

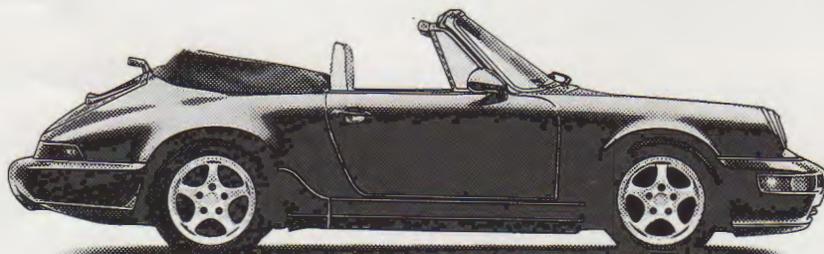


APRIL 1992

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



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"CHICAGO SCENE"

is the monthly publication of the Porsche Club of America, Chicago Region, published at 1628 Southampton Court, Wheaton, IL 60187. Permission to mail at Second Class rates paid at Wheaton, IL. ISSN 10564195. Subscription is limited to members of The Porsche Club of America, Chicago Region. Porsche Club of America dues are \$36.00 annually, of which \$12.00 is for the subscription to Chicago Scene. Subscription rate for non-members: \$15.00 per year. Permission to reprint any material published herein is granted provided full credit is given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. **POSTMASTER:** Send address changes to: Chicago Scene, 1628 Southampton Court, Wheaton, IL 60187.

DEADLINE: Material must be received no later than the 10th of each month for publication in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

MART: Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

ADVERTISING RATES:

Quarter Page: \$20.00/mo. yearly, \$30.00/mo. quarterly; **Half Page:** \$40.00/mo. yearly, \$50.00/mo. quarterly; **Full Page:** \$75.00/mo. yearly, \$90.00/mo. quarterly.

All requests for advertising space must be made through the editor.

CHICAGO SCENE
1628 Southampton Court
Wheaton, IL 60187
(708)462-0451
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COVER: 35th Anniversary logo design compliments of PeotaGrafx Inc., Chicago, Illinois.

CHICAGO REGION 1992 CALENDAR OF EVENTS

January 19	Annual Membership Meeting
February 16	Restaurant Tour
March 15	Concours School
March 28	Tech Session
April 5	Rallye
April 25 & 26	35th Anniversary Party and Concours
May 3	Driving School
May 6	Blackhawk I
May 23 & 24	Elkhart I
June 13	Concours
June 17	Blackhawk II
June 28	Gymkhana
July 12	Potter's Picnic
July 19 - 26	Parade
July 25	Summer Dinner Dance
August 2	Rallye
August 5	Blackhawk III
August 23	Utica Gymkhana
September 5 & 6	Elkhart II
September 20	Charity Gymkhana
October 3	Rallye
October 17	Blackhawk IV
October 25	Halloween Concours
November 8	Restaurant Tour
November 22	Tech Session
December 5	Dinner Dance

WHO'S WHO



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Lee Lichtenstein	(708)577-1550
24 Hr. Member Info	(312)769-8193
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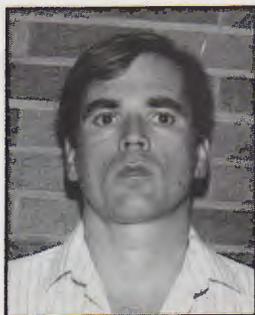
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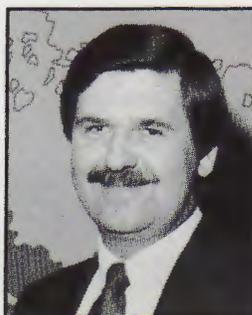
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IN GALLAGHER'S GEAR

Here we go again! By now you have got the old Porsche all fired up and ready for the Spring Season. We are rolling! Four events in the next sixty days. Spring has sprung, the grass is risen, this is the Porsche Season.

I view the purpose of this column as an opportunity to inform you of what is happening in your club. The last board meeting had several things of note.

First, we went over the extensive audit report of our 1989 and 1990 years. Mark Gadbois put in a hell of a lot of hours going over our books and preparing his report. In case you don't know, an independent audit is required by our bylaws. Thank you, Mark. As this job was gratuitous, the board voted free admission to Mark for an Elkhart weekend. The audit showed that our treasurers have done a fine job and will not be going on an extended vacation on our money.

We did make several changes in the concours format that should interest you. First, if you drive your car to the event, you will receive five bonus points over a car that is trailered to the event. Second, if you win three events during the year, you will be required to move up a class the following year. Third, we established an exhibition class for guys like me and Rip who have won the concours award previously. No regional points will be awarded in this class. We hope this will encourage

individuals to do "their bottoms" and move into Class A. Finally, to encourage participation, we established a novice class for first time entrants. No event fee will be charged for these participants.

By the time you read these ramblings, our first rallye will probably be history. As you are well aware, your board is trying very hard to increase participation in these events. We are doing that by moving to an easier type of rallye. Chuck MacKay has spent a lot of time in preparing his event. Your board will anxiously be awaiting the results of the number of entrants. If our efforts are not successful, we will be open to any and all suggestions concerning this type of event.

We now have a permanent home for our monthly board meeting. On the first Friday of each month (except July when it is the second Friday), our meeting will be held in a private room at the Park Ridge VFW located right off the Kennedy Expressway at Higgins and Canfield. Good food and inexpensive booze is offered, and plenty of parking is available. We hope that by doing this, the at-large membership will be encouraged to attend.

That's it for now. Stay tuned next month for more exciting news.

Dan

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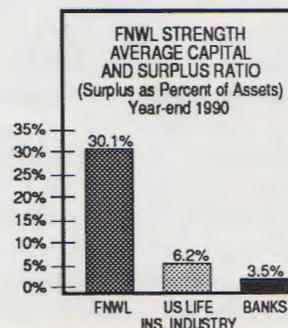
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EVOLUTION, 1967-1992

By Bob and Wilma White

The topic assigned was "How has Chicago Region Porsche Club of America evolved over the years you have been active in it?" Since we have belonged to PCA for 30 years, a simple essay-type answer was a professor's nightmare. Choosing milestones during those years proved difficult, but presented a perspective.

1967 ... almost 200 attendees at Potter's Picnic ... would you believe \$5.00 registration for the Road America weekend and \$65.00 for two adults/room at Siebken's, including four meals ... 125 persons attended a tech session.

1968 ... permanent yearly over-all trophies for rallies, concours, and driving events established ... regional dues \$4.00 ... 44 cars toured to Indianapolis in May ... 175 members dined and danced at the December dinner party, joined by PCA's national president Charlie Kuell and wife, Joan.

1969 ... Bob Gummow started column "Ten Years Ago on the Chicago Scene" ... 68 intrepid Porsche drivers turned out for the ice gymkhana at the Sterlingworth Inn ... 65 drivers at Road America, 13 cars in concours.

1970 ... mirror image autocross on rainy Soldiers' Field parking lot ... drivers' school at Blackhawk Farms ... Bastille Day fun and games with SCCA ... 1959 1600 sky blue, green interior (!) coupe, \$2,000 or best offer was advertised in the *Scene*.

1972 ... Chicago hosted the 17th Porsche Parade.

1978 ... over-all trophies reinstated after a two year hiatus ... drivers' school and IROC autocross at Grattan ... 25 "cars" ran a map rally ... 99 timed drivers at Road America, 25 cars in concours ... 9 cars went to Aspen Parade ... membership 233 (these figures not available until 1975).

1979 ... 9th Annual Eight Hours of Blackhawk ... Ladies First Gymkhana challenged 51 drivers ... 99 timed drivers at Road America, 18 cars in concours ... 27 cars (with people) enjoyed the Octoberrust rally ... membership 236.

1980 ... the Sterlingworth increased room rates to

\$42/night double (the ice event was cancelled)... two Road America events this year ... Lake Michigan cruise ... Turkey of the Month replaced the Toilet Seat Award ... "Run What You Brung" autocross brought 46 drivers out ... 58 cars at 10th Annual Eight Hours of Blackhawk ... 12 competitive cars at the Chili Concourni and over 20 competitive chili entries ... membership 253.

1981 ... 35 cars rallied to the "Rites of Spring" ... 108 drivers at September Road America ... 201 adults (?), 62 children, and 41 concours cars at Potter's Picnic ... the first charity event netted over \$2,200 for the Sally Potter School ... membership 349.

1984 ... Ginny Gummow started column "In Der Vergangenheit" ... 90 members attended a tech session presented by Bob Russo ... restaurant tours in full swing ... 23 drivers at the First Utica Autocross in recent years ... membership 491.

1989 ... The ice gymkhana was again cancelled ... Blackhawk I, II, and III midweeks ... 20 cars at April rally school ... 74 drivers at May Road America event ... 25 souls cruised the Fox River ... September Road America driving school had 130 drivers ... the Sally Potter School received \$4,196.47 from the annual charity event ... 90 people dined and danced at the December dinner party ... membership 559.

In a 1978 newsletter, there was a picture of Bonnie and Kent Gladish captioned as follows, "Bonnie: 'How has Chicago Region changed during your 17 years in the club?' Kent: 'None. Some faces may be different but they're all still crazy.'" Maybe that's another way of saying, "It's not the cars, it's the people."

Over the past 25 years, many things remained the same and many things changed, but the people of Chicago Region are the ones who determined the character of the Club. In looking back at past events, it doesn't appear that things are very different but, in fact, Chicago Region has evolved or changed to meet the perceived needs of the region members. It has continued to offer its membership the opportunity to enjoy their Porsches and, at the same time, the pleasure of the company of like-minded people. We hope the region will continue to provide the same full, well-rounded program of events to active Porsche enthusiasts for at least the next 35 years.

1992 ZONE 4 CALENDAR

<u>Date</u>	<u>Region</u>	<u>Event/Location</u>	<u>Contact/Number</u>
4/5	Chicago	Rallye	Chuck MacKay (708)884-6434
4/11-12	MOR	Powell Drivers' School Powell, OH	Martha Southard (614)792-2880
4/11	SE Michigan	John Paterek Concours Tech Session	Dick Lilley (313)644-8151
4/18-19	Ohio Valley	Driver's School Mid-Ohio	
4/24-26	Kentucky	Porsche Derby Louisville, KY	Cheryl Atherton (502)636-5496
4/25-26	Chicago	35th Anniversary Party	Susan Brenkus (708)766-4734
4/29	Milwaukee	Blackhawk I	R. Hallenbeck (414)251-5383
5/2	Milwaukee	Progressive Dinner	John Reilly (414)228-1622
5/3	Chicago	Driver's School & Autocross	Nick Brenkus (708)766-4734
5/6	Chicago	Blackhawk I	Dan Gallagher (312)616-1416
5/16	MOR	Powell Autocross Powell, OH	Martha Southard (614)792-2880
5/16-17	NOR	Driver's School Mid-Ohio	
5/17	MOR	Rallye	Ron Kraemer (614)548-6649
5/17	SE Michigan	Annual Concours/Dinner	Dick Lilley (313)644-8151
5/23-24	MOR	Driver's School Mid-Ohio	John Mason (614)621-3673
5/23-24	Chicago	Road America I Elkhart Lake, WI	Arnie Zann (708)386-2864
5/30	356 Registry	"Bull Session" Galloway, OH	Harry Mullins (614)878-7960
5/31	Milwaukee	Autocross (figure "8") Kaukauna	R. Hallenbeck (414)251-5383

Bring Check
Sat. night

Till
\$100.00

UP AND COMING

JOIN THE PARTY....



Occasion: Chicago Region 35th Anniversary
Date: Saturday & Sunday April 25-26, 1992
Location: Hyatt Regency - Oak Brook, Illinois

Saturday, April 25...

Afternoon.... PCA Executive Council Spring Meeting

The Executive Council will be joining us at dinner

Evening..... Anniversary Dinner and Memorabilia Display

(Twenty Year Membership Certificates Will Be Presented Also)

**** If you plan on concouring, you might want to consider spending the night at the Hyatt Regency. They have a parking garage and we have been guaranteed reserved and secure parking and reasonable room rates - \$59/69 per night.*

Sunday, April 26...

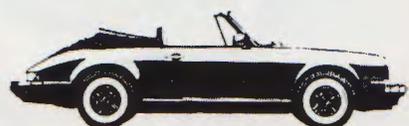
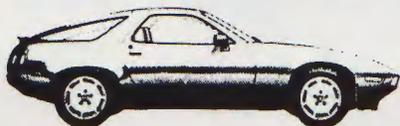
Concour 11:00 a.m. Judging 1:00 p.m.

Concours is being coordinated by Pat Yanahan and will feature our four standard classes along with People's Choice and Judge's Choice awards.

Susan Brenkus (708) 766-4734



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CLUB OF AMERICA



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City/State: _____ Postal Code: _____

Telephone: Res. _____ Bus. _____

If you own a Porsche and are interested in joining a club of Porsche enthusiasts, send in this card and you'll hear from us soon. Club activities include a newsletter of general information and technical articles, competition events, social gatherings and a coalition of clubs across North America with valuable conversation with other Porsche owners.

RETURN TO

Lee Lichtenstein

Membership Chairman, PCA/Chicago Region

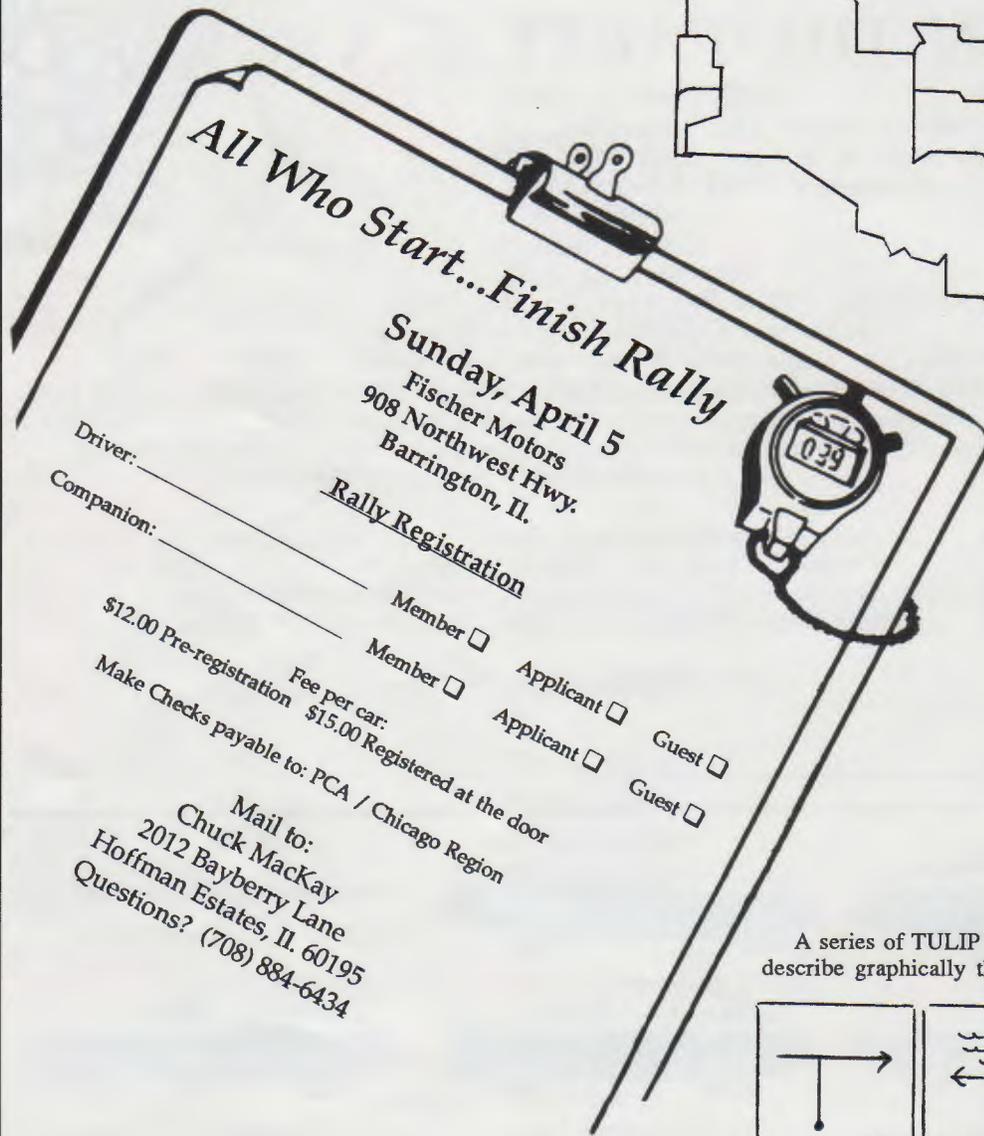
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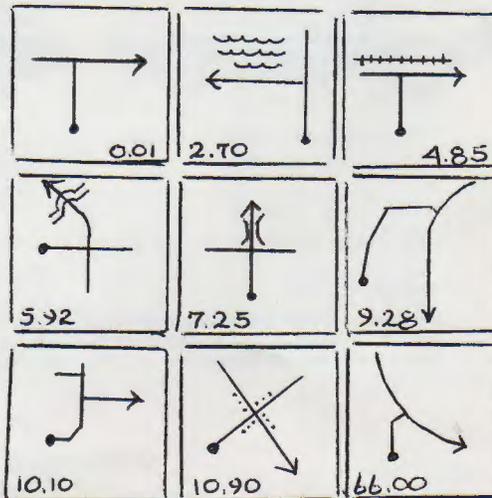
(708)577-1550

Rally Route Revealed

No "equipment" other than paper, pencil, standard odometer and a watch are permitted.



A series of TULIP diagrams in sequence describe graphically the route to be followed.



DO NOT, repeat, DO NOT attempt to read between the lines or assign priorities beyond the perfectly simple ones assigned.

Chicago Region Spring 1992 Driving School/Autocross

Date: Sunday, May 3, 1992
 Location: Arena Auto Auction (formerly "Old Chicago")
 200 W. Old Chicago Drive, Bolingbrook, Il.
 Time: Driver's School Tech/Registration 8:00 a.m.
 Driver's School Class/Registration 8:30 - 12:30 p.m.
 Autocross Tech/Registration 11:00 a.m.
 Autocross First Car Off 1:00 p.m.

Ladies and Gentlemen:

Start your Porsches for the best ever Chicago Region Spring Driving School. Regardless of weather, plan to attend. This great facility will provide us a warm, comfortable environment in the event of inclement weather. A special effort is being made to make this school INTERESTING, FUN and EDUCATIONAL for both the seasoned and the new members, expert or novice. Invite your PCA friends from other regions to participate!

Indoors there will be classroom instruction by the best instructors available in the Chicago Region. Outdoors there will be a skid pad, braking zone, and road course slalom. After the driver's school, we will have an autocross which will incorporate what novices learned all morning and will be challenging for seasoned autocrossers. This will be a trophy event which will count for overall points.

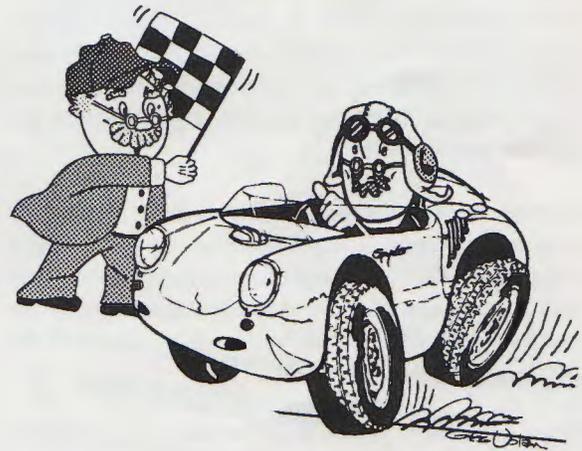
Make your plans now to join us for a pre-cursory tech inspection of your Porsche. This is a must for Blackhawk and Elkhart. This school is the time and place to learn about your car and meet new members. Learn to know your car and become a better driver.

REQUIREMENTS

- Helmets with a 1985 or newer Snell™ sticker**
- Long Pants and long sleeved shirts**
- Socks of non-synthetic materials**
- Closed toe shoes**

*Consult 1992 Calendar for run classes.
 Registration will check for valid driver's licenses.*

Event Co-chairmen:
Nick Brenkus (708) 766-4734
Ed Leed (708) 382-6911



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Mail Your Registration to:

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2nd Driver _____ \$5.00

Attend Driver's School: Yes ___ No ___

Car Model _____ Year _____ Modifications _____

Susan Brenkus
 16W503 Second Court
 Bensenville, Il. 60106

Amount Enclosed: \$ _____

Make checks payable to: PCA / Chicago Region

RACING IN PCA

An opposing uninvited opinion

By Hari Matsuda

Although there has been a lot of discussion regarding racing, it seems more must be said in answer to Ray Goldfarb's piece in last month's *Scene*.

PCA has many different events to satisfy the needs and desires of its membership. Racing is just another event that does not differ too greatly from the open track events run at any race course. It may seem more dangerous and consequently cause more legal concern, but if we were constantly concerned about potential problems of life, we wouldn't get out of bed to a bright new morning for fear of getting a sun burn. If PCA did not think in terms of the changing attitudes of its membership, PCA would become old, boring and most probably, lose much of its vitality. Each month sees many new names added to the membership roster and these members are also looking for enjoyment in Porsche related matters. Long time members and leaders of our region must consider the wants of *all* members and act with care when pressing their own personal opinions upon the general membership.

In regard to race driver's school, both SCCA and Midwestern Council run their driver's schools much the same as PCA, although they include a written test and concentrate more on flag communications. We can easily modify our driver's schools to meet the needs of racing.

What we must keep in mind is that this is amateur racing and not IMSA, CART or Formula 1. You can't compare PCA to the professional racing scene anymore than you can compare a high school basketball team to the Chicago Bulls. And no, the race car, not even a Williams or McLaren, is no more likely to fall apart at the finish line than the driver is likely to faint from heat exhaustion in the winners' circle. Those conditions would definitely be dangerous. We amateurs are concerned about safety as well as the condition of our cars and we do replace parts if they look like they will fail. In fact, racing

requires us to check our cars more often than when we simply pleasure drive them. The tech inspection done at the track for all driving events requires a thorough check of all the mechanicals prior to driving on the track.

What we amateurs are looking for is the enjoyment of competition in the area of our love - racing, with people whose company we enjoy in what we consider to be the best cars on the road - the Porsche. But the main thing is people. I raced in SCCA nationals for the past five years and I have come to the conclusion that I prefer to be with Porsche people. I enjoy the camaraderie in the Chicago PCA and if racing should come this way, I would enjoy it even more.

Racing brings a new dimension to driving that is lacking in track time events where racing is not allowed and passing takes place only on straights (a good call). We learn more about the total Porsche than we did when we only put gas in them and drove them to work. We meet more people who know more about Porsches which in turn, teaches us more about Porsches. Quite frankly, I didn't know much about Porsches when I bought mine in '86 and I don't know a lot more now, but *I do know more*. Racing has taught me about the dangers of driving, and I find that I am a much safer driver (on public highways) now that I have raced competitively. There is an intimidation in racing that most people fear when they first come into contact with the sport. I suppose it is because we are neophytes in a sport that appears bigger than life and it is only natural to fear our inadequacies when facing something new.

I remember my first drive at Blackhawk, I was turning times in the mid 30's with a Pantera and low 30's in my 944 Turbo. What I learned about driving in PCA that year allowed me to join Midwest Council the following year and take the championship in E-production turning times in the low 21's in my 914/4. Howard Yefsky and Dan Bacin were two of my instructors in PCA and they were every bit as good as the instructors in either Council or SCCA.

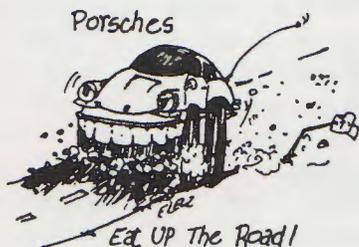
I do not want to downplay the dangers of racing. It is dangerous because high speeds are involved and anytime speed is involved, danger lurks around the

RACING IN PCA (Continued)

next bend. Many Porsche drivers face these same dangers on public highways. I feel much safer on the track than on the public streets because: 1) I know that the other drivers have taken the same or similar driver's training; 2) We are not under the influence; 3) We are all going in the same direction, and 4) We are aware of each other. You cannot say the same about the public roads.

So the question comes down to whether PCA is the appropriate venue for racing. My opinion is a resounding yes, because PCA is an automobile club, and our Porsches are designed and built especially for this type of driving. Why else does a person spend so much for a Porsche? And if PCA is to help the membership enjoy their Porsches, what better way to learn how to better drive and handle one. Track time gives you a sense of the limits of your Porsche, but you can *experience* the limits of your Porsche in racing. When you learn the limits, you truly get to know your Porsche. You know how to drive it properly, safely and how to keep it on the road.

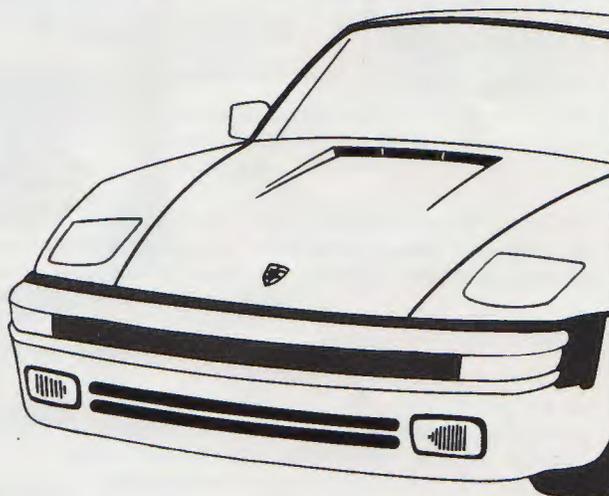
PCA is a club of many members looking for different things from the club. As a club, PCA is a successful organization because it offers rallying, concours, picnics, dinner dances, restaurant tours, tech sessions, auto-crosses, track-time and now, racing. I do not believe PCA intends that each member attend every event or even every type of event. It's great that PCA offers us such a variety of events to spend time with friends. So, for those of you who do not understand racing and don't want to race, by all means, don't attend. But please don't remove this exhilarating event from those who want to raceplease....pretty please?



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PCA CLUB RACING UPDATE

Unfortunately, Road America has no appropriate weekend dates available to the Chicago Region for the club to go racing this year. I have been promised a July 1993 weekend...so mark your calendars for that event.

I STRONGLY urge those members who want to go club racing in 1992 to support the racing events being put on by other regions. Detailed information on these events can be found in *Panorama*.

It is important that we show our support for the Club Racing Programs.

Any questions, please call.

Arnold Zann
(708)386-2864

FIRST CLUB RACE, ROCKY MOUNTAIN REGION, JUNE 6-7TH

Rocky Mountain Region will hold PCA's first-ever Club Racing event on the June 6-7th weekend at Second Creek Raceway near Denver. This premier event will include a race school, practice sessions, qualifying, and several races, in conjunction with a Rocky Mountain Region time trial weekend. Start preparing your car now. Club Racing rules, license applications, and information are available from PCA Club Racing Chairman Alan Friedman, 11706 Riders Lane, Reston, VA 22091 (703)620-9268.

This is the only Club Race scheduled west of the Mississippi this year. Because of Rocky Mountain Region's history of excellent driver's schools, the challenging track, and the many potential entrants relatively close by, early registration is strongly recommended. Out-of-state visitors are especially encouraged, and comfortable accommodations are available nearby at modest rates. Come and enjoy Colorado hospitality and a unique opportunity to exercise your driving skills in the exciting new Club Racing program! For entry information, please contact Pat or Anita Moyle at Motorsport, 1921-A W. Yale Avenue, Englewood, CO 80110, (303)922-3560 days, or (303)794-7256 evenings.

POTOMAC REGION HOSTS PREMIERE EAST COAST PCA CLUB RACING EVENT

Summit Point Raceway is the site for Potomac Region's first PCA Club Racing event, Friday and Saturday, June 12th and 13th. The cost for this event is a once-a-year \$30.00 registration fee with PCA National, Potomac Region's event registration fee of \$200 includes \$60 for the licensing school and \$140 for race event registration.

Registration is now open to all current PCA members. Applications will be processed on a first-come, first-served basis, according to postmark and car classification. Contact Ed Nork at (703)527-1006 before 9 PM Eastern time, to request an information package on this event.

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BRAKE LIMIT - the original supplier of race proven MINTEX HIGH PERFORMANCE BRAKE PADS for your Porsche now also offers Performance Friction racing pads.

MINTEX, a pad developed for the European Racing Circuit, has superior wear characteristics, works well when cold, is easy on your rotors, and provides superb and consistent braking performance throughout the temperature range.

Move up to MINTEX!

Or, if you have one of those high speed 911 or 944 Turbos, or a car equipped with Wilwood calipers, you may want to try Performance Friction Carbon Fiber Metallic racing pads - the latest in racing technology. These pads are used on Nissan and 962 GTP cars.

Ask about 944 Turbo Cup parts including 8 & 9 x 16 magnesium racing wheels. Also AP550 brake fluid.

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

PERFORMANCE
FRICTION  Carbon
Metallic

ROAD AMERICA 1

May 23 & 24, 1992

EVENT CHAIRPERSONS:	ARNOLD ZAHN	(708) 386-2864
	GEORGE MUELLER	(708) 371-0119
REGISTRARS:	GREG & MARLA TUREK	(708) 961-2439

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

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

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

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

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

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

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

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

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

A sellout is a "sure thing" for this event, so register early. You will be notified by mail from the registrar of your acceptance. Remember that you must present a **VALID DRIVERS LICENSE** at registration.

Siebkins will again be the "headquarters" for the non-track meetings. Contact Siebkins directly for lodging reservations (414) 876-2600. Dinner reservations for Saturday night can be made at the same time as room reservations, but please no later than Friday evening, May 22nd. Dinner choices (\$17.50 per person) are Weinerschnitzel, Duck, Prime Rib, and Fresh Fish if ordered in advance.

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

58.60.00

35.00
EKARATI

~~Box D~~
53020

The new tradition started last year by Hari Matsuda of having additional family activities will be continued this spring. Lauri Pickler will be in charge of the FAMILY ACTIVITIES. Please see the accompanying article and registration form and contact her at (708) 527-9141 to volunteer your help.

Hari Matsuda will be organizing a swap meet and also the commercial participation of dealers, mechanics and parts sources in a specially roped off area. Any suggestions, give him a call at (708) 475-4356.

NEW THIS YEAR will be the availability of a professional photographer to "shoot" your car on the track. He will be set-up near registration at Siebkins on Friday evening and near the start-finish line on Saturday and Sunday. Costs will be very reasonable and it should be a great opportunity to have those "fast guys" pictures taken of yourself.

Other places to stay:

Budgetel Inn
Sheboygan, WI
(414) 457-2321

Crest Hotel
Plymouth, WI
(414) 893-6111

Imperial Motel
Sheboygan, WI
(414) 458-3578

American Inn
Plymouth, WI
(414) 892-2669

Holiday Inn
Manitowoc, WI
(414) 682-6000

Starlight Motel
New Holstein, WI
(414) 898-4216

Super 8 Motel
Sheboygan, WI
(414) 458-8080

Thanks....hope to see you all there.

Arnold Zahn

CHICAGO REGION PCA



SWAP MEET

ROAD AMERICA, MAY 23/24
FOR INFO. 708 475 4356(0)

P O R S C H E 9 6

Wunder



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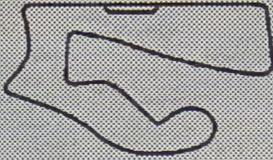


Barrington Road & Dundee Road

Barrington, IL • 708/381-8900

Mall Hours: Mon thru Fri 9 to 9. Sat 9 to 6

Service & Parts: Mon thru Fri 7AM to 7PM.



**Registration Form
PCA Chicago Region
Road America Drivers School
May 23 & 24, 1992**



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

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

<u>First Driver</u>	<u>Second Driver</u>	Did you attend Skip Barber Instruction at one of our previous
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no"

To help us better classify car/driver combinations please specify your driving experience, including # of track days per year, professional driving schools attended, and tracks driven with typical lap times.

_____	_____
_____	_____
_____	_____

Fees: One Driver \$175, Two Drivers, same car \$220 . Total amount enclosed: \$

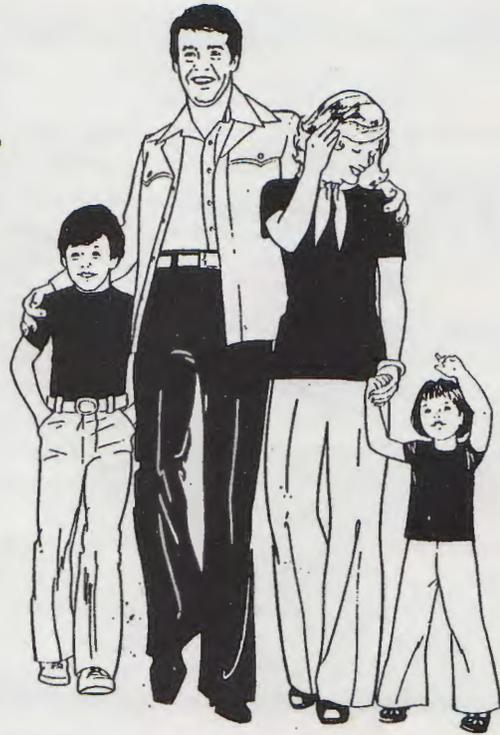
Make checks payable to "PCA Chicago Region." Mail the registration form and check to:
Greg and Maria Turek, 733 Alexandria Drive, Naperville, Illinois 60565.
(708)961-2439 Evenings. No refunds for cancellations after May 15, 1992.

**Help us make the spring Road America event
fun for the whole family!!!**

**For Saturday, May 23 and Sunday May 24...
We need volunteers to help run the
following events for our younger members:**

- **Bicycle Rally**
- **Rollerblading**
- **Remote Control Car Racing**
- **Story Telling**

**Other ideas will be welcomed,
and depending on turnout, trophies
will be awarded.**



SIGN UP THE KIDS TODAY!

**REGISTER YOUR CHILDREN FOR THE FOLLOWING SPRING ROAD AMERICA FAMILY EVENTS:
ROLLERBLADING • REMOTE CONTROL CAR RACING • BICYCLE RALLY • STORYTELLING
• OTHER _____**

CHILD'S NAME & AGE _____ EVENT _____

CHILD'S NAME & AGE _____ EVENT _____

ADDRESS _____

PHONE _____

YES! I'D LIKE TO VOLUNTEER A PART OF MY WEEKEND FOR THE FAMILY EVENTS

NAME _____ PHONE NO. _____

EVENT I'D LIKE TO RUN _____

**PLEASE SEND THIS REGISTRATION FORM TO LAUREN PICHLER, CHAIRPERSON
2220 CHRISTIAN LANE, LISLE, IL 60532.....PHONE 527-9141**

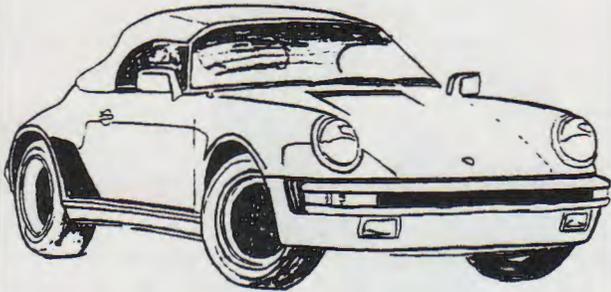
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THE FAST LANE

By Dick Badler

So, it's been 35 years. Let's see. I was six years old when the pioneering stringback set conspired to start this thing. That's a long time ago. Doo-wop music was in like rap is today. Ike had just defeated Illinois' second most favorite son, for a second time. If you wanted to be an enthusiast iconoclast behind the wheel, you could pick from a trickle of bathtub Porsches, MGs, Healeys and Jags. No wonder Porsche pushers blinked their headlights at each other. It's a wonder they didn't stop and stare at each other in disbelief.

I am proud to say I could identify a Porsche in 1957. After all, I had just learned to read ... get it? It wasn't until years later that I learned how to pronounce the word properly. But, yes, at age six, I was one of those budding idiot savants who could identify every car on the road, at sight. And I'm sure a great percentage of club members can also make this claim to fame.

For me, it became sort of a joke. People would come to visit, and my parents would introduce me as their "car nut" (emphasis on second word). "He can identify all the cars on the road, on sight," they'd say. I'd always get the same reaction. Tilted heads and a quick change of subject.

It's funny, but today I still get introduced quite the same way. The emphasis now, however, is on "car nut." But it's still the same thing. No matter which word the accent is on, we are a breed apart. We worship ... think about this ... a car marque. This is not a rational pastime. It falls somewhere between passion and obsession. We call it enthusiasm. 35 years of it.

I've got to own up. In my more rational moments, I do side with the bulk of humanity that thinks this is a bit weird. I mean, like, hey, cars are made by people, and sold by people. Even Porsches. And, surprise, they do it to make money. You make no money selling cars, you make no more cars. It's a business. It's very rational.

Porsche's business over the past 35 years, and beyond, has been to make and market cars with a unique set of attributes. These attributes can be summed up by my favorite tee-shirt motto, "Every Porsche ever made is a race car." This, again, is

enthusiasm, not simple rationality. Every car that runs will get you where you want to go. That's rational. Race cars are not rational.

We buy it though, don't we. We buy it, both literally and figuratively, when we write that check and take that baby home. We buy it every time we turn the key and feel a tingle down our spines. And we really buy it when we decide to join the PCA.

In other words, we PCAers are true-blue car nuts. We have qualified to put the accent on both words. We've earned it. We 700+ in Chicagoland, and our brethren across these United States, are all out there in a quirky love affair with a certain German motive appliance. This, friends, is true enthusiasm.

Oh oh, but wait a minute, here comes reality again. I hear a whispering in my ear. The voice is saying we should remember that the PCA is, after all, a club ... a car club. It's not life and death. It doesn't put bread on our tables. It's not curing cancer. Hey, the Beach Boys once sang a song called "My Car Club." Look it up.

I don't care! Nobody forces anybody to join. Nobody forces anyone to be active. If some of us feel we're getting our moneys worth by sitting back reading *Panorama* and *Chicago Scene*, so what? And if some of us join for the camaraderie, great. Concours? Rallying? Autocrossing? All fine by me. If somebody wants to create a new driving event where you slalom in reverse gear, well, if there are enough members to support it, have fun.

In racing, you either move ahead or fall behind. This is a truism the Porsche factory has learned only too well in recent years. It's also just as true for (dare I say it?) our car club. We're 35 years old now. We're adults.

Adults? You've got to be kidding. We're enthusiasts! We're "car nuts!"

Enough! Let's all propose a toast. To enthusiasm. To spontaneity. To good organization. To planning. To both, in good measure. Here's to everyone who has joined the Metro Chicago Chapter of the PCA over the past 35 years. May you and your Porsche stay young and in tune. See you down the road.

PCA/CHICAGO REGION TECH INSPECTION SHEET

NAME _____ COLOR _____ CLASS _____
 MODEL/YEAR _____ ENG. DISP. _____ ENTRY NO. _____

Passed Failed

TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

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

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

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

DRIVER'S SIGNATURE _____

WITNESS TO DRIVER'S SIGNATURE _____

DATE _____

BLACKHAWK XXIII

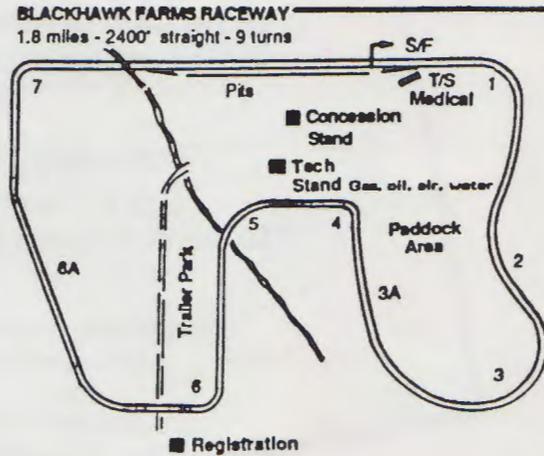
DATES: May 6, June 17, August 5, 1992

TIME: 8:30 - 5:00 ** Registration Closes at 11:00 AM

PLACE: Blackhawk Farms Race Track, So. Beloit, Illinois

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

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



The concession stand will be closed on Wednesday.

We recommend that you bring a picnic lunch or plan to go into town to McDonald's. Alcoholic beverages are not permitted during the event. Afterwards, 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 is a 10:00 AM mandatory drivers meeting for all entrants who have not run this event previously. REMEMBER - registration closes at 11:00 AM!

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

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

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

BLACKHAWK XXIII Registration
May 6, 1992

Mail to: Dan Gallagher
360 E. Randolph #2202
Chicago, Il. 60601

Name: _____ Member Applicant Guest

Car Make: _____ Model: _____

Driver: Experienced Novice

\$80.00 Preregistered / \$90.00 At the Track
No charge for family or affiliate member as a second driver

Questions? Dan Gallagher (312) 616-1416

PORSCHE

Ferrari



Concours D' Elegance



A joint event of the PCA and the FCA, sponsored by Lake Forest Sports Cars
Porsche Club of America, Chicago Region
Ferrari Club of America, Central States Region

Saturday, June 13, 1992
Lake Forest Sports Cars
780 North Western Avenue, Lake Forest, IL.

Entrants may begin arriving at 10:00 a.m.
Judging will begin at 1:00 p.m.

Limited Number of Entries
Maximum thirty (30) per club

*(Due to the special nature of the custom awards and the necessary lead time to procure them,
we must limit entries and have entry fees received - thirty days before event)*

Entry Fee:
\$10.00

THIS CONCOUR ONLY - MUST BE RECEIVED IN ADVANCE

*** Entry fee MUST be received NO LATER THAN Friday, May 15, 1992**

**ALL entrants will receive a custom award - not a dash plaque -
(you'll find out when you sign in)**

Additional awards (custom) will be given for FIRST PLACE only in each category:

PCA: Classes A, B, C and D

**FCA: Pre 1976 Open Cars, Pre 1976 Closed Cars
Post 1976 Open Cars, Post 1976 Closed Cars**

Special Awards:

Peoples Choice : each club votes for cars in the other club
Judges Choice : each club votes for cars in the other club
Rick's Choice: Rick Mancuso picks one from each club

* IMPORTANT NOTICE

**All members welcome. Bring your current membership card and register with Lake Forest Sports Cars
when you arrive for the complimentary buffet.**

Even if you don't enter your car, please let us know if you're coming so we can plan the buffet.

Call Heather: (708) 295-6560 Before June 6

Porsche / Ferrari Concour - June 13, 1992

**Send This Registration Form in NOW!
Remember...
May 15th is the DEADLINE DATE**

Porsche/Ferrari Concour June 13, 1992 **MANDATORY Registration**

Mail Your Registration by May 15, 1992 to:

Name _____ Dale Moody
19532 Governors Hwy.
Homewood, Il. 60430

Concour Class: A _____ B _____ C _____ D _____
Member _____ Guest _____

Number Attending _____ \$10.00 Enclosed _____

Make checks payable to: PCA / Chicago Region

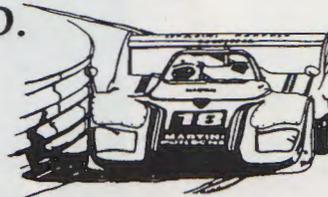
Questions? Dale Moody (708) 798-2637

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M-F: 9-5
Sat & Evenings: Available by
Appointment



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WELCOME

TO OUR NEW MEMBERS

By Lee Lichtenstein

Marty Allamian & Mike Coglianese
1947 N. 75th Court
Elmwood Park, IL 60635
1986 Carrera

Jacob & Mary Ellen Clement
1302 St. William Drive
Libertyville, IL 60048
1987 924S

Craig P. Colmar
375 Maple Row
Northfield, IL 60093
1988 911

J. Derek Davis
110 S. Johnson #209
Woodstock, IL 60098
1978 911SC

Douglas & Beth Gill
2154 Belleau Woods Drive
Wheaton, IL 60187
1981 911SC

James Malackowski & Kristi Stathis
1152 N. Lasalle Street Unit D
Chicago, IL 60610
1990 944

James & Lea Petrikas
1526 Pheasant Trail
Inverness, IL 60067
1986 944 Turbo

Charles E. Reiter III
521 10th Street
Wilmette, IL 60091
1991 944

Patrick & Laura Rooney
1907 N. Hudson Avenue
Chicago, IL 60614
1990 Carrera

Gordon & Madeline Roth
1047 N. 3rd Avenue
St. Charles, IL 60174
1991 Carrera 4

James & Kimberly Starai
1352 Ridgefield Circle
Carol Stream, IL 60188
1987 911

Michael & Raymond Walsdorf
1415 Franklin Street
River Forest, IL 60305
1988 Carrera

John & Jonne Winter
1725 Hickory Knoll
Deerfield, IL 60015
1967 911S

TRANSFERRED IN FROM OTHER REGIONS:

From Metro New York:
Desmond Ebanks, MD
2 Kristin Circle
Schaumburg, IL 60195
1988 944

From First Settlers:
Robert & Amanda Williams
1830 E. Saratoga St.
Great Lakes, IL 60088
1979 911SC

20 YEAR ANNIVERSARIES:

Jon Randal Jester
Eric S. & Louis E. Rapp, MD
Richard & Linda Patterson
Larry & Sheri Smith
J. Dennis Green & Maria Jose
Charles A. Vischulis
John J. & Ellen Benish
George & Linda Gutmann
Frank Wagner
Craig L. Williams
Dr. Charles H. Ekstrom
Gerald E. & Karen Dunn
Daniel J. Gerow

PCA - Chicago Region Concour Guidelines for 1992

These guidelines are being formulated to promote enthusiasm and encourage participation by all members of the club. They apply to all scheduled concour events for 1992. (*) New This Year

1. The entry fee will be waived, upon request, for those cars entered for the first time.
2. Only members will be eligible for trophies.
3. At the first concours entered, the entrant will be the sole judge of the class to which his/her car belongs on the basis of preparation.
4. Entrants of the same car in subsequent 1992 concours must remain in the same class originally entered, or may elect to move up a class. Entrants may not regress to a lower class.
5. One car shall make a class.
6. No bonus points will be awarded for authenticity, and no penalty will be imposed for the lack thereof. (*) Judging shall be based solely on the cleanliness and condition of the car.
7. Schedule of points leading to year-end overall placement and awards will be skewed in favor of the higher classes as shown.

CLASS	1st	2nd	3rd	4th	5th	6th
A	18	16	14	12	10	8
B	15	13	11	9	7	5
C	12	10	8	6	4	2
D	9	7	5	3	1	0

NOTE: Points earned do not necessarily earn trophies!

8. In addition to the point system specified in the PCA/Chicago Region concours scoring sheets, summarized in #10, the following points will be assigned for age and milage as shown:

A. Age: One point per year after the first three model years to a maximum of 10 points.

1992, 1991, 1990	= 0 points	1984	= 6 points
1989	= 1 point	1983	= 7 points
1988	= 2 points	1982	= 8 points
1987	= 3 points	1981	= 9 points
1986	= 4 points	1980 & Older	=10 points
1985	= 5 points		

B. Mileage: one point per 10,000 miles after the first 10,000 miles to a maximum of 10 points.

0 to 10,000 miles	= 1 point	60,001 to 70,000	=6 points
10,001 to 20,000	= 2 points	70,001 to 80,000	= 7 points
20,001 to 30,000	= 3 points	80,001 to 90,000	= 8 points
30,001 to 40,000	= 4 points	90,001 to 100,000	= 9 points
40,001 to 50,000	= 5 points	100,000 +	=10 points

9. Judges and trophy structures will be at the discretion of the concour chaiperson. Any and all protests will be considered on the basis of common sense, fairness, and sportsmanship. In the absence of any of the three any and all protests shall be ignored.

10. Concours Classes:

		356/912	924/928
		<u>911/914</u>	<u>944/968</u>
Class A:	Ext./Int./trunk/engine/undercarriage	300 points	300 points
Class B:	Ext. / Int./ trunk/engine	235 points	235 points
Class C:	Ext. / Int./ trunk	180 points	180 points
Class D:	Ext./Int.	134 points	134 points

NOTE: Maximum points do not include age and milage points.

11. (*) Five bonus points shall be awarded if the car is driven to the event from the entrant's home the day of the event.
12. Three 1st place awards in any class during any one concours season will result in the entrant being promoted to the next higher class for the next season.
13. Novice Class: At the discretion of the event chairperson, a Novice Class can be added for first time entrants only. Anyone who has ever won a trophy in any regular concours event is prohibited. No bonus points for age or mileage will be awarded, nor will Novice Class standings be considered for overall points at year-end. Judging of the Novice Class will be on the basis of the same standards for Class B, i.e. exterior, interior, trunk and engine.
14. At the discretion of the event chairperson, the following awards/trophies may be added to any scheduled concours event:
 - A. The "People's Choice" trophy shall be awarded solely on the basis of the popular numerical votes cast by entrants and spectators. All those in attendance are eligible to vote and are allowed one ballot.
 - B. The "Judge's Choice" trophy shall be awarded soley on the basis of the popular numerical votes cast by the concours judges of all classes. Their vote shall be based solely on the subjective appeal of the cars and may or may not reflect the relative standing of any entrant in any of the respective classes.

NOTE: On the basis of these two guidelines, it is possible for an entrant to both win in class as well as People's Choice and/or Judge's Choice votes at the same event, and therefore be eligible for two or more trophies. Entrants in the Novice Class are also eligible for both People's Choice and Judge's Choice trophies. These two awards do not in any way influence the year-end overall placement standings or awards.

1992 Concours Guidelines

As we begin the 1992 concours season, I thought it a good idea to let newcomers as well as the old-timers know what the guidelines are for our up-coming events. The above are therefore presented for your thoughtful consideration.

You will notice some small changes that were adopted to provide some clarity on some points, and, hopefully, a greater sense of fairness to others. An additional class, as well as two additional awards, are being formally established to encourage greater participation.

This having been said, I hope to see more of you out there this year. We have scheduled more events than in years past, five to be precise. Don't forget to also support the chairperson of the up-coming events - the person to whom your pre-registration is sent in timely fashion. We are always looking for more judges, so this may be a great opportunity to try your hand at that as well. I have found that by judging you learn as much as by entering your car. It lets you see how others are doing, and what they have been up to all winter!

Thanks,
Bill Garvy

BEHIND THE SCENES

Thirty five years ago - the Fabulous Fifties! High school, boys, great music, incredible cars (not necessarily in that order), a time that brings back fond memories.

My very first car was a 1957 turquoise and white Chevy Malibu with fins (purchased in 1961) that I thought was pretty cool. I was only dimly aware of foreign cars then and didn't pay much attention to the few that were around until the 1967 Jaguar XKE came out. Then I paid lots of attention but it would take twenty more years before I got the car of my dreams, my 944.

The Fabulous Fifties produced some real classics - life-time friendships, the music enjoying renewed popularity in the nineties, and the great cars which were such a big part of our life then and now.

Although my four year association with PCA has been relatively brief compared to some, I salute the founders of our club for their unique goal of bringing together a group of people who share a love for a special car. Porsche's advertising says it best of all. "Nothing even comes close."

Let's party!

Doris



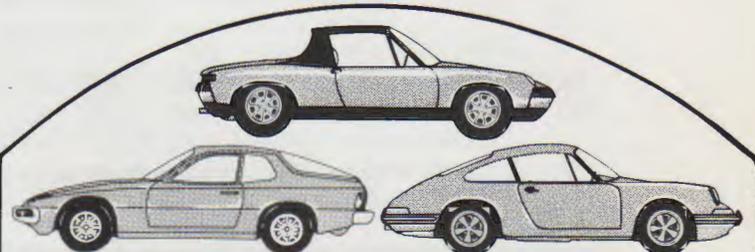
TECH HELPERS WANTED

It is the beginning of April and, as usual, I'm late on the draw. As your newly appointed Tech Coordinator, I am looking forward to this season's driving events.

In order to run tech in a smooth fashion, I am looking for volunteers to help out - no experience necessary. We will try to get together on a Saturday or Sunday to familiarize you with the different Porsche models, etc. Please volunteer to help and get involved.

All interested parties, please contact me.

Jeff Girard, 5125 Blodgett Avenue, #203, Downers Grove, IL 60515 (708)971-8144



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1984 928S, White exterior, full burgundy leather interior. Auto, with all options, 60K mi., beautiful car in excellent mechanical condition. New brakes, struts, shocks, tires, \$15,500. Kent Weber (815)394-2724 days.

1972 911E Targa S/N 9112210851 137K mi., Powder Blue, new front trunk pan, carpeting, Gates battery & clutch, alloys, RSR front bumper, priced to sell at \$7300. Would consider partial trade of parts or ? Roger Vale, 116 E. Liberty, Barrington, IL 60010 (708)382-6805.

1972 914 1.7 liter, Guards Red/Black leather interior, 94,500 mi., runs great, just restored, like new, showroom car, rear Porsche reflector, pullout radio, alloy wheels and much more, must sell. \$3,900 OBO. Edmon Badal, 7415 N. Fairfield, Chicago, IL 60645 (312)728-6497 days, (312)465-4045 eves.

1969 911E soft window Targa, VIN 119210215 rare and in good condition. \$14,000 or offer. Daniel Schnitta (616)471-9663.

1957 356A Coupe, VIN 102232 with C engine. Good for restoration or race. \$6500 OBO. Daniel Schnitta (616)471-9663.

911 Race car, fresh engine & transmission, new half axles plus spares, fresh tires. Built & maintained exclusively by Manny. \$45,000 firm. Frank Zaffere (312)819-4724 days, (312)902-4329 eves.

● FOR SALE - PARTS

Turbo Wheels: 1 set BBS 3 piece 7" & 9" gold center Comp T/A, 205x55x16VR, 245x45x16VR, 300 miles. Excellent condition, \$2,500 OBO. Bill Wittkamper (708)241-0655.

4 Epsilon 3 piece wheels for 944 or 911. Polished alloy rims with black cast honeycomb centers, 20 chrome bolts, Porsche crest in center 7 x 16" with 23.3 mm offset. Epsilon PN 4W112492. List \$379 each. Will sell all for \$400. Flawless condition, less than 2K mi. Kent Weber (815)394-2724 days.

PORSCHE TOOLS FOR SALE: Factory trained technician, 13 years experience, selling all Porsche related tools. Extensive collection covering all models,

all in excellent condition. Also includes factory training manuals, product info booklets, microfiche with reader, assorted mechanical parts, special interest publications and more. \$4500 takes all. Serious inquiries only. Kevin (708)241-1007 leave message.

Two each BF Goodrich 205x55x16 & 225x50x16 VR4 tires. Two each Fuchs 7x15 & 8x15 alloys. Four shaved Bridgestone RE71R 225x50x15 4.32's. From early 944: stress bsr, Bursch muffler, catalytic test pipe. Weltmeister 28mm front & 22mm rear sway bars setup for early 944. Jeff Edgar (708)362-6014.

Parting out '87 944 Turbo. Call with needs. '86 Turbo 7x16 phone dial \$90. 911 parts, 8 & 9x16 3 piece Gotti wheels \$875 set. Track wheels - call. Early toolkit \$90. 6 & 7x16 polished Fuchs \$850. 3.2 Max Moritz P&C set new \$2700. 914 centerline 8.5x15 wheels \$440 set. Roger Vale, 116 E. Liberty, Barrington, IL 60010 (708)382-6805.

944 wheels. Set of 4 silver 7x15 phone dial wheels, like new condition, \$500. Paul Bergen (708)369-8975.

SIXER garage sale: 915 trans. gasket set, trans. slider & syros, 901 trans. gasket set and/or syros, Sachs clutch equipment, wheel bearings, various early Porsches, 911, 914.4, 911SC and 914.6. 914.4 F.I. to carb fuel pump, regulator and distributor. 944, 924, 914.4, 911 and 911SC oil filters. 911 and 924 Haynes manual. Alternator V-belts, various air cooled models. '70 - '72 914.4 front brake rotors. Clutch cables, various models in stock. All parts are new. Must clean up basement or move out of house. Need help. Call "Uncle" Frank (708)2-2-FAST-6 or write to 419 Wicks, Grayslake, IL 60030.

PORSCHE PARTS: Most models, Weltmeister suspension components, Sachs clutches, Ferodo and Repco brake pads, O.E. brake rotors, engine parts. Quality equipment at fair prices. PCA member since 1972. Excellent quality parts, same slow service but we're worth it. Uncle Frank, c/o SIXER, 419 Wicks, Grayslake, IL 60030 (708)2-2-FAST-6 weekends/eves.

Colgan engine bay service cover, new \$30 (for 911); OEM headlight buckets & trim rings from my '81 SC \$50 pair; Ronal R-9 16" alloys with soft compound Goodyear autocross tires 60% tread remaining \$800

delivered in Midwest; CIS injection system, most parts \$100; Front & rear sway bars from '81 911SC \$100 pair; Complete exhaust, heat exchanger, cat. sheel from a 3.0 \$250; 3rd & 4th gearsets (stock ratios) from a 915 trans. \$50 per set, also 8:31 ring & pinion \$175, like new; Front tie rods (not turbo) \$50 pair. Tom Thompson (708)513-6629.

● **FOR SALE - OTHER**

Porsche 356 Baby Moon Hubcap Clock, modern German (OEM) quartz movement mounted in a real 356 baby moon hubcap, black hands with a red sweep second hand, battery included, looks sharp \$50. '73 911 front bumper guards \$100; black horn grills \$25. Prices include shipping in the U.S. Martin Frith, 7676 Newport Drive, Goleta, CA 93117 (805)968-3065.

Trailex aluminum auto trailer, model CT7541 HS. \$2,500 firm. Frank Zaffere (312)819-4724 days, (312)902-4329 eves.

1986 Chevy Suburban, with trailer hitch. \$1,500 OBO. Frank Zaffere (312)819-4724 days, (312)902-4329 eves.

PROPERTY FOR SALE: Tired of the each, buy on turn one of Ginger Man Lake Track Raceway, a new track for Midwest club racing in Sister Lakes, Michigan. Never miss a race and enjoy track time and a 4 bedroom, 2 bath house with 2 car garage, 11 car barn on 2 acres. Track will be closed for repaving and enlarging all of 1992. For more details call Daniel Schnitta (616)471-9663.

● **WANTED**

Fuchs alloys for refinishing, 930 8x16, 9x16, 944 Turbo 8x16. BBS racing 6x16 inners, 3.5x16 outers, wheel fans, BBS RS, 8x16, center caps, wheel fans, 911 cool brake kit; 944 Turbo: left foglight, coilover rear springs/shocks. Roger Vale, 116 E. Liberty, Barrington, IL 60010 (708)382-6805.



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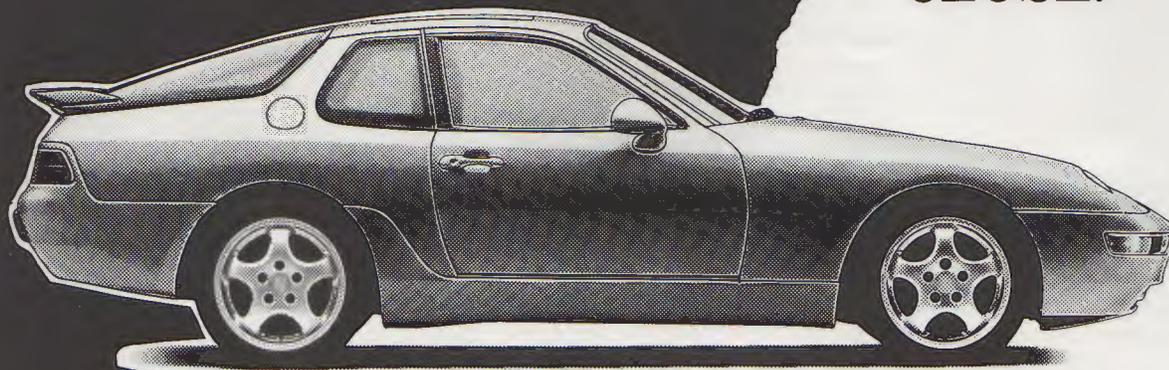
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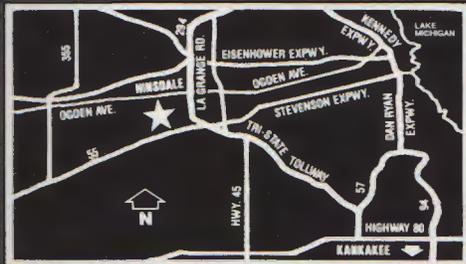
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