

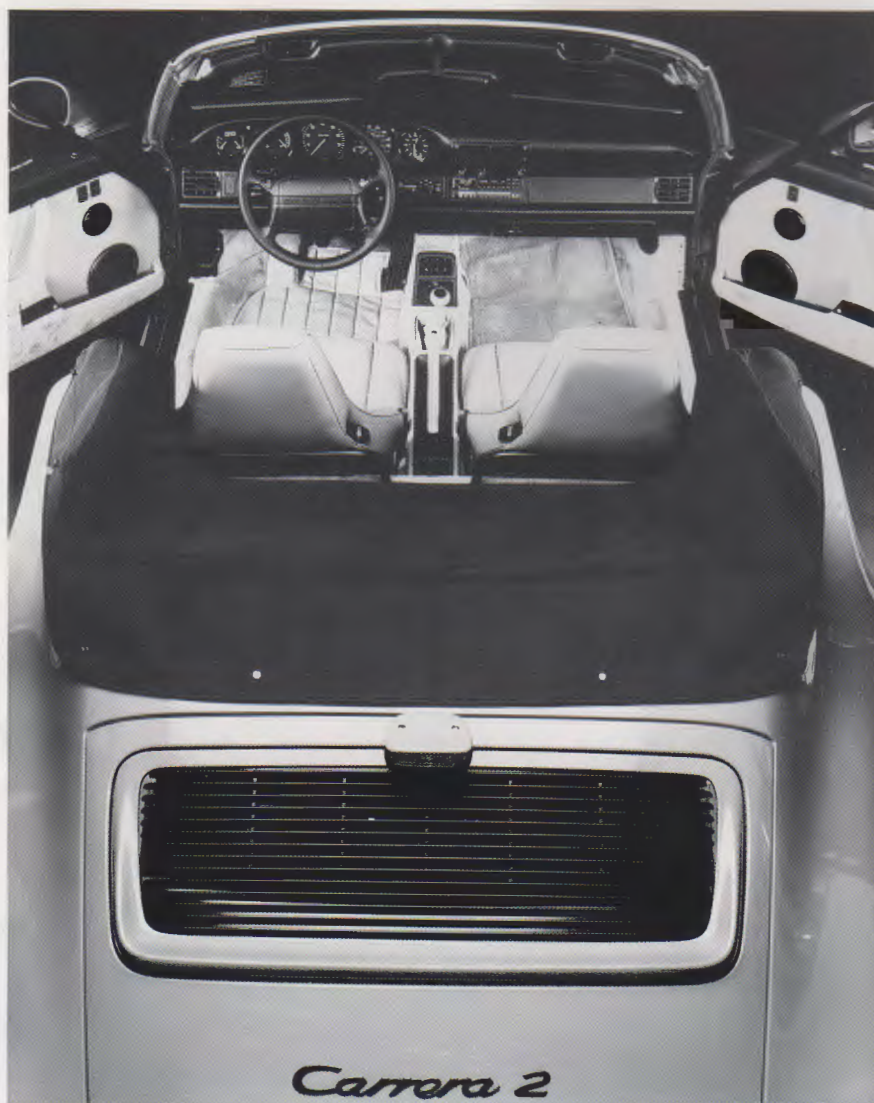


APRIL 1994



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

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"CHICAGO SCENE"

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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:

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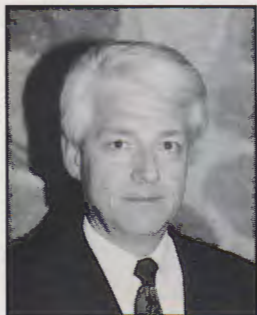
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COVER: Gerry Petroskey in his 1989 911 at Blackhawk Farms Raceway. Photo by: Tim Daly.

CHICAGO REGION 1994 CALENDAR OF EVENTS

| | |
|--------------------|---|
| January 23 | Annual Membership Meeting ✓ |
| February 6 | Indoor GoKart Racing ✓ |
| February 20 | Restaurant Tour..Chef Karl ✓ |
| March 13 | Restaurant Tour..Cafe 36 ✓ |
| March 20 | Indoor GoKart Racing ✓ |
| April 10 | Concours School..Motorwerks ✓ |
| April 24 | Drivers and Rallye School ✓ |
| May 1 | Rallye |
| May 11 | Blackhawk I ✓ |
| May 15 | Autocross |
| May 28 & 29 | Road America I ✓ |
| June 5 | Concours with Ferrari |
| June 15 | Blackhawk II |
| June 26 | Autocross |
| July 9 & 10 | Rallye |
| July 13 | Blackhawk III |
| July 17 | Autocross |
| July 31 | Potters Picnic and Concours |
| August 10 | Blackhawk IV |
| August 14 | Cuneo Estate |
| August 21 | (Brunch, Concour and Race Car Exhibition) |
| September 2, 3 & 4 | Utica Autocross |
| September 14 | PCA Club Race |
| September 18 | & Road America II |
| September 25 | Blackhawk V |
| October 1 & 2 | Autocross |
| October 9 | Charity Event |
| October 30 | & Bar Stool Racing |
| November 6 | Blackhawk Octoberfest |
| November 7 | Rallye |
| November 19 | Concours at Bill Jacobs |
| December 4 | Dan's Spectacular Loop Rallye |
| December 17 | Restaurant Tour |
| | Mystery Train and Dinner |
| | Tech Session |
| | Dinner Dance |

WHO'S WHO



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(708) 386-2864



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John Ruther
(708) 639-1094



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RALLYE

David O'Bryan (312) 929-1943

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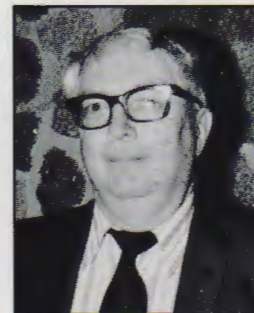
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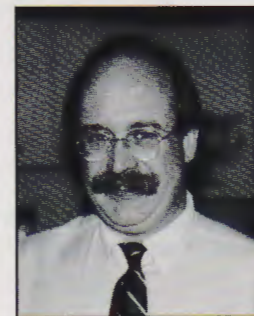
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Bill Garvy
(312) 973-3938

ON TRACK WITH ZANN

I'd like to start this month's article with a quote from our former "fearless leader" Gallagher, "FIVE EVENTS AND FIVE SELLOUTS"...looks like you members are having a great time with the Chicago Region in 1994.

Our two events in March were just "flat out wonderful". We all owe Peggy (soon to be Gallagher) a big thanks for setting up the restaurant tour to Cafe 36. Reinhardt Barthel and his son and crew really out did themselves and the food was great. I, for one, will be going back to Cafe 36 quite often.

Along those lines, I hope all of our members will support those people who do something special for the club, be it restaurants, parts suppliers, advertisers, etc., and particularly the sponsors of the Club Racing program.

Special thanks to Nick & Sue Brenkus, and Jeff Girard, for the second Indoor Go-Karting event. It was a blast. Thanks also go to Dan & Linda Bacin's Bacino's restaurants for supplying a great lunch.

WELL FOLKS, SPRING IS HERE (I hope). The start of the driving season that I've waited for through these cold, hard six months of winter. I hate winters. The first event for the season is the Spring Concours Clinic and I hope all of you will be there. This event is not only great for concours enthusiasts, but also for anyone interested in keeping our cars looking good. The next event is the Drivers and Rallye School. It is of the utmost importance that anyone who wants to drive their cars at an autocross or track event attend this driving school. Something new this year will be the opportunity for each driver to ride with an instructor on the autocross course, and in this way see

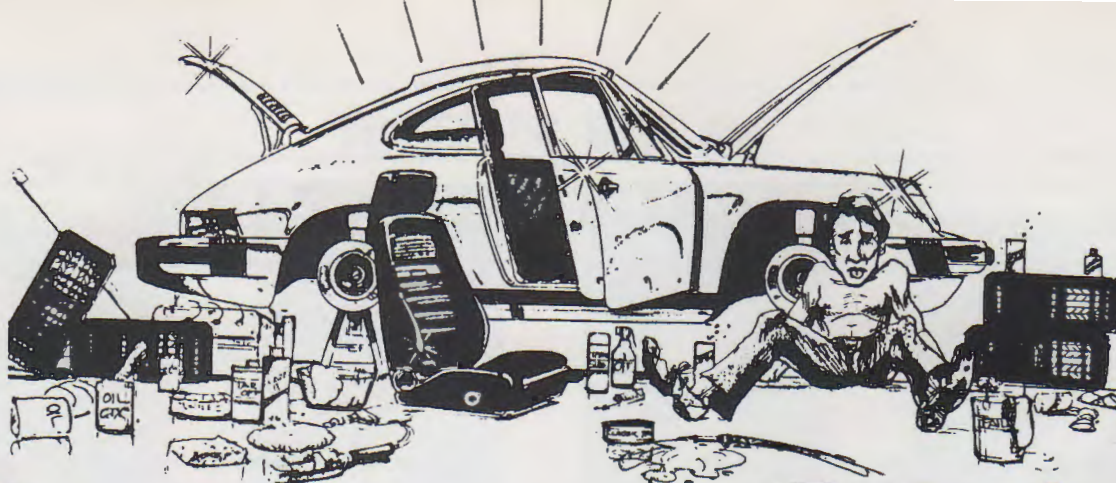
how our more experienced drivers handle the cones and set great times. There will be plenty of track time for everyone. Something else new for our members at the drivers school and at our autocross events will be a class for NON-PORSCHEs. These cars must be of a sporting nature and be appropriate for an autocross. The event chairperson and tech person will have the final say on what cars will be able to run. Of course, these cars will not be eligible for year end points.

After the autocross classroom part of the day, David O'Bryan will conduct a Rallye School. Rallying is fun if you know what you are doing, and this class is the place to learn for those who are new and those who have rallied previously. If you are going to do both the Drivers School and the Rallye School, there will still be enough time to practice on the autocross grids. Don't forget, the first Rallye is May 1, 1994, so sign up now.

Registration for both Blackhawk on May 11th and Road America are off to a very fast start. If you are planning on attending these events, sign up as soon as possible as time and space are going quickly.

Update on Club Racing. Please don't forget to sign up to volunteer to work the event. I've got some exciting ways to say thank you to those of you who volunteer. One of them is that Dan & Linda Bacin's Bella Vista Restaurant has signed on as a sponsor, and everyone who works will get a TWO FOR ONE DINNER at Bella Vista. Stay tuned for more information.

See Ya Out There, Arnold



Concours Clinic

Sunday April 10

Noon to 4:00 pm

MOTOR WERKS



Barrington & Dundee Roads
Barrington

Noon - 1:00 **Getting your car into concours condition and keeping it there.**

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1:00 - 1:45 **Lunch courtesy of:**



1:45 - 2:30 **Ask the judges What do they look for?**

- 356 Bill Garvy - Rip Patterson - Rod Gustafson
- 911 Chuck Will - Myron Walters - Dan & Mike & Dan Gallagher
- 944 Craig Stastny - John Mueller
- 928 Rick Wolf

2:30 - 4:00 **Bring in your car! "Buy & Try" products with the judges.**

Breakout groups: • 356 • 912-911-930-914-C2-C4 • 924-944-928

The "Goodie Store" will be open!



John Mueller 708-487-2406

We need a count for food! Name & Number Coming - on answering machine!

EMMONS

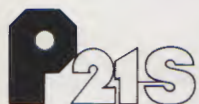
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CHICAGO REGION SPRING 1994 DRIVERS/RALLYE SCHOOL

Date: Sunday, April 24, 1994
Location: Arena Auto Auction (formerly "Old Chicago")
200 W. Old Chicago Drive, Bolingbrook, IL
Time: Registration/Tech 9:00 am
Classroom 9:30 am
Driving Instruction 11:00 am
Autocross Instruction 2:00 pm
Rallye School 4:00 pm

Ladies and Gentlemen:

Start your Porsches for the best ever Chicago Region Spring Driving School. This year's school will be devoted to instruction only. You will start the morning with classroom instruction by Ed Leed on the finer points of autocrossing. Then you will proceed to the driving instruction which will include braking, skip pad, and road course slalom. Here's the perfect opportunity to drive your Porsche in a controlled environment and see what it can really do! After the driving instruction, we will set up a practice course incorporating what you learned all morning. This is the perfect opportunity to get geared up for the Chicago Region autocrossing season.

Novices are strongly encouraged to attend this event, and experienced drivers who want to freshen up their skills after the long, cold winter are also welcome. This school is the time and place to learn about your car, meet new members, and become a better driver.

After the autocross, David O'Bryan will be conducting a rallye school that we will have more information about in next month's newsletter.

DRIVING SCHOOL REQUIREMENTS

Helmets with a 1985 or newer Snell sticker
Long pants and long sleeved shirts
Socks of non-synthetic materials
Closed toe shoes
Driver's license

Event Co-Chairmen:

Nick Brenkus 708/766-4734
Ed Leed 708/382-6911

Directions: I-55 exit Route 53 South

Mail your registration to: Susan Brenkus, 16W503 2nd Ct., Bensenville, IL 60106

1st Driver _____ \$20.00

2nd Driver: _____ \$ 5.00

Attending Rallye School ☐ Yes ☐ No

Total Amount Enclosed: \$ _____ (make checks payable to PCA/Chicago Region)

MAY DAY MAYHEM

DATE: SUNDAY - MAY 1, 1994

PLACE: R. FISCHER MOTORS
908 S. NORTHWEST HIGHWAY
BARRINGTON, IL

EVENT: FIRST TSD RALLYE OF 1994

TIME: REGISTRATION: 11:00 A.M.
FIRST CAR OFF: 1:01 P.M.

Be sure to come out and compete in the first rallye of the new year. This event is also the first trophy event for 1994.

If you would like to drive in this rallye, but cannot find a navigator, or if you would like to navigate but cannot find a driver, please send a registration form early (without a check please) and indicate so. If you prefer, give Pete a call and let him know your pickle.

We will have special prizes for first time rallyists. (No cheating, we know who you are).

This rallye is one week after the rallye school. Be sure to attend the school because topics covered there will be in this rallye. The rallye school is immediately following autocross school. No registration is necessary for the rallye school, just show up and learn a few tips that will help you enjoy the 1994 season and keep you out of the cornfields of Illinois and Wisconsin. See you there!!

PLEASE REGISTER ME FOR THE MAY DAY RALLYE!!

DRIVER _____

FIRST TIME? YES _____ NO _____

NAVIGATOR _____

FIRST TIME? YES _____ NO _____

**COMPLETE FORM, ENCLOSE CHECK FOR \$12.00 PER CAR MADE PAYABLE TO
PCA-CHICAGO REGION AND MAIL TO:
PETE SCHULTZ, 1133 W. PATTERSON APT. 1, CHICAGO, IL 60613
QUESTIONS: 312-929-1943, EVENINGS**

BLACKHAWK XXV

DATE: May 11, 1994
TIME: 8:30-5:00** Registration Closes at 11:00 AM
PLACE: Blackhawk Farms Race Track, S. Beloit, Illinois

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

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

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

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

REMEMBER-registration closes at 11:00 AM

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

TECH BEGINS AT 8:30 AM

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

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

May 11th BLACKHAWK / CHEF KARL DINNER REGISTRATION

Mail To: Bob & Nancy Neal, 445 Regent Dr., Buffalo Grove, IL 60089-3228, 708/541-1527.
Questions??? Dan Gallagher, Event Coordinator 312/616-1416

Name: _____ Member _____ Applicant _____ Guest _____
Guest Of: _____

Car Make: _____ Model: _____ Permanent Car # _____

Driver 1: Experienced _____ Novice _____ Driving Experience _____

Driver 2: Experienced _____ Novice _____ Driving Experience _____

\$95.00 Preregistered/\$110.00 AT the track
2nd driver no-charge if a family member
Amount Enclosed _____

Dinner following the event \$20.00 Adults/\$8.00 Children
Beer, wine and soft drinks included.
Number attending dinner _____ Amount Enclosed _____

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 _____

THE AUTOCROSS II

WHEN: May 15, 1994

WHERE: Hawthorne Race Track (Parking Lot)

| | | |
|--------------|--------------------------------|-----------------|
| TIME: | Registration & Tech | 9:00 AM |
| | Driver's Meeting | 10:15 AM |
| | First Car Off | 10:30 AM |

Start your Porsches for the FIRST timed event of 1994. Come on out to the spacious Hawthorne Park Race Track parking lot for a fun-filled day.

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

HAWTHORNE RACE TRACK AUTOCROSS REGISTRATION

First Driver

Second Driver

Name _____

Name _____

Phone _____

Phone _____

Member___ **Applicant**___ **Guest**___

Member___ **Applicant**___ **Guest**___

Gymkhana Class _____

\$20.00 First Driver, \$10.00 Second Driver

Amount Enclosed _____

(make checks payable to PCA/Chicago Region)

Mail your registration to: Jeff Girard, 1700 Lynwood, Cresthill, IL 60435
815/725-0309

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ROAD AMERICA I

MAY 28 & 29, 1994

EVENT CHAIRPERSON: ARNOLD ZANN 708/386-2864

REGISTRAR: BOB & NANCY NEAL 708/541-1527

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

The first Road America becomes even more fun this year because the Chicago Region is going racing again on the Labor Day weekend. This would be a perfect time for the racers to learn the Road America track and set-up their cars for the racing event.

On Friday night, the novice drivers will be required to attend the novice drivers meeting at Siebkin's. On Saturday, the novice drivers must 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 Skip Barber instructors and accompanied by their personal PCA instructors, 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 SCCCA corner worker. The corner workers will be strictly enforcing the rules of passing (restricted to certain straight aways), with no passing being allowed in the braking areas or turns.

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

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

Once each day there will be an opportunity to run Parade laps with **your family or other passengers over 18 years of age wearing a 1985 Snell approved helmet and appropriate clothing and wearing a seat belt**. Speed will be contained by a use of pace cars and any make of car is acceptable as long as it is in appropriate condition.

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

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

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

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

Siebkens will be again be the "headquarters" for the non-track meetings. Contact Siebkens 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 latter than Friday evening, May 27th. Dinner choices are Weinerschnitzel, Duck, Prime Rib, and Fresh Fish if ordered in advance.

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

Places to stay:

Siebkens
Elkhart Lake, WI
414-876-2600

Barefoot Bay
*Special rate for PCA members
Elkhart, WI
414-876-3323

Budgetel Inn
Sheboygan, WI
414-457-2321

Crest Hotel
Plymouth, WI
414-893-6111

Imperial Motel
Sheboygan, WI
414-458-3578

Holiday Inn
Manitowoc, WI
414-682-6000

Starlight Motel
New Holstein, WI
414-898-4216

Super 8 Motel
Sheboygan, WI
414-458-8080

American Inn
Plymouth, WI

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

Arnold Zann

BIG REDUCTION in insurance costs for many high performance cars

(See lists below)

PREMIUM REDUCTION

NO LONGER RATED AS HIGH PERFORMANCE

| | |
|-----------------------|---------------------------------|
| Acura Legend Coupe | Lincoln Mark VII |
| Audi Quattro | Mazda 323 GT |
| BMW (all models) | Mazda 626 Turbo |
| Cadillac Allante | Mazda MX-6 |
| Chevy Beretta GTZ | Mercedes - all models |
| Chevy Lumina Z34 | Merkur XR4Ti |
| Chrysler LeBaron GTC | Mitsubishi Eclipse |
| Chrysler TC Turbo | Mitsubishi Mirage Turbo |
| Dodge Lancer Shelby Z | Olds Cutlass (Quad-4 HO) |
| Dodge Shadow Turbo | Plymouth RS Sundance |
| Dodge Spirit R/T | Pontiac Grand AM Quad 4 |
| Eagle Talon | Pontiac Grand Prix Turbo |
| Ford T-Bird SC | Pontiac Grand Prix Turbo STE |
| Ford Taurus SHO | Pontiac Sunbird GT |
| Infiniti Q45 | Saab 900 |
| Isuzu Impulse | Toyota Celica Turbo - all types |
| Jaguar XJS | Volkswagen Corrado |



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Hoffman Estates, IL 60195
490-1200

STILL RATED HIGH PERFORMANCE

| | |
|---------------------------|--------------------------|
| Acura NSX | Mazda RX-7 Turbo |
| Buick Grand National GNX | Mazda RX-7 GTUS |
| Chevy Camaro IROC-Z | Mazda RX-7 GTU |
| Chevy Camaro IROC-Z Conv. | Mazda RX-7 GXL |
| Chevy Corvette | Maserati-all models |
| Chevy Corvette ZR-1 | Mitsubishi 3000GT |
| Chevy Corvette L98 Coupe | Nissan 300ZX |
| Dodge Stealth RT Turbo | Plymouth Laser RS Turbo |
| Ferrari-all models | Pontiac Firebird Formula |
| Ford Mustang 5.0 | Pontiac Trans Am GTA |
| Ford Mustang GT | Porsche-all models |
| Ford Probe GT | Toyota MR2 Turbo |
| GMC Syclone | Toyota MR2 Supercharged |
| Lotus-all models | Toyota Supra |

Auto, Home, Life, Commercial, Renters, Condo-Owners, Cycles, Boat, Etc...

PCA Chicago Region
Road America Drivers School
May 28 & 29, 1994
Event Chairman: Arnie Zann (708) 386-2864

| First Driver | | | | Second Driver | | | |
|--|--|--|--|---|--|----------------------------|--|
| Name: | | | | Name: | | | |
| Address: | | | | Address: | | | |
| City: | | State: | | Zip: | | | |
| Eve Phone: | | Day Phone: | | Eve Phone: | | Day Phone: | |
| Member <input type="checkbox"/> | | Region: | | Member <input type="checkbox"/> | | Region: | |
| <Fastest A <input type="checkbox"/> | | Requested Run Group B1 <input type="checkbox"/> | | Slowest> B2 <input type="checkbox"/> | | C <input type="checkbox"/> | |

| | |
|---|---|
| Porsche Year, Model, Type, Engine Size _____ | <p style="text-align: center;">——PCR CLASS——</p> <p>Production <input type="checkbox"/> Improved <input type="checkbox"/> Modified <input type="checkbox"/></p> |
| Permanent Car Number: _____ | Requested Car Number: _____ |

Drivers must attend the Skip Barber classroom instruction unless they attended at a previous event, or have very strong driving credentials and receive approval from event chairman

| <u>First Driver</u> | <u>Second Driver</u> | |
|--|--|---|
| Yes <input type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | Did you receive Skip Barber instruction at a previous Chicago Region PCA Road America event? |
| Yes <input type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted. |

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 \$190.00, Two Drivers, same car (FAMILY MEMBER) \$240.00, (NON-FAMILY) \$315.00. Total amount enclosed: \$ |
|--|

Make checks payable to "PCA Chicago Region," Mail the registration form and check to:
 Bob & Nancy Neal, 445 Regent Drive, Buffalo Grove, IL, 60089-3228
 Phone- (708) 541-1527 No refunds for cancellations after May 18, 1994



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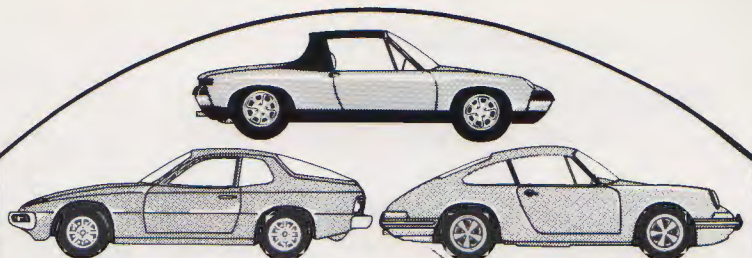


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Actually, aunt Martha's brownies have a fairly high coefficient of friction, but they smell terrible when they get overheated.

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BRAKE LIMIT 708/438-7813

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FRICTION** **Carbon
Metallic**

*Cool
Carbon*

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at MOTOR WORKS

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928 GTS
5-speed or automatic

968 Coupe or Cabriolet

911 RS America
911 Carrera 2
Coupe, Targa, Cabriolet
or Speedster models

911 Carrera 4

911 Turbo 3.6



team p



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1994 PORSCHE
DREAM TEAM
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*...and our 1987s thru 1993s
are worth a second look, too!*



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1993 911 RS America

Black/black with tail. Only 2K miles. A true driver's car!!

1992 C-2 Cabriolet

White/blue. 2K miles. Car is pristine. One owner.

1991 C-2 Coupe Tiptronic

Velvet red/gray leather! Only 26K miles. Perfect!

1991 911 Turbo

Silver/black. 13K miles. Very rare, very fast.

1990 C-2 Coupe

Silver/Black. 4K certified miles. Flawless!!

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White/red leather. Low miles. One careful owner.

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1993 968 Coupe

White/Black

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1994 Speedster

Red/Black

1994 968 Coupe

White/Black

1994 968 Cabriolet (3)

Red/Black
Midnight Blue/Gray

carsche

Annual Porsche vs. Ferrari Challenge Concours

DATE: *Sunday, June 5, 1994*

TIME: *Arrive - 10:30 A.M.*
Lunch - 12:00 Noon
Judging - 1:00 P.M.

PORSCHE



PLACE: *Auto Werks of Rockford*
6600 East Riverside Blvd.
Rockford, Illinois 61111
815-636-6600

Ferrari



Shine up your Porsche for the first concours of the season. It's the fantastic Porsche vs. Ferrari Challenge, and always a good show!

It will be at the new Auto Werks Porsche Dealership in Rockford, just a half mile off I-90 and a Pleasant Drive from Chicagoland. Auto Werks' beautiful new facility can accommodate us rain or shine.

Trophies will be awarded for Classes A thru D, peoples choice and judges choice. Beginners are welcome. Get some tips from our pros. Or just come to see the gorgeous red Ferraris.

Put it on your calendar. There will be more details and a map in next months Scene.

Summer will be here!

Rod & Sue Gustafson Days: 815/964-9700
Eve: 815/633-1929

BLACKHAWK XXV

DATE: June 15, 1994
TIME: 8:30-5:00** Registration Closes at 11:00 AM
PLACE: Blackhawk Farms Race Track, S. Beloit, Illinois

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

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

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

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

REMEMBER-registration closes at 11:00 AM

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

TECH BEGINS AT 8:30 AM

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

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

June 15th BLACKHAWK / CHEF KARL DINNER REGISTRATION

Mail To: Bob & Nancy Neal, 445 Regent Dr., Buffalo Grove, IL 60089-3228, 708/541-1527.

Questions??? Dan Gallagher, Event Coordinator 312/616-1416

Name: _____ Member _____ Applicant _____ Guest _____
Guest Of: _____

Car Make: _____ Model: _____ Permanent Car # _____

Driver 1: Experienced _____ Novice _____ Driving Experience _____

Driver 2: Experienced _____ Novice _____ Driving Experience _____

\$95.00 Preregistered/\$110.00 AT the track
2nd driver no-charge if a family member
Amount Enclosed _____

Dinner following the event \$20.00 Adults/\$8.00 Children
Beer, wine and soft drinks included.

Number attending dinner _____ Amount Enclosed _____

WE NEED VOLUNTEERS FOR PCA CLUB RACING



YES



I would like to help at the PCA Club Race on
Labor Day weekend at Road America
(September 2nd, 3rd & 4th)

I would be willing to work the following area.
Check one or more.

GRID_____

TIMING AND SCORING_____

TECH_____

ANYWHERE I AM NEEDED_____

NAME:_____

ADDRESS:_____

PHONE #:_____

Please send to: Arnold Zann, 502 N. Grove, Oak Park, IL 60302
Phone: 708/386-2864 Fax: 708/386-2865

Chicago Region Profiles

Dr. Martin L. Saltzman, M.D. Woodfield Orthopedics & Sports Medicine, Ltd.
375 South Roselle Road, Schaumburg, Illinois 60193 (708)307-7773

Lift that wheel, tote that box (of parts), get that floor jack, and lift your car..... Sound like your fun filled weekend at Road America? If you've spent a lot of time doing this, you'll want to know that there are consequences -- the big one being a sore back. Lower back problems come in many flavors, but they all have the potential of putting you out of racing as happened to Terry Johnson a few years ago. Do you realize that it is impossible to mount your wheels without putting some strain on your back? You can't get close enough to the wheel's center of gravity to lift it properly. You can't use your legs because the hub is too low, and you can't get over the fenders to get over the wheel. So, you have to lean forward with your cheeks against the fender and lift with your arms, try to get the wheel onto the lugs, and hope your back won't complain too much later that night; or you could get twenty one again. So what do you do when you're at the track and your back screams? You look around for a dark blue C2 with #79. That'll be Dr. Martin Saltzman. He's a leader in the field of sports medicine (and racing is a sport, right?) with offices in Schaumburg. He can give you some tips on how to get through the day, but you'll have to make an appointment if you want to get rid of the pain and live a normal life. What's great is that he emphasizes prevention through proper exercise and care. His expertise also includes arthritic care, if you're still having trouble hanging on to the steering wheel through the



carousel. Or if you are having difficulties with your joints, he can replace them to rid you of those "kinks" (not applicable at Road America). He also deals with foot problems for Porsche drivers --that disease involving lead in the foot or that fire shoe syndrome.

One of the great things about PCA is that we have a wide variety of members involved in many different professions, and Dr. Saltzman is a member who we should all know because most of us will need his help some time in our lives. Some sooner than others.

It's also great to have PCA members help us by joining our Club Racing sponsorship program. We thank Dr. Saltzman for helping us put on a better show this year. Hari Matsuda

Up coming member-sponsor profiles

Bill Murrin
Allwood Manufacturing
Brookfield, IL. 708-485-7742

Lad Sanda
Tro Manufacturing
Franklin Park, IL. 708 -455-3755

Dan & Linda Bacin
Bella Vista Restaurant
Chicago, IL. 312- 404-0111

Kristan & Jeff George
GPI Printing
Aurora, IL. 708-820-1770

Brian Alman
Northstar Motorsports Ltd.
Wauconda 1-800-356-2080

Bill Jacobs Motorsport's

1564 W. Ogden Ave.
Naperville, Il 60540 (708)357-1200



I was first introduced to Porsche automobiles about ten years ago when I attended my first Blackhawk event. Until then I thought cars were supposed to go fast in a straight line, have big tires and make a lot of noise. That event was a rude awakening because I learned that cars are supposed to stop on a dime and turn too. I also found that there was a totally different class of people in the Porsche club. There was a higher level of sophistication and an appreciation for the finer things in life--champagne instead of beer. Along with this, I found a similar expectation in PCA members of everything about their lives and in particular, with everything Porsche. So, it didn't come as a surprise to me when I drove up to Bill Jacobs Motorsports' Naperville show room. The facility didn't look imposing, just modern and inviting enough to make one feel comfortable. The first car to greet me was a spotless bright red 968. It made me feel like my '86 944 Turbo was going to appreciate in value like all classics. Then a quick sweep around and all you see are classy cars. There is an Audi for your son or daughter to drive, a BMW seven series for your wife so you can use it for business entertainment and then the Range Rover SUV for you to scrounge around in as you save your Porsche for the sunny weekends. There is an ambiance that permeates the facility from Eric DeBord's

high tech Burdick Group black anodized aluminum and glass furnished office through the show room to service area. Their transportation consultants didn't hover over me the instant I walked in the door with canned openers and no boring sales pitches. I was allowed to wander through the showroom for six minutes and twenty seven seconds before some one came up to me and asked if I had any questions. Of course, I was one of those window shoppers and I was just looking. In my opinion, the most important issue when buying a car is the quality of the people. No matter how good the company policies, if the people do not care about customer relations, the experience can be very unpleasant. All I can say is that the people at Bill Jacobs were very cordial and I didn't feel uncomfortable as a window shopper. Some of the great service Bill Jacobs Motorsports offers are free rental program with purchase of a new car, a shuttle service to nearby suburbs and railroad stations and your car will also be washed when you pick it up. A great place and they deserve a pile of thanks for taking on the primary sponsorship for our club racing program. Hari Matsuda

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LaCarrera PanAmericana

by Chuck Fausel
PCA-Riverside California Chapter
(Chicago Chapter Guest)

The Pan American Road Race originally ran from 1950 through 1954 and was organized by the Mexican government to celebrate the 1950 opening of the Pan American Highway. Top professional drivers from around the world came to participate in this race that ran from the U.S. border at Juarez to the Guatemala border below Tuxtla, Mexico. It was a real barn burner, run at tremendous speeds for those years, but it was marred with many crashes and deaths of both drivers and spectators. Because of these problems and other financial hiccups, no green flag was brought down in 1955.

In 1988 an active motorcyclist, car racer and Mexican entrepreneur, Eduardo Leon, teamed in the U.S. with motorcycle movie stunt man and promoter Loyal Truesdale, they decided they would reincarnate the LaCarrera PanAmericana but shorten it somewhat and run it in opposite direction from the original race. It would start from Tuxtla, Mexico, approximately 60 miles from the Guatemala border to the U.S. border at Laredo, Texas. They used as much of the original Pan Am Highway as possible that was used in the 50's. The race is now 3,000 kilometers in length and takes 6 days to run. I'll tell you why it takes that long later.

The event is also no longer called a race because of media, lawyers, legalities, etc., it is now called a "rally". Believe me this is still a flat out race even in the limited sections with tightly controlled times. One of our fellow competitors the first time out said, "When they put my blood type on the side of my helmet I knew they were serious." This is a highly competitive T/S/D rally where speed does win.

As in a rally there are sections:

Transit sections. Through towns with no restrictions because in most towns you can hardly get through them because of the hoards of people out to see you. They make the race a holiday where bands are playing, schools are closed and you become an immediate "Toro" fighter and hero.

Limited sections. This is really the only rally part. It is timed and usually the average speed in 60-65 mph. It doesn't sound like a lot, but you never know what's going to happen ahead of you, chuck holes (no they're really tank traps), highway washouts from previous storms and always the constant traffic. All Mexican car or truck drivers become race car drivers when they see that you are going to pass them, it's pedal to the metal as soon as you pull out. After a couple of private races we found out that they do finally chicken out and let you in just before the two of you come to the top of the hill. To assure yourself that you will be able to maintain the set average speed, everyone goes flat out whenever possible which backfires if you have no trouble in that it usually requires a long wait in line at the check point, because early crossing of the check point results in penalty points.

Special sections. This is the fun part, the road is closed to traffic and you run from 6 to 15 miles flat out with 30 seconds between cars so there is some passing depending upon how brave you are. The number of special sections and length varies from day to day depending on the location. You will run from 4 to 8 special sections each day.

Scoring. It's the normal format, low points win, penalty points are added for early arrival, missing the average speed, and points added for each second you are behind the fastest car in the special sections.

There is a comprehensive rule book giving you car specifications, safety regulations, etc. The safety requirements are followed as written, but when you get into the car modifications, look out. All cars are to have been manufactured prior to 1955, but exceptions are made such as; a 356-A up to 1959 is eligible because it was basically the same body style as the pre-"A" but sometimes you will see B's and C's running up to year 1964. You may also see a 1952 Olds, but it's only a body. Underneath is a 600 horsepower V-8 with the suspension coming out of Indianapolis.

Naturally there are classes but what the book says and what is actually in the classes differs widely. For example, in my class there are "A" & "B" sections; "A" is the under 2000 cc stock class; "B" is under 2000 but with engine modifications. Last year a 356-A Porsche "A" stock did 130 mph in the speed sections. Another 356-C in the under 2000 cc modified come in 3rd overall running against 400 to 600 horsepower cars. Soooo this is a rally?

My son, Dr. Richard Fausel, and I decided in 1989 that we wanted to do the Pan Am so we bought a 1954 Corvette and started to get it set up. On our first road test we found that it was so unmanageable over 85 mph that we knew we'd end up down the side of a mountain if we drove that car. We managed to locate a clean 1959 356-A coupe. We had the suspension rebuilt, roll bars added, racing seats installed, etc., but the only tweeking we did to the engine was to install webers and thru exhaust.

We have now completed 3 out of the last 4 races entered with the same engine, and we have competed in the '89, '90, '91 and '92 races. In 1992 I rolled the car in the mountains on the second day, so we didn't finish that race. What they say in this race is that to finish is to win. There are usually 100 cars that start and 70 to 75 that finish. There have been many crashes and injuries, but no one has been killed and my son can attest to the fact that the medical coverage at an accident is fast and excellent.

But let's talk about the "Rally" itself. You either tow your car or have it shipped via car carrier to Tuxtla, Mexico. We've always towed ours because the carrier system with required carrier changes at the border have not been the most reliable. The total trip down from California takes 5 days. The last 3 days you are towing in Mexico which everyone says is more dangerous than running the total rally itself. Finding your way, especially through Mexico City, and not going off the 16 foot wide, 2-lane roads with an 8 foot wide trailer is treacherous. But finally you're in Tuxtla, Mexico, and you pull into a beautiful motel. It's so nice you just can't believe you're this deep in nontourist Mexico. Cars and crews start arriving 2-3 days before the green flag falls. It's a real car show for the towns people, like a concour with wall to wall people. Most cars are beautiful and in excellent shape, but there are still a few that are changing engines the morning of the rally. Almost the entire city turns out for the start and this type of reception carries through for the total rally. You'll pass lines of people for 3-4 miles out of

town.

The first day may be the toughest; you're in the tallest mountains, and you go from sea level up to 10,000 feet, at least three times during the day plus, you haven't really counted, but the book says you have over 3,000 turns. These are the days that the Porsches are king and you have to drive as hard as you can to improve your position. After the third day you start to hit some long straights in the speed sections and 500 to 600 horsepower is hard to be competitive with. Remember you are running a 356.

The race route each year varies very little. It lasts 6 days and the route is:

1. Start-Tuxtla Gutierrez to Oaxaca
2. Oaxaca to Mexico City
3. Mexico City to San Luis Potosi
4. San Luis Potosi to Zacatecas
5. Zacatecas to Saltillo
6. Saltillo to Nuevo Laredo-Finish

During the 6 days you stop each evening and for lunch and gas. Each town is out in force to greet you and on holiday. Confetti and roses are thrown at you when you get out of your car. You think you must have been changed into a movie star or astronaut because you'll never sign as many autographs as you will during this race. There is also a big party every night and daily awards are presented. The towns of Oaxaca and Zacatecas are the most beautiful and interesting, I think every crew would like to, or have planned, to spend a weeks vacation at each of them sometime. Great fun is had each evening, for example in Zacatecas, a town built on a mountain, you have a great "reception" and dinner, then after the awards everyone has a one ounce clay cup tied around their necks and 5 or 6 men continually fill them with a special "Go East" liquor from large gallon jugs. Bands start playing and a huge drum beats out a cadence and you and a few hundred towns people start marching up and down the narrow streets. People hang out of their windows and balconies and wish you well. This is their holiday and they love racing.

What kind of cars are in the race? Take 1991 for example, there were:

| | | |
|--------------|------------|------------|
| 23-Porsches | 4-Mercedes | 1-Hudson |
| 15-Alfas | 4-Linolns | 1-Cadillac |
| 14-Jaguars | 4-Ferarris | 1-Allard |
| 9-Chevrolets | 4-Corvetts | 1-Volvo |

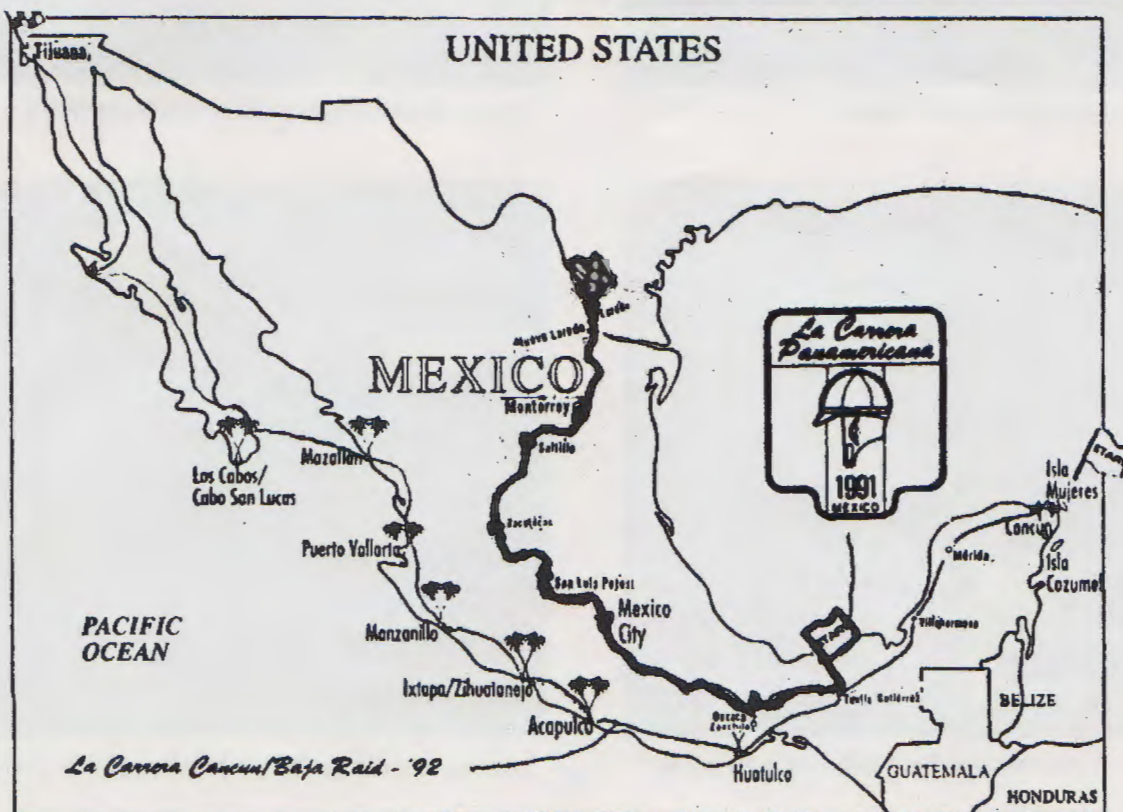
| | | |
|---------------|---------------|--------------|
| 8-Oldsmobiles | 4-Studebakers | 1-AC-Ace |
| 7-Fords | 3-Healys | 1-Lancia |
| 6-VWs | 3-Buicks | 1-Facel Vega |
| 5-Kurtis' | 2-MGs | 1-Chrysler |
| 5-Mercurys | 1-Henry J | |

What kind of venue do you race on? Old Mexican roads, some excellent, some pot holed, some half missing from washouts. You run from sea level to 10,000 feet. I can guarantee you'll never find any "meaner turns" or drop-offs. You even race underground through the Catacombs of Quantajato and through the treacherous LaBufa speed section in Zacatecas where each year two to three cars end up on the hook.

Do you have fun? Yes, yes, yes. You'll see some of the most beautiful country in the world, drive on challenging roads, meet wonderful and great people, you are given tremendous hospitality and you'll never forget or stop telling "war stories" about your fellow competitors and friends. You don't have to win, just finishing and being there on the last day will make you give a few "high fives" to anyone near you--you made it!

As Loyal Truesdale, the U.S. coordinator says, "You're going to have fun, but it can also be the most frustrating week of your life if you aren't prepared and get out of sync with the race. It is not a tightly structured event, you are on your own many times, you don't always stay at a 5 star hotel, it rains sometimes, you're own personal luck and how the cards are dealt you can get you down sometimes, but rise above it; you'll have your "bragging rights" forever.

The final mind set that you have to have is that this is a Mexican race with Mexican rules and interpretations and that you are a foreigner racing in their country. Just relax, enjoy and have fun because you won't beat the system.



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I'd like a little more negative camber on my escargot.



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Lad in one of his happier moments



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THE RACERS' GUIDE TO PURCHASING SAFETY APPAREL

by Brian Allman

Introduction

No matter how long you've been racing, you should appreciate the need for safety apparel. Knowledgeable estimates put the temperature of a race car fire somewhere between 1200 and 1700 degrees. As human flesh burns at a mere 180 degrees, the value of protection from the horrible effects of fire is beyond dispute.

In order to have the best protection against a race car fire, you'll want to examine each component of safety apparel separately-and in detail. Perhaps you're about to purchase these items for the first time, or you may be an accomplished racer who has owned safety apparel for years. Regardless of your own racing experience, this guide should provide you with an informative overview as well as a practical checklist.

Suit

Any discussion of safety apparel must begin with the driver's suit.

A driver's suit protects against injury from fire. To be its most effective, it must:

- *Be non-combustible
- *Maintain its structural integrity
- *Insulate against heat transfer

These three considerations, taken together, serve to define the requirements for a highly adequate driving suit. While each consideration is important, understand that it is their combination which enables suits to sacrifice themselves, thereby protecting the driver. In this way, every suit's material and construction work to supply lifesaving protection.

Racing suits are available in one through five layer versions. Four and five layer suits are generally specified for drag or funny car racing, so I'll confine my remarks to the one through three layer versions. In three layer suit construction, the outermost layer

must provide resistance to direct flame and maintain its structural integrity. Next, a central insulating layer must block heat transfer while an inner layer acts as a final barrier against flame and heat. Ideally, this inner layer should also absorb perspiration.

By contrast, a two layer suit eliminates the batting, or middle layer, and depends on the air pocket for its insulating properties. Two layer suits, while generally lighter, offer less protection than three layer suits.

Finally, single layer suits only offer resistance to flame, as these suits are capable of sustaining themselves for four to eight seconds. They offer momentary insulation from heat transfer and practically no structural integrity; they are, therefore, not to be recommended.

Of course, suits are only a part of our overall safety apparel "system". There are a number of other important components which are required by every driver.

Underwear

Racing underwear is critically important, providing the final barrier to injury from fire. It is available in weaves which can actually aid in both insulation and driving comfort. Suitable underwear materials include Nomex and PBI (polybenzamidazole) and are the choice of quality manufacturers. An often overlooked and undervalued element in racing underwear is a balaclava, or hood sock. Balaclavas are also made in Nomex and PBI and should be seriously considered, especially if the driver has a beard or moustache. One or two pairs of Nomex or PBI socks will also round out this essential first layer.

Shoes and Gloves

Shoes and gloves are additional pieces in our apparel "system". A traditional leather shoe, once on fire, will quickly shrink with enough force to crush a foot, breaking any number of bones in the process.

Drivers' shoes, by contrast, are Nomex lined and use exterior leather only to increase wear resistance.

Gloves should also be of Nomex material, because a traditional leather glove will act like a traditional leather shoe once it is in flames. I believe that a two layer glove is the minimum you should use; they should only feature leather on the palms to provide a good grip or the right 'feel'.

Helmets

The selection of a quality helmet is an extremely important task. To begin, you must make sure that the helmet under construction bears the latest Snell sticker. Snell, an industry-recognized evaluating group, conducts research, testing and the setting of standards which define the performance and safety characteristics for racing helmets. These standards are established for five year periods and represent the best the industry has to offer.

There are helmet options available in the marketplace. For example, you may choose traditional fiberglass or the newer, lighter materials such as Kevlar, Carbon-Fibre, or other composites. Open cockpit drivers will choose a full face version, while closed cockpit drivers may opt for an open face version. A full face version always offers the most protection and is strongly recommended. It is vitally important to always check with your club or sanctioning body in order to comply with their current helmet requirements.

Prior to purchasing the helmet, realize that a good helmet works just like a good driving suit, i.e., it is designed to protect you by sacrificing itself.

The shell of the helmet is the main structural element and must be hard enough to resist penetration by a sharp object. Upon impact, the shell should delaminate, allowing the helmet liner to spread and absorb the force of the head's movement against the inner surface of the helmet. Once delamination occurs, the helmet is unfit for further use. As such damage may not be apparent, an impacted helmet should be returned to the manufacturer for a thorough inspection.

Summary

This examination of purchasing safety apparel has concentrated on the critical components of a total "system". Your safety depends on all of these

components working together, the total being greater than the sum of its parts. Safety apparel is purchased for your personal protection, so you must begin to think of these pieces as an investment made in yourself.

Some general points are in order so that when you shop for safety apparel components, you'll want to:

- *Consider only well-tested, quality products supplied by reputable, proven manufacturer.

- *Remember that multiple layers, plus underwear, offer maximum protection.

- *Insist on a proper fit. Your driving suit should fit loosely, so that the air barrier becomes an extra layer of protection.

- *Maximize your own safety requirement. With all due respect, many sanctioning body requirements are simply too minimal.

- *Treat quality protective gear as both an important and necessary part of your racing budget.

Mindful that skin and bone are harder to replace than a broken engine, I hope you will purchase safety equipment with your well-being, if not your survival, in mind.

Brian Allman is the founder and president of Northstar Motorsports, Ltd. located in Wauconda, Illinois. A former racer, Brian has spent more than two decades in and around motor racing. He is also past regional president of local Mercedes and Porsche car clubs.

THE MART

FOR SALE-PORSCHE

Porsche Carrera 2. All numbers match. Original 4 Cam engine rebuilt 5,000 miles ago by Reinsport Werke. No rust. Car has never been hit. Heron Grey. Serious inquiries only, no tire kickers. This car is rare and expensive. Best offer over \$60,000. Dan Gallagher, 360 E. Randolph Apt. 2202, Chicago, IL 60601. 312/616-1416.

1989 911 Carrera Coupe #WPOAB0910K5121077. Silver anniversary edition, silver/silk gray full supple leather/granite piping, 6,000 miles, F/R spoilers, CD-2 stereo, sunroof, factory alarm, air, cruise, technalon cover, garaged, no winters, no rain, non-smoker, rare beauty, showroom condition, \$34,900.00. Mike Southard, 1733 Thompson Drive, Wheaton, IL 60187. 708/682-5980.

1987 911 Carrera Coupe, guards red/black leather, sunroof, 2 alarms, central locking, front spoiler, air, cruise, 26,000 miles. No winters, never abused, fine original condition. \$28,000. Chris Jensen. 708/895-3140 Days. 708/895-5732 eve.

1987 911 Carrera Coupe #WPOAB0911HS122831. Silver w/linen interior, sunroof, central locking, cruise, alarm. Only 21,000 miles, adult driven, always garaged, service records. No winters or accidents. Exceptional condition. \$29,000. David Stewart, 1560 N. Sandburg, Chicago, IL 60610. (312) 642-8642.

1986 Porsche 930. Black with black leather. 17K miles, limited slip, sunroof, sport seats, full leather, alarm, records. Mint original condition. Reduced to \$38,900. 944 trades considered. Brad Zeman, 708/584-3200 days, 815/436-5746 eve/wknd.

1986 Porsche 930. Guards red with black leather. 34K miles, limited slip, sunroof, Sony Multi-CD with Nakamichi Spkrs, Bear Tracker, radar, factory alarm, records. Excellent original condition. Perfect mechanicals. \$34,900. 944 trades considered. Brad Zeman 708/584-3200 days, 815/436-5746 eve/wknd.

1965 356C European Cabriolet-Very rare sky blue with tan leather interior; sheepskins, cover, tool kit,

manual; Spectacular car, all original except radio and 5 1/2" chrome wheels with 195x60 Yokohama AVS tires. 66,000 original miles; black plate California car through 1985. A bargain at \$35,000. Howard Yefsky 312/368-4600 (days); 312/642-8897 (eves, & w/e).

1986 911 Carrera coupe #WPOAB0916GS121625. Black/black, 28,000 miles, F/R spoilers, Yokohama A008P's. Lowered by Manny with Bilstein shocks, 22MM/27MM torsion bars and fr. tower shock brace. Stored winters. Jamie Adler, 319 Kedzie #1E, Evanston, IL 60202. 312/630-7850 (day), (708) 864-1836 (eve),

1987 928 S4 #WPOJBO920HS86016, diamond blue/blue leather, automatic, blaupunkt SQR Reno with eight speakers, additional vaporizer for rear A/C, wheel locks, new dunlops, new brakes, well maintained, excellent condition, \$20,000 OBO. Call Barry Dean 312/714-9300 of leave message.

1977 911S Coupe #9117201818. 89,000 miles. Red/black. 4 year old paint. Power sunroof, windows, mirrors, Carrera look, whale tail. Garaged, no rust, no winters, non-smoker. 7" and 8" forged alloys. New Pirelli P700Z's and aligned, engine overhauled w/updates. Short shift, Mumu steering wheel. Beautiful car. No surprises. \$17,000. Rich Becker, 1314 W. Church St., Champaign, IL 61821-2654. 217/359-7950.

1973 Porsche 911 Carrera RS Targa. Low mileage restoration/conversion concept car. Silver/red leather. 2.7 liter, 210 hp. Solid, clean, fast, and fun. No kludge. \$45,000 invested, offered for sale at \$18,500. Scott Bonnett, 507 W. Church St. #10, Champaign, IL 61820. 217/352-1620.

1979 911SC Coupe #9119201615. Guards red/black leather, 53,000 miles, second owner, int./ext. excellent condition, lowered, 7 & 8" polished fuchs w/red centers. Sunroof, whale tail, plus orig. rear deck lid, muffler. New seals, Carrera tensioners, brakes, F/R hood struts. Always garaged. No smoke, leaks or winters. Exceptional Car \$21,900. Duane Brann 708/448-6575.

1980 924 Turbo, white/black leather, sunroof, A/C,

alarm, very rare sport group, Koni sport shocks, 16" (928) alloy wheels, 928 vented discs & calipers, front & rear stabilizers, new brakes, tires alot of recent work, \$7,500. OBO. Call Barry Dean, 312/714-9300 or leave message.

1979 911SC Coupe. VIN #9119200939. Special factory order: triple black, full leather, A/C, sunroof, limited slip & more. Over 25 upgraded items. Newly painted & refinished. Super strong/quick/clean "Black Beauty". Better than all the rest! \$28,000. Walter Minato, P.O. Box 1637, Arlington Heights, IL 60006-1637. 708/259-7334.

FOR SALE-PARTS

Carrera 2 or 4 passenger & driver black leather sports seats--looking to trade for stock black leather seats--must provide installation service to make swap; --(2) 205 x 55 x 16 & (2) 225 x 50 & 16 snow tires--excellent condition \$50.00 each; Porsche radio CD 2 player --\$200. Joel A. Harber--312/580-2216.

911, 914-6 & 914 PARTS: parting out 1970 914-6 doors, hoods, trunks, engine lids, interiors, anti-sway bars, side shift transmission linkage, flywheels, I.M.S.A. fiberglass body kit, roll cage. Early 911 front & rear bumpers, torsion bars, Koni 911 S struts, boge 911 T struts, 1971 911T motor complete, glass, fuchs alloy wheels (16" x 6" 16" x 7" & 14" x 5.5") cookie cutter wheels (6" x 15"). Almost anything. Call with needs, evenings or leave message. Glenn Stazak 708/406-6155.

2-6"x16" and 2-7"x16" Fuchs alloys taken off an SC \$500.00 for all four. OBO. Exhaust system for 2.7 or 3.0 SC factory heat boxes, gutted cat. conv. & Bursch muffler. Excellent condition. \$500.00 OBO. Jim Harrington. 708/369-6842 eves.

911 parts: Ft. Bremteck racing brakes rotors & cool carbon pads, used twice \$750.00, real coil over shocks & springs Carrara 430 pound \$175.00 each, rear Carrera brakes & rotors & pads \$400.00. Mastercyl. \$100.00, 911/930 trailer twin axel elec. brakes 2 years old \$1,850. Bill Wittkamper, 6445 Rt. 53, Woodridge, IL 60517. 708/241-0655.

For Sale: Porsche 911/930/914-6 parts Recaro seat bracket adapters for 911/930 \$175 pr., front 911S adjustable Koni struts \$400; Bosch rebuilt 911/930 starter \$100; mocal oil thermostat W/(-12) fittings \$100; 275# Eibach coil springs new \$50; M calipers \$100; S Alloy Calipers \$450; rebuilt steering rack

\$150; 915 8:31 ring/pinion \$400; Swepco 201 gear lube \$35/gal; make to order race 3 pc. fiberglass slantnose \$895; race box rockers \$249; race lip spoiler \$60; new blaupunkt tucson SQR radio w/cassette \$200; facet electronic fuel pumps new \$30; 914/6 19MM master cyl \$75; Tony Stevens, N14 W30028 High Ridge Rd., Pewaukee, WI 53072. 414/367-9009.

911/912 tools: Unisyn carburetor adjustment tool, synchronometer carburetor adjustment tool, clutch alignment tool, valve adjustment feeler gauges, softite alloy lug nut socket (25mm), American-style car jack that works with Porsche jack holes, jack stands (4), Craftsman 1 3/8" - 1 7/16" box wrench, Craftsman 1 7/16" socket for 3/4" drive, Romax stud-remover, heli-coil drill bits, heat-exchanger hex sockets (#8), Weber float gauge and pump vial gauge. Chet Szerlag, 708/910-0597 after 7:00 pm.

911/912 parts (new old stock): Bosch H-1 headlights (pair), Hirschmann manual antenna (black), chrome exhaust tip for 912, solid chain tensioners (pair), front license plate brackets, 911 Marelli distributor with spare cap/rotor/points, front torsion bar mounting bracket, rear quarter window latches, assortment of dashboard switches/knobs/gauges. Chet Szerlag 708/910-0597 after 7:00 pm.

(2) Michelin XGT-V P225/50/R16, 8/32" and (2) Michelin XGT plus P315/40/ZR16, 3/32" \$100.00 for all four. Weltmeister short shifter for 915 trans-used 2 days \$50.00. ATE 23mm Master Cylinder for a non-power brake car, new, \$100.00. Carrera rear rotors-Zimmerman 911.352.041.08, \$150.00. (2) Vitaloni California rear view mirror \$20.00. Bosch battery cut-off switch, new, \$25.00. (2) 3 foot lengths of blue roll bar padding \$5.00 for both. Cool Carbon 502 blue brake pads, new, \$50.00. (2) 10x16 and (2) 12x16 centerline wheels-used, \$400.00 obo. Glenn Sapa, 27W506 Wallace Rd., Wheaton, IL 60187. 708/690-0667 home, 708/955-0090 work.

TIRES: 1 Akuret (?) GT 225/50 VR16 \$20.00, 1 Bridgestone Potenza RE-91 225/50 VR196 \$20.00, both suitable for full-size spare or ? 4 Goodyear Eagle NCT 195/65 R14 \$80.00, All of the above have minimum center tread depth of at least 3 mm. Bruce Janecek, Weekdays 708/354-1901, Other 708/361-8421, Faxline 354-1903.

924 Turbo Parts: 2xD209M, Repco deluxe front pads, 25.00 set; 1xD210D, repco deluxe rear pads, 20.00 set; 4xD210M repco metal master rear pads,

25.00 set; 9xPC-252 oil filters 2.50 each; 1xPM-1743 Purolator air filter, 14.00; 4xW6D plugs, 1.00 each; 1x9.5x888 V-belt, 1.50; 8x059-103-413C exhaust valve guides, 1.50 each, 1x059.109.119A timing belt, 5.00; 2x477.955.425B wiper blade, 5.00 each; 1x0.580.254.984 fuel pump, 99.00; 1x047.198.012A engine gasket set (some small gaskets missing); no change with package purchase. Total price for above \$338.00, package price \$225.00 or ? Call Uncle Frank at 708/2.2.FAST.6 OR 419 Wicks, Grayslake, IL 60030.

FOR SALE-OTHER

Mercedes and Volvo factory alloys: 1985 740 Turbo spoke wheels with Goodrich Euro Radial T/A 205/60 HR 15s, fair condition, set of four, \$200 or best offer. And 1987 300E alloys with central pieces, Michelin MXV 195/65 VR 15s, good condition, set of four, \$1000 or best offer. Call Dr. Chris Stout. 708/913-8737.

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WANTED

Front and rear bumpers with high over-riders for 356A. Also, Solex 40 P11-4 Carburetors with Manifolds and Air Cleaners for 356. Must be solid shaft (not split shaft). Howard Yefsky 312/368-4600 (days), 312/642-8897 (eves. & w/e)

*****F.Y.I.*****

Chicago Region Member Bob Wielgus wanted to inform the club members that there is a Union 76 station that sells Unleaded 100 Octane Racing Gasoline very cheap. It is located at 1800 N. Arlington Heights Rd., one block south of Palatine Rd.

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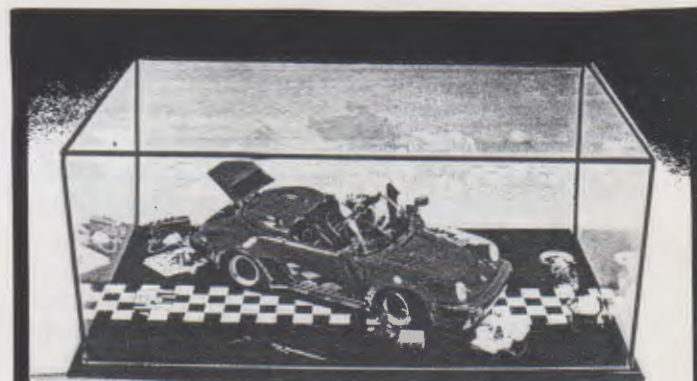


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