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APRIL 1989

CHICAGO



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

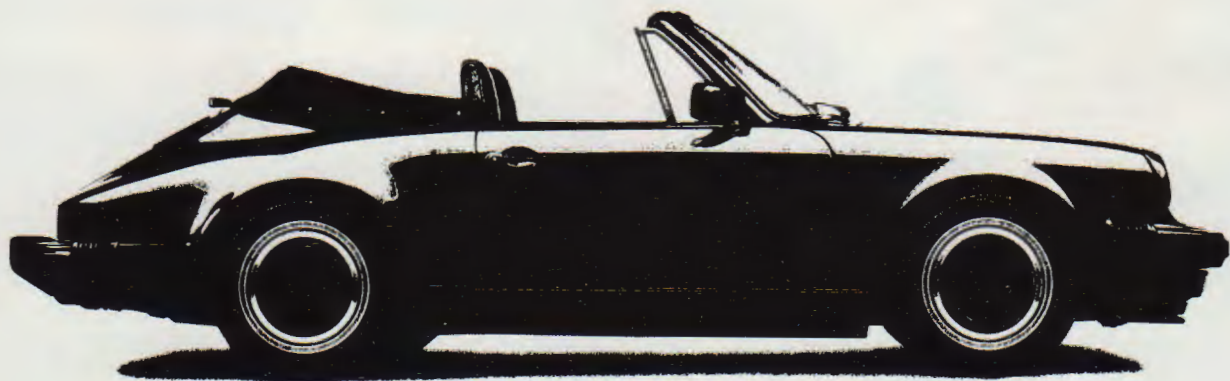
# Ten Good Reasons To Come To The Porsche Exchange Today!

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1.	1988	911	Coupe	silver	<del>\$49,016</del>	\$42,800
2.	1988	911	Coupe	dark blue	<del>\$48,458</del>	\$42,450
3.	1988	911	Coupe	granite green	<del>\$51,050</del>	\$44,400
4.	1988	911	Targa	red	<del>\$52,441</del>	\$45,750
5.	1988	911	Cabriolet	blue	<del>\$57,120</del>	\$49,950
6.	1988	911	Cabriolet	espresso brown	<del>\$60,342</del>	\$52,150
7.	1988	944	Coupe	stone grey	<del>\$34,697</del>	\$23,500
8.	1988	944	Coupe	red	<del>\$35,014</del>	\$24,500
9.	1988	944	Coupe	alpine white	<del>\$35,077</del>	\$25,500
10.	1988	944	Coupe	alpine white	<del>\$34,329</del>	\$25,500

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## The PORSCHE Exchange

2050 First St. Highland Park 433-6026



**"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".

**EDITOR**

Doris Voce  
1628 Southampton Court  
Wheaton, IL 60187  
312-462-0451

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**APRIL 1989**

Up & Coming.....	5
1989 PCR'S.....	12
1989 Midwest Calendar...	17
Welcome to New Members..	18
Rear View Mirror.....	19
Tech Corner.....	23
Pile-Ons or Pylons?.....	24
Here's Howard.....	26
Editorial.....	27
The Mart.....	28
Who's Who.....	31

**COVER:**

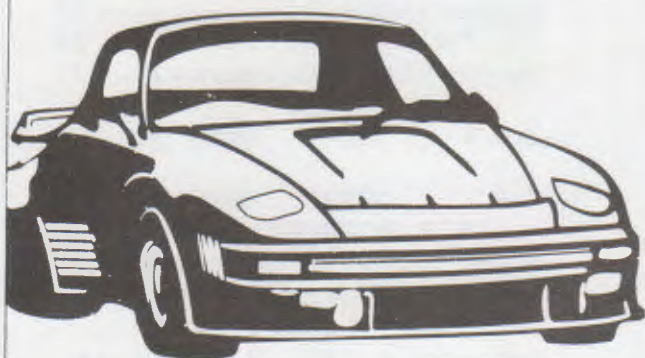
**IT'S PORSCHE TIME!**

Cover Cars: Upper right,  
Shelly & Terryl Johnson's  
1970 914; Lower, Hari  
Matsuda's 1970 914; Upper  
left, Rick Gurolnick's  
1960 356 Roadster

**CHICAGO REGION  
1989 CALENDAR OF EVENTS**

January 15	General Meeting
February 5	Ice Gymkhana
March 12	Tech Session
April 9	Rallye School
May 7	Drivers' School
May 17	Blackhawk I
May 27-28	Elkhart I
May 29	Drivers' School
June 11	Concours
June 17	Boat Ride
June 25	Rallye
July 12	Blackhawk II
July 15	Autocross-Utica
July 23-29	Parade
August 9	Blackhawk III
August 13	Potters' Picnic
September 2-3	Elkhart II
September 4	Drivers' School
September 24	Charity Autocross
October 14-15	Two Day Rallye
October 29	Halloween Concours
November 19	Brunch
December 16	Dinner Dance

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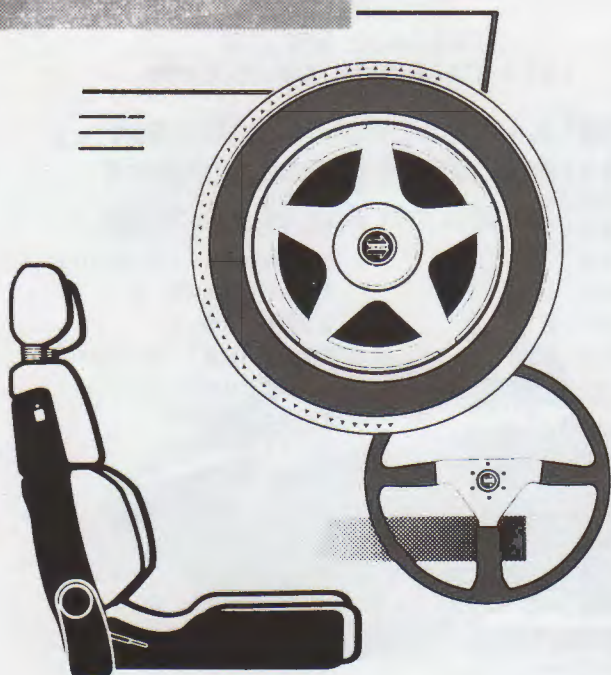
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312/433-1100

# UP AND COMING

## BLACKHAWK XX

Date: May 17, July 12  
August 9, 1989  
Time: 8:30 AM - 5 PM  
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.

---

## REGISTRATION FORM

### BLACKHAWK XX

Dear Dan:

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

Name \_\_\_\_\_

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

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

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

\$55.00 Preregistered; \$65.00 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

DATE: May 27 & 28, 1989

PLACE: Road America, Elkhart Lake, WI

Spring is here and we are opening registrations for the Elkhart I Road America autocross. For those of you who have never attended one of our weekend events, you're going to love it! Here's your opportunity to drive one of America's premier race courses. Road America is a four mile, 14 turn circuit that always attracts a very enthusiastic group of Porsche pushers. Our drivers' school will acquaint you with the track and allow you to enjoy this great event.

Registration will open at 4 PM Friday, May 26th, at Siebken's. Additionally, the tech crew will begin scrutinizing cars at 4 PM.

Saturday will feature all day practice sessions beginning with novice instruction. Timed runs will be held all day Sunday. Trophy presentation will be at Siebken's on Sunday evening.

Registration is limited to 100 cars and the first 50 entrants will receive a beautiful, open air pit. You will be notified of your acceptance by mail and will receive your registration packet at registration after you have signed up for a work assignment. Please be prepared to present your valid driver's license at registration.

As the weather can be quite variable in Wisconsin in May, you should be prepared. Remember that clothing requirements for all drivers AND passengers include full length pants, long sleeved shirts, and socks, all of (non)synthetic material. Driving suits, gloves, and fire extinguishers are highly recommended. All drivers AND passengers must wear a 1975 or later Snell approved helmet. No exceptions! Also, due to a local ordinance, all cars must run with mufflers.

We look forward to a fun and safe two days. See you there!!

Contact Siebkens directly at (414)876-2600 for lodging and Saturday night dinner reservations. The hotel management would greatly appreciate it if you would make your dinner reservations as early as possible) preferably when you call for lodging. Siebken's is also open for dinner to those who are staying elsewhere and dinner reservations must be made no later than Friday night, May 26th, to ensure that you will not be disappointed.

Dinner choices at \$16.50 each:

Wienerschnitzel                      Duck                      Prime Rib  
Fresh fish may be requested if reservations are made early

The following are a few suggestions for places to stay during Memorial Day weekend. Reservations should be made directly with the motel, 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.

REGISTRATION FORM  
ELKHART I

Saturday and Sunday, May 27 & 28, 1989

FIRST DRIVER \_\_\_\_\_ SECOND DRIVER \_\_\_\_\_

Address \_\_\_\_\_

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

Telephone \_\_\_\_\_

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

Region \_\_\_\_\_

Date last autocrossed Road America \_\_\_\_\_

1988 Parade Competition Rules Class: \_\_\_\_\_

Porsche Model (911, etc) \_\_\_\_\_ Type (SC, etc.) \_\_\_\_\_ Year \_\_\_\_\_

Engine Size (2.0, etc) \_\_\_\_\_ Race Tires \_\_\_\_\_ Street Tires (Specify size) \_\_\_\_\_

Modifications \_\_\_\_\_

No open exhaust systems will be allowed

\*\*\*\*\*  
Everyone will be helping this weekend. Please rank your preference of work assignment, 1, 2 and 3, with 1 being your top preference.

FIRST DRIVER \_\_\_\_\_ SECOND DRIVER \_\_\_\_\_

- \_\_\_\_\_ Set Up \_\_\_\_\_
- \_\_\_\_\_ Clean Up \_\_\_\_\_
- \_\_\_\_\_ Timing \_\_\_\_\_
- \_\_\_\_\_ Tech Inspection \_\_\_\_\_
- \_\_\_\_\_ Driving Instructor \_\_\_\_\_
- \_\_\_\_\_ Corner Worker \_\_\_\_\_
- \_\_\_\_\_ Starter \_\_\_\_\_

FEES: Weekend 1st Driver.....\$135.00 2nd Driver....\$15.00  
Second drivers MUST be family or affiliate member.

TOTAL AMOUNT ENCLOSED \$ \_\_\_\_\_ (Make check payable to PCA/Chicago)

MAIL REGISTRATION FORM (Must be included) AND CHECK TO:

Fred Harder  
21922 West Washington Street  
Grayslake, IL 60030

Questions: Keith Orum (312)354-0260

NO REFUNDS FOR CANCELLATION AFTER FRIDAY, MAY 19, 1989

# PORSCHE PARK RELOCATION - APRIL 29,30

**Come one, come all - we need your help to move the Park!!!!**

**When** :Saturday April 29th 8:00a.m. till?  
Sunday April 30th 8:00a.m. finish

**Where** :Road America - Elkhart Lake, Wisconsin  
Enter at the old farmhouse, inform guard you are there for Porsche Park relocation, proceed to Porsche Park(track will be in use, so exercise care and courtesy as you will cross the track when permissible.)

**Bring** -A shovel, if you have one.  
-work gloves and clothing  
-a bag lunch  
-yourself, your neighbors, your friends, your neighbors friends - any adult willing to work and not afraid to get their hands a little dirty.  
-Refreshments and munchies will be provided.

**Plans** :All other equipment required to make this relocation will be on site; we will plan to accomplish the great majority of the move on Saturday and finish up on Sunday.

Plans are as follows:

- 1)Remove existing fencing & park sign from existing area and fill in remaining holes.
- 2)Move fencing and sign to new location, which is approximately 100 yards short of Turn 1, on the outside.
- 3)Drill new holes & erect fencing, tamping around all posts.
- 4)Celebrate!

Any questions, call Randy Hallenbeck at (414)251-8570 days  
(414)964-0686 eves

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Price Checkers Note: We will meet or beat any legitimate advertised price!

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Monday - Friday 8 a.m. - 5:30 p.m.  
Saturday 8 a.m. - 1 p.m.



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# Why so many people are racing to Chicago Heights.

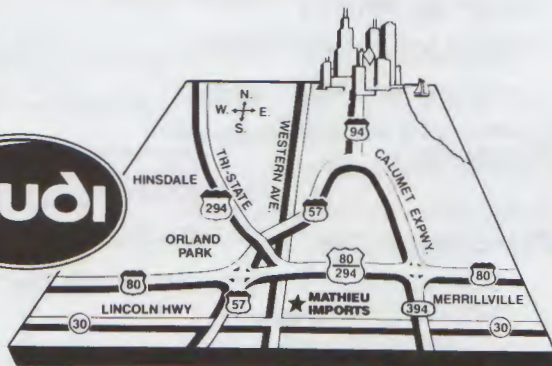


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- FRONT WHEEL DRIVE
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- GAUGES
- FACTORY AIR CONDITIONING
- POWER WINDOWS
- POWER DOOR LOCKS
- POWER ANTENNA
- TINTED GLASS
- HEATED MIRRORS
- PULSE WIPERS
- POWER BRAKES



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209TH & HILLTOP IN CHICAGO HEIGHTS

CALL TODAY **481-1080**

# MILWAUKEE PCA PRESENTS BLACKHAWK I 1989

Wednesday, May 3

WHY? Because you asked for it!

WHEN: Wednesday, May 3rd

REGISTRATION/TECH INSPECTION 7:00-8:15a.m.

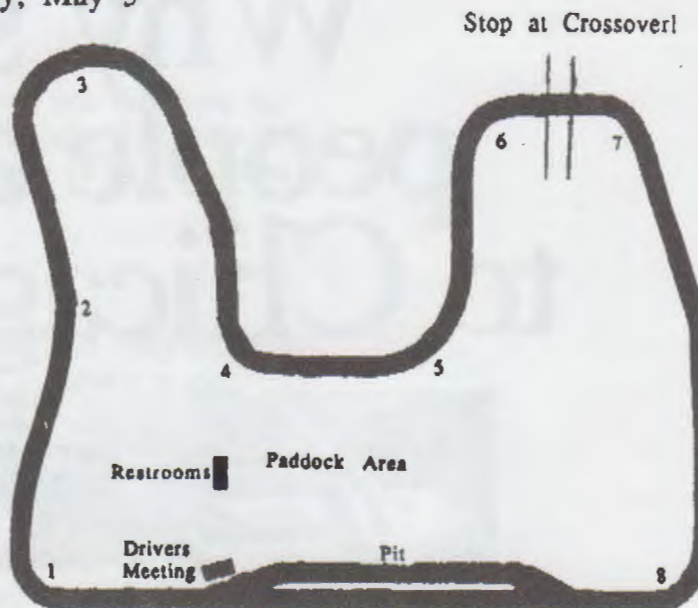
DRIVER'S MEETING 8:15-8:45a.m.

**DRIVING SCHEDULE:**

Novice Instruction will be during class I

CLASS	PERIOD
I	8:45-9:30 a.m.
II	9:30-10:00
III	10:00-10:30
I	10:30-11:00
II	11:00-11:30
III	11:30-12:00p.m.
I	12:00-12:30
II	12:30- 1:00
III	1:00- 1:30
I	1:30- 2:00
II	2:00- 2:30
III	2:30- 3:00

3:00- 4:30 - To be scheduled as required at that time.



As usual, afterwards we will meet at Hanson's restaurant for a burger and refreshments; hope to see you there!!!

WHERE: BLACKHAWK FARMS RACE TRACK (only an hour and a half from Milwaukee)

FROM MILWAUKEE: Take I43 west towards Beloit, I90 east 2.5 mi., exit at Hwy.75 (S.Beloit-Rockton Exit) which is Gardner St. Take Gardner west until deadend @ Norr Rd., right on Norr to Shirland Ave., left on Shirland to Fisher Rd., take Fisher to deadend @ Prairie Rd., left on Prairie to Blackhawk Farms entrance on right.

Sign Registration & Waiver Forms at entrance gatehouse.

**REQUIREMENTS:**

- Long sleeve non-synthetic (i.e. cotton) shirt or sweatshirt, long pants, socks, closed-toe shoes, and a 1975 or newer Snell Approved Helmet.
- No alcoholic beverages will be allowed prior to or during the event.
- All drivers and occupants must be at least 18 years old.
- All entrants to track area must sign waiver form, whether driving or not.
- Cars will run in three classes, for 1/2 hour increments.
- Passing will be allowed on the two straights only.
- Seatbelts, shoulder belts & helmets must be worn on the track & in pit lane.
- All entrants will be required to work a corner for 30 minutes.

YES, PLEASE RESERVE ME A SPOT IN THE 45 CAR MAXIMUM LINEUP SCHEDULED FOR WEDNESDAY, MAY 3rd!

ALL APPLICATIONS WILL BE HANDLED ON A FIRST COME, FIRST SERVE BASIS, SO BE SURE TO REGISTER NOW SO THAT YOU'RE NOT LEFT OUT.

MAKE YOUR CHECK PAYABLE TO "PCA - MILWAUKEE REGION" AND MAIL THEM TO: RANDY HALLENBECK  
1124 E. COURTLAND PL.  
WHITEFISH BAY, WI. 53211

FOR MORE INFORMATION, CONTACT:  
RANDY HALLENBECK H(414)964-0686 W(414)251-8570  
QUINN FISKE H(414)962-2408

CLASSES: I-NOVICE II-INTERMEDIATE III-EXPERIENCED

HOW: Enclosed is my  check or  money order to reserve my day at Blackhawk.

BY APRIL 22 APRIL 23 - MAY 3

DRIVERS	\$ 65.00	\$ 80.00
SECOND DRIVER	55.00	70.00

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

DESIRED CLASS \_\_\_\_\_ PHONE# ( ) \_\_\_\_\_

HAVE YOU DRIVEN BLACKHAWK BEFORE? \_\_\_\_\_

# Mid-Ohio Drivers' School



Eastern Buckeye Region of the Porsche Club of America will host a weekend driving school at the beautiful and challenging 2.4 mile track of Mid-Ohio Sports Car Course on May 27 and 28. This is a good opportunity to learn more about your car and enhance your driving skills, however, this is not a racing school. All drivers are expected to stay well within their driving limits.

## No Entries Will Be Accepted Prior to March 31

All entries accepted based on correct postmark with those postmarked the same day (March 31) accepted in random order. No metered mail.

Drivers are responsible for the preparation and safety of their cars. The car you are driving must meet EBR safety requirements. Tech chairman will have the right to disqualify your car if it does not meet the final safety check at the track.

Please PRINT all information  
Co-Driver Must Fill Out a Separate Form

### DRIVER DATA

Name \_\_\_\_\_ Phone \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Person to contact in case of emergency \_\_\_\_\_  
 Phone \_\_\_\_\_ Will this person be at the track? Yes \_\_\_\_\_ No \_\_\_\_\_  
 Are you a member of PCA? Yes \_\_\_\_\_ No \_\_\_\_\_

### VEHICLE DATA

Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_  
 Engine Displacement \_\_\_\_\_ Car Color \_\_\_\_\_  
 Performance Modifications \_\_\_\_\_

### DRIVER EXPERIENCE

Track	Number	Driving School	
_____	_____	Yes _____	No _____
_____	_____	Yes _____	No _____
_____	_____	Yes _____	No _____
_____	_____	Yes _____	No _____

Have you participated in a high speed driving school at Mid-Ohio before?  
 Yes \_\_\_\_\_ No \_\_\_\_\_ Number of times \_\_\_\_\_ Year of last \_\_\_\_\_

Have you participated in an Eastern Buckeye Region Driver School before?  
 Yes \_\_\_\_\_ No \_\_\_\_\_ Where \_\_\_\_\_ Year of last \_\_\_\_\_

### ENTRY INFORMATION

**Fee \$185 per person**

**\$20 cancellation fee prior to May 19**

Make Checks Payable to EBR-PCA

Mail registration and entry fee to:

John K. Amann Jr.  
 360 S. Hazelwood Ave.  
 Youngstown, Ohio 44509  
 Attn.: Mid-Ohio

For More Information Call Evenings at 216-799-7366

# 1989 PARADE COMPETITION RULES

## DRIVING EVENT

The Parade driving event will be an autocross. It will be an all forward motion, skill driving event with a rolling start and finish. Cars will be timed while driving a course laid out on a paved area. Safety will be of paramount importance in the design and conduct of the event.

Only an event falling under the definition of an autocross will count as the official driving event. A hillclimb (where the course is made up of existing public or private roads with a generally increasing altitude) will not constitute the official competitive event.

### D-1. REFERENCED RULES

The rules referenced below apply to the driving event:

- (a) Eligibility - See G-2.1 through G-2.6.2 and G-2.6.5.
- (b) Protests - See G-9 through G-9.3.2 and G-9.5.
- (c) Awards - See G-11.1 and G-11.3.
- (d) Organizational Requirements - See Section F-3.

### D-2. CLASSIFICATION

Drivers are responsible for properly classifying their cars. Refer to G-5.2 "Misclassification", G-3.2 "Questions", and G-9.5.3(b) "Automatic Disqualifications".

The classification charts provided in Appendix II are to be used in classifying your car; however, you must understand the information and definitions given in this section to be assured of using the charts correctly.

#### D-2.1. Categories

There are three categories of classes - Production, Improved, and Modified. Categories are related to auto configuration.

The Production classes contain stock cars (as normally delivered to the United States public through authorized sales outlets of the manufacturer) plus others with limited deviations from stock.

The improved classes contain cars with performance-affecting changes from standard (stock) specifications, whether changed by the factory, dealer, or owner. These modifications have defined limits.

The Modified classes contain factory-built race cars and cars that have performance-affecting modifications outside the limits of the Improved category.

#### D-2.2. Classes

There are 24 classes of cars, numbered differently for male and female drivers. Classes prefixed with "P" are Production classes; "I" indicates Improved and "M" indicates Modified. The classes subdivide the categories by grouping cars with similar performance potential. The numerical assignments of the Production classes do not necessarily indicate relative performance potential between classes.

Car models are initially assigned to a base

class; then, those individual cars with significant modifications are "progressed" into classes with higher performance potential. Modifications are discussed under "Class Progression" below.

The base classes, plus those reserved exclusively for progressed cars, are presented in the Base Class Chart. Cars that are unmodified from stock (as normally delivered to the United States public through authorized sales outlets of the manufacturer) will run in their respective base classes. DEALER AND FACTORY OPTIONS ARE NOT "STOCK", however, those options that are not considered to improve performance are allowed in the Production classes (i.e., trim packages, air-conditioning, etc.). Base classes are also the starting point in the determination of final classification of cars that have been changed from stock.

If a vehicle is not a United States-specification car, the entrant must be able to prove that the car is equivalent to the respective Production car to qualify for Production classification or equivalent to the respective Improved car to qualify for Improved classification; otherwise the car will be classified in the Modified category. DOT and/or EPA Certification alone does not make a car equivalent to a U.S. Spec car for the purposes of the PCR's.

#### D-2.3. Minimum Cars in Class

If the minimum number of cars required to form a given class (shown in parentheses on the base class chart) cannot be met, any affected cars will compete in the next class in the progression sequence (shown on the base class chart under "Next Class"). This does not alter the classification to be shown on the entry forms.

#### D-2.4. Class Progression

The classification of your car depends not only on its model but also on the type and quantity of changes (if any) made to the original car. Improvements and alterations will cause your car to progress into a more competitive class if sufficient class-progression points are accumulated.

Some modifications are "free", that is, allowed without effect on classification; these are not listed on the classification charts. Other changes from stock are considered to affect performance significantly and, therefore, are handicapped (on the classification charts) through weighted class-progression points. The "weighting", however, is established in such a manner that some specific modifications are, in effect, "free" for the Improved classes and still others are, in effect, "free" for the Modified classes. This allows a car that has progressed into a higher category to have the other modifications that typify the category and, therefore, be competitive in its class.

The Modifications Allowed Chart provides an overview, but not a definition, of what modifications are "free" for what categories, what modifications are handicapped for what categories, and what modifications are not allowed in what categories.

Base Class Men/Women	BASE CLASS CHART	
	Model(s)	(Min (Next Cars) Class)
PL/P18...	356 Normal, 356 Super, & 356C With Coupe & Cabriolet Bodies.....	(3) (P2/P19)

1989 PCR'S (Continued)

Base Class Men/Woman	BASE CLASS CHART		(Next Class)
	Model (s)	(Min Cars)	
P2/P19...	356 Super 90 & 356SC (All Bodies) Plus 356 Normal & 356 Super With Speedster, Rdstr, & Conv. D Bodies.....	(3)	(I1/I4)
P3/P20...	912 & 912E, 914/4 All.....	(3)	(I1/I4)
P4/P21...	924 (1977-1982).....	(3)	(P5/P22)
P5/P22...	924S (1987-88), & 924 Turbo (931).....	(3)	(P7/P24)
P6/P23...	944 (1983-88).....	(3)	(P7/P24)
P7/P24...	944S, 944 (1989).....	(3)	(P8/P25)
P8/P25...	944 Turbo (1986-88).....	(3)	(P9/P26)
P9/P26...	944 Turbo (1989) & 944 Turbo S (1988).....	(3)	(I2/I5)
P10/P27...	914/6, Except GT.....	(3)	(P12/P29)
P11/P28...	911-2.0, 911L-2.0, 911T-2.0, & -2.2, & 2.4, & 911E 2.0....	(3)	(P12/P29)
P12/P29...	911N-2.2 & -2.4; 911B-2.0, & -2.2; 911-2.7.....	(3)	(P13/P30)
P13/P30...	911S-2.4 & -2.7, & 911 Carrera-2.7.....	(3)	(P14/P31)
P14/P31...	911SC.....	(3)	(P15/P32)
P15/P32...	911 Carrera-3.2.....	(3)	(I3/I6)
P16/P33...	911 Turbo & 930 Turbo Carrera.....	(3)	(I3/I6)
P17/P34...	928, 928S & 928S4.....	(3)	(I3/I6)
I1/I4....	356 Carrera/4 GS.....	(1)	(M1/M5)
I2/I5....	(Progressed Cars).....	(1)	(I3/I6)
I3/I6....	(Progressed Cars).....	(1)	(M3/M7)
M1/M5....	356 Carrera/4GT.....	(1)	(M2/M6)
M2/M6....	550, RSX, RS60, RS61, RS62, 904/4, Elva-Porsche/4, & 356 Carrera/4 GTL.....	(1)	(M4/M8)
M3/M7....	914/6 GT, 911 GT, 911R, 911RS, 911RRR, 924 Carrera GT & 924 Carrera GTB.....	(1)	(M4/M8)
M4/M8....	Elva-Porsche/6, 904/6, 906, 907, 908, 910, 917, 934, 935, 936, 956, 959, & 962.....	(1)	N/A

MODIFICATIONS ALLOWED  
(See Referenced Paragraphs for  
Definitions/Limitations)

"Free" - All Categories  
(Not Shown on Classification Charts)

1. Changes Within Model Range (Including Engines and Transmissions)...D-2.4.2
2. Modified Ignition.....D-2.4.3
3. Removal of Air Cleaner.....D-2.4.3
4. Modified Carburetors.....D-2.4.3
5. Electric Fuel Pump.....D-2.4.3
6. Wet Sump Modifications.....D-2.4.3
7. Modified Oil Cooler/Filter.....D-2.4.3
8. Substituted Roller Bearing Cranks.....D-2.4.3
9. Balanced Engine Parts.....D-2.4.3
10. Substituted Chain Tensioner/Guards.....D-2.4.3
11. Exhaust Modifications After the Head...D-2.4.3
12. Limited Suspension Adjustments.....D-2.4.5
13. Removal of Hydropneumatic Suspension...D-2.4.5
14. Substitution of Coil Springs.....D-2.4.5
15. Substitution of Torsion Bars.....D-2.4.5
16. Substitution of Shocks.....D-2.4.5
17. Substitution of Sway Bars.....D-2.4.5
18. Rear Camber Compensation.....D-2.4.5
19. Offset Rims, Tires, Spacers.....D-2.4.7
20. Substitution of Brake Parts (In Series)D-2.4.7
21. Limited Fender Modifications.....D-2.4.7
22. Reduced Tire Circumference (See Chart)D-2.4.7
23. Wheel Diameters (See Chart).....D-2.4.7
24. Retail Gasoline/Additives.....D-2.4.9
25. Limited Interior Modifications.....D-2.4.9
26. Roll Bars.....D-2.4.9
27. Spoilers.....D-2.4.9
28. Gear Shift Linkages.....D-2.4.9
29. Seam Reinforcement (914 Only).....D-2.4.9

"Handicapped" - All Categories

1. Lightened Flywheel.....D-2.4.4
2. Modified Velocity Stacks.....D-2.4.4
3. Modified Venturis.....D-2.4.4
4. Overbore (Up to 1.2 Millimeters).....D-2.4.4
5. Non-Standard Suspension Bushings.....D-2.4.6
6. Front Shock Tower Braces.....D-2.4.6
7. Suspension Modifications.....D-2.4.6
8. Drilled Rotors.....D-2.4.8
9. Increased Rim Width.....D-2.4.8
10. Reduced Tire Circumference (See Chart)D-2.4.8
11. Limited Slip Differential.....D-2.4.10

Not Allowed in Production, "Free" in Improved & Modified

1. Open Exhaust.....D-2.4.4
2. Modified Fenders and Wheel Openings...D-2.4.8
3. Track Increase.....D-2.4.8
4. Under 50 Series DOT Tires (Most Cars)..D-2.4.8
5. Slightly Rubbing Tires.....D-2.4.8
6. Racing Tires.....D-2.4.8
7. Substitution of Brakes.....D-2.4.8
8. Removal of Spare Tire.....D-2.4.10
9. Removal of Top if Equipped with Roll Bar.D-5.1

NOTE: Tentative classifications for new models:

944S2 - P8/P25  
911 Carrera 4 - P15/P32

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# REAR VIEW MIRROR

SPRING TECH SESSION

or

EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT YOUR PORSCHE BUT  
WERE AFRAID TO ASK

Our '89 Tech Session on March 12th was a very interesting and informative two-part session. The first part of the session dealt with the proper concours preparation of our Porsches.

Cy Ling, Ed Leed and Bruce Janecek shared with us their secrets on the proper ways, substances and tools to clean our cars. Although no one particular substance was endorsed, very high on the recommended list for the exterior is Murphy Liquid soap with lots of water. Also mentioned and recommended was McGuire's Trigger Wash, for cleaning without water, and Kozak cloths to get off surface road dust one might pick up while driving to the concours. You should also have close at hand plenty of clean towels, a soft paintbrush, soft toothbrushes, and the ever-popular Q-tips for getting rid of dust, dirt and other nasties that hide in the crevices.

For the interior a good quality leather cleaner, and the obvious vacuum cleaner should be used.

Numerous members highly recommended The Eastwood Company Catalog (800-345-1178) as a good source to find cleaning supplies, and there are some very good sources of information in Panorama.

Rip Patterson revealed to us the secret of his concours success -- small children! Let's get those kids off the streets and into our garages to help

clean Mommy and Daddy's Porsche, since their little hands will fit into inaccessible spots that ours won't, and turn this into good, "clean" fun for the Porsche family.

Seriously, folks, the bottom line to all this is that your Porsche will be even more beautiful, and certainly cleaner, and in the course of your inspection, you might uncover a minor problem before it becomes a BIG \$\$ problem.

The second half of our Tech Session, presented by Corey Myers and Noel Hickman of the Bridgestone Tire Company, dealt with how the rubber meets the road and (whoops) what causes it to leave the road. They explained the appropriate pressure, size and compound designations, for specific applications i.e. street driving, rallyes, or wheel-to-wheel racing, (see charts on the following page), and what you can expect when the heat builds up in your tires on those hot, summer autocross or racing days.

Last but certainly not least, we thank our fine friends at the Porsche Exchange for allowing us to again use their facilities, and for those great, Highland Park gourmet hot dogs!

### Why is the Tire Inflation Pressure Important ?

**W**

1. The compressed air is supporting the load.  
 $W \propto LP \times C.A.$
2. When the inflation pressure changes, so do basic tire characteristics.

Inflation Pressure affects:

- Contact Area
- Stiffness
- Deflection

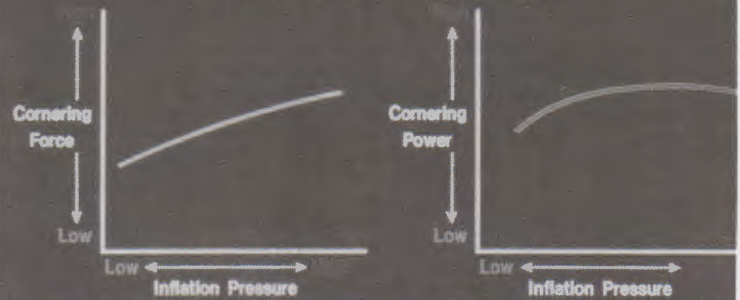
These factors influence:

- Grip
- C.F.
- C.P.
- Wet Performance
- Hydroplaning
- Riding Comfort
- Durability
- etc.

The inflation pressure is one of the key factors affecting tire performance.

**C.A. = Contact Area**

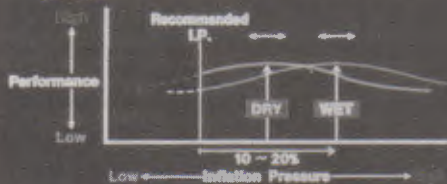
### Cornering Power and Cornering Force vs. Inflation Pressure



C.F. increases when the inflation pressure is raised but the C.P. changes little in practical ranges.

### Recommendations

1. As a rule, use only the tire sizes recommended by the vehicle maker.
2. Do not use tires with less than 20% remaining tread depth in wet conditions (hydroplaning, wet skidding, etc.).
3. Never lower the inflation pressure below the recommended inflation pressure.



4. Although the best racing performance is not always obtained at the recommended inflation pressure, it does provide the best OVERALL performance for street use when all performance factors (such as riding comfort) are considered.
5. For racing, the inflation pressure is normally raised 10 to 20% above the recommended inflation pressure.
6. Therefore, for racing, it is necessary to find the optimum inflation pressure settings for track conditions, handling performance, etc.

### Summary

Performance Characteristics	Condition	Effect of Higher Inflation Pressure		NOTE
		DRY	WET	
Dry Grip		↓	↘	Dry performance is worse
Wet Grip		↘	↔	Same wet performance
Hydroplaning		↘	↑	Higher wet speeds possible
Cornering Force		↑	↑	Higher cornering speeds
Cornering Power		↑	↑	Quicker response *
High Speed Durability		↑	↑	Safer, longer operation

Generally speaking better performance is realized with higher inflation pressures. However, a balance is necessary since dry grip is reduced.

1989 MIDWEST CALENDAR OF EVENTS

<u>DATE</u>	<u>CLUB/REGION/EVENT</u>	<u>LOCATION</u>
4/15-16	SCCA	Indy Raceway Park
4/22	MC Driving School	Blackhawk
4/23	MC Race	Blackhawk
4/28-20-30	Walter Mitty Challenge	Road Atlanta
5/6	PCA/WMR	Gratten
5/6	SCCA	Road America
5/7	PCA/CHI Driving School	TBA
5/13-14	SCCA	Mid-Ohio
5/17	PCA/CHI	Blackhawk I
5/19-20	PCA/EBR	Nelson Ledges Raceway
5/20-21	PCA/NOR Drivers School	Mid Ohio
5/19-20-21	Chicago Historic Races	St. Louis
5/20	SVRA	Topeka, KS
5/21	MC Race	Blackhawk
5/26-29	PCA/CIR	Indy 500 Weekend
5/27-28	PCA/CHI Elkhart I	Road America
5/27-28	PCA/EBR Drivers School	Mid Ohio
6/9-10-11	SCCA	Road America
6/11	PCA/CHI Concours	Barrington, IL
6/17-18	PCA/MOR Drivers School	Mid Ohio
6/18	MC	Blackhawk
6/23-24-25	SVRA	Mid-Ohio
6/24-25	PCA/Zone 4 Concours	Mid Ohio
6/25	PCA/CHI Rallye	Chicago Vicinity
6/24-25	SCCA	Blackhawk
7/8-9	SCCA	Mid-Ohio
7/12	PCA/CHI	Blackhawk II
7/15-16	SCCA	Indy Raceway Park
7/22-23	SCCA	Mid-Ohio
7/23-29	PCA Parade	Traverse City, MI
7/27-28-29-30	Chicago Historic Races	Road America
8/4-5-6	Meadowbrk.Historic Race	Waterford Hills MI
8/5	MC Autocross	Blackhawk
8/6	MC Race	Blackhawk
8/9	PCA/CHI	Blackhawk III
8/12-13	SCCA	Blackhawk
8/13	PCA/CHI Picnic	Potters Farm
8/19-20	SCCA	Gratten
8/20	PCA/CHI Autocross	Utica
8/25-26-27	VSCDA	Gratten
8/25-26-27	Atlanta Historic Races	Road Atlanta
9/2-3	PCA/CHI Elkhart II	Road America
9/2	MC Driving School	Blackhawk
9/3	MC Race	Blackhawk
9/16-17	MV Race	Road Atlanta
9/24	PCA/CHI Autocross	TBA
9/29-30-10/1	VSCDA Vintage Festival	Road America
9/30-10/1	MC Race	Blackhawk
10/14-15	PCA/CHI Rallye	Southern Wisconsin
10/21	MC Autocross	Blackhawk
10/22	MC Race	Blackhawk
10/29	PCA/CHI Concours	Naperville, IL
11/3-4-5	SVRA Atlanta Vintage	Road Atlanta

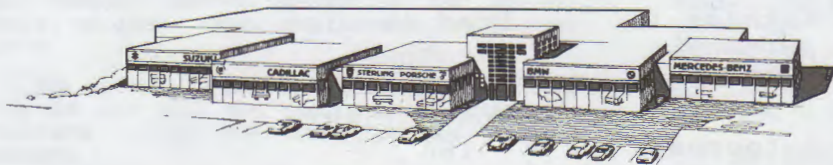
**Boldface Type** - PCA Events    MC-Midwest Council    VSCDA-Vintage Races  
 SCCA -Sportscar Club of America    SVRA-Sportscar Vintage Racing Assn.



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Roselle, IL 60172  
1978 911 Coupe

David & Annette Meacham  
709 Birchwood Road  
Frankfort, IL 60423  
1984 944 Coupe

George Mueller  
12441 S. Natchez  
Palos Heights, IL 60463  
1982 911SC Targa

David Dowell  
42532 N. Woodbine Avenue  
Antioch, IL 60002  
1986 944 Turbo

Ed & Susan Duffy  
814 W. Dowler Place  
Aurora, IL 60506  
1982 911 SC Coupe

Fred & Pat Harder  
21922 W. Washington Street  
Grayslake, IL 60030  
1986 911 Targa

Eric & Joan Schultz  
7135 Western Avenue  
Darien, IL 60559  
1986 944 Turbo

Barbara & Richard Lehman  
15 Elm Street  
Hawthorn Woods, IL 60047  
1984 911 Targa

Stuart Acker  
10 South 533 Glenn Drive  
Burr Ridge, IL 60521  
1986 911 Turbo

Transferred in from other Regions:

Geoffrey D. Love  
5843 S. Blackstone Ave #304  
Chicago, IL 60637  
1970 914

Dale H. Schulmann and  
Laura Bomgaars  
281 Coventry Circle  
Vernon Hills, IL 60061  
1966 911

Jim & Shelley Cetlinski  
1740 Pheasant Run Place  
Geneva, IL 60134  
1973 911T

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PHOTOGRAPHY

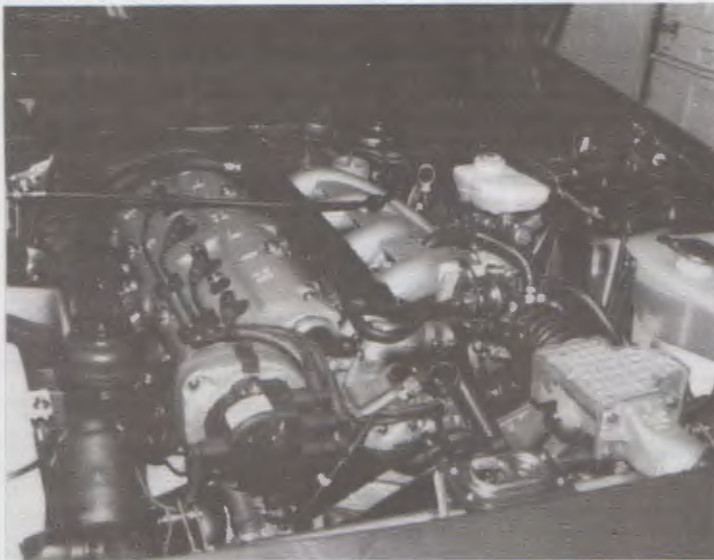
By John Bohlander



Corey Myers and Noel Hickman  
of Bridgestone (U.S.A.)



Bruce and Ed give us their  
concours tips



Is your engine this clean?



Our group at the Tech Session  
pays close attention



Presenting -- those gourmet  
Highland Park Hotdogs!



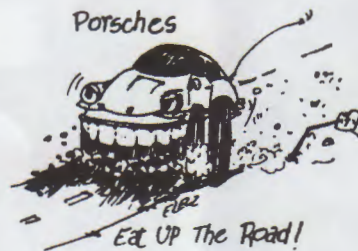
Arnie's famous Porsche grin



We need just a few more  
Porsche goodies



What are Lee and Gene so  
interested in? Maybe we should  
have a swimsuit edition of the Scene.



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# TECH CORNER

By John Laidlaw

So, you just got a 1989 944 Turbo, or perhaps a 1988 Turbo S. What did you really get for almost \$50,000 that the "old" Turbo doesn't have? Larger brakes for one thing, and 30 more horsepower for another. But what else is lurking under that body? Lots of goodies most people don't know about. Nor are they advertised. Here's a partial list but if you want a technical manual that gives the whole story, order Porsche Part No. WKD-495-021 which is the 1988 944 Turbo S information manual. Since the 'S' options were carried over to the 1989 944 Turbo, this should be a pretty good rundown on the improvements.

I won't cover equipment that has become standard because that was covered in an earlier "Scene", but I will cover standard equipment that has been improved.

- ENGINE** - The turbine end of the K26 turbocharger was modified, the DME control unit and the knock sensor/charge pressure (KLR) control unit were also modified, charge pressure was increased to 1.82 bar.
- Exhaust valve diameter increased.
  - SAE rating 247 HP @ 6000 RPM, 250 ft.lbs @ 4000 RPM.
  - Top speed 162, 0-60 5.5, 1/4 mi. 13.5.
  - MPG, 34.6, 20.7
- BODY** - Front end side members reinforced.
- CLUTCH** - Clutch disk is fitted with 2 sets of spring dampers to improve handling the engine torque.
- The friction material

is cemented to the disk in addition to being riveted.

- Friction plates to reduce high frequency vibrations.

## TRANSMISSION

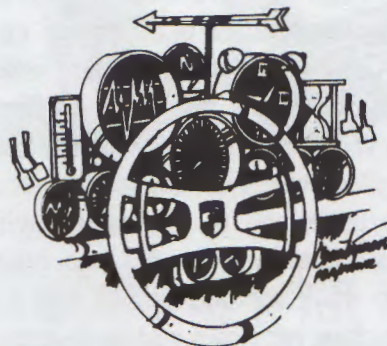
- Increased oil cooling.
- 1st and 2nd gears are hardened.
- Stronger limited slip inner plates.
- Differential shafts are molybdenum coated and ground.

## SUSPENSION

- Much of the experience with the Turbo Cup cars has been transferred to the 944 Turbo S.
- Adjustable Koni gas shocks, front and rear.
- 25.5 mm rear torsion bar.
- Modified front spring roll.
- Adjustable lower retainers for front springs to adjust ride height.
- 26.8 X 4 mm pipe type front anti sway bar.

## BRAKES/WHEELS

- Modified stub axle to accept 928 brake caliper.
- Larger wheel hub to accept 928 brake disk.
- 928 brake disk.
- ABS standard.
- Forged alloy 7 & 9 X 16 wheels.
- 225 50 VR front, 245 45 VR rear.



# TO PILE-ON ...OR NOT TO PYLON

By Hari Matsuda

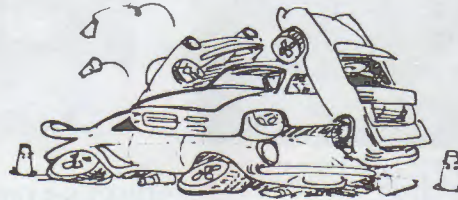
Now that Howard has requested input from the membership on the PCA events, I think it would be appropriate to bring up the topic of pylons at Elkhart and discuss the difference between driving with and without the pylons.

Those of us who have driven Elkhart without the pylons have experienced the thrill of driving flat out down the speed traps and up the front straight. Negotiating the kink successfully and taking that gradual left hander all the way the Canada and hammering the brakes for a perfect apex-that's what its all about. To do this properly it takes practice, practice and more practice over and over again without the interruption caused by waiting in line during pylon events.

Running open track (without pylons) allows for maximum track time and no waiting in line. You can have as many as forty or fifty cars on the track at one time. I raced with 68 cars in last years June Sprints. This will allow the driver to "get" the rhythm of the track and warm up to a harder drive to improve his/her lap times.. The car also needs to be warmed for a good hard drive (brakes, tires and engine). The pylon system causes a "stone cold" driver and car to "go for it" after waiting in line for anywhere from fifteen to thirty minutes. The tires screech on the start and a few seconds later they're screeching again as he/she reaches the first set of pylons before turn one. The concentration that went into the pylons leaves little time to properly consider turn one. Turn one is a fourth gear turn in my race car with warm tires and brain. I am not sure what it is in the PCA pylon event. The importance of a warm up can be seen in both SCCA and Midwest Council where each driver is required to drive a minimum of five laps in order to race on race day (By the way, the Council is a great low-key place to drive. Many racers drive their cars to the track and go out racing with Fiats, Pintos, Porsches , Mazdas, Hondas and other street cars). The open track method would also bring out more exotic Porsches, race cars and more experienced

drivers to assist in driver instruction. PCA might also be able to keep these more experienced instructor/drivers in their membership for other speed events.

A word in favor of pylons is that the pylons do slow the cars down. Ironically, *speed* always suffers when safety is an issue in a *speed* event. I am sure you have all heard about "the nut behind the wheel that causes the accident". In the same way, it is the driver's ability or lack of, that causes the accidents at a *speed* event. It



is the PCA's responsibility to train its membership to drive Elkhart before Novices are "let loose" on one of the fastest tracks in the world. The pylons also require the chase car system which in itself, is unsafe. Consider the the first group with a Novice driver on a "run" knocking over several sets of pylons. The person picking up the pylons must be careful not to be hit by the second group if the car on the "run" is an experienced driver. Another danger is that the novice tends to drive above their capability when being followed closely by two Porsches that "must" have experienced drivers behind the wheel. The chase car system also cause a lot of waiting(up to a half hour). This limits the availability of people to work the corners. I think drivers would prefer to work a corner than wait in line. The elimination of waiting also gives more time to drivers to work on their cars (for safety).

One fallacy of the pylons is that *speed* events seldom experience accidents on the straights. Almost all accidents occur at turns under hard braking and turning. The pylons simply add another six hard braking turns to the event. The pylons on the carrousel and at turn 13 do not make a whole lot of sense since knowing where to drive on the track is more important. Simply following the black parts of the track will inform any driver the proper line. The presence of pylons do not help the drivers improve their driving skill. To prove this out, simply remove the apex pylons and see how many drivers spin off

the track. Another point of consideration is the difficulty in teaching late braking techniques. Drivers almost always brake too early, and coast through turns. The pylons do slow cars but they introduce so many other negatives that other means of safety should be considered, the most important being instruction, the second being more instruction and the third being even more instruction.

Improving the Elkhart event should include far more instruction. Not only the half hour prior to running the course and a few laps on the track, but indoor school the previous night (Midwest Council has free indoor school on the four Friday evenings in March). Novices should not compete in timed runs unless approved by an instructor. All drivers should have experience on another track like Blackhawk or Grattin and should know how to "heel & toe". Coasting through turn five and searching for second gear is no way to drive Elkhart.

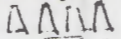
To get all participants to do their share of work, a chit system could be instituted where a driver must have a chit signed by a corner captain to make the timed runs on Sunday. No chit-no run.

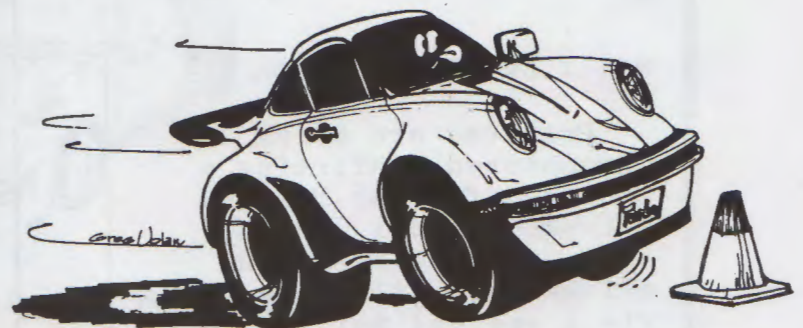
Instructors should spend more time with their student drivers. I have heard that some experienced drivers do not feel that they should be responsible for Novices. If you feel this way, remember that you were once a novice and someone helped you. Novices need help and I am sure that they will "pass it on" once they become improved drivers themselves. If you can't see yourself helping new members, there is another car club for you, it's called the Corvette Club. An instructors trophy should be awarded to the most improved Novice of the event.

The Elkhart event should be considered the premiere event for the Chicago PCA. Although it would be nice for Novices to drive Elkhart, considering today's 150mph Porsches, the track just may be too fast and unsafe for the Novice level ability. If PCA is truly concerned about safety, the ability of the drivers must be seriously evaluated. PCA must also remember that the street cars are not as safe as race cars on a track. In SCCA, all race cars Logged after early 1980 are required to have a roll cage which is a lot safer than a roll bar and definitely safer than a car without a roll bar as most street Porsches are

presently set up. Since all street Porsches have speedometers, speed limit signs should be set up for each different group and at the braking points on the track with a recommended speed through the turns. All drivers should be made aware of their tire holding ability, their brake pad failure rate and the need for smooth driving techniques. Most importantly, the drivers must be made aware of the real dangers on the track or should be made aware of the expense of an off-course excursion. I don't know if we all remember the "new" 944 that was rolled down at St. Louis a few years ago before the first payment was made and no insurance on the track.

I have suggested that Novices be kept from competing at Elkhart and I do this for safety reasons. One way to give Novices an opportunity to drive Elkhart would be to have half hour parade laps several times a day with a small fee in the way of corner working or timing. This would open the event for all members and in particular those who are not interested in competition but would like to drive the course.

This premiere event could really become a full membership event with picnic and dinner dance on Saturday night. There should also be a special area for those with children with a pool and shaded areas for kids of all ages to play while their dads and a few moms play on the track. The Council has a big wheel event with trophy and all. So, think of more ways to make PCA events more enjoyable and safe. 



EDITORS NOTE: The above article was not received in time for inclusion in the March "Scene", hence the reference to the March Indoor Driving School.

# Here's Howard

Just a brief update on the progress of the survey you received last month: The responses are still coming in and I hope to have them tabulated for publication in the next issue of the "Scene". The surveys received have come from relative newcomers to the region as well as longstanding members. Of particular interest to me is the number of you out there that want to become more involved in the administration of the Chicago Region. In addition, the suggestions, recommendations and other comments have been both enlightening and refreshing. Many times the forest becomes obscured by the trees. Your comments have helped bring certain things back into focus. It is my intention to work toward implementing the desires of the majority of the membership. The use of surveys is helpful in learning what these desires are as well as what concerns exist.

Howard

## MAY 7 DRIVERS' SCHOOL

Problems are being encountered confirming a location for our May 7th Drivers' School. When this issue is resolved, all members will be advised via a special mailing.

\*\*\*\*\*

### SPECIAL

\*\*\*\*\*

To the Class of '34

Exceeding 55 ain't all that bad  
In more ways than one.  
The best is yet to come  
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# EDITORIAL

IT'S SPRING! Time for our babies to come out of hibernation for that great wind-through-your-hair driving.

Your editor owes a BIG thank you this month for all those who so generously submitted photographs and articles for this edition of the Scene.

You will note we have a new Tech Corner column this month. With your help, we hope to continue this on a monthly basis.

Your overworked and underpaid editor is interested in obtaining an HP Desk-Jet or Laser printer upon which to format the Scene. Used (but not abused) is OK. You folks out there in the computer hardware business, give me a call and let's deal.

We have lots of fun events scheduled for this year and those lovely roads of summer await us -- See you there!!

Doris



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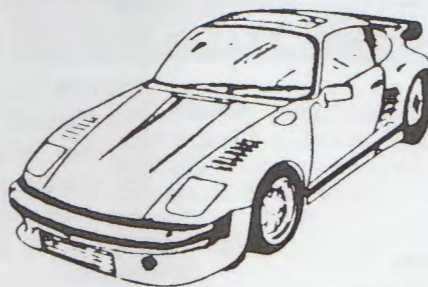


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# THE MART

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

FOR SALE: 1962 356B Cabriolet. 1600 Super Engine, chrome wheels, ground-up restoration spanning 1½ years. Previous owner was a Chicago Region member who stored it for 9 years! This car is 90% finished and will be available for summer fun. Brian Allman 382-5933 eves.

FOR SALE: 1988 911 Targa Silver Anniversary Edition, Diamond Blue ext/int, radar detector, alarm, no smoke, garaged, immaculate, 17K miles, \$48,000 or take over lease \$720/mo. Kerry Given, 856-2562 (work) 420-7986 (home).

FOR SALE: 1986 911 Turbo with Blackburn & Daly Slantnose conversion. Black w/black interior. Less than 8000 mi. Very fast, very clean. Never driven in winter. No smoke. Built-in radar detector. Best offer over \$60,000. Terry Arnold 325-8454.

FOR SALE: 1985½ 944 coupe #WPOAA0948FN457805. Copenhagen blue (navy), light grey interior. 5-speed, sunroof, air, rear wiper, power windows, 928 cast wheels, side moldings, Blaupunkt Monterey, stabilizers, cruise, factory alarm & wheel locks, garaged, no winters, no smoking, immaculate & beautiful. 3½ yrs. remaining on 7 year extended warranty. 38K mi. \$19,200. L. Grey 554-1141

FOR SALE: Porsche 356, 1964 C Coupe. New from ground up. "0" mile, 912 engine, by Ecurie Eng. Irish Green w/tan interior, leather seats. Trades up & down considered. \$18,500. Pete Knoerzer 219-933-0510 days, 219-844-7773 nites.

FOR SALE: Porsche 356, 1960 Coupe. New bottom, fresh engine by Wolfgang Kluge. Needs paint & carpet. Trades up & down considered. \$8,500. Pete Knoerzer, 219-933-0510 days, 219-844-7773 nite.

FOR SALE: Porsche 1963 356B 1600S Coupe. Red, approx. 3K on rebuilt engine. Body very good. In storage for past 10 years, currently not running. Best Offer. Brian Chau, 463-6968 Lv. message 9A-7P.

FOR SALE: 1979 928 Coupe #9289201045 U.S. Model. Guards red w/opt. brown leather interior. 5 spd. ltd. slp. "S" Upgrade with big brakes & spoilers w/new factory parts in 85. Weltmeister springs and adj. front sway bar & Konis. Fresh engine w/MSDS headers & custom exhaust (stock parts avail). Clutch replaced & updated. 1988 S4 7&8/16 rims w/225/245 Yokohama 008R's. 1985 radiator w/factory oil cooler. Sony CDX-R88 AM/FM/CD. Euro headlites. New dash leather & redone seats. New water pump, battery & rebuilt alternator. New fuel injectors, cold start valve & warm-up regulator. Entire bottom of car & gravel guard repainted for concours. 1988 Porsche Parade BOTH Concours & Autocross 1st in class. 54,000 mi. Stored winters. Documentation on major work; video tape & photos available. Asking \$26K. Kim Crumb, 10835 York, Minneapolis, MN, 55431 (612)881-0113

FOR SALE: 1973 Datsun 240Z, Ex. California, 109,000 mostly hi-way miles. White/red, 4spd, A/C, AM/FM with power antenna, well-maintained, orig. condition with no add-ons. \$4,950. Serious inquiries only. Terry Samnadda, 4922 N. Austin, Chicago, IL 60630, (312)774-3938

THE MART (Continued)

FOR SALE: 2 7X16 911 forged alloys \$400, 2 8X16 944 forged alloys \$500, 1 Carrera tail \$700, 1 set 928 navy sheepskins \$225, 1 8X16 911 forged alloy \$250, 3.3 Turbo muffler \$350, 3.3 Wastegate \$300, 3.3 stock inter-cooler \$550. 1 set 911 headers never used \$300. Brian Allman 382-5933 eves.

FOR SALE: Factory Fuchs alloy wheels for 911 Carrera (84-89); (2) 6x16 (\$200 pr); (2) 7x16 (\$450 pr); 4 wheel centers with Porsche crest enamel painted in 4 colors (red, black, yellow, gold). Chris Ellis, 848-2572 (eves)

FOR SALE: Tires - 1 pair Bridgestone (Series RD-91) 245/45 VR16 with 4/32 average center tread depth \$100/pair. No flat spots, no bald spots. Combine your rolling pleasure with maximum traction. No tire kickers please. Included with above at no extra cost: 1 set 4 McGard wheel locks fit most 911/944/928. Bruce Janecek Day: 354-1903, Eves. 246 5492.

FOR SALE: Porsche forged alloys - 2X15, 2 8X15 black centers, polished rims, fit 944 or 911, \$1,000; \$1,100 with the 225 50 VR15's (BFI R1's) that are currently mounted. 944 Ansa sport exhaust, dual chrome tips, looks and sounds great. \$75.00. John Laidlaw, 438-3043.

WANTED: Car trailer for hauling my 356 racecar to the track. Must have springs, surge brakes and be less than 24 ft. overall incl. hitch (must fit in my garage). Nice to have: tilt bed, tire rack, tool box, winch or ? Also have 1978 Suzuki 750 w/Windjammer. Fast. Trade for ? Rick Gurolnick 540-6699 home, 870-7577 - work.



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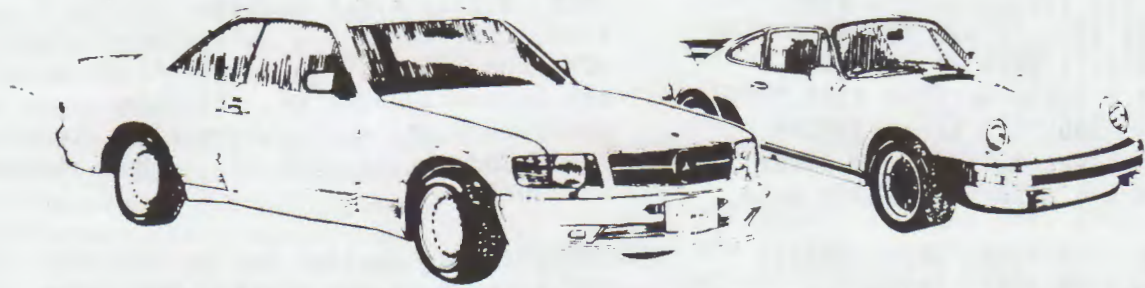
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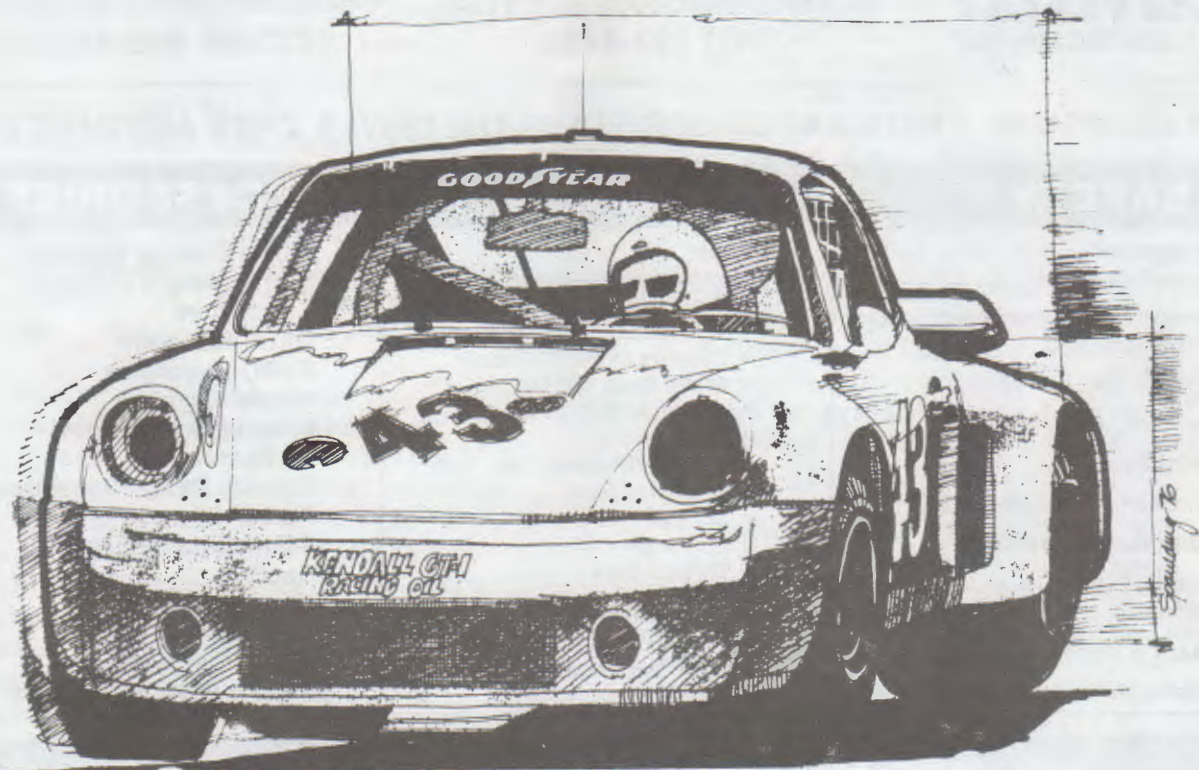


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