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OCTOBER 1988

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

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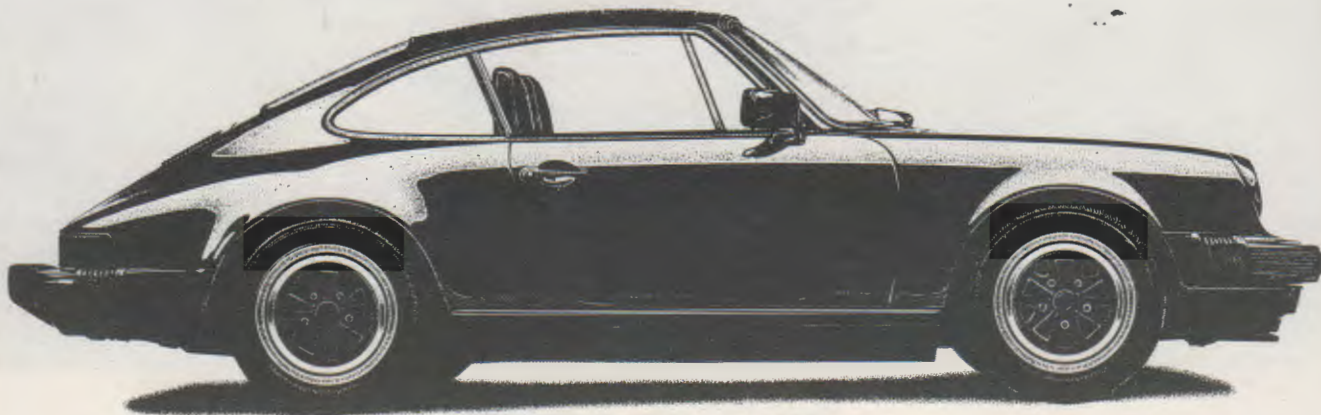
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REAR VIEW MIRROR

UTICA AUTOCROSS FROM THE OLD

by Nick Leicht (LIHT)

I had never been to Utica Raceway before this August. As I woke up on Sunday, I had no idea how long it would take for me to drive to the track. Needless to say, I left early. Little did I know that it takes me just as long to drive to Utica as to Elkhart Lake!

For anyone who has never been to Utica Raceway, let me tell you that it is a short, tight and fun track. A 944 has about as much a chance to score FTD as a 911 does. Handling and smoothness are the key.

Despite a beautiful day, not many Porsches showed up. Where was everybody? Because there were so few cars, everybody received seven instead of four timed runs. Nick Brenkus and Susan Schorn made sure that the event ran smoothly and every member pitched in and helped.

After a full day of running the track, the scores were tallied up and the awards were presented to all the hot shoes.

Dinner at the Captain's Cove gave us some time to meet and talk with new and old members and to fill our bellies with good food and drink.

Overall, it was a very enjoyable way to spend a sunny summer day with great people and great cars.

Too bad all the rest of you missed it!



UTICA AUTOCROSS RESULTS

CLASS 1

1. Rip Patterson	56.52T
2. Jim Peterson	57.07
3. Chuck Bittman	58.72

CLASS 2 & 3

1. Harold Beach	55.72T
2. Nick Leicht	56.13
3. Greg Anderson (Applicant)	61.00

CLASS 4

1. Lee Brownstein (Guest)	53.95
2. Greg Turek	55.96T
3. Dom Cece	56.69

CLASS 5

1. Nick Brenkus	52.13FTD
2. Arnold Zann	54.32T
3. Vance Browne	54.36T
4. Jim Harrington	59.80

CLASS 7

1. Ed Leed	52.87T
2. George Gutmann	52.89T
3. Jim Becker	54.36T
4. John Bohlander	54.46
5. Kurt Hipke	56.42
6. Dean Bangert	57.78

LADIES

CLASS 4

1. Linda Gutmann	56.53T
2. Marla Turek	57.31T

CLASS 5

1. Susan Schorn	58.44
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CLASS 7

1. Debby Leed	56.24LFTD
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UTICA AUTOCROSS FROM THE NEW

by Chuck Bittman

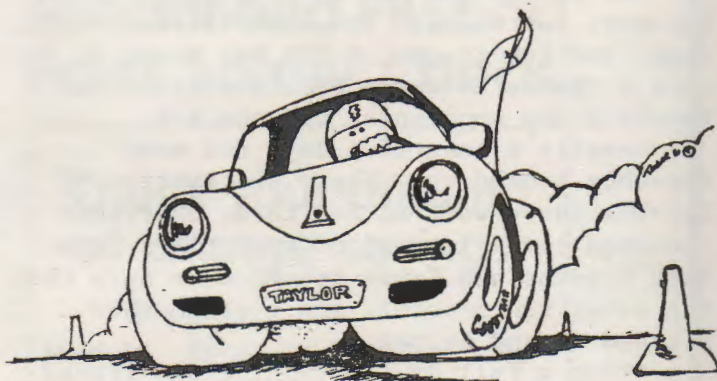
I've been driving a Porsche for eight years and until recently I did not fully appreciate what I was driving. Like most Porsche owners, I drove my Porsche with pride and respect. I enjoyed the quality and engineering that went into it, but I had no idea what my Porsche was capable of doing.

On August 21, 1988, I participated in the Utica Autocross. The event was a timed run around a 0.7 mile go-kart track. The course proved to be a test of the handling, braking, and acceleration of my Porsche. Because of the short straights and narrow corners, I did not use any gear higher than second.

For this event, you learn by experience. There are no practice laps, no instruction. Your instructor is your car and the clock. Due to the small number of participants, we managed to run seven timed laps during the day. For each run, I managed to improve my time. From my first attempt to my last, I managed to reduce my elapsed time by about 10%.

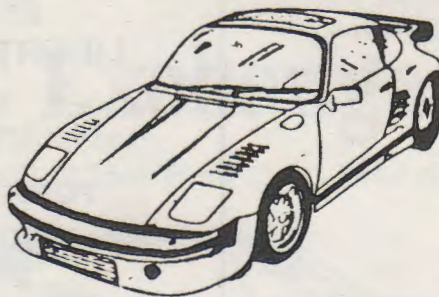
In addition to the competition, the event also allowed for the usual social event and impromptu tech session. Whenever a group of Porsche owners congregate, you can count on the usual communication of information concerning our Porsches.

I would highly recommend that all Porsche owners try an autocross event such as Utica to further build their appreciation for their Porsche. Very few Porsche owners can truly appreciate the performance that their Porsche offers.



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Lovely registration lady



Anyone who missed Utica missed a great day of driving



Dean: It's so good to see you out here.
Jerry: We try to show up at least once a year to find out who we don't know.



Susan: Now when I lift my finger, you'll see how fast you went.
Linda: Maybe if you lift your finger faster, they'll go faster!!



Lots to buy



Are you sure this track was built for go-karts, not Porsches?



Jim: I'm so glad Linda put my car on the front page.
Nick: Then why didn't she get you to write the article?



Moe, Curly, and Larry



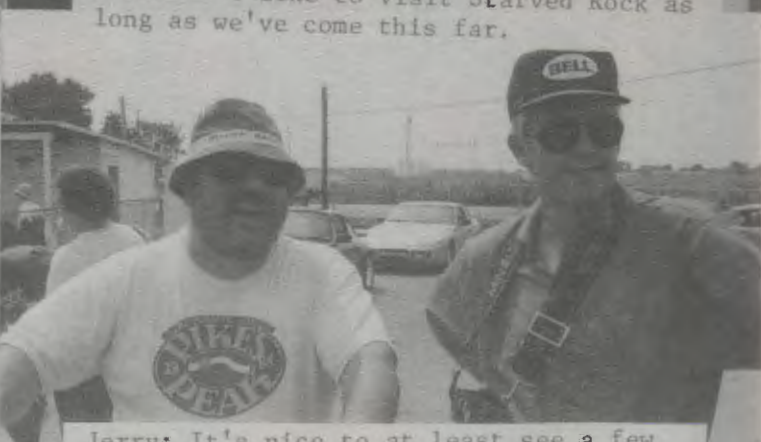
Linda: There, there, Howard, it can't be all that bad.
Howard: Heh, heh, heh.



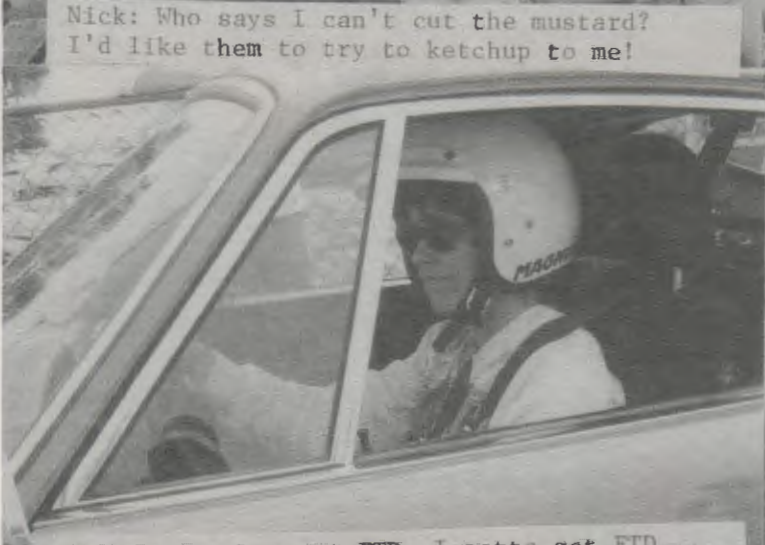
Harold: Isn't it nice to be out for a pleasant Sunday afternoon?
Doris: I'd like to visit Starved Rock as long as we've come this far.



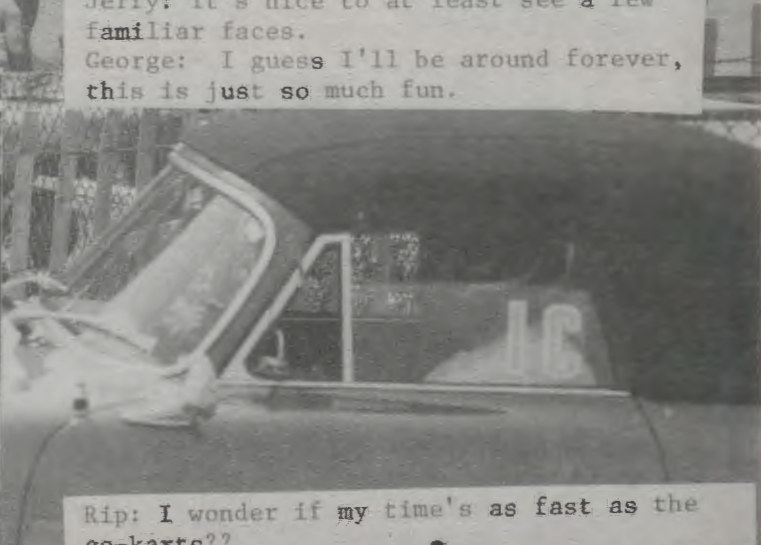
Nick: Who says I can't cut the mustard?
I'd like them to try to ketchup to me!



Jerry: It's nice to at least see a few familiar faces.
George: I guess I'll be around forever, this is just so much fun.



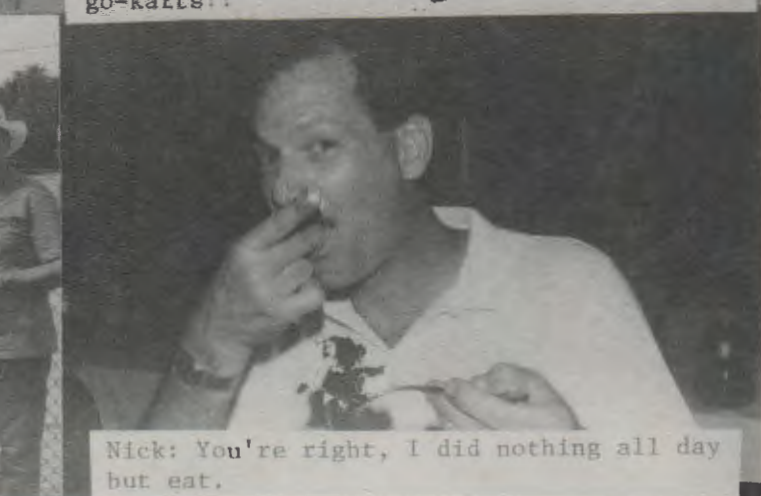
Debby: I gotta get FTD, I gotta get FTD...



Rip: I wonder if my time's as fast as the go-karts??

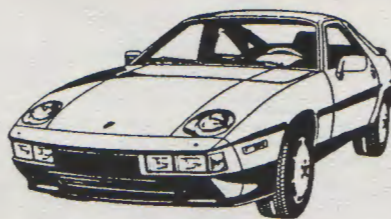


The hole-in-the-wall gang, or is it the off-the-wall gang??



Nick: You're right, I did nothing all day but eat.

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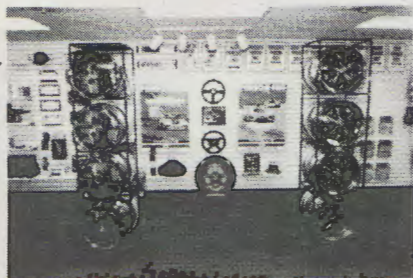
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The laws of Blackhawk according to Gallagher



Lovely registration ladies - wouldn't you want a crew as gorgeous as this??



I thought we had reserved seats, not bleachers.



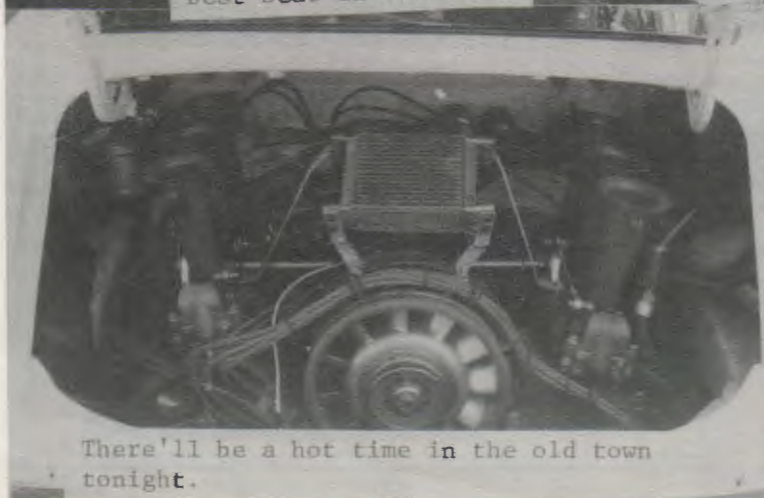
Everything a good tech inspector would need.



Best seat in the house



Look at the lens on her!!



There'll be a hot time in the old town tonight.



This is one way to get rid of my competition.



But I thought we were going to the beach!



Danny: I like to do these events, it keeps me involved in the group.



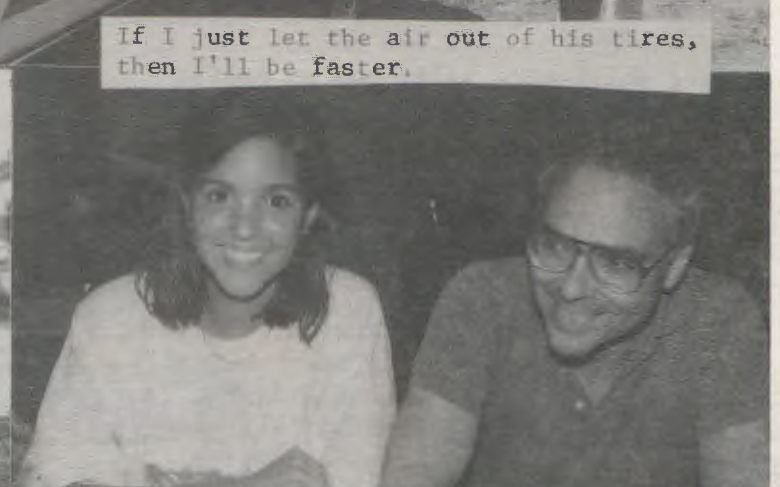
Was that a right or a left turn after the carousel??



If I just let the air out of his tires, then I'll be faster.



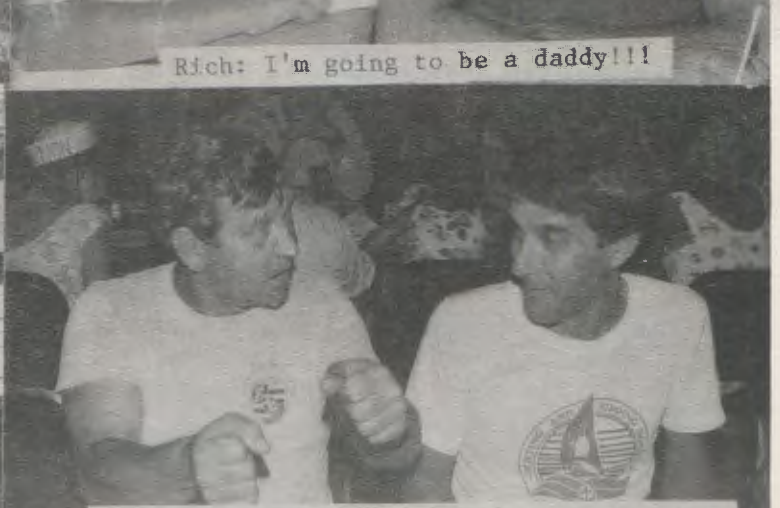
Diane: I don't know, Dan just said to dress like this and confuse everyone.



Rich: I'm going to be a daddy!!!



Oops, I wore the wrong shirt!



Russ: Then I took him and I shook him and I said, don't you ever beat me again!

UP AND COMING

COME, JOSEPHINE...
RALLYE TO GALESBURG

Date: October 15 & 16, 1988

Place: R. Staples
1809 S. Washington
Naperville, Ill

First car off: 9:30 a.m.

For those of you who are too young to remember (and that's almost everyone!), many years ago there was a popular song called "Come, Josephine, In My Flying Machine" and on October 15 you are invited to pick up Joe or Josephine, set out in your flying machine, and participate in Chicago Region's rallye weekend. The rallye will start from Naperville on Saturday morning and end up in Galesburg, Ill. We will stay overnight at Jumer's, renowned for their German cuisine, and on Sunday morning rallye trophies will be presented at Porsche Aviation, which sells and services Porsche airplane engines and related products. A short presentation and tour of the facilities has been arranged and their goodie store will be open. (Did you notice the sport shirt Rick Riley had on at the Elkhart I event?) Afterwards those lucky in a drawing will have a ride in a real Porsche "flying machine"! There will still be plenty of time to tour Galesburg before returning home.

Jumer's has offered a package deal of \$97.51, including tax, for two people in a room, two dinners, and two breakfasts, all from the menu. This includes everything but appetizers, alcohol, and tips. There will be wine and cheese in your room upon arrival and a gift of bakery goods in the morning. Jumer's has all-night security guards and will have a special parking area for our exclusive use.

A block of rooms has been set aside and guaranteed until September 14 for PCA. After that you're on your own and since this is Knox College Homecoming weekend, lodging will be difficult. You may reserve a room by calling 1-800-635-8637 or writing Jumer's Continental Inn, I-74 at East Main, Galesburg, Il 61401. You must mention the PCA package to take advantage of the special price and give a credit card number to guarantee the room. All the rooms have either queen-sized bed or two beds per room. You may also reserve a room only for two for \$60.00.

No meals or extras are included with this.

You should make dining room reservations for Saturday night in advance at the same telephone number. Again, due to the homecoming, this is imperative if you want to eat when you want to eat!

The rallye will start from R. Staples in the 1800 block of South Washington in Naperville. Registration will open at 8:30 and the first car will be off at 9:31. The rallye fee includes a continental breakfast for two consisting of orange juice, beverages, and an assortment of rolls, muffins, bagels, and doughnuts. All breads and pastries are baked by the owner and have passed the taste test! If you want to plan on a picnic lunch, you may also purchase sandwiches, salads, and beverages and will find two picnic sites on the rallye route. If you wish to do this, call 312-369-3690 in advance to have your order ready when it's your time to leave Saturday morning. The lunch break area has the usual fast food choices as well.

To get to R. Staples, take Route 53 to 75th Street and 75th west to Washington. The deli is located about one mile south of 75th Street.

The rallye fee is \$20.00, including breakfast, and preregistration is strongly requested. **THE DRIVER MUST HAVE A VALID DRIVER'S LICENSE.** All rallye terms will be defined in the regional rallye definitions or an additional glossary.

The "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.

GHOSTS AND GOBLINS CONCOURS AND COSTUME PARTY

Date: Sunday, October 30, 1988

Place: Bill Jacobs Motor Sport
1564 West Ogden Avenue
Naperville, IL

Time: 11:00 a.m. open for concours
preparation
1:00 p.m. to 4:00 p.m. concours
and party

The last Concours of the year now promises to be an event for the family, the kids and even the non-Concours Porsche nuts. Our standard four class concours, costume and coloring contest for the kids and special Porsche interest seminars and an art fair will be scheduled for the adults. Our host, Bill Jacobs, has opened up his entire facility which will include many of the following events.

Concours

We will have the standard four class Concours and additionally, a people's choice, as well as a special Bill Jacobs choice trophies. These Bill Jacobs choice trophies will be following the original French Concours D'Elegance rules and one will be awarded to each model type. (911, 356, etc.)

Kids activities

While the Concours nuts are cleaning their cars, we will have a costume contest and coloring activities for the young children. The children are invited to dress in Halloween costumes and we will keep them busy.

Seminars and art show

For the non-concours members, our host will provide us with an art show of Porsche art and seminars which will include car care for detailing, diagnostic equipment and tune-up, wheel and tire selection, and more.

Parts and accessories

The parts shop will be open offering discounts to PCA members.

Bill Jacobs will also provide a brunch with soft drinks and beer, but we must have a people count, so please be sure to fill out the registration form found in the back of this issue for Concours registration as well as attendance, so we may plan accordingly.



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1989 Porsche Sneak Preview

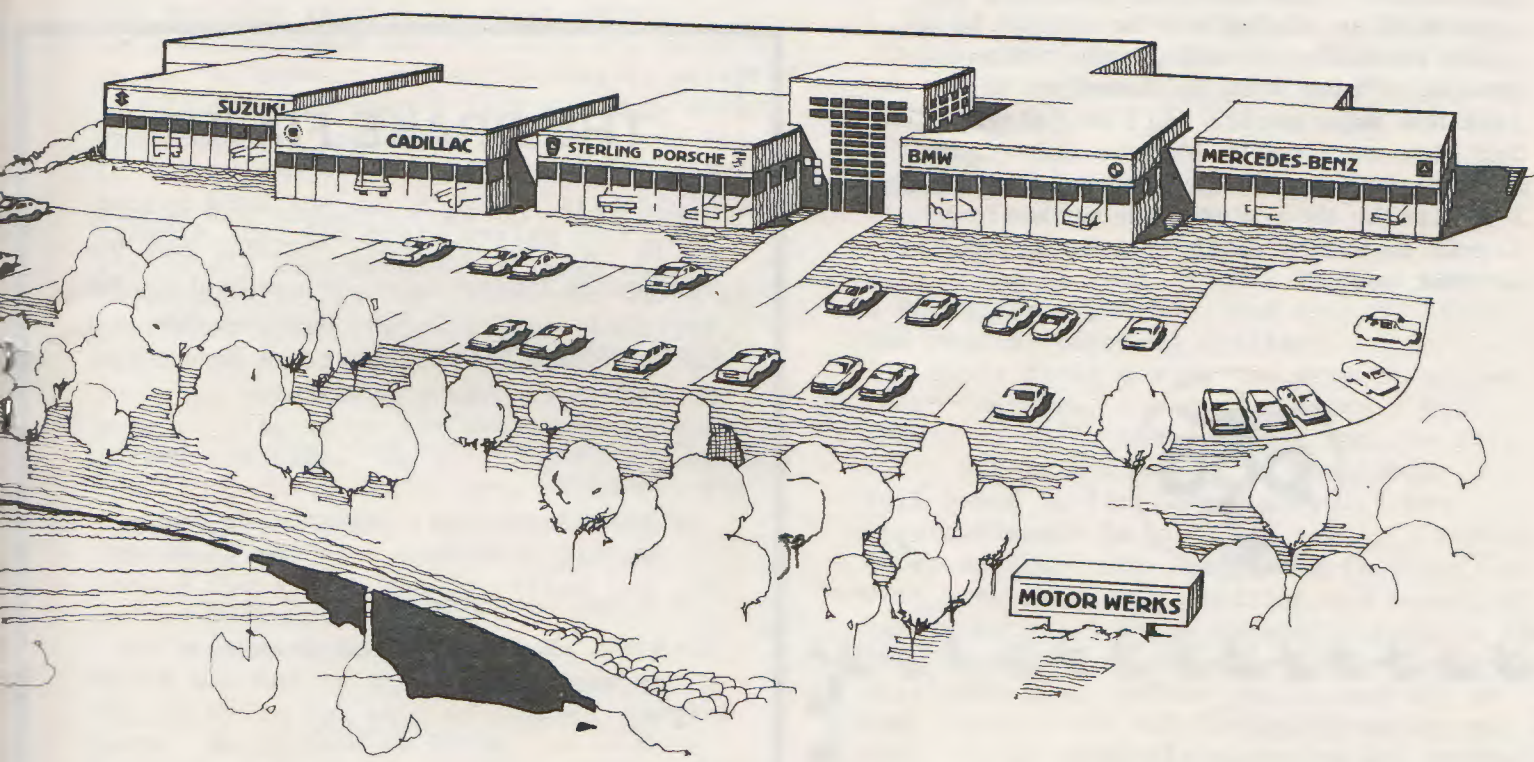
See it on display
at Motor Werks:
Porsche 962 race car
1987 IMSA National Champion



Please join us for Motor Werks
1989 Porsche Preview Showing
during a special all day Open House
Date: Thursday, November 3, 1988
Place: Motor Werks of Barrington
Barrington & Dundee roads
Barrington, Illinois
Champagne • Appetizers



Porsche Preview



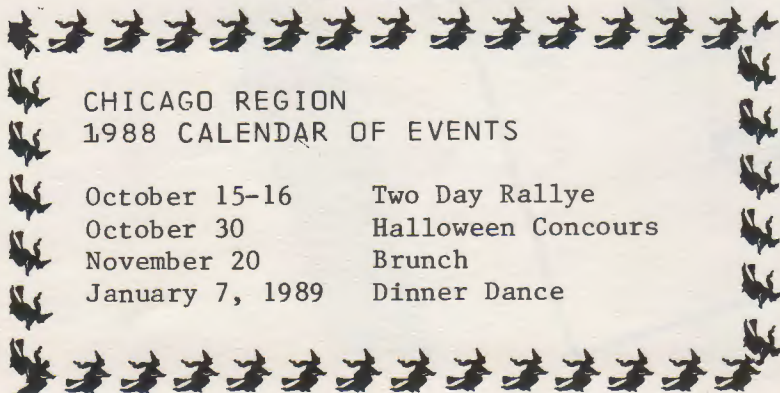
ANSWER OUR CALL

Date: Sunday, December 4, 1988
 Time: 12 noon to 6:00 p.m.
 Place: WTTW Studios
 5400 North St. Louis Ave
 Chicago, IL

Chicago Region has again volunteered to help WTTW/Channel 11 answer the phones in their annual subscription campaign. Last year we had about 25 Porsche phone answerers, let's see if we can equal that this year. Those of us who went had an enjoyable time. Some of us were even on television.

We will be recording viewer pledges phoned in during live Channel 11 breaks. In return, we receive a tour of the station, a buffet meal, a chance to win door prizes, on the air credit for our club, and an opportunity to socialize with other volunteer groups.

If you are interested in joining us, call Linda Gutmann at 312/631-6042 to volunteer. All volunteers must be 16 years of age or older. We are expected to dress appropriately, no T-shirts, no sweatshirts. Jackets and sweaters are suggested as studio can be cool. In order to fully coordinate the volunteer groups, I must know by November 10, just how many people will be joining us. So, give me a call, I'll be waiting to hear from you. We'll have a great time. I'm sitting by the phone now, waiting for it to ring. Wait, I hear it now!! Is that you??



CHICAGO REGION 1988 CALENDAR OF EVENTS

October 15-16	Two Day Rallye
October 30	Halloween Concours
November 20	Brunch
January 7, 1989	Dinner Dance



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Tech Topics

DRIVING IMPRESSIONS: PORSCHE ALL WHEEL
DRIVE 964 AND THE 211 MPH
RUF YELLOW BIRD

by Bob White

It isn't often that you have the opportunity to drive two absolutely interesting and special cars on the same week-end, let alone the new 1989 964 and Alois Ruf's very special 211 mph (see Road and Track, Sept., 1987) Yellow Bird. The latter name, incidentally is due to the color which was selected since, as Alois Ruf says, "Such a very fast car should be highly visible on the road." From the German point of view, he is correct; with the U.S. police mentality, I am not so sure!

How this came about is quite simple. I had arranged to use a 964 for the week-end since there was a Germany Region autocross and I thought it would be interesting to see how the new car performed in that setting as well as on the road, when Alois invited Wilma and me to visit Pfaffenhausen on Saturday to see his facilities and business. Anybody who builds 200 mph plus special Porsches (actually Ruf is a manufacturer and the cars are Ruf's) cannot be refused and so we readily accepted.

Friday afternoon I left a little early from Weissach and drove home with the 964 (a silver prototype) and gradually experimented with the car's characteristics; for example, the ABS brake system which is absolutely phenomenal. It takes some adjustment in driving technique, since as the tires reach their maximum potential, which you can feel as they start to lock and then release, you have to resist the urge to ease up on the pedal which is the normal reaction. On arriving at the house, the first thing was to have Wilma try the car and the brakes. We were both very impressed and over wine with dinner, looked forward to really trying the car on the weekend.

Saturday broke with clouds and rain which was not an auspicious start for a day on which you want to try out special cars. We decided to drive the 944S to Pfaffenhausen and to "save" the 964 for Saturday afternoon and Sunday. The traffic was terrible on the way to Ruf's which is southwest of Munich. What should have been a 1½ hour drive took 2½ hours (slow pokes in the rain in the inside high speed lane coupled with the fact that it is illegal to pass them on the right, even on the Autobahn). It was worth the trip, however,

since Pfaffenhausen is a lovely little village and Alois Ruf, as always, was his extremely personable self.

What a facility! Even Chuck Stoddard would be envious! Two 1000 HP dynos (how else do you develop the turbo engines and other kits for which he is famous), a machine shop, body shop (and I mean body shop, not body repair shop), paint shop, complete parts inventory and then some (and he is not a dealer), construction and build up area for 5 speed turbo transmissions, engine area, research area, work bays, and on and on. He is also expanding with a new building directly across the street for restorations and special projects. In the customer entrance and waiting area there was a 550 Spyder, recently restored for a customer (absolutely lovely) and a yellow 356 SC Coupe.

We were suitably impressed and could see why his products are so good. The big event was still to come. After lunch, and the drive to the restaurant in a Porsche powered (3.2 liter Carrera engine) VW Vanagon. And, despite persistent showers, Louis asked if I would like to drive the Yellow Bird. Do I like bitter chocolate? Now, 470 twin turbo hp in a modified narrow body (i.e. Carrera body) is not bad. Indeed, it is outstanding in a car that is dosile around town, has a top speed of 211 mph (confirmed by Road and Track) and goes from 0 to 60 in 4.0 seconds. I did not need much coaxing. This car also has special Ruf brakes, which have even larger diameter rotors and brake pads than the turbo, Ruf Denloc 17 inch diameter rims with 8 and 11 inch widths, special tires, 5 speed turbo gearbox, and special front and rear aerodynamic spoilers.

Alois drove during the warm up period which requires, based on the brain box (DME), specific temperatures for the oil, etc., before full boost is available. Full boost is limited to only 1.1 bar (approximately 16 psi) for the twin turbos. After successfully impressing (scaring) me with both the car's handling and speed, it was my turn. I drove carefully back to the shop, limiting my speed to 120 or so on the still wet road. Wilma got in and off we went in this 300,000 DM. car (you can buy one. He is currently constructing 10, but all are taken.).

The car is, what else can you say, the proverbial rocket if you put your foot into it. Without a question the fastest car I have ever driven, and that includes the 959. To my surprise, the steering response felt somewhat slow which must be the tires since the steering and alignment are standard

(I asked). At very high speeds, this may be exactly right since you do not want an overly sensitive car at 150 mph and up. You are all, I suspect, anxious to know if I drove it at 200 mph+, and, to not keep you waiting, the answer is no. With the car (and Wilma) to myself, I indeed pushed it harder. The acceleration is phenomenal but it was raining lightly on and off and, when you get wheel spin by stomping on it in 2nd or 3rd at 40 or 50 mph, discretion is the better part of valor.

In a short burst on a two lane curving road with intermittent wet and dry patches we easily reached a bit over 150 mph (and there was no let up in the acceleration other than my courage). An absolutely fantastic machine. Now, if my mother would only give me 300,000 DM. ... Alois says the real fun is not the top speed but the acceleration between 125 and 175 mph, and I believe him. And it looks so innocent!

This article, and weekend, had started with the Friday afternoon drive home in the 964. Saturday evening we were back home to the 964 and some friends who were spending the night with us. Sunday morning it was nice to be driving a 911 again, or so it felt initially. Actually, the 964 is 85% new!! At first that is hard to believe due to the similarity of appearance (windshield, roof, doors) but in reality it is mostly new. New brakes, new suspension, new floor pan and central tube structure, new transmission and mounting, new crankshaft (76.4 mm stroke instead of 74.4 mm), new 100 mm bore cylinders and pistons (displacement of 3.6 liters), new case, new fan, power steering, ABS brakes, new fuel tank, new front bumper and spoiler with integrated coolers, new rear tail lights and new rear bumper, engine lid with new automatically extending rear wing, the list goes on and on! I said it felt like a 911 and it does, but not completely. For example, you do not realize there is power steering (more on this later when the autocross is discussed) until parking, when the effort is about the same as when driving at normal road speeds.

The transition from power assist to no assist is so smooth and the feel so good that you just do not know there is power steering.

We left early on Sunday morning for Zweibrucken for a Germany Region autocross and this drive provided the perfect combination of roads to really get the basic feel of the car. A few miles of small, twisty roads, some miles on the Autobahn at unlimited speed, and finally 40 miles or so

of good two lane German intermediate roads with traffic and passing. The first part confirmed our earlier impressions of improved ride and excellent handling. Yes, those ABS brakes do work, Virginia. The 911 heritage and basic feel was much in evidence, but with a difference... it was better!! The sweeping Autobahn entrance at Pforzheim was a good introduction to how much better. It is a high speed sweeper and you merge into the 90 to 100 mph Autobahn traffic so there is plenty of excuse to execute this turn at good speed and with plenty of throttle. At the speed we were using in the sharper part of the turn, 70 mph or so, a 911 would have kept you aware with a tail out attitude and steering corrections to keep the car stable. With the 964, it was comfortable and smooth. Additional throttle only increased the speed and changed the drift angle slightly as the tires at both ends worked harder.

On the Autobahn, it is primarily speed and brakes which are needed, and of course, control and stability at speeds most of us never experience. At 120 to 125 mph, the speed Wilma and I normally cruise at on the Autobahn, the 964 is quiet, comfortable, and feels like another 25 mph would be fine. So we tried another 25 mph. 150 mph is a good speed in Sunday morning traffic and a fair percentage of the 964's (or for that matter any car's) top speed of close to 165 mph. No change, just fine control, rapid decreases in the distances between you and almost anything ahead and the need occasionally for the omnipotent and omnipresent, and should one say thankfully, ABS brakes. Keep in mind this car did not have the latest aerotweaks of the final version and also only a 3.5 liter motor.

By the time we reached Zweibrucken, I felt completely at home and was trying feverishly, without Wilma knowing (perhaps she was doing the same) to figure out how I could keep this thing or scrape up the geld (That's German for money, but gold may be a better translation in this case) to buy one.

There was more than the normal curiosity about the car (by the Germany Region members) since the car had not been and still has not been officially introduced or seen up close. I entered the autocross in the modified class. There were many reasons for this, but not Germany Region's classes themselves, I might add. Autocross practice had been all day Saturday, so we were at a disadvantage. (You said the course goes which way?) Everyone was allowed two practice runs on Sunday morning

so we both got a chance to at least find our way around. Good practice times had been slightly under two minutes, but of course everyone sandbags a bit in practice. A first run of 2:00 minutes even and a second run of 1:56 was not bad, but it was to take something like a 1:53 to be competitive with the fast 911s. In the autocross I managed a respectable 1:55, but it was the car's handling and brakes which made the big impression.

The ABS brakes were a distinct plus with the capability to wait longer and stop more quickly even with some steering into the turn. The steering response was excellent and it was impossible to overdrive the power steering, i.e. steer more rapidly than the pump can supply pressure or the valve can respond. However, the basic steering which was so neutral and forgiving at intermediate to high speeds did, due I believe primarily to the all wheel drive, introduce power on under steer, necessitating a different line. It took an adjustment in driving style. You had to aim for the pylon rather than past it and while I almost had it, it was the same old story, if I only had one more run...

While this difference was noticeable, it would be easily adapted to and the car is almost too easy to drive fast. It is almost

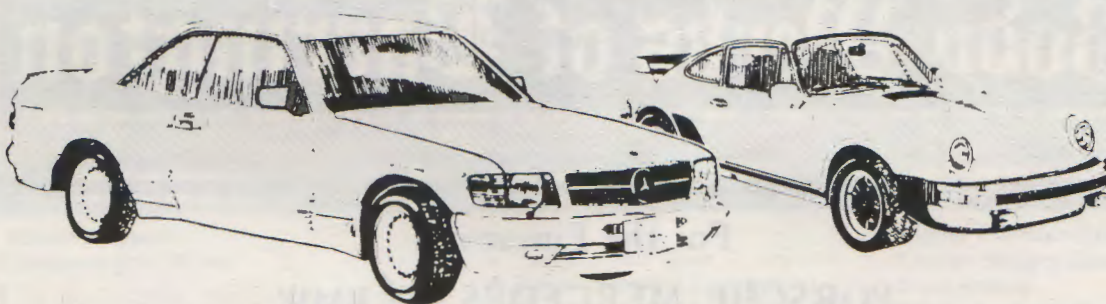
unbelievably controllable. Once a drift is established around a sweeper, for example, it is possible to heel and toe to another gear, not uncommon in autocrosses, without upsetting the drift or line.

With the autocross over, it was a comfortable and fast ride home and the normal relaxation afterwards. Monday morning came too soon and it was back to work and back to its home for the 964. Personally, I would like to see a bit more oversteer and it is my understanding that the production models are substantially improved over the prototype that we drove. Improvements or not, the car is a logically and substantially improved car in the 911 family which, I believe, will continue the 911 mystique well into the future. I wish one was in my immediate future. It is my understanding that not too many months after the 964, or Carrera 4, there will be a Carrera 2 with the aerodynamic, chassis, and engine changes but with two wheel drive. This family of "new" 911s should keep us all happy and set new standards for the competition. That has always been Porsche's strength; engineering and change when ready and as a forward step, not just because it is a change.

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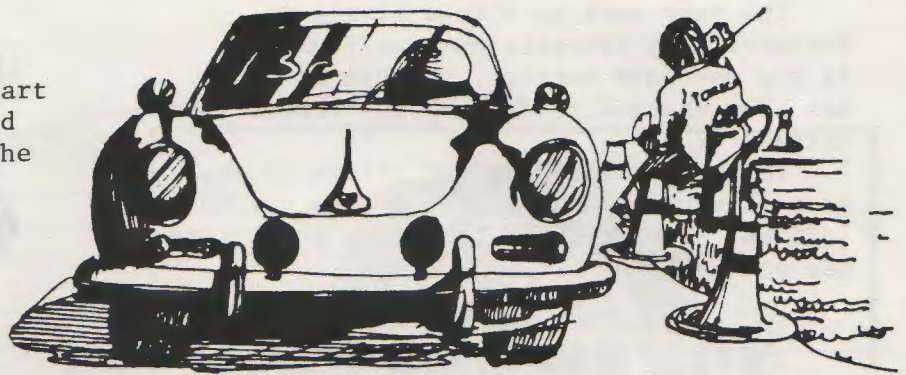
In Der Vergangenheit

by Ginny Gummow

OCT '63 - 21 cars participated in the 2nd annual LaCrosse Poor Man's Treffen Oct. 12. The 2 day event started with a rallye from the Taylor Freezer plant in Rockton. The weather was beautiful, as were the roads. There was a 90 minute lunch stop in New Glau a beer and brat dinner at Carl Schneiders VW-Porsche agency in the evening. Sunday there was a gymkhana, partially through the agency's shop, followed by dinner at the Cerise Club before heading home. Rallye winners were the Voegelis and the Gymkhana winner was Glen Harcus.

OCT '68 - 68 Porsches attended the 3rd Annual Poor Man's Treffen to Elkhart Lake for a night Rallye, Concours, and Autocross. Event winners: Rallye, the Zobbes; Concours 900s, Rod Gustafson, 356s, John Carmack, competition cars, Wayne Coursey; FTD in the Autocross, Mike Robbins in a 911 (or was it the 904?)

OCT '78 - Sept 8-10 was the Elkhart Lake weekend. The results show 104 cars listed in the various classes -- that's a lot of cars. Fastest time of day went to Mark Eskuche of Milwaukee in class X. The class winners in the Concours were: Larry Bobbe, A; Bruce Janecek, B; Rod Gustafson, C; Ted Wittmer, D. One of the highlights of the week-end was the duck dinner at Siebkens. A casualty of the event was the quality baby carriage that was totaled by one of the late night revelers electing to take a ride in it.



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* Lindatorial

Well, here it is, October again. You know what that means, or at least you should. It's time for the two day rallye. Bob and Wilma White have put in a lot of time and miles on getting you down to Galesburg in a fun way. We then spend the night at Jumer's, a great place. Sunday will have us on a tour of Porsche Aviation in Galesburg. I have it on good authority that the weather will be perfect, and the colors will be gorgeous. If you've never gone on the fall two day rallye, you don't know what you're missing.

The end of the month will be a Concours with Halloween costumes and lots of other things to do. Pat Yanahan has planned a fun day for us, why not come out.

The year ends up with a brunch in November. My favorite pastime - eating. As you may have noticed, the Dinner Dance has been changed to January so correct your calendars.

There are still lots of things to do, so mark your calendars and come on out to join us. You're bound to have a great time. See you soon.

Linda

MEA CULPA, MEA CULPA

It has been brought to my attention that I had a grievous omission in my report on the Parade last month. I said that Rip Patterson was the only Chicago Region entrant in the Concours. And I said it not once, but twice. I guess that means I'm twice as bad. I don't know how I could have forgotten Cy Ling's beautiful orange 914. It must have been brain fade on my part. My sincerest apologies to Cy and his 914 for my omission. Contrary to popular opinion (mine) I'm not perfect.



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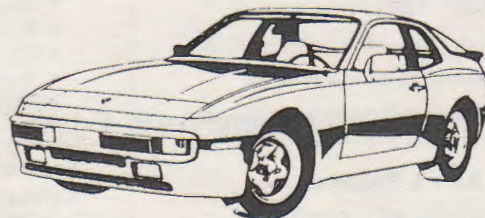
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Send classified ads to the editor by the 10th of the month, to appear in the following month's "Scene". Each ad is limited to 50 words, plus name, address, and phone number. Ads are run for one month only and are free to Chicago Region PCA members. Non-members or out of region PCA members may place ads at the cost of \$5.00 per ad. Payment must accompany ad. Send ads to: Linda Gutmann, 6116 N. Landers, Chicago, IL 60646.

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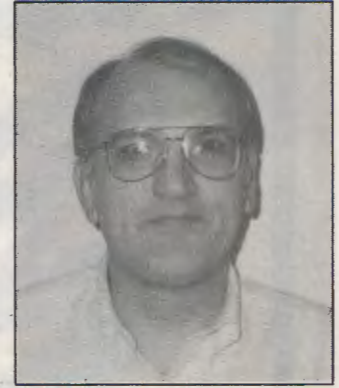
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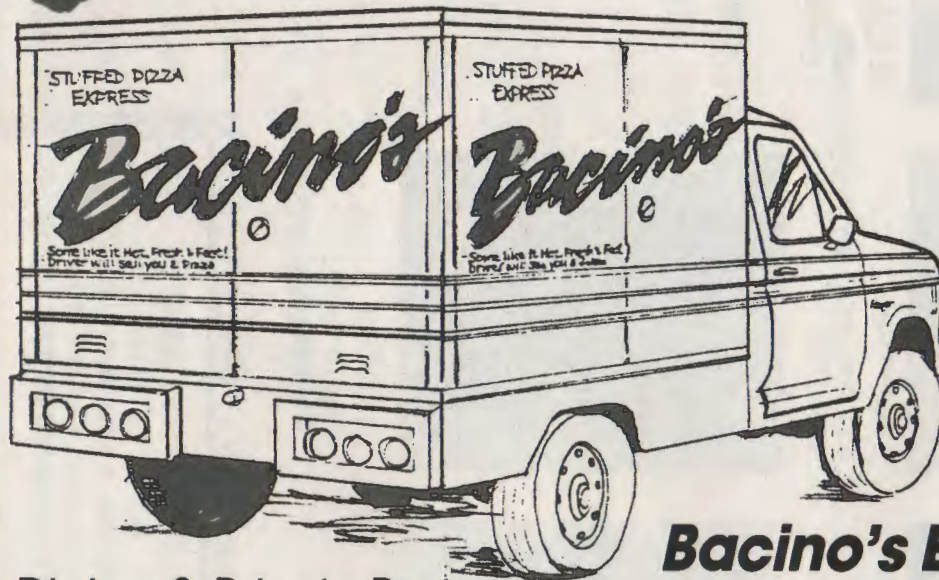
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