until the last minute before the event and then discover "we don't have time to buy it".

2. I have not included anything in this list for small children, since it has already been established in the Scene that I have no experience in this area.

3. There is no way that anyone would want to bring everything on this list. Just look it over and bring the things YOU think you will need.

4. Tools and parts. Again, use your own judgement. This is just a guide to prompt your mind, not a complete list of everything you positively must have.

5. I am not including the obvious in this list - things that I know you will all remember to bring such as MONEY, cigarettes, gum, candy, reading material, knitting paraphernalia, earplugs, clean underwear, fifth of scotch, toothbrush, etc. etc.

6. If you want a nice pair of WHITE jeans (hard to come by in Chicago), guess what? Oshkosh & Lee have discontinued making them! I can't believe it myself. Never fear, I have found a new source. Just call Land's End, 1-800-356-4444. Their Square Rigger Jeans are up to the task. Men's #09490R12, Women's #09489R17, Petites #11291R10, be sure to specify color WHITE, (they are available in different colors), listed at \$19.50/pr., sizes for all. Call them NOW and you will have a nice pair of WHITE jeans for Road America. (P.S. for older members - Garlyn's in Plymouth has gone out of business.)

7. Whether or not you have forgotten something, you might allow an hour or maybe a day to stop and look around at Fleet Farm, at the intersection of Routes 23 and 57, at the east end of Plymouth. This place

has everything, I wish that they were located around the corner from my house. However, they do not carry any Porsche parts.

8. All of the items I am mentioning in this list (plus luggage) fit in my 1970 911 Coupe with room for two in the front with nothing on their laps or the floor. If this is your first time, figure out what you want to take with, and "practice pack" with empty suitcases and bags. An hour's worth of patience and you'll have it made for any future trips, Parades, etc. You wouldn't believe how much we took to Colorado and how much MORE we came home with! Don't forget secret compartments in older 911 models!

9. Call me if you want to know where to obtain any item I have mentioned on this list.

10. I strongly suggest you label your helmets with a Dymo label gun or similar, with info such as: full name, blood type, any known drug allergies, home address, state, and driver's license number. In addition, you should label your helmet with emergency phone number, (NOT your own number or the number of someone who will be attending the event with you!). Don't forget to include the proper area code!! Any little bit of safety helps us all, and besides, if you lend your helmet to someone, it won't get lost.

11. As a subpart of the above, get a helmet bag. ALL of the scratches I have on my helmet were acquired as a result of damage when the helmet was NOT on my head. I just wish I had the opportunity to buy a helmet bag sooner. Also, there is lots of room inside the helmet in the bag to store hats, glasses, extra tools, ham sandwiches, pictures of your family, whatever suits you.

12. Got a close friend in the club who will be attending the same event? Even better!! Then you should both look over the list and go 50/50 on the tools, car wash, and other things that you can share. This should be worked out about two weeks before the event. Any sooner and someone will forget; any later and someone won't have the time. Just DON'T share your escorts - electronic

or female!! If you want to go solo, then I guess that's up to you.

13. I'm sure all of you will think of something you wouldn't be without that I didn't include on my updated 1990 list. Drop me a note, and we'll put it in the next one.

Guten Travellen!

#### TOOLS

Scissors or floor jack  
\*Porsche factory tool kit (which came with car)  
\*2 pcs. wood 2 x 4, 7"-9" long (for blocking wheels/extending jack travel)  
Torque wrench  
6mm-19mm combination wrenches, sockets, and proper drive rachets  
Extensions/Universal sockets  
\*Tools necessary to adjust/replace engine belt(s)  
\*Sharp knife  
\*Combination can/bottle opener  
19mm Soft Socket for lug nuts  
Screwdrivers  
Pliers  
Magnetic pick-up tool  
Hammer  
Disc brake pin punch  
Carburetor and/or fuel injection special tools

#### SPARE PARTS

\*Engine belt(s)  
\*Spare fuses  
\*Spare bulbs (H-1, H-4)  
Brake pads  
Brake fluid  
Extra motor oil  
Spark plugs  
Depending on your year and model of Porsche, this list could be endless! This list might include cables, gaskets, relays, and many other items, but there is a limit!! Use your own judgement, and if you know something in your particular model is prone to give in, carry a spare, if practical.

#### OTHER PORSCHE TOURING SUGGESTIONS

\*Duct tape  
\*Shop towels  
Utility gloves  
Small bucket  
Car wash solution  
Car wash towels (cotton diapers)  
Window cleaner  
Electrical tape  
Dash cover/sun reflector  
Spare key for Porsche and/or other vehicles  
Bug/tar remover  
Spray bottle of water (cleaning car, cooling fuel

pumps)  
Gasoline can(s)  
Extra tires/wheels  
Car cover and/or bra  
Blanket(s)  
Paper towels  
Hand cleaner (Go-Jo or equiv.)  
Radar detector (extra power cords)  
\*Flashlight  
\*Fire extinguisher (HALON)  
\*Portable air compressor  
\*Air pressure gauge  
**PERSONAL ITEMS FOR SAFETY/COMFORT**  
Helmet (Snell '80 or better) WILL BE SNELL '85  
NEXT YEAR  
Driving clothes/Nomex suit  
Driving shoes  
Umbrella(s)  
\*Poncho(s)  
Name tag  
Roloids, aspirin, etc.  
First aid supplies (Band-Aids, disinfectant, etc.)  
Coolers  
Food/beverages  
Lawn chairs  
Camera, lenses, flash, extra film, and/or videocorder, extra tape  
Binoculars  
CB radio, walkie-talkie, scanner  
Hats with visors  
Suntan lotion  
Sunglasses (that will fit under your helmet!)  
Plastic cups or mugs  
Battery-powered clock radio  
Swim trunks (men)  
Scanty bikinis (ladies)  
Plastic bags (for dirty clothes, wet suits, used parts, etc.)  
Favorite T-shirts from past events  
Insect repellent (Cutter is my favorite)  
**PAPERWORK**  
Checkbook and calculator  
\*Map(s) to find event and/or lodging and/or yourself  
Registration papers/info on event  
Tech inspection sheets  
Car numbers  
Clipboard  
\*Pens/pencils  
\*Blank paper/spiral notebook  
Hotel/motel room confirmation  
U.S. currency (including tollway change)  
\*Cellophane tape

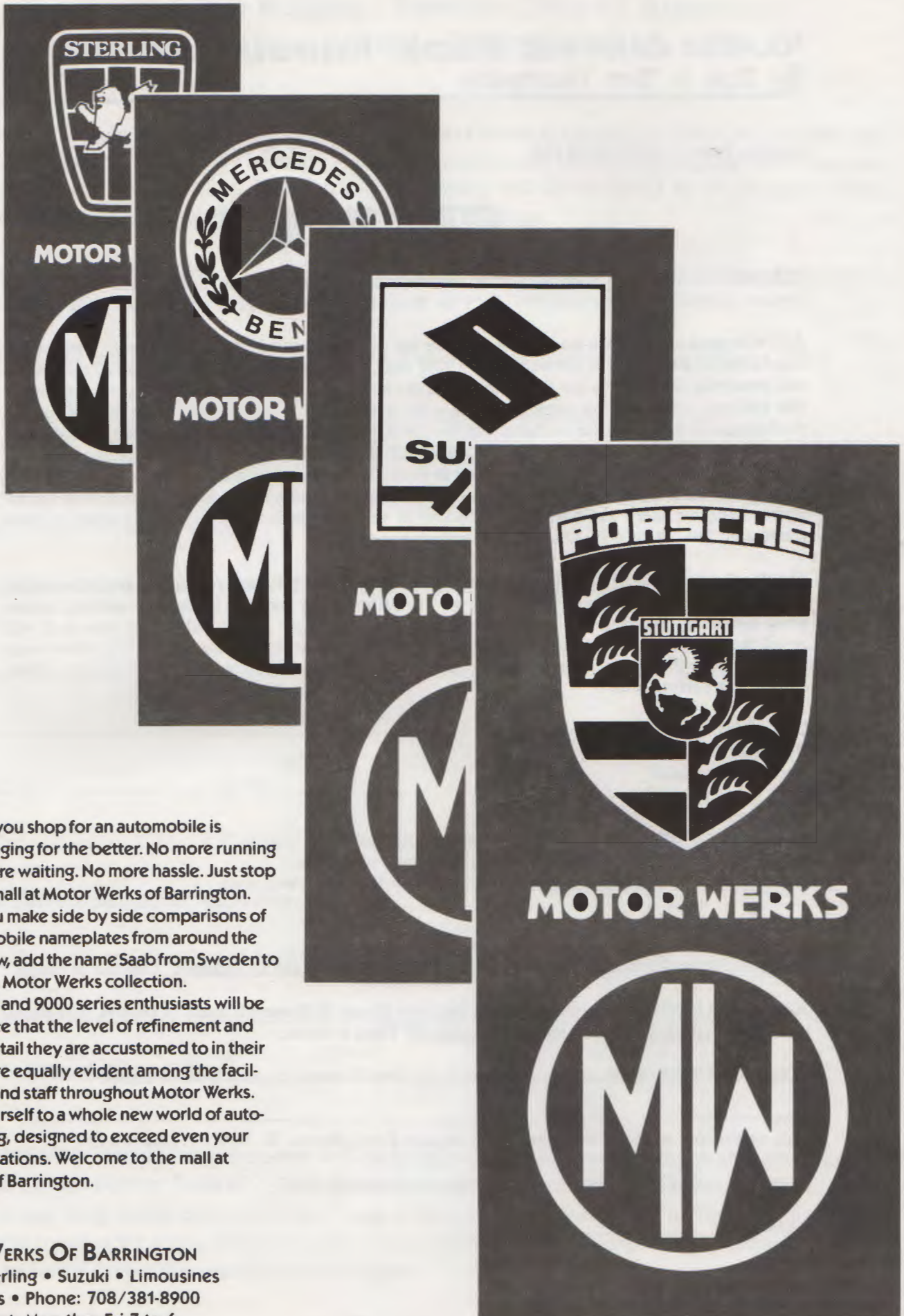
\* = Should be in car at all times



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The way you shop for an automobile is changing. Changing for the better. No more running around. No more waiting. No more hassle. Just stop in once at the mall at Motor Werks of Barrington.

Here, you make side by side comparisons of leading automobile nameplates from around the world. And now, add the name Saab from Sweden to that irresistible Motor Werks collection.

Saab 900 and 9000 series enthusiasts will be delighted to see that the level of refinement and attention to detail they are accustomed to in their automobiles are equally evident among the facilities, services and staff throughout Motor Werks.

Treat yourself to a whole new world of automobile retailing, designed to exceed even your highest expectations. Welcome to the mall at Motor Werks of Barrington.

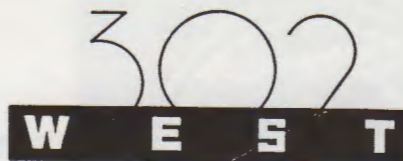
**ALL AT MOTOR WERKS OF BARRINGTON**  
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• Parts Department: Mon thru Fri 7 to 6.

# "CLASSY CARS AND CUISINE" Restaurant Tour

## By Sue & Tom Thompson

---

Sunday, June 3, 1990, 12:00 PM



CHICAGO MAGAZINE... "The see and be seen restaurant in Geneva"... CHICAGO TRIBUNE... "3 Star Review"... JAMES WARD, CHANNEL 7... "9 for Bread-10 Circuses-What all restaurants should be".

And with good reason. Each meal is a creation served in an atmosphere of casual elegance. Owners Joel and Catherine Findlay have renovated this 1920s Bank Building and have been successfully preparing and presenting food for the last three years. Variety is their specialty. (Recipes are against the rules in this kitchen.) Changing the menu about every six weeks, the innovative dishes are created from the freshest and finest ingredients available. (Edible flowers and free-range chickens are locally raised.) Joel has recently been named the "BEST SEAFOOD CHEF IN ILLINOIS" and will be competing for the National Title in New Orleans as this issue goes to print. Catherine is the hostess extraordinaire, greeting each guest with a captivating smile and assuring a delightful dining experience promoted in an atmosphere of fun for guests and staff alike. The love of what they do is reflected in every aspect of their restaurant. Sell-out crowds the norm...reservations a must.

The Porsche Club will be the exclusive guests of "302 WEST" on this day. A specially created selection of hot and cold appetizers will be served as we mingle and enjoy cocktails in the light and airy atmosphere created by the expansive arched windows and high ceilings. A peek behind the wine rack will reveal the original vault door and a few steps up to the former executive office will provide a view overall, and a visit with John, a craftsman at mixology. Don't miss his special creation, "302 Coffee", a splendid end to a perfect meal.

Once seated for lunch, we will be served:  
Asparagus Bisque with sherry  
Mediterranean Salad

Your choice of:  
Grilled Rack of Baby New Zealand Lamb with maple glaze  
Honey-mustard Grilled Chicken Breast on a chiffonade of spinach  
Alaskan Halibut Steak Baked in a Macademia Crust with beurre blanc sauce

Chocolate dipped Giant Strawberries with raspberry purree

A remarkable meal at a remarkable price: \$25.00 per person tax and tip included. Cash bar of course.

302 WEST is located at the corner of Third and State (Route 38/Roosevelt Road) in Geneva. Off-street parking is available behind the restaurant, access off Third at James.

**DON'T MISS THIS ONE!!** Seating is limited to the first 80 people. Seating is still available.

---

Mail reservations to: Sue Thompson, 305 Evergreen Drive, Batavia, IL 60510 (708)879-1739.

Reserve \_\_\_\_\_ @ \$25.00 Total \$ \_\_\_\_\_ Checks payable to 302 WEST

NAME \_\_\_\_\_

# Northern Ohio Region - Porsche Club of America Mid-Ohio Drivers School - May 19 and 20, 1990

NOR will hold a drivers school at the Mid-Ohio Sports Car Course in Lexington, Ohio, on Saturday and Sunday, May 19 and 20, 1990. Enjoy learning to handle your Porsche on this challenging track. As safety is an absolute prerequisite to fun on the track, instructors will be assigned to all students. Other requirements apply—read the paragraph at the bottom of the page.

Pre-registration is required, including payment. No registration may be postmarked before February 12. No metered mail. Priority given to NOR members.

You will be sent an information packet by April 13. Cancellations accepted through May 4, 1990.

Send this registration form and a check for \$220, per driver, payable to NORPCA to:

Sam Hunter  
9840 Sunrise Blvd., Apt S34  
North Royalton, Ohio 44133

For more information, call Sam Hunter (216/237-2377) or Curt Chandler (216/933-8595).

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Car year, model, color \_\_\_\_\_

Number of Drivers Schools at Mid-Ohio \_\_\_\_\_

Other schools (track and number of events) \_\_\_\_\_

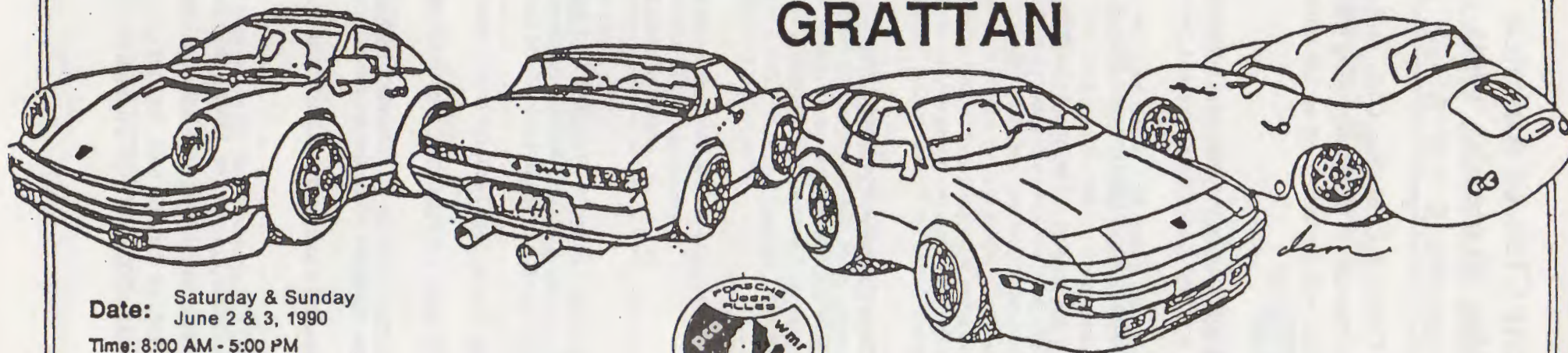
Second Driver \_\_\_\_\_ (attach address if different)

Second Driver Track Experience \_\_\_\_\_

**REQUIREMENTS:** Detailed requirements will be in the information packet. Highlights are: Age 18 or older; valid drivers license; Snell 80 or later helmet; driver and passenger seat belts; roll bar to protect both if open car; long sleeve cotton shirt and long cotton pants or driving suit; leather or canvas shoes. Tires must be speed rated above your maximum speed (typically 100 - 130 mph on back straight). Vehicle must pass technical inspection—no refund for failure.

WESTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA PRESENTS

# JUNE DRIVERS SCHOOL GRATTAN



**Date:** Saturday & Sunday  
June 2 & 3, 1990

**Time:** 8:00 AM - 5:00 PM

**Place:** Grattan Raceway  
Grattan, Michigan

This event is open to cars other than Porsches, but limited to 60 drivers.

**Mandatory Equipment:** Snell 1980 or newer approved helmet, seat belts, long pants, and 100 percent cotton long sleeved shirt or driving suit.

In order to provide safe, usable track time for different types of cars and drivers, we will be running separate run groups. Group A - Novice, Groups B & C - Intermediate, Group D - Advanced.

Drivers meetings will be at 8:30 a.m. and 11:50 a.m.  
You must attend one before being allowed on the track.

Driving instructors will be mandatory for all Grattan first time drivers. We will work with you until we feel you are comfortable. Anyone asking for additional instruction will not be refused.

The event starts with TECH at 8:00 a.m. TECH will close at 10:30 a.m.

Pre tech at Euro Autowerks on Friday, June 1 at 6:00 p.m.

Mail registration to:  
Lloyd J. LaHuis, Event Chairman  
1683 Cedar Lane Drive  
Jenison, MI 49428  
(616)457-1741

## REGISTRATION:

Early pre-registration is advisable to guarantee your entry.

**Fees:** \$115.00 per driver both days  
\$150.00 driver limit permitting,  
day of event, per driver.

**DEADLINE - MAY 20, 1990**

Make your check payable to WMR / PCA.

AMOUNT ENCLOSED \$ \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_

2nd DRIVER \_\_\_\_\_

CAR \_\_\_\_\_ MODEL \_\_\_\_\_

CAR CLUB \_\_\_\_\_ ENGINE DISPLACEMENT \_\_\_\_\_

Preferred run group \_\_\_\_\_ Previous Grattan experience \_\_\_\_\_

Please list any previous open track experience.

---

# WELCOME

---

## To Our New Members

### By Lee Lichtenstein

Scott & Iona Adleman  
519 Leclair  
Wilmette, IL 60091  
1986 Carrera

Willard A. Brown  
51 Steeplechase Road  
Barrington, IL 60010  
1988 928 S4

Robert L. Palazola  
1107 Turicom Road  
Lake Forest, IL 60045  
1978 911SC

Kerry & Helene Kohn  
2021 N. Kenmore  
Chicago, IL 60614  
1984 944

Robert A. Prenner  
1403 Columbine  
Mt. Prospect, IL 60056  
1986 Carrera

Collin O'Brien & Jennie Timpf  
6511 W. 126th Street  
Palos Heights, IL 60463  
1988 944T

Gary & Marlene Hatcher  
1504 Meadowland Drive  
Naperville, IL 60540  
1987 Carrera

Dr. Jerry & Janie Brady  
1875 Kingsway Drive  
Aurora, IL 60506  
1990 Carrera 2

James & Martha Foght  
P.O. Box 315  
Winnetka, IL 60093  
1978 911SC

Michael T. Mullins  
335 S. Rockford Ave.  
Rockford, IL 61104  
1984 944

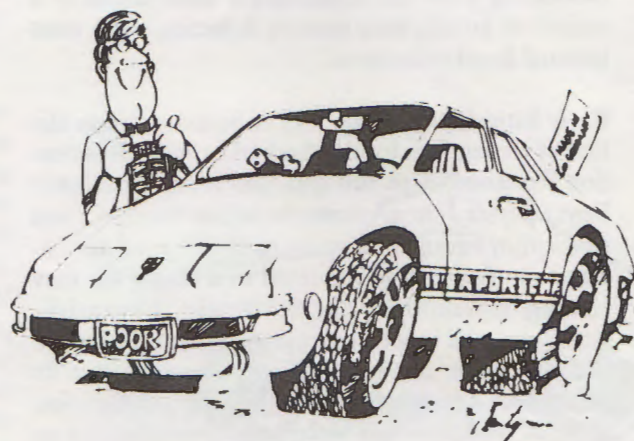
John & Judith Morrison  
345 L.R.A. Drive  
Aurora, IL 60506  
1973 914

James & Phyllis Gordon  
5610 S. Elm Street  
Hinsdale, IL 60521  
1987 944

John Mochl & Krista Matthews  
P.O. Box 842  
Beverly Shores, IN 46301  
1983 944

Steven E. Kraus  
1555 N. Astor #4SE  
Chicago, IL 60610  
1988 911 Turbo

James & Nancy Sylvester  
4826 River Bluff Court  
Rockford, IL 61111  
1986 944T



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# WHAT'S ALL THIS ABOUT WAR BONNET?

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By John Harvey - Chesapeake Region

Did you ever sit back at work in the midst of paper swamps, swamp turkeys, their PMS'd secretaries in-ning and outing memos and directives on benefit cuts, shorter lunch breaks, and a mandatory donation to the boss's hysterectomy flower fund (at least she'll be in a better mood, or so everyone hopes)?

You need to get away, right? Have I got a deal for you!

Right smack dab in the middle of Oklahoma City (the largest city in the U.S. in square miles) in early March, housed in a friendly Marriott, is that premier "Granddaddy" tech mecca of PCA, War Bonnet Tech Session.

For me, the first event on Friday evening was a social one, that being a Welcoming Party hosted by Zim's Autotechnik, although there had been three afternoon question and answer sessions for the earlier arrivals. Following the party most of us moved over to the vendor area for further socializing and my first personal introduction to Anne and Frank Barrett of Toad Hall Motorbooks. Anne, you'll recall, writes the "From The Regions" column in Pano. There were also representatives of many Porsche products and services. As I recall, there was on display, just about everything from 356 replacement sheet metal to a variety of artistic auto posters depicting some most unusual hood ornaments.

Early Saturday morning, 7:45 to be exact, began the first of six sessions for the day and I chose "Restoration Revisited" with Bill and Bob Jones. The Jones Boys operate Jones Autowerks in San Antonio, from which they brought along an early 356 roadster fixtured on its side and mounted to a trailer for easy viewing. This showed some real detail in the pan, longitudinals, and inner fender areas. The repairs were skillfully done, the welding fixture innovative in its design and construction, and the slide presentation and talk made for easy listening and watching for so early in the day.

For the next two sessions many of us gathered around Roger Chaney's area for a refresher in 356/912 en-

gine tear-down and assembly. Roger, whose middle name has to be "hands-on", needed three separate sessions for his course using a 912 case and innards furnished by Stoddard, and though I was only able to make two, I still learned and memory-refreshed some of Roger's good "ole" four cylinder tricks.

Following our lasagna lunch accompanied by plenty of interesting Porsche conversation with new friends from mostly mid-America, I continued with an "audit" of Hal Crossland's final transmission assembly session, I say "audit" since I was unable to be at his two earlier sessions: "Hands on - Assembling the Transmission Shaft", and "Hands on - Ring Gear and Pinion Adjustment", a cycle, hopefully, I can pursue in the future. Hal's middle name could be "Vo-Tech" since his instructional technique had the learner in mind with a perfectly organized presentation area for his transmission stand and specialized tools.

Saturday's sessions were culminated with, "What it takes to be a Trained Porsche Technician", followed by Weissach's Heinz Stehle who gave us a lecture with pictures and diagrams on the Porsche Tiptronic transmission. Herr Stehle made us mindful of why we love Porsches so much to begin with, and this particular transmission packaging job is a work of perfect functional art. Were I to give Heinz a middle name, it would have to be "High-Tech", and those of us who have been fortunate enough to visit Weissach, know exactly why.

Later Saturday evening we treated ourselves to a "no host" cocktail party with many PCA notables in attendance with names such as Dennis, Burt and Betty Jo, and this was followed by a banquet complete with awards, speeches, door prizes, even the "roasting" of a special gentleman, Bill Jones, whose automotive technical credentials range from being an Indy 500 mechanic, to a high ranking position with Cadillac Division of GM, to Jones Autowerks, and on to what he calls retirement although his close friends say, "What? Bill retire? Never!"

Bill and I have one other common interest, I was to learn later. Aside from Porsches, we both belong to Williams Grove Old Timers for open wheel race cars, about which Bill has much expertise, and I bring this up because for a gentleman with such a store of knowledge and experience, who could never possibly have enough hours in the day to pursue these many interests, Bill still finds the time to share and help with his kind words of wisdom on Porsches or Offys. Bill's love of automobiles transcends borderlines - mindful of the Duesenbergs, the Bugattis, and the Porsches of the world, Mr. Bill Jones carries with him such a tradition.

Sunday morning began early as usual with John Paterek's travel case full of interior samples and slides to show with illustrations and interior tips, adding a touch of vaudeville now and then to keep it entertaining as well as infomative. John's skills and expertise are well known to Porsche restorers and The 356 Registry, it's quite easy to see why.

Session 2 brought to the podium the very lovely Linda Smith who, with the able assistance of a slide projector operator named Harvey (someone I had shared Dinkel Ackers with on the '79 Treffen), gave us a splendid session on the newest techniques in painting by comparing a couple of HVLP (High Volume Low Pressure) painting systems that are about three times more efficient than conventional sprayers. This system gives large savings in paint to both the painter and the environment, as demonstrated by Mr. Smith's illustrative slide depicting the paint being applied out-of-doors with almost total absence of over-spray. There were further slides, as well, showing rough and finish sanding techniques, with materials skillfully listed and procedures carefully outlined. The Smiths are quite well known for their articles on this subject.

I squeezed in one final session just before my departure to the airport, this one a carefully prepared step-by-step 356 link pin replacement procedure given by Tim Goodrich, PCA's 356 Tech Question expert whose experience and knowledge of precision showed us that there is only one proper way for installation without possible damage, and the bag of parts that he brought along with his illustrative slides, showed us the good, the bad, and the ugly of link pins and spindles. Tim reminded everyone, as well, that his phone is open for any 356 tech question and his pleasant California manner assured me that he, along with all the other speakers, truly enjoys showing and sharing his many years of experience at Porsche service.

Since my choice of sessions favored 356's, let me briefly list some of the others:

"Bosch Automotive Systems - A Review" - Al Krenz

"Porsche Water Pumps - What's Wrong With Them" - Jay Pineau

"New Performance Tire Technology" - Rick Brennan

"Aerodynamics - Do's and Don'ts" - Bob White

"Restoring the Severely Rusted Porsche" - Al Zim

"Customized Bosch Motronics" - Ken House

"Late Model Suspension" - John Truman

"Programmable Performance" - T. Wilson & D. Dickey

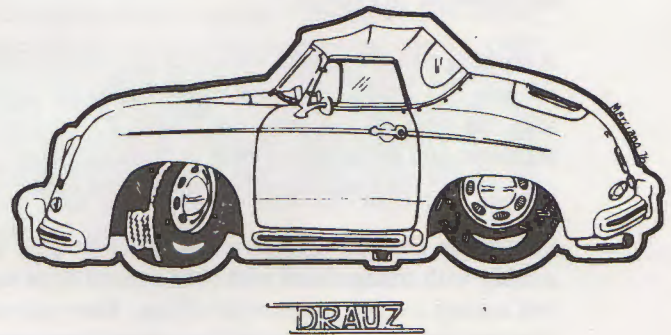
"Air Conditioning for the '90's" - Scott Hendry

"911 Engine Modifications" - Bruce Anderson

As we were riding to the Will Rogers World Airport for my return journey to Baltimore (with a brief changeover in Chicago to share a beer with my beautiful friend, Doris Voce, Editor of Chicago Region's Chicago Scene), (Editor's note: Flattery will get you *everywhere*, John) I was reminded of that famous Oklahoman Will Rogers and his well known statement that he had never met a man he didn't like. Well I've never met a Porsche owner I didn't like - well, almost never - I sure didn't at War Bonnet Tech. .

War Bonnet Region, I've got to believe that somewhere out there someone is swinging a lasso and smiling down on you. Thanks for sharing your Tech with us.

Will I be back next year? You bet your sweet "Sooner" I will.



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# INDUSTRY NEWS

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## NEW PORSCHE 911 TURBO TO DEBUT IN 1991

RENO, NEVADA, March 22, 1990 – The successor to the legendary Porsche 911 Turbo will debut in 1991 with an all-new body and chassis, a hefty boost in horsepower and numerous refinements.

The 1991 911 Turbo will be powered by a 3.3-liter turbocharged engine. Although final performance specifications for the U.S. have not been released, the Porsche 911 Turbo is expected to accelerate to 60 mph in less than 5 seconds. Test track top speed is over 160 mph.

In European trim, the 1991 Turbo is rated at 320 bhp (DIN) at an engine speed of 5750 rpm and maximum torque of 332 ft. lbs. at 4500 rpm. This significant increase in power comes from modifications to the air intake system, an optimized exhaust system and a larger air-to-air intercooler. The electronic ignition system has new mapping characteristics to increase power, optimize fuel consumption and minimize emissions. It operates in conjunction with the Bosch K-Jetronic fuel injection.

Available only in the Coupe body style, the classic 911 silhouette has been retained with the same bold wheel arches and the familiar fixed "whale tail" spoiler, yet the new generation 911 Turbo has a more aerodynamic body and newly contoured bumpers for front and rear.

The changes were developed after extensive research in Porsche's Weissach wind tunnel. The front and rear spoiler along with an aerodynamic undertray help enhance handling and traction by reducing aerodynamic lift forces.

A striking new five-spoke wheel design complements the new 911 Turbo. The light-alloy wheels are larger than the ones on the previous Turbo, 17 inches in diameter, and seven inches wide in front and nine inches wide in the rear for well-balanced road behavior.

Suspension changes include a revised front axle assembly with triangulated wishbone control arms and coil springs to help improve handling. Rear suspension now has an automatic toe correction feature that is different in design but similar in function to the

Weissach rear axle of the Porsche 928. The rear-wheel control arms have been updated, and the rear stabilizer bar is slightly larger. Rear springs of the progressive rate type come from Porsche's extensive race engineering experience.

Porsche has modified the braking system of the new, more powerful 911 Turbo. Anti-lock braking (ABS) has been added, and the front brakes are now larger in diameter.

Both the braking system and the steering are power-assisted.

The newest generation five-speed manual transmission has been revised with sportier gear ratios.

The 1991 911 Turbo will be equipped with air conditioning, leather seats with electric height adjustment, a Blaupunkt AM/FM digital stereo cassette radio with eight loudspeakers, power windows, tinted glass all around with graduated windshield tint, heated windshield washer nozzles, heated outside mirrors, electric sliding sunroof and a one-key central locking and alarm system with light emitting diodes in the door lock buttons to show the alarm is engaged.

The 911 Turbo is expected to go on sale in the U.S. in early 1991. The price has not been established.

All Porsche models are equipped with an airbag supplemental restraint system for both driver and front seat passenger. Every Porsche model is covered by a transferrable, two-year bumper-to-bumper limited vehicle warranty with unlimited mileage and a 10-year rust perforation warranty.



1991 Porsche 911 Turbo  
Technical Specifications

BODY:	Two-door Coupe with 2 + 2 seating
ENGINE:	Air-cooled, horizontally opposed six cylinder, four cycle with KKK turbocharger
BORE:	3.82 in.
STROKE:	2.93 in.
DISPLACEMENT:	201.32 cu. in.
COMPRESSION RATIO:	7.0:1
*HORSEPOWER:	320 bhp (DIN) at 5750 rpm
*MAXIMUM TORQUE:	332 ft. lbs. at 4500 rpm
TRANSMISSION:	Five-speed gearbox bolted to the rear engine to form a single unit
BRAKES:	Dual-circuit hydraulic, with four internally ventilated and cross drilled discs, four-piston fixed-calipers, anti-lock braking system
WHEELS AND TIRES:	Front 7J x 17; 205/50 ZR 17 Rear 9J x 17; 255/40 ZR 17
WEIGHT, UNLADEN	3241 lbs.
*PERFORMANCE:	0-62 mph in 5.0 seconds top test track speed of 168 mph

\* These are European specifications. The figures for the U.S. will be announced at a later date.

## PORSCHE GIVES "TEST DRIVE" NEW MEANING

RENO, NEVADA, April 3, 1990 - Porsche Cars North America Inc., in conjunction with its authorized dealers, is offering prospective customers an opportunity to test all the new Porsche models on racetracks and slalom courses taking the concept of "test drive" well beyond the trip around the block.

The Porsche Driving Experience is designed to show off the excellent performance and active safety characteristics of Porsche automobiles by putting prospective customers through sessions in acceleration and braking, slalom and roadability and handling. The program is directed by former international race car driver Vic Elford and is supported by a full-time staff of trained Porsche instructors. Elford's many victories include the Monte Carlo Rally, the Targa Florio and the 24 Hours of Daytona. He was a member of the Porsche factory test team for six years, too.

The Porsche Driving Experience will travel throughout the U.S. visiting most major metropolitan areas at least once a year.

Customers do not pay to participate in the event, which lasts half a day, but they must be invited to attend by a Porsche dealer. Dealer sales personnel attend similar events as part of Porsche's continuing training program. Porsche models used in the Porsche Driving Experience include the 1990 944 S2 Coupe and Cabriolet, the 911 Carrera 2 with Dual Function Tiptronic transmission, the all-wheel-drive Porsche 911 Carrera 4, the Porsche 928 S4 with automatic transmission and the high-performance 928 GT with five-speed manual transmission.



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# QUARTERLY BOARD REPORT

By Cy Ling

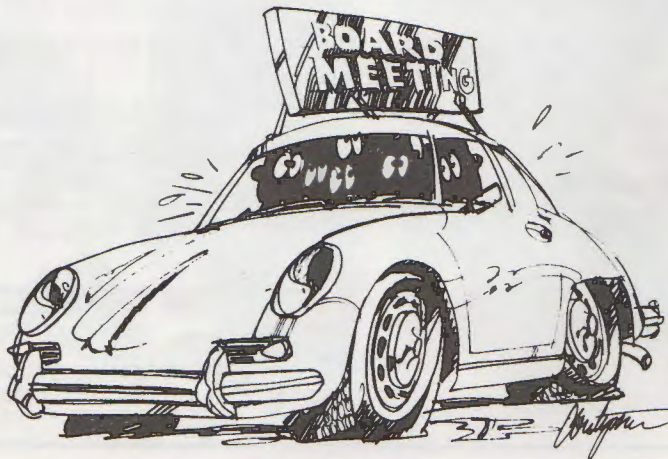
During the first quarter of 1990, your board has focused attention on many topics and issues, but four specific matters have occupied a large share of board members' time and deliberation; costs, autocross formats, bylaws revision, and membership.

Costs continue to rise for the region's work just as they do for us as consumers and business people. Event costs, especially track rentals, have continued to increase, and printing and mailing costs likewise. Considerable savings have been effected by not mailing the Scene first class, except when election ballots are enclosed. Controlling the number of pages is also important to cost containment for the Scene. The annual calendar and member directory of the region is a very costly project, especially since the production arrangements existing at the time the current design was developed are no longer possible. President Debby Leed has appointed a board committee to look at the calendar/directory and recommend changes which might be appropriate.

Autocross formats at Elkhart have demanded substantial discussion time in board sessions. Essentially, the decisions about format have been both cost and demand driven. The open-track, non-pylon, non-timed event format used for 1989 Elkhart II will be used for both 1990 Elkhart events because of the combined effects of the two factors mentioned above. As event costs increase, high participation rates become more important, hence, the format which will produce greater participation becomes more influential in the decision process. As Porsches have changed over the years and their drivers have sought higher speed events, the pylon type event formerly used at Elkhart becomes relatively less popular and, therefore, less likely to be sustainable economically. Thus, event format is, to some extent, a function of cost and member demand.

It became clear some months ago that a review of region bylaws was necessary to insure consistency with PCA National. A committee appointed by the President studied the region bylaws and proposed changes to the board. These proposals, in somewhat modified form, are what you received in the April issue of the Scene. It has been some years since region bylaws were reviewed and some changes were required in election provisions, mail ballot procedures, expenditure authority for event chairpersons, and a technical improvement was felt appropriate in the asset distribution provision required of non-profit organizations in the event of dissolution.

Finally, several ideas and suggestions have been discussed to continue to stimulate membership. The growth in new members continues at a fairly healthy pace - 18 in the first quarter. In light of reduced Porsche sales in the U.S. especially, the efforts of all members can be important in confirming high interest in PCA. The national staff will be announcing a major membership effort soon - in the meantime, put a note under the windshield wiper of that Porsche you see at work or while shopping.



# REAR VIEW MIRROR

## Charlie Chiang's...Ah-So Good

The March 25th Restaurant Tour at Charlie Chiang's in Westmont was a success in all respects.

At the starting line, sixty of us gathered around the bar trading tall tales and conversation when THE APETIZERS ARRIVED. Faster than a speeding 911, the heaped, steaming plates were lapped up. Before the finger licking was complete, refills appeared...and vanished...GREAT EATS!!

Continuing the festive feeding frenzy, the lazy susans turned a few RPM's providing, again, another delicious selection. Spoons sliding through at each apex...braking at narry a noodle...one good bite deserves another.

Once we got our plates full, it was time to tackle the "Dreaded Chopsticks". Howard Yefsky, our table's Chopstick-shift master, tried desperately to instill coordination in his team members. A few of us managed to keep from starving with those slippery little devils, but the rest just said, "Fork it".

Just when you thought you couldn't eat another thing, did someone say, "Baked Bananas with whipped cream?" Those of you who sat at the finish line know the feeling as you watched those beautiful mounds of whipped cream dimish in front of your eyes, mouths watering at each stop. That's OK. Just remember the more you got, the more that was applied directly to the bumper.

Fun till the end, fortune cookies and tea gave us the opportunity to exchange a few more pearls of wisdom.

A great time was had by all, especially the lucky four who won prizes donated by Motor Werks of Barrington.

Our thanks to Carole and Dom Cece. Looking forward to seeing everyone at the next restaurant tour (ours).

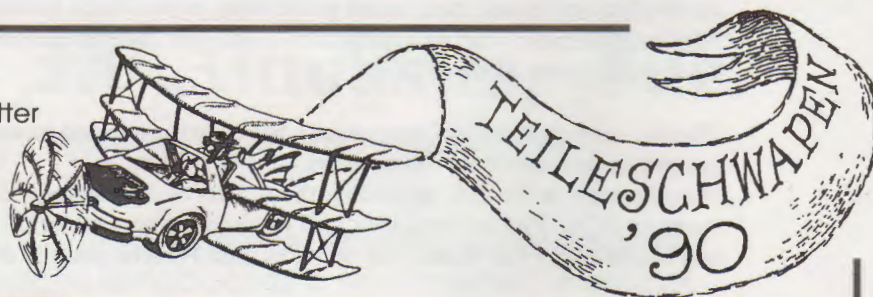
Sue and Tom Thompson

The "second time around" was even better than the first, so we're *really* looking forward to our

## THIRD ANNUAL STODDARD ALL-PORSCHE SWAP MEET

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**TIME:** Saturday, June 9, 1990  
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**Ed and Harold monopolize the ladies**



**Dieting with chopsticks**



**Tom & Sue invite you to the next restaurantour...theirs**

Also seen at the Brunch



# A TECHNICAL VIEWPOINT

By Karl Szczypta

## ADDING HEADLIGHT RELAYS TO A 911SC

In my quest for better and more powerful lighting I have found nothing better than a set of Euro H4 headlights. Add those 55/100 watt bulbs and presto, instant laser beams in the night.

Of course the 55 watt part of the bulbs are for the low beams - WE don't want to blind anyone! After adding the lights to my car and turning on the highs on for the first time, mighty bright lights, and seconds later - nothing. It figures the high/low turn signal switch couldn't handle those high power bulbs. So I added some relays and fixed the problem permanently.

If your car needs these killer lights or have burned out a light switch in the past, here's how to add the relays. There are two places that I know of that sell the square Bosch type relays real cheap. One is Radio Shack and the other MCM Electronics. Purchase two relays and two sockets from MCM if you want to make the job easy. MCM's phone number is 1-800-876-6263 and they do take plastic.

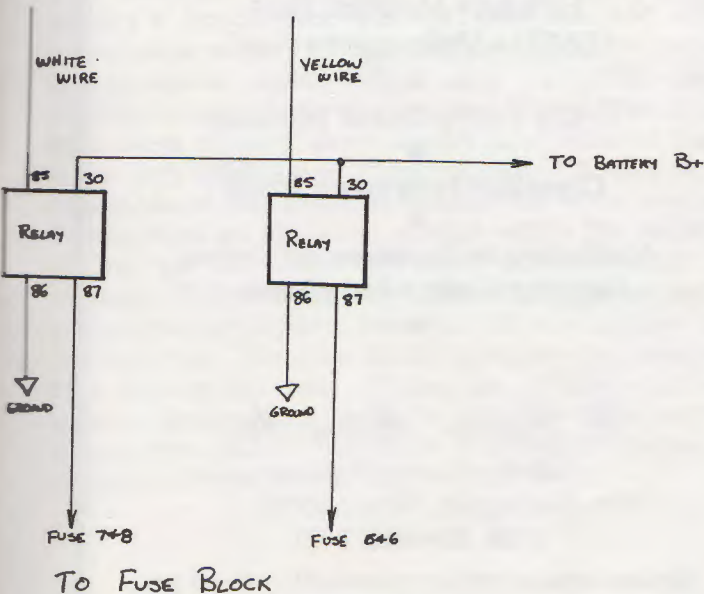
Radio Shack Relay PN# 275-226 \$4.99

MCM Relay PN# 26-525 \$3.15

MCM Socket PN# 60-430 \$2.25

Find your trusty service manual and find the schematic for your lighting system. Following my schematic, wire up the new relays as shown and install in your car. It should be easy to figure out how the original wires in the car hook to the relays. After you are finished, the big bulbs will be no problem.

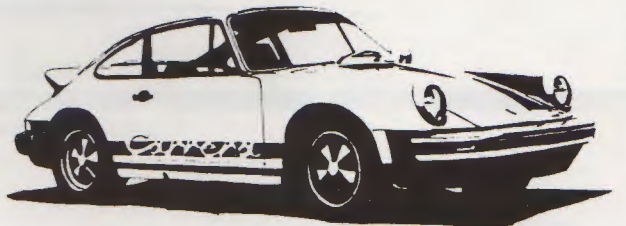
FROM DIMMER SWITCH



PETERS PORSCHE  
European Car Expert

PETER CASTATOR

963-0042



# BEHIND THE SCENES

Since I would much prefer to be behind the wheel than "Behind the Scenes" during this great driving weather, I will keep my editorial comments short this much. Hey, watch it with those sighs of relief!

A special thank you this month to my good friend, John Harvey, from Chesapeake Region, for writing the War Bonnet Tech article for us. We're even one up on War Bonnet Region for this one since I just sent the article on to them.

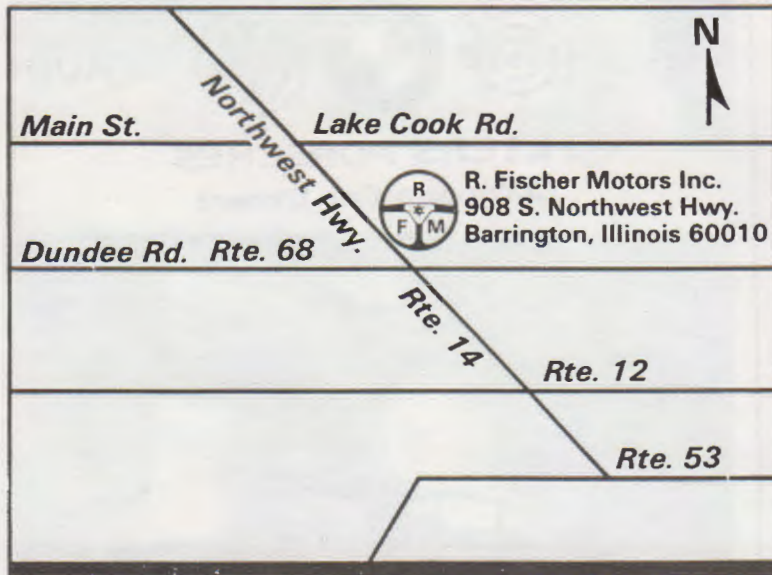
And don't forget to check out John O'Keefe's newly revised "Don't Leave Home Without It" article for Elkhart (no, he's not referring to your American Express card, although that would probably come in

handy, too). John, unfortunately, won't be with us at Road America in May since he has Indy tickets but he has two additional tips to add to his list: 1) Bring baby home in one piece, and 2) Have Fun!!

Mark your calendars now for the August 5th Utica Autocross. Details will follow in the June Scene.

See you all at the driver's school, Blackhawk I and Elkhart II

Doris



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## Origin of the Porsche Crest

**THE CREST:** In 1951 Porsche was finalizing plans for its move from the war time sanctuary of Gmund back to Stuttgart. Importers and agents selling his product made it clear that customers wanted some sort of trademark or badge to identify their vehicles, which till then, only carried the word "Porsche" on the bodywork. In 1952 Professor Porsche had devised the basic design of the crest. Folklore has it that he sketched it on a serviette during a luncheon. Whether true or not, it was Messrs. Lepper and Riemspiess of the publicity and design studios who carefully finalized the design.

There are three components: the family name of course is positioned at the top, while the other two components reflect Porsche's gratitude for the rebirth of the company in the Stuttgart area. The red and black bars with the antlers are from the arms of the State of Wurttemberg, and the horse is from the arms of Stuttgart, capital of Wurttemberg. The origins of Stuttgart developed from the royal patronage given in historical times to the area. A fine horse stud developed here. So (Stud Garden) Stutt Garten and Stuttgart.

The crest first appeared on a Porsche in 1953, But was limited to the interior of the car - the horn button. It was not till 1957 that the crest joined the word Porsche on the front bonnet of a 356 Coupe.

**THE COLOR:** Maroon or claret has appeared on drivers's handbooks, service manuals and official letterheads since 1951. The choice of color was due to necessity rather than any romantic design consideration. After the second World War colored inks were in very short supply and colored papers were only just being reintroduced. It was in this environment that the first handbooks were produced. To maintain an attractive design within the shortages of the period, black ink and colored stock was chosen. The small printer Glauner happened to have some colored paper - maroon. It was a case of no alternatives. No one could imagine the precedent that this would set. Today all official stationary, driver's wallets and even the exterior color schemes of the new factory buildings in Stuttgart utilize bold stripes of these colors.



Porsche Family Name.

The background shield of the province of Wurttemberg in which Stuttgart is situated.

Stuttgart city's official badge —formerly "Stud Garden" due to the Royal patronage of fine horse breeding.

**THE SCRIPT:** The Porsche script has undergone a number of evolutionary phases since it appeared on Porsche No. 1 at Gmund in June 1948. From the outset, the square shape of the letters was apparent. Initially, letters were placed individually in a curved pattern on the front of the cars. In 1950 a horizontal underlining bar joined all the letters into a single unit. In 1952 the letters became even more squat (extended). This design remained unchanged for the remaining life of the 356 series. In 1963-64 the 911 came on the scene. The word Porsche reverted to a series of individual letters of a thinner and more open shape. In 1974 the metal letters were no longer used. Instead they were depicted on the reflective panel separating the tail lights of the 911. To end, I quote Tony Lapine, head of the styling studio: "More than any emblem or logo, Professor Porsche himself represents the bond between tradition and progressive technology that made Porsche such a unique company."

Terry Lovet  
Porsche Club of  
Canberra, Australia

Reprinted from Uber Alles January 1990

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# THE MART

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Send classified ads to the editor by the 10th of the month, to appear in the following month's "Scene". Each ad is limited to 50 words, plus name, address and phone number. Ads are run for one month only and are free to Chicago Region PCA members. Non-members or out of region members may place ads at the cost of \$5.00 per ad. Payment must accompany ad. Send ads to: Doris Voce, 1628 Southampton Court, Wheaton, IL 60187, FAX (708)510-0849

## ● FOR SALE - PORSCHE

Brand new 1989, now classic 911 Turbo #WP0ZZZ932KSODO645, with 281 factory kilometers, available in metallic slate gray, black leather interior. A/C, alarm, elec. sunroof, windows, seats, locks. Equipped for export to USA. Bert Lachner (312)750-1075 days, FAX (312)750-1033

1988 928 S4. Mint condition. Midnight blue/grey leather interior, 15K orig. mi. Automatic, loaded, always garaged, non smoker. \$47,500. Marilyn Davis (312)751-0600 days (located near Merchandise Mart)

1987 928 S4, Guards red, full leather black interior, 4100 mi, automatic, full power, sunroof, limited slip differential, 22 month warranty remains, Clifford 3000 security system, showroom condition. John Teles (708)416-6044 eves.

1980 911SC Targa - Cinnamon brown metallic, brown leather, like new Goodyear Gatorbacks, cruise, replaced clutch, must see, excellent condition, 51,000 mi, \$22,000. Mike Kroopkin (708)798-1333 days.

1974 914 1.8 liter, S/N #4742918791; Silver/black, Fuch's alloys & many other options, superb body, \$7,000 OBO. John R. Kissinger, 35570 Landon Dr, Warrenville, IL 60555 (708)393-6592 eves.

1973 911T coupe #911210677 Black "Emron" enamel paint, Carrera fenders, P7s on BBS wheels, Konic seats, SC brakes, Konis, 28K mi. on minimal rbltd with tuned exhaust, chain tensioners, outboard oil cooler, Carrera RS distributor, includes bra, \$14,900. Lance MaCarty (708)297-4433 days (708)843-7289 eves.

## ● FOR SALE - PARTS

Never used - still "stickered" Goodyear Eagle Gatorbacks, good for 200 MPH. 225/50 ZR 16, 245/45 ZR 16. Make an offer. Milly Bangert (708)448-7575.

944 parts. Saratoga glass sunroof, slides in where factory electric sunroof fits, great for summer, like new with protective case \$375. Bra for 944 (non-turbo) \$45. Dash cover for '86 or newer 944 \$10. Chilton service manual for 944 thru '86 including turbo \$5. Todd Conforti (798)952-0070 days (708)397-3587 eves.

911/914 parts: Fuch's alloys 6x7x16 w/P7 225's \$690. 914 seats, black, good condition. Bob Dabbert, 1611 Maple Ter., Lisle, IL 60532 (708)960-4144.

911 & 928 parts: Rear reflector \$30, two front seats \$200, front & rear bumpers (silver paint) including driving, tail, front & rear signal lights, wiring harnesses \$250 ea., two 225-50x16 Goodyears \$100, 280 KPH speedo \$50. Offers considered. Call for details, photos. Dr. Chris Stout (708)913-8737 eves.

## ● FOR SALE - OTHER

Passport radar detector, two years old, only moderate use, like new with original box and all accessories; excellent protection at \$60 less than new - \$235. Cy Ling (414)248-3446 eves.

## ● MISCELLANEOUS

FOR SALE: Macintosh 512K Enhanced \$500; Compaq - 2684 Desktop expansion base for 386 portable \$400; IBM PC/AT 30 Meg Hard disk type 20 \$200. Karl Szczypta (312)322-7204 days, (708)447-9232 eves.

House for Sale An ideal house for the auto enthusiast: A 900 sq. ft. heated garage can hold 5-6 cars; house has 4 BR, LR, DR, FR, 2 fireplaces, bar a/c, deck - total of 4000 sq. ft. Cy & Kathy Ling's house, 1 hour from Schaumburg/Rolling Meadows, available through Coldwell Banker, Lake Geneva, WI.

Coed seeks summer residence. Kristi will be a senior next year at Illinois Wesleyan University - she has been fortunate to receive a summer internship, working with a firm in the Schaumburg/Rolling Meadows area. She needs a summer home for nine weeks and is willing to be a house-sitter, or rent a room with a family. She will have the use of a car, so most northwest suburban locations are workable. Contact Cyril C. Ling, Route 1, Box 900, Lake Geneva, WI 53147 (414)248-3446 eves.

You say you want to get to Parade? I'm planning to drive the 944, leaving Sunday, June 17th, arriving Monterey June 21st; start return trip Saturday, June 30th. With someone to share driving (and expenses), the schedule could be changed some. Call Cy Ling (414)248-3446 eves.

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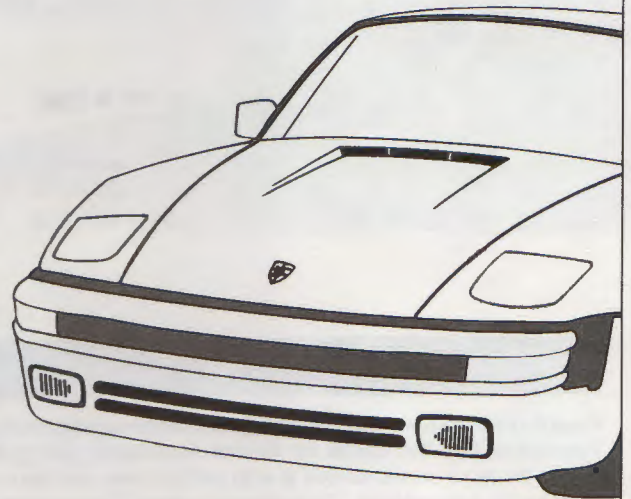
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# MISCELLANEOUS

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We offer an attractive benefits package consisting of good pay (you may buy everyone's beer after the rallye), plenty of gratitude from the Club members (a pat or two on the back), and a company car (Porsche is the company, you supply the car). Interested applicants need only call.

Seriously folks, we are looking for new faces and ideas for our rallyes. Some people have shown interest in learning what is involved in putting a rallye together, with the thought that maybe they could try their hand at it.

We will be holding "Rallymaster School(s) for those interested.

Please call me to register. The cost is free!

Nick Leicht  
(815)385-4800  
(815)338-4854

## Extra Latest



The Pagoda, Road America's familiar landmark, makes an impressive exit.

## Road America Pagoda Burns

One of the more recognizable features of the Road America track was removed earlier this month. The pit and paddock area of the track is being renovated to better accommodate the requirements of modern racing, and standing in the way of the changes was the building known as the Pagoda.

The familiar landmark of the Wisconsin track stood at the start/finish line, and served as the circuit press center prior to the construction of a new media center across the track a few years ago. Although Road America officials looked into the possibility of moving the Pagoda, it was such a hodge-podge structure (and not in great shape) that moving it was not feasible. The track therefore decided to demolish the building, but at least it did so in style. On March 1, a crew from a local fire department used the Pagoda for fuel in a training exercise. Within a half hour, all that was left was a pile of smoldering beams. Going out with a blaze of glory, and all that . . .

Reprinted with the permission of On Track Magazine, April 5, 1990.

## Helmets

Snell SA85 is the newest standard for protective headgear from the Snell Foundation. The 'SA' stands for Special Applications and is directed toward the requirements unique to auto racing drivers who are normally restrained in their vehicles. The performance tests for these helmets are somewhat different than what motorcycle helmets are subjected to. In addition, there are new strict requirements for flame retardance and provisions for adequate cooling and ventilation. The latest Snell standard for motorcycle helmets is known as Snell M85. The SCCA currently requires SA85 rated helmets to be used in all pro races.

**A general note on helmet fit:** Helmets should be sized to fit as snugly as possible without causing discomfort. If you plan on wearing a one or two layer nomex hood, it should be worn when taking the measurement of head circumference. If a hood is not available but you plan on wearing one, add about 1/4 inch to the circumference measurement to allow for a single layer hood and about 1/2 inch for a double layer hood.

### Helmet Sizing Chart

Measure head circumference around the largest part of the head approximately one inch above the eyebrows and just above the ears. Use the chart below to convert this measurement to helmet size.

Inches	20	21	22	23	24	25
Helmet Size	6 7/8	6 1/2	6 5/8	6 3/4	6 7/8	7
Centimeters	50	51	52	53	54	55

For helmets that are only available in Small, Med, Large and X-large (Bell Racestar II), the following is an approximate conversion from helmet size.

6 7/8 - 7	Small
7 1/8 - 7 1/4	Medium
7 3/8 - 7 1/2	Large
7 5/8 - 7 3/4	X-large

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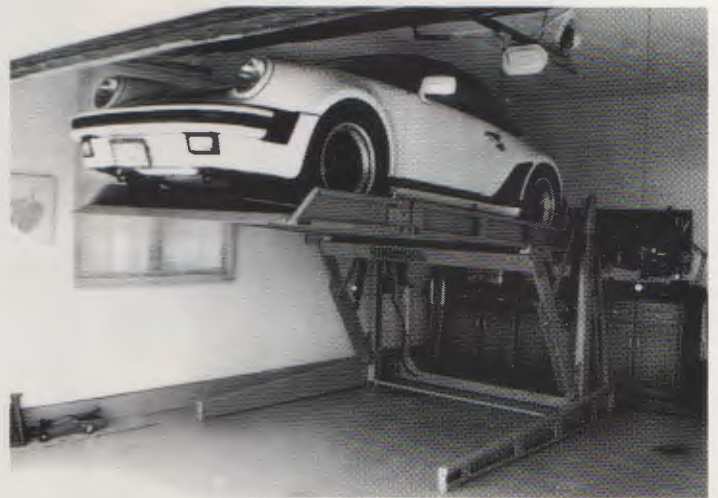
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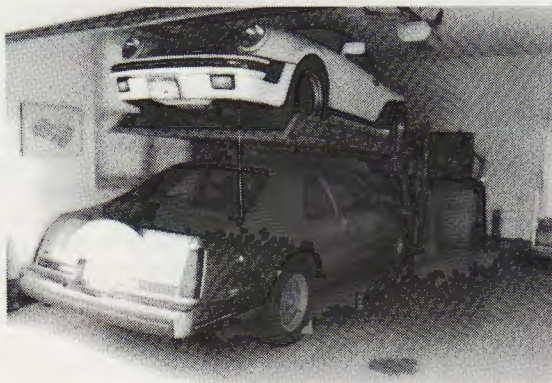
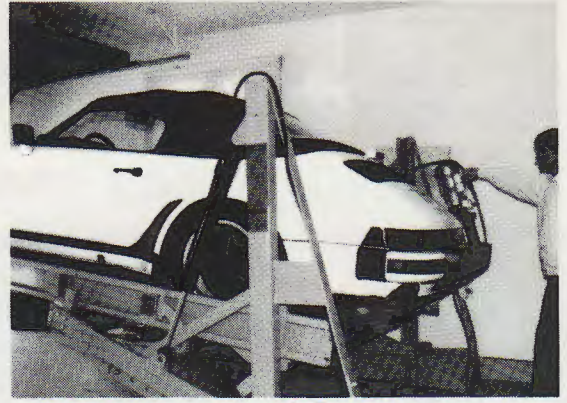
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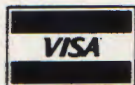
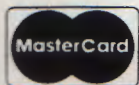
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