

CHICAGO SCENE

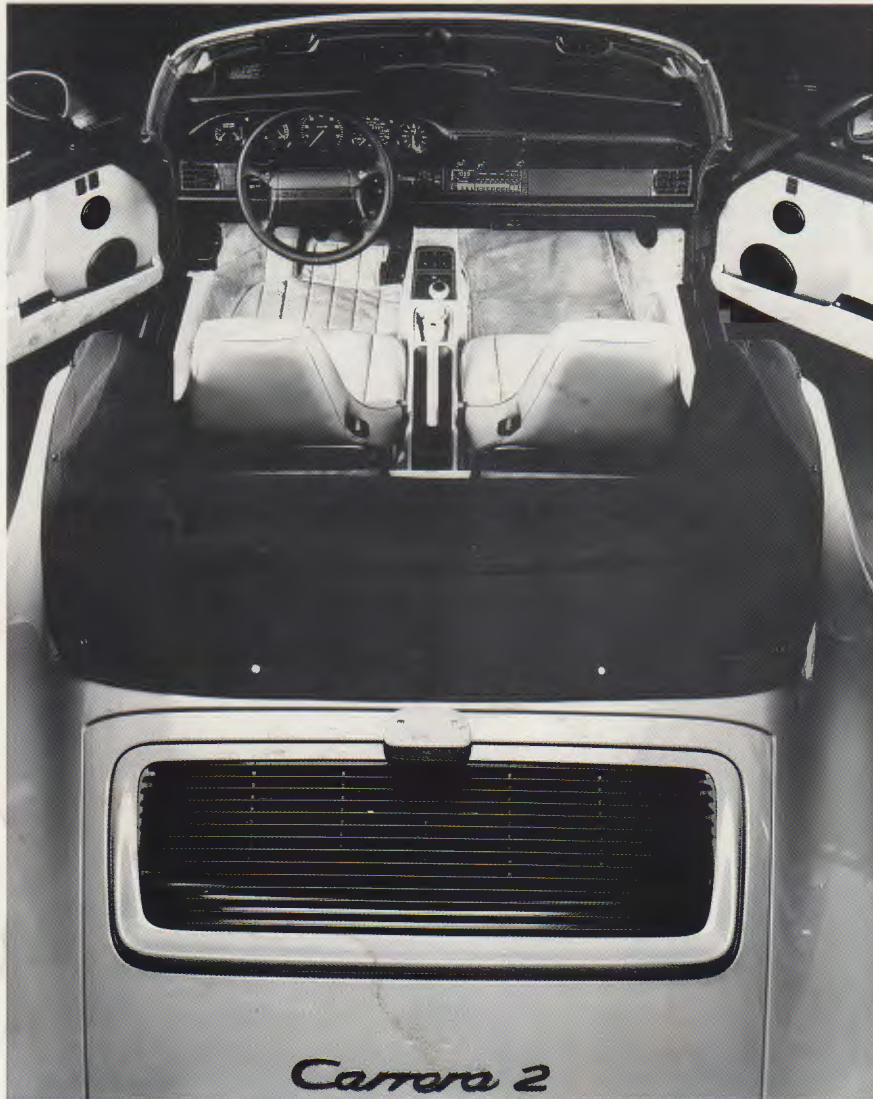


April 1996



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

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Chicago Scene

April 1996
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February 4	Toboggan Time
February 11	* Go-Kart Racing
February 18	* Workers' Party Chef Karl's
March 3	* Tech Session - Chili
March 24	* Rallye School and Social
April 14	* Rallye 1 / Concours 1
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October 27	Bill Jacob's Concours 5
November 10	Tech/Social
December 7	Dinner Dance

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In Gallagher's Gear

Who said that February is a no-fun month? The annual workers' party at Chef Karl's Edelweiss Inn was anything but that. Approximately one hundred showed up to enjoy the excellent German food and comraderie. After dinner, the good Chef put on an impromptu gymkhana around his parking lot. Arnie won his class. Son Andy didn't count correctly and only completed two of his three laps which got the poor boy much good hearted razzing. Nick Brenkus discovered that the ABS in his SHO does indeed work (and learned how it felt to be the slower Brenkus - ed.) and Bob Cook, aka Jimmy Stewart, showed us that even BMW M3's can indeed go sideways. After all this excitement, we all came back in to sing Happy Birthday to Lee and to sing German songs along with the Chef.

While we are on the subject of good times. . . I never expected the Tech/Chili Tasting event to be so much fun. Seventeen contestants worked for days on their chili and were very serious about winning the blue ribbon. After the eighty or so participants in the tech session had their fill of some really great chili (they all deserved to be winners), Mike Gray and crew explained suspension modifications and their effects on autocross cars. I really want to thank Napleton Porsche for the use of their beautiful facility. They even had the auto-show 993 Twin Turbo on the floor for us to lust over. I was led to believe that if you won a blue ribbon in the chili contest, you would receive a test ride in the beast. Unfortunately, I didn't win one but the dealership sold the car to Tray Anderson and they weren't about to let anyone near it. However, as Tray is about to become my best friend, maybe my dream will still come true.

Several important things from the last board meeting. First, we have changed the overall award from last year. This year we have 5 gymkhanas (autocrosses), 5 concours, and 5 rallies. Only your best ten finishes will be counted. However, you must compete in at least one from each discipline. As an example, If your strong suit is gymkhanas, you could score 5 of those, 4 rallies, and one concour. Your board hopes this will lead to better attendance at all these events.

We also decided to move the 3.2 911s down to class P5 with the 2.7 and 3.0s. Not only was this done in interest of fairness, but also the 3.6 class has grown too large where class P5 was too small.

After a lot of discussion, and at the urging of Ken Pesavento, Charity Chairperson, we decided to keep this year's charity raffle, which is to benefit Cystic Fibrosis, to a 1997 Porsche 993. the change is that we will be raffling a 93 Carrera 4S. The drawing will take place at the dinner dance on December 7, 1996. Only 2500 tickets at \$50 dollars each will be sold. I believe tickets will go on sale at

the Memorial Day Elkhart event.

Well, we have finally done it. We are now on the internet. Yes, that's right - we have a web page. If you want to see our schedule of events or only want to seek information about the Chicago Region, you can reach us at "<http://www.mcs.net/~bman/pca.html>".

We have some interesting events coming up. On April 14 we have our first Concours/Rallye. I know Myron will put on a great rallye. On April 28th we will be holding our annual Drivers school at the Arena Auto Autcion. If you plan to attend Blackhawk or Elkhart you really should attend the drivers school. While on the subject of Blackhawk, please note on the entry that we have only raised the fee 5 dollars. Event costs at these track events are going up far faster than the rate of inflation. We did the best we could to keep this event's costs as low as it is. If you have not registered for the Memorial Day Road America, please do so now. This event always sells out and the Labor Day Road America is limited to those who have attended a prior Elkhart event.

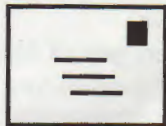
Well, that is about all I have for now. If I survive our newsletter editors' wedding (March 30th), you will here from me next month. - Gallagher



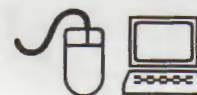
Having just finished Dan's article, I'm reminded to remind Dan that the next deadline is actually before our wedding. What a month March will have been. Not only have we constructed new living quarters (our own sweat), completed wedding day preparation, tasted chili, learned about rallies, bachelor and bachelorette partied (poetic license), rehearsed our wedding, and wed, but we put out two newsletters as well. This should make for a relaxing rest of the year! I can't wait to sleep.

This issue is abundant with articles from region members and national concerns. We really appreciate all the input you are providing. Special thanks to John Ruther (see "Daytona," page 24), John R. Mueller (see "Junkie," page 18), and Jeff Neistein and Heather Hassig (see "Indoor," page 28) - all Chicago Region Members who contributed. We would like articles written about Chicago Region events. If you attend an event, please volunteer to tell your fellow members about it (in writing!) before you are cornered and asked to do so. -Heather and Dave

CORRECTIONS: March - the last name of the author of an article on page 5 was misspelled. Roz' last name is Finkenhoffer. Sorry Roz! (we knew - we just can't type). We know there were more typos - did you?



Letters & e-mails



Porsche Releases Initial Boxster Information

RENO, NEVADA, March 5, 1996 --- At its press conference today in conjunction with the 1996 Geneva Motor Show, Porsche AG distributed the first official information and photo of the eagerly awaited production version of the 1997 Porsche Boxster sports car.

Very similar in design and concept to the Boxster prototype first shown at the 1993 North American International Automobile Show in Detroit, the production Boxster is a unique two-seat roadster incorporating classic Porsche styling with a completely new engine and chassis.

The Boxster will be powered by a 204 hp (DIN), six-cylinder, horizontally-opposed, water-cooled, 2.5-liter engine positioned in front of the rear axle. This mid-engine arrangement ensures excellent front-to-rear weight distribution and outstanding road handling.

In addition, the mid-engine concept allows for two genuine luggage compartments, one at the front and one at the rear of the car. These easily accessible compartments have a capacity of 9.1 cu. ft., unusually large storage areas for a sports car.

From the first drawing on a clean sheet of paper to its introduction, the Boxster's total development and testing period has taken less than four years. This achievement, made possible through the process of simultaneous engineering, is remarkable considering the entire car was created from the ground up.

The first pre-production Boxsters came off the assembly line at Porsche's new plant in Zuffenhausen, Germany, in October of 1995. Standard production of the new roadster will begin in early Summer of 1996, with the launch scheduled for September of this year. Boxsters will begin arriving at North American Porsche dealerships later in the fall. Porsche's international dealer network has already received more than 10,000 down payments for the new car.

While Porsche AG announced the Boxster's German market price of DM 76,500, this figure includes a 15 percent value added tax plus other charges that do not apply to North American pricing. Actual North American Boxster prices will be released later this year.

Courtesy Porsche Cars North America
Bob Carlson, General Manager, Public Relations

Rumors, Factoids, and Gossip from the Winter PCA Board Meeting

by Bob Gutjahr, Chesapeake Region

February 10, 1996, Phoenix, AZ --- Ross Dupper, Vice

President of Finance and Administration, Porsche Cars North America, reported at the board meeting that Porsche has turned the corner and is well on the way to financial recovery. During the Fiscal Year 1995, Porsche AG made a 2.5 million Deutsche Mark (DM) profit, the first profit in four years for the company. Car sales increased by 17%, and moneys generated increased by 11% for a total gross profit of 16 billion DM. In 1996, the factory will restructure several operations out of Ludwigsburg and move them to Weissach. Porsche has contracted with four importers in the People's Republic of China, and plans on selling 2,000 cars in Latin America, one of their growing markets. 911s bound for Latin America will be partially assembled in Stuttgart, with final assembly occurring in Mexico (to reduce import costs).

In 1995, the Factory's importer to the U.S. and Canada, Porsche Cars North America (PCNA), sold 6,079 cars and the 911 accounted for the majority of sales. Both the 928 and 968 ended production in 1995 (911 sales were up by 20% in the U.S. as a result). 1996 will be the first year since 1969 that only the 911 will appear in the Porsche sales line-up. This will be a real challenge for PCNA, but they think they can sell 6,500 cars. PCNA made a small profit for 1995.

What about the cars? Porsche AG will make 580 Targas for the U.S. this year. This neat car has not gotten the press it deserves, and will be an immediate collector's item. The Carrera 4S, with Turbo Look and four wheel drive, is a hot car. Virtually all orders for the 1,000 units of this model have been sold. The factory has been tooling-up during the past year for the manufacture of the Boxster. The first display units (all with zeroed-out serial numbers and not available to the public) rolled off the assembly line in October of 1995. Sales production will start this summer, probably after the annual closure for the worker's vacation in late July.

The Boxster will be in the hands of U.S. customers in late December 1996 or early January of next year as a 1997 model. Porsche will introduce the Boxster to the world (and it will be called the Boxster, not the 968) on September 12th in Phoenix, AZ. Two hundred cars will be available for this launch. U.S. press launch will begin on September 18th, with European press having access to the car the following week, and the Asian and Latin American press the week after. The Factory will produce 15,000 examples of the Boxster in its first year; PCNA wants half of that figure. As with the 944 when it first came out in 1982, expect Boxsters to be in short supply, with dealer mark-ups and customer orders sold to the highest bidder.

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No one asked about the 996, so I cornered Ross Dupper after the meeting. Apparently, Porsche is not sure when to introduce this car, because the 993 is doing so well. Originally, the new 911, a mid-engined car with six water-cooled cylinders, was scheduled for release in 1997. Now, Porsche is on the fence. According to Ross Dupper, the car's appearance has been reworked from initial styling studies. It's lines invoke the 911 styling with which we are so familiar, and it is a beautiful automobile (PCNA says press spy photos are distorted and completely wrong). The 911 GT1 racing car which will compete at Le Mans this year will use a turbocharged version of the 996 engine and some of its suspension components.

In other factory news, Porsche and Mercedes continue to investigate joint ventures. Both companies are involved in convertible technologies for hard tops and sun tops, a la the new Porsche Targa. Porsche AG has agreed to a new, less expensive parts program for the 911, called Porsche Parts Express. This is similar to PCNA's Euro Select Program and involves significant cash reductions for OEM 911 parts.

PCNA has always marketed its cars in unique ways here in the U.S. This year, PCNA will include in the glovebox of every one of its new cars a "Welcome" video, which details Porsche history and describes the idiosyncrasies of the 911. Just another item for a concours judge to get anal-retentive about. PCNA will also mail a 20-minute documentary video entitled, "911: The Latest Evolution," to 80,000 Porsche owners and 20,000 owners of comparable sports machinery. That's a lot of money for a narrow gap in the market. For 1996, PCNA has contracted with Sky Allen in Maryland to handle owner relations. Sky Allen affords PCNA longer, more flexible hours, so the voice you hear when you complain about your car will not be in Reno.

In motorsports, Porsche will have two teams fielding the mid-engined 911 GT1 machine at Le Mans. This is the first bonafide factory effort since 1988, and Porsche is going for an overall win. These cars use a stock, steel body shell with fiberglass body panels and are powered by a 3.5 liter twin-turbocharged version of Porsche's future, water-cooled flat six limited by regulations to 600 horsepower. PCNA will sponsor the race on Prime Sports Network, a cable channel I've never heard of. IMSA is a four letter word these days to PCNA and Porsche AG. The organization's unpredictable rules changes have completely alienated the Factory. Don't expect them to field a WSC car. Porsche did win the GTS-2 class at Daytona, a fourth overall, but even PCNA could not get too excited about this accomplishment. They are looking to get into the SCCA's new World Challenge series incorporating FIA/Le Mans GT-1 and GT-2 categories into its new Grand Sports Division. This is the same direction the Europeans are taking, and it will be interesting to see if

IMSA can survive this new series.

The Porsche Club of America continues to be the healthiest, most active, and single largest individual marque club in the world. The Factory looks upon PCA as the model Porsche Club, and for good reason. The Club is in sound financial condition, manages itself conservatively and practically, and has state-of-the art programs such as Parade and Club Racing that have been modeled/copied by other car clubs in the U.S. and abroad.

Membership and Region news: Our membership stood at 35,675 on January 31st and continues to grow at about 2.5% a year. The Council approved a special region rebate that will provide a \$1.50 per member stipend to each region based upon the region's total membership on December 31, 1995. During the board meeting, the Executive Council approved the formation of Vancouver Island Region (there are 42 Porsches on Vancouver Island off the Canadian coast, and they formed their own club from Canada West Region); Rallysport Region (which seceded from Southeast Michigan Region and is based in Ann Arbor); and tentatively approved the charter for Fingerlakes Region, which is being formed from territory previously belonging to Niagara and Central New York Regions. San Joaquin Region in California has now been renamed Sequoia Region for both tax and administrative purposes. The top five regions in the annual membership competition: Wild Rose (a small, Canadian region), Gold Coast, Central Pennsylvania, **Chicago** and Santa Barbara.

PCA Club Racing is now the second largest amateur road racing organization in the U.S. This is the fifth year of PCA Club Racing and the number of races has grown from four in 1992 to 19 scheduled for 1996. Entries are three times what they were four years ago. The number of paid licenses increased to 890, and the average entry at any race is over 100 cars. National Committee Club racing income, from license fees and sponsors has grown from \$5K to almost \$50K. Club Racing is self-sufficient, and now has a full 14-person committee of volunteers to include a Chairman, Chief Stewards, a Tech Chairman, five Chief Scrutineers, a Licensing Coordinator, a new Club Racing Newsletter Editor, and a Sponsor Coordinator. Incidentally, a PCA Club Racing team finished sixth overall at the 24 Hours of Daytona.

The Club Racing Program has caught the imagination of many regions. Zone 12 Regions have filmed a video of Sebring for their Club Race -- all participants were mailed a copy. Many regions are already scheduling track time at the newest venues, to include Stapleton Airport in Denver, Homestead in Florida, Gingerman in Michigan, and Button Willow near Bakersfield in California.

The 41st Porsche Parade in Oklahoma is scheduled for September 15 - 21, and the initial assessment is that it will be under-subscribed due to its late date. Plan-

(Continued on page 7)

2nd AFTER THE FOX RALLYE

and

SPRING CONCOURS

Sunday, April 14, 1996

WHERE: Ed Napleton Porsche Hwy 83 and Lake St. in Elmhurst

CONCOURS: Cars arrive 9:00 A.M. Judging will begin at 10:00 A.M. SHARP

RALLY: Drivers and Navigators Meeting at 12:30 P. M. First car off at 1:01 P.M.

Come out and enjoy two events in one day!! Wash and wax your Porsche for the first Concours event of the year and then participate and chase the "Fox" in the "2nd After the Fox Rally".

CONCOURS:

Concours judging will be on cleanliness and condition only. Originality is not considered.

Classes:

Class D: Exterior and Interior

Class C: Exterior, Interior and Trunk

Class B: Exterior, Interior, Trunk and Engine

Class A: Exterior, Interior, Trunk, Engine and Undercarriage

Concour Event Coordinator: Bill Garvey 1-312-973-3938

RALLYE:

This will be the first rally of 1996 and WILL BE A FINISHABLE RALLY. Our vision as a Rallymasters is to challenge your abilities to pay attention and follow instructions. If you make a mistake it is our responsibility to anticipate your error and guide you back on course (with naturedly a time penalty). We obtain no joy in getting you hopelessly lost! Panic envelopes will be provided if all else fails. In addition it is our responsibility to find Porsche roads. So come on out and chase the "Fox" again (as you did in 1993) or for a first time. BE SURE TO REVIEW RALLYE DEFINITIONS IN THE MEMBERSHIP DIRECTORY.

At the end of the Rally, which will be between 4:30 and 5:30 we will meet in St. Charles at Cafe Vesuvio, 155 W. Illinois St. (708) 377-7171 where we will have a casual dinner, laugh at ourselves, have fun and recap the rallye so that it is a learning experience. It is our plan to again show a video tape of the critical decision points in the rallye during dinner as we did for the "1ST After the Fox Rallye". Trophies for both Concours and Rally will be presented at the dinner. Come join us for dinner!

There will be two classes "seat of the pants" and equipped. If your Porsche is in the shop' come out anyway. There will be a 1st Place trophy for the best non-Porsche. Cars will qualify for one of six awards (SOP) or two awards (EQUIPPED), however only Porsches will qualify for Region overall points. IN ADDITION, there will be 1st and 2nd place trophies given to "FIRST RALLY IN THE 90's". entrants. To qualify both driver and navigator must not have participated, as an entrants in a rally since 1989 and must finish.

If you are either a Driver or a Navigator without a partner call early and we will try to match you up with a counterpart.

Rallymasters: Myron and Mike Walters 1-708-690-3134

Make checks payable to: PCA Chicago Region

CONCOURS ONLY \$15.00 _____

Owner/Driver _____

RALLY ONLY \$20.00 _____

Navigator _____

BOTH EVENTS \$30.00 _____

1st time in the 90's Rallyist? _____

A phone number _____

MAIL TO: Myron Walters

Car make _____ Model _____

206 Lenox Carol Stream

Member _____ Applicant _____ Guest _____

Carol Stream, IL 60188-3056

(Continued from page 5)

ners are hoping for 400 cars, as opposed to 600-700 cars registered normally for a summer Parade. Prices for this Parade are super cheap compared to previous years, with hotel accommodations at Shangri-La ranging from \$79 to \$135. At Miami, OK, near the autocross site, hotel prices are even cheaper. Organizers are working very hard with PCNA to have a Boxster at the final Victory Banquet on Saturday night. The big discussion at the board meeting was the Hallet Club Race held the weekend prior to the Parade. A driver's school has been rescheduled for the 15th, and the Club Race, which was scheduled for Sunday, will be moved to Friday and Saturday. National is encouraging Club Races to be held in conjunction with Parades -- it needs now to institutionalize this as part of the planning if both venues are to succeed.

In other Parade news, the 40th Parade at Portland was a huge success. The 42nd Porsche Parade at San Antonio is on-track for June, 1997. The Executive Council awarded the 43rd Porsche Parade to Zone 9 and Rocky Mountain Region, which will stage this Parade at Steamboat Springs, Colorado, on the western slope of the Rockies in the summer of 1998. On numerous occasions during the weekend meeting, I heard people expressing the need for another east coast Parade. Frankly, I don't see this happening, unless Zone 12 Regions in Florida somehow come together.

Safety, Legal and Insurance: You can never escape the lawyers. Fortunately, PCA has a great tandem of advisers in Steve Jianakoplos and Bob Gelles. The big news out of Phoenix was insurance does NOT cover go-kart racing of any kind. Charity raffles, which advertise a 911 as a grand prize will be looked at closely. No advertisement will be allowed in Panorama unless there is validation on the legalities of the raffle by state authorities. National Safety Chairman Bud Behrens states regions do NOT need Snell 90 helmets for autocrosses. Snell restrictions are required only at Parades and Driver's Ed events.

The INTERNET continues to make news, and PCA is slowly migrating toward E-mail. At the next Executive Council Meeting in Boston in late April, Northeast Region, the first region with its own web page, will demonstrate E-mail and the Internet to the Staff. This is a step in the right direction, because 64 Regions are now on the PCA Editor's Internet news service. Last year, 180 stories and 52 PCNA news releases were sent to PCA region newsletter editors on the Internet. Editors can also download the same text files from the PCA BBS which operates 24 hours a day.

Bob Rassa has retired as Legislative Liaison Chairman. Potomac's Jim Loftus had replaced him. Region filing of state taxes continues to be a major issue. PCA is reworking tax procedures in the new Manual of Procedures. Rassa urged regions to push state legislatures to increase speed limits across all major highways. The

northeast, particularly New Jersey, seems reluctant to let this happen. Interestingly, UNOCAL in California, which was a big sponsor of the clunker program which paid owners to remove their polluting older cars from the road, has dropped the program. Other clunker programs in various states are still alive.

The new concours rules and procedures still have people talking. Most have accepted the program, but there are diehards out there who still want an overall award. At Phoenix, Denny Frick, the Parade Competition Rules Chairman, held a seminar for Zone 8 Judges on the new procedures. Denny is traveling the circuit before the 1996 Parade to train and teach all Concours judges on the new system, and will visit Chicago on May 1st.

Porsche Panorama enjoyed a very good year. Advertising revenues were up, and despite the additional cost for the mammoth 40th Anniversary Issue, Panorama's net costs went up only \$6,000. In future issues, Betty Jo Turner will print vignettes on Porsche Clubs around the world, to include membership information.

This is a big year for Porsche in public relations. Besides the introduction of the Boxster in September, Doctor Ferdinand Porsche will be named to the International Motorsports Hall of Fame in Talladega, Alabama, in April. This is a Big Deal, and you can purchase your \$75 banquet ticket through Alabama Region, which has several table reserved for the affair. In conjunction with Dr. Porsche's induction into the Hall, PCA will donate up to \$1500 in books to the Hall of Fame Library, where motor-sports scholars do a lot of research. There are 28,000 titles in this library, but only two books on Porsche -- both coffee table editions.

Zone One, which is closely tied to Paul Newman's Hole in the Wall Gang, has donated in excess of \$40K to that charity in honor of Bob Moir, the former Zone One Representative who collapsed and died at Pocono Raceway this past year. In 1997, Porsche will again be featured marque at Monterey. Lots of planning going on already for this celebration, which is the finest historic weekend of its kind in the world.

The Treffen, PCA's visit to the Factory was well received. This year, the Treffen will be extended one additional day; the dates are from October 18 through 27. Porsche AG is planning on providing new car models to drive, but not at Weissach, the Research and Test Facility.

In other administrative news, the Executive Council directed that a committee be formed to review the National By-Laws and Manual of Procedures. The Club Racing Manual of Procedures is in draft form. A new Region Manual of Procedures (RPM) is out on the streets. A Manual of Procedures for the National board is also in the works. The Executive Office has completely retyped the Parade Competition Rules, which contain the latest

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CHICAGO REGION SPRING 1996 DRIVERS' SCHOOL

Date: Sunday, April 28, 1996

Place: Arena Auto Auction (formerly "Old Chicago")
I-55 exit Route 53 South. 200 W. Old Chicago Drive, Bolingbrook

Time:

Registration & Tech Inspection	09:00 am
Classroom Education	09:45 am
Lunch	11:30 am
Driving Instruction	12:00 pm
Autocross Instruction	02:00 pm

Blow the dust off your Porsche and come out for the first driving event of the year! This year's format will be similar to last year's in that it will be instruction only. The morning will start with classroom instruction by Ed Leed. Ed will discuss the finer points of autocrossing along with track driving tips. Next the driving instruction will begin. This will include a braking zone, a skid pad, and a road course slalom. Here's the perfect opportunity to learn to drive your Porsche in a controlled environment and see what it can really do! Upon completion of the driving instruction, a practice course will be set up incorporating what you learned earlier in the day. This is an ideal way to get geared up for the Chicago Region auto crossing season.

Novices are strongly encourage to attend this event as well as experienced drivers who want to freshen up their skills after a long cold winter in Chicago. This school is the time and the place to learn about your car, meet club members and generally become a better driver.

DRIVING SCHOOL REQUIREMENTS

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

Hot lunch will be available at the event for a nominal fee. Please provide your home and day phone numbers so enough lunch can be made available. If you have any questions, please call.

Event Co-Chairmen

Chris Inglot - (847) 559-1126

Ed Leed - (847) 382-6911

Jeff Girard - (708) 958-6739

Mail your registration to: Chris Inglot, 591 Greenwood Road, Northbrook, IL 60062-2624

1st Driver: _____ \$20.00

2nd Driver: _____ \$5.00

Total Amount Enclosed: \$ _____ (Make checks payable to PCA - Chicago Region)

Home Phone: (____) _____ Day Phone: (____) _____

Body Werks of Barrington

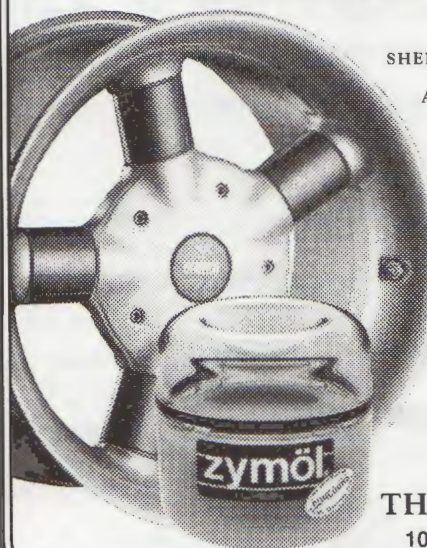
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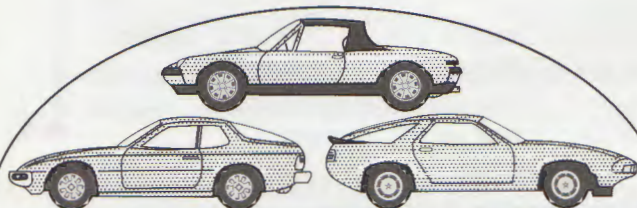
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• Part Werks' exclusive Resupport/Stiffening Panels protects your car by restoring and increasing its structural integrity which was lost to the 914's corrosion "cancer". Heavy Duty \$195 per set, Super Heavy Duty: \$245 per set (will sell separately)

• Part Werks' new, specially designed Rocker Covers protect your 914 from the corrosive effects of moisture retaining dirt trapped by conventional rocker covers. \$45 per side

• Part Werks' new Porsche® Mag Center Cap Tool Set prevents damage to your original Porsche® 914 mag center caps when they are being removed and reinserted. \$19.95 per set

• Part Werks' exclusive Battery Tray Liner protects your 914 from the corrosive effects of leaking battery acid. Made of the highest quality Lexan plastic at \$39.95 per kit

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Part Werks' exclusive Fender Well Liners protect your 914 from the corrosive effects of moisture retaining dirt trapped in the wheel wells of your cars. \$99.00 per set of four

*Call or see invoice for terms and conditions. Certain limitations on special orders. Exchange only on used electrical parts. New part returns subject to restocking fee and for in-house credit only. No returns on new electrical parts or customized parts. All returns are for purchase price only.

National Parade Concours Judges and Participants Seminar

WITH

DENNIS FRICK PCA Parade Competition Rules Chairman
and

JOHN PATEREK PCA Exteriors/Interiors Chairman
at Motorwerks

Saturday, MAY 4, 1996

From 12:30 pm to 4:30 pm..

Motorwerks is located the corner of Dundee and Barrington roads in Barrington.

This seminar is to educate and expand the number of qualified judges and participants on the Concours PCR changes that will go into effect at the 1996 Parade in Oklahoma in September. This seminar is open to anyone but is primarily directed to members that may want to participate as either judges or entrants in future Parade Concours d'Elegance.

The three new groups, Preservation, Restoration and Preparation will be covered with emphasis on the Preservation group.

It would be helpful if you review the article in the November *Panorama* on the changes.

A Certificate of Participation will be presented to all those that complete the seminar.

Event Coordinator Myron Walters 1-708-690-3134

Fee: \$25.00 per person. Please make checks payable to: PCA Chicago Region

Name(s) _____

Amount enclosed: _____

Name(s) _____

MAIL TO:

Name(s) _____

Myron Walters
206 Lenox Ct.
Carol Stream, IL 60188-3056

A phone number: _____

CONCOURS and RESTORATION CLINIC

WITH JOHN PATEREK

THE PCA National Exteriors/Interiors Chairman

**at MotorWerks of Barrington
Sunday, MAY 5, 1996**

From 11:00 a.m. to 4:00 p.m. A light lunch will be provided by our hosts: MotorWerks.

MotorWerks is located at the corner of Dundee and Barrington roads in Barrington.

This will be the second time John Paterek has graciously consented to come to Chicago and put on a Concours and Restoration Clinic for us with the emphasis on Concour prep. The first time in April, 1993 attendance was about 125 members and guests. In 1993 John talked and DEMONSTRATED how to care for, protect and restore any Porsche, for 5 hours and he promises more of the same hands on demonstrations! If your were there you will be back and if you missed it for any reason DON'T MISS IT this time.!!

Have problems with paint, plating, seat color, decals and their placement, cleaning, scratched rear Cabriolet windows, finding original equipment, etc., John will either cover it in his presentation or answer your questions. John has been the Head Judge at numerous National Parade Concours. He restores and prepares Porsches professionally.

The highest honor I can pay John is that I have never met anyone that loved what they did more and shared their knowledge more freely with others than John Paterek.

Please register early so we can have an accurate count for lunch. THANK YOU! For those that register in advance there will be 2 drawings for a \$25 dollar gift certificate to the Goodie store during the Clinic!!

Event Coordinator Myron Walters 1-708-690-3134

Fee: \$15.00 per person. Please make checks payable to: PCA Chicago Region

Name(s) _____

Amount enclosed: _____

Name(s) _____

MAIL TO:

Name(s) _____

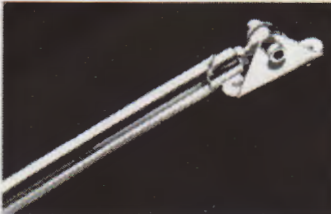
Myron Walters
206 Lenox Ct.
Carol Stream, Il 60188-3056

GET EQUIPPED...

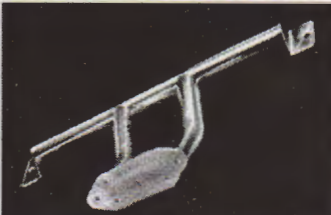
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We have strut tower braces to fit all 944, 924, 911 C2, C4 and 993s. Simple designs that look right and do the job. Securing both strut towers together improves handling, while strut tower fatigue and excessive tire wear is reduced.

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Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM

Gymkhana!

Hawthorne Race Track

(we'll use the paved parking lot)

Sunday, May 19th

Registration and Tech - 9:00 am

Driver's Meeting - 10:00 am

First off - 10:30 am

Come out and put what you learned at the Driving School in April to the test.

We will be using the East lot at Hawthorne -
enter from Cicero Avenue.

Remember to bring an 85 Snell (or later) approved helmet for your head, long sleeve shirt for your back, and long pants for your other back. Also be sure to wear good shoes that cover your whole foot -
i.e., no sandals for you grungers.

Make check payable to PCA - Chicago Region and deliver with registration form to:

Chris Ingot
591 Greenwood Road
Northbrook, IL 60062-2624

1st Driver: _____ \$20.00

2nd Driver: _____ \$10.00 (same car, family member)

Phone: _____

Preparing for Blackhawk

by Dan Gallagher

In the 26 years I have been the event chairman of Blackhawk, I have learned a few things. I admit I am very stubborn and never made Phi Beta Kappa, but I have learned that the most important thing you can have at Blackhawk is brakes, brakes, and more brakes.

Blackhawk is a short track (1.8 miles) and your brakes do not have the chance to cool down as much as they would at tracks such as Elkhart. The fastest Porsche out there accelerates from zero to sixty in about 5 seconds while the slowest one decelerates from sixty to zero in about 3 seconds.

What does this tell you? The brake pedal is much more important than the loud pedal.

As I don't want to pull your car from the weeds at corner one because your brakes went away as your pads wore out or your brake fluid boiled, pay attention to the following recommendations.

Brakes stop a car by slowing its forward motion by friction of the brake pads against the rotor. This produces heat. The faster the stop, the greater the heat. This heat must go somewhere. It goes in the air, the rotor, the pads, and the fluid.

I am not an engineer, but I have been informed that brakes work best at a temperature of about 900 degrees. This heat wears down pads at a fast rate. It is for this reason that semi-metallic and carbon fiber pads were developed. These pads are terrific for the track, but not very good for the street as they really don't work well until they reach 500 degrees. Therefore, my first recommendation is for a new set of factory pads. Not only are they better for the street, but they also do not wear out your rotors as fast. Please be aware that it takes some time to "bed" in your new pads on your old rotors or for that matter, on new rotors. Pads and rotors must get used to each other. I recommend several hundred street miles or at least five moderate laps around the track before any hot laps.

The average driver at Blackhawk puts close to 120 miles on the track. This is equivalent to 70% of the life of a set of street pads. See why I recommend you have a good set of pads before you show up?

Next and maybe even more important is your brake fluid. The function of brake fluid is to cause the pads to squeeze the rotor, slowing the car. As I mentioned earlier, this causes heat, a great deal of which is transferred to the brake fluid. The important thing to know about brake fluid is that it boils, and when that happens, you don't stop. Most brake fluids boil at about 400 degrees. Fortunately, the fluid in your Porsche is better than that.

However, brake fluid gets old, dirty, and absorbs water. We all know at what temperature water boils. I

recommend that you change your fluid and put in a good DOT 4 fluid. This will increase the boiling point to 500 degrees or better. I do not recommend silicone brake fluid. I know it has a very high boiling point, 700 degrees, and does not absorb water, but I don't like it because it eats up rubber seals. Unless you want to change all your seals and go serious racing, don't use it - besides, it is harder than hell to bleed it.

Please follow these few inexpensive brake recommendations and change your oil prior to coming out. I recommend 20W50 or a straight 40 motor oil.

Hope to see you all at the track!!

(Continued from page 7)

concourse rules changes. Printed versions will be available soon. Plans are afoot for the Executive Office to receive a completely new computer system at a cost of \$100K. The current system is a hodge podge of computers and, incredibly, is still functional after fifteen years of heavy use. PCA learned its lessons fifteen years ago, and now will seek out the best equipment and the best public bid.

The Valuation Committee Report is like weather forecasts. Very unpredictable and totally dependent on which way the wind is blowing. For this quarter, prices on 1967-1969 911s have suffered a 26% decline. Interestingly, prices on '75-'76 914s, a less than stellar car, are up 20%. The Special Interests Group Coordinator reported growing enthusiasm for groups and registries devoted to one type of Porsche vehicle or one phase of the hobby. The Internet is a true force for these organizations.

(Editor's note: Bob Gutjahr is editor of Regionfocus, a PCA publication which brings management ideas to members of regional boards of directors.)

The Club wishes to extend condolences to Bob and Nancy Neal, who have recently suffered the loss of their son-in-law, Bob Zuehsow. Bob passed away after kidney and pancreas transplants at the University of Chicago Hospital. Our thoughts are with you.

Anyone wishing to make a contribution to help with medical bills is asked to send contribution payable to the Bill Zuehsow Foundation, c/o First United Methodist Church, P.O. Box 4669, Oak Ridge, TN 37831-4669

Blackhawk XXVII

May 15, 1996

Here is your opportunity to practice all that you have learned in driver's school in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track that is located in South Beloit, just outside of Rockton, Illinois, close to the Northwest Tollway. Learn to drive your Porsche or other sporty vehicle at high speed in complete safety. At these events, we allow lesser cars to participate. We are not suggesting that you bring the family mini-van, but sports cars that pass tech inspection will be permitted.

The entrants will be divided into three classes so that 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 non-flammable shirts, long pants, and a Snell 85 (or later) helmet while on the track.** Driving suits are recommended.

Tech opens at 8:30 AM.

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

Remember-registration closes at 11:00 AM sharp.

Track closes 5:00 PM.

To save time at the track, you may bring a letter or completed tech form (found in this issue) signed by a recognized Porsche dealer or mechanic stating that your car has been prepared for the track.

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

Directions: Northwest Tollway (I90) North to IL 75 (just south of Wisconsin border), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left at T, about 1/4 mile to track entrance on right.

Dinner will be immediately following at a site to be announced in next issue.

May 15th Blackhawk XXVII Registration Form

Mail to: Peggy Gallagher, Registrar
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions: 708-784-0784
Fax: 708-784-0785

Name: _____

Member: _____ Applicant: _____ Guest: _____ Guest of: _____

Car Make: _____

Model: _____

Permanent Car #: _____

Driver 1: _____ Experienced: _____ Novice: _____ List Experience: _____

Driver 2: _____ Experienced: _____ Novice: _____ List Experience: _____

Fee: Payable to PCA - Chicago Region.
\$110.00 Pre-registered
\$125.00 At the gate
Second driver free if family member

Road America I

May 25 & 26, 1996

Event Chairperson: Arnold Zann 708-366-9064

Registrars: Nick & Susan Brenkus 708-766-4734

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 Friday night, May 24th, the novice drivers will be **required** to attend the novice drivers meeting at Siebken'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. Due to the fact that we will be hosting a Club Racing event over Labor Day weekend, this is the only time in 1996 that we will allow novice drivers at Road America. If you are a novice, you should get your registration in as soon as possible.

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 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 non-flammable materials, fire extinguisher, and a safety harness.

Time permitting, each day there may be an opportunity to run Parade laps with **your family or other passengers over 18 years of age wearing a 1985 Snell approved helmet, appropriate clothing and wearing a seat belt**. Speed will be contained by 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 Siebken's 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 will be at Siebken's Friday afternoon from 4:00 pm-8:00 pm. The tech crew will also be on hand to scrutinize your car. Registration and tech will open again Saturday morning. No car will be allowed to run without a tech sticker.

A sellout is a "sure thing" for this event, so please register early. Please **fully complete** the registration form to insure you are assigned to the appropriate run group. 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.

Road America has imposed a noise level restriction. The restriction is 108db for all cars. Road America will be monitoring this restriction, and if your automobile exceeds the limits, Road America will ask you to leave. This

(Continued on page 18)

**PCA Chicago Region
Road America Drivers School
May 25 & 26, 1996
Event Chairman: Arnie Zann (708) 366-9064**

First Driver Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Eve Phone: () _____ Day Phone: () _____ Member: _____ Region: _____ Yes No <Fastest Requested Run Group Slowest> A B1 B2 C	Second Driver (Must be Family Member) Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Eve Phone: () _____ Day Phone: () _____ Member: _____ Region: _____ Yes No <Fastest Requested Run Group Slowest> A B1 B2 C
--	---

Porsche Year, Model, Type Engine Size _____ Chicago Region Permanent Car Number: _____	-----PCR CLASS----- Production <input type="checkbox"/> Improved <input type="checkbox"/> Modified <input type="checkbox"/> 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 the Event Chairman or Chief Driving Instructor.

First Driver Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>	Second Driver 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? 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 number of track days per year, professional driving schools attended, and tracks driven with typical lap times:

Fee: One Driver \$190.00	Two Drivers, same car \$240.00	Total enclosed: \$ _____
No refunds or cancellations after May 17, 1996		

Make checks payable to "PCA Chicago Region." Mail registration form and check to:		
Nick & Susan Brenkus, 16W503 2nd Court, Bensenville, IL 60106		
Questions:	Phone: (708) 766-4734 (6-9 pm)	E-mail: NBrenkus@aol.com

Combat
414
457
7224

Pinehurst
414 467
4314
Coast
Highway 33

892-2199

Budget 211
414 457 3321

STAFFORD
414-893
0552

Road America I

May 25 & 26, 1996

(Continued from page 16)

will be strictly enforced. Also, roller blades and skateboards are prohibited at the track.

Siebken's will again be the "headquarters" for the non-track meetings. Contact Siebken's 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 24. Dinner choices are Weinerschnitzel, Duck, Prime Rib and Fresh Fish if ordered in advance.

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

Places to stay:

Siebken's
Elkhart Lake, WI
414-876-2600

Barefoot Bay
Elkhart Lake, WI
414-876-3323

Budgetel Inn
Sheboygan, WI
414-457-2321

The Osthoff
Elkhart Lake, WI
414-876-3399

Crest Hotel
Plymouth, WI
414-893-6111

Holiday Inn
Manitowoc, WI
414-682-6000

Americinn
Plymouth, WI
414-892-2669

Super 8 Motel
Sheboygan, WI
414-458-8080

\$154.95 23 143
129 159 7 bedrooms
45
43 123
800-465 4329 \$89 89 \$79 Sheboygan
Holidy Inn express

Adventures of a Track Junkie (part 1 of 2)

by John R. Mueller

414
451-8700

It all started two years ago in April. I was watching Duckman one Saturday night on the USA cable network. Duckman, for those of you who don't know, is a cartoon detective duck in a perpetual mid life crisis of denial, lust and anger. Something struck me in that particular show about lost opportunity. I have a silver 944 nicknamed "Blitzen" which I bought new in 1983. I had dreamt about racing ever since I first saw the June Sprints at Road America, that spring festival of every pedigree and mongrel sport car chasing each other nose to tail, uphill and down, through woods and glen in the green Wisconsin countryside. That was in the late sixties. I suddenly thought if I was ever going to make the dream come true the time was now!

On Sunday I called my friend Dave who had been racing since we had left college. I told him I wanted to get on a track, drive as fast as I could but I didn't need to be passing people to have fun. Dave suggested the Porsche Club. He said I could get a lot of track time for minimum cost; better on both counts than a SCCA race weekend. Dave had just purchased a red 944 Turbo S and had joined the Nord Stern region of the PCA. Events shifted into high gear after that fateful episode of Duckman. Tuesday, I

called PCA national, gave them a VIN number and a MasterCard number and presto I was a member. Thursday I called Arnie Zann, then Chicago region president, and he said "go to the drivers' school this coming Sunday." On Saturday I was at Northstar Motorsports and Brian Allman outfitted me with a "brain bucket." While I was there I met Chuck Bittman, then Chicago region treasurer, and Bill Murrin, a current Chicago region director. Both were very friendly and had a thousand things to ask me and another thousand bits of advice to tell me. I soon learned that they both lived within five minutes of my home.

The next day I was screeching around a skid under Chuck's guidance. I met Arnie face-to-face and he advised me sign up for the May drivers ed event at Blackhawk Farms Raceway and the Memorial Day event at Road America. Space for novices was limited at Road America and no novices were allowed at the Road America Labor Day event. With due diligence I followed Arnie's advise. The driver's school was fun and informative, but I longed to drive on a real track. All those yellow cones were cute but let's get out on a big track and really throw the car around.

Two weeks later at my first Blackhawk event Dan

Yankie Hill
892-2222

ZONE 4 CONCOURS

PRESENT BY

CHICAGO REGION PCA AND WINDIGE STADT 356 KLUB
AT OAK BROOK POLO CLUB

Sunday, JUNE 9, 1996

Honorary Chairman: Robert Gumrow

NOTE: A map and directions will be included in the May and June Scene and will be mailed to all non-Chicago Region entrants.

Cars arrive at site 10:00 a.m. Judges meeting 11:30 a.m. Judging will begin at 12:00 p.m. SHARP

Award presentations will be at 3:00 p.m. between polo matches and on the field with the winners of the first polo match.

Come out and enjoy the sports of kings: Porsches and Polo (intresting that they both start with a "P")! Exhibit the knowledge you learned from John Paterek (also starts with a "P") on May 5th at our Concours Clinic!! Compete against Porsches from 14 other regions from six states. Wash and wax your Porsche for the first Zone 4 Concours in memory. Come out and watch a chukker or two. Refreshments and food are available on sight.

Participant cars will be admitted to the display area next to the polo field. Spectators and trailers will be ask to park outside the gate. Admission to the polo matches is free to members of the Porsche Club.

Judging will be on cleanliness and condition only. Originality will not be considered.

Classes:

Class A: Exterior, Interior, Trunk, Engine and Undercarriage

Class B: Exterior, Interior, Trunk and Engine

Class C: Exterior, Interior and Trunk

Class D: Exterior and Interior

Exhibition: No entry fee!

Head Judge: Myron Walters

1-708-690-3134

Out of town accommodations:

1-708-887-7605

Pat Yanahan

Fee: \$20 per car. Please make checks payable to: PCA Chicago Region

Name(s) _____

MAIL TO: Myron Walters

Region: _____

206 Lenox Ct.

Street _____

Carol Stream, IL 60188-3056

City/St/ZIP: _____

Class: D ____ C ____ B ____ A ____ Exhibition ____

Evening phone number: _____ Member _____ Applicant _____

Car make _____ Model _____

Gallagher, current region president, kept the drivers' meeting short and sweet. Dan had one golden rule, "The first rule is don't piss me off!" My biggest thrill was my first time out solo. I felt fast and had a lot of fun. When I came into the paddock I took off my great white helmet and rubbed my face with my hands. Exhausted from the intense concentration I took a deep easy breath and felt deeply satisfied, relaxed and happy. I didn't realize it then but I was hooked! I had started on the road to becoming a track junkie.

In another two weeks and I was at Road America. The tall dark trees that surround and cloak Siebken's resort in the twilight made it appear to be a cottage in a Black Forest fairy tale. I was on the threshold of an adventure promised to me in a boyhood dream. John Ruther, chief driving instructor, held a novice driver's meeting on Friday night. He told us to be safe and have fun. His enthusiasm was infectious. On Saturday morning Skip Barber instructor, Duck Waddle, with wry humor taught the novices about Newton's laws of motion, telling us we wouldn't be allowed to violate them when we were on the track. I sat trapped in the classroom listening to this man named Duck while from outside I could hear the roar of 911s, a sound I first heard thirty years ago. The waiting was killing me. It seemed like something from "the tales of brave Ulysses as his naked ears were tortured by the Sirens sweetly singing."

Road America did not disappoint. It's beautiful. I had learned the track layout as a kid walking to every corner I could to see Can-Am and Trans-Am cars race. The run sessions were going fine. I was careful to let the faster cars go by. This meant just about everybody. I saw two 911s catching up to me as I left turn eight and started into the Carousel. I thought fine, they'll catch me near the Kink and can pass me on the straight-away afterwards. Two cars going by me at high speed on the back straight should be doable. I got through the Kink and, "Oh No!", two snail like 914s dead ahead. Would they let me by or would I be extracting two 911s from my rear end. They did not and we ended up with our own little Porsche Parade by the time we got to Canada Corner. No harm was done and order in the Porsche universe was reestablished on the front straight.

The Summer went on with another Blackhawk event in June and then the strength of my addiction first made itself known. A long planned family vacation precluded me from going to a track event for six weeks. It was almost unbearable. I was on edge and looking for every chance to stomp the accelerator. I had to be careful on the public roads and not let my addiction destroy my driving record. The August event at Blackhawk Farms ended my drought. I could breathe easy again. Afterwards I got down on my knees and like Scarlet O'Hara I made a vow, "As God as my witness, I will never go six weeks during a season without a track event again, nor any of my kinfolk!

As God as my witness!"

In September I traveled to Minnesota to visit my friend Dave and to drive at Brainerd International Raceway. I was able to drive at Brainerd on Thursday with a group called Autobahn Inc. Dave came up that night for the three day PCA event starting Friday. With Autobahn Inc. twenty of us had the track to ourselves for the whole day. I got some friendly instruction from the group. Turn one at Brainerd is steeply banked at the end of a one mile long straightway. Done right the turn requires no braking or lifting, just turn in at full throttle. Well, full throttle at the end of that straight is about 110 mph in Blitzen, my 944. Dave tells me his 944 Turbo S enters the turn at 140 mph. I worked on my courage to take the turn right. First I got away from braking. Then I lifted later and later. All the while an angel and a devil sat on my shoulders saying "Do it!" and "Don't do it!". Finally I just kept my foot planted and went flying into the turn. By the time I was rocketing through the apex I was alone. The angel and the devil had spilt. They wanted nothing to do with this shit. The people from Autobahn and Nord Stern were very welcoming and put on a great event that weekend.

Before I knew it, it was time for Octoberfest at Blackhawk, the last track event of the season for the Chicago region. Through out the season I had been riding up the steep part of the learning curve and what a rush it was. I was driving with the B Group now, going faster than ever at Blackhawk. But, after Octoberfest no more racing until May! I'd have to go seven and half months Cold Turkey! Next year I'd have to find a way to extend the season.

What does a track junkie do over the long cold winter? He dreams about faster cars. By early December I had decided look for a 968 with the M030 suspension option. By Christmas time it was obvious that the local newspaper ads weren't a cornucopia of used Porsches. I would have to cast my net wider. I called dealers out of state and subscribed to the Porsche Market Letter. In mid-January I was trying to put together a deal for a 968 in Tennessee. The deal involved a world class sprinter from Nigeria, his Irish agent and a Porsche dealer from eastern Tennessee. It was a marriage that was never meant to be.

to be continued next month...

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**and don't forget to compliment Chuck
Bittman on his work!**

Kane County Cool Car Classic Caravan

(aka Brenkus Kane County Rallye), Sunday, June 23, 1996

Come join us for a leisurely drive through Kane County which will also double as the second rallye of the year. We know every rallyemaster promises everyone will finish their rallye, but we really mean it! We plan on having a "touring" class that will provide additional instructions for novice rallyists. If you run in touring class, you will not receive points for year-end, however, our hope is to teach you what you may or may not be doing wrong at the point you are executing the rallye instructions. So if you've been avoiding running rallyes because you've heard all those horror stories about arguing with your navigator and getting hopelessly lost, come on out and give the touring class a try. For experienced rallyists, we will be running seat-of-the-pants class only on this rallye.

The rallye will begin in the parking lot of Carson Pirie Scott at Spring Hill Mall in West Dundee. Directions: Take I-90 to Route 31 North approximately 1-1/2 miles to the mall.

Drivers Meeting: 11:00 am
First Car Off: 12:01 pm

Dinner and a rallye wrap-up will take place after the final checkpoint. Dinner will be ordered off the menu.

Susan & Nick:

We can hardly wait to drive the Kane County Cool Car Classic Caravan. Sign us up!!

Kane County Driver:

Kane County Navigator:

(Name) _____
(Phone) _____

(Name) _____



Cool Car Type: _____ Classic Caravan Class: SOP _____
Touring _____

Fee: \$20.00 per car. Please make checks payable to "PCA Chicago Region"

Mail registration & check to: Susan Brenkus
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Chrysler TC Turbo	Mitsubishi Mirage Turbo
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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
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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 Probe GT	Porsche-all models
GMC Syclone	Toyota MR2 Turbo
Lotus-all models	Toyota MR2 Supercharged
	Toyota Supra

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ODYSSEY CRUISE

Sunday, July 7th, 1996

Climb aboard as the club cruises on the Odyssey for a Sunday Jazz
Brunch from 11:45 am to 1:45 pm.

Boarding at 11:00 am - don't be late!

Boarding passes can be picked up at the ticket booth.

Parking is located at Navy Pier.

Smoking is allowed on the outside decks only. Cash bar.

MUST pre-register before June 5, 1996.

Brunch

Choice of:

Poached Eggs on an English Muffin with Citrus Hollandaise

Scrambled Eggs with Pancetta, Assorted Wild Mushrooms and Polenta

Seasonal Fruit Pancakes

Baked Chicken Pot Pie with Sage Gravy

Buffet Selections

Freshly Baked Rolls, Muffins, Croissants and Scones

Served with a Selection of Fresh Fruits,

Assorted Cold Salads and Desserts

Peggy, Please register me/us for the Odyssey Sunday Jazz Brunch on July 7th, 1996. Enclosed is a check made payable to PCA - Chicago Region for \$54.00 per person (kids under 12 are half price, \$27.00). See you on deck! Thank you. We love you Peggy!

Me: _____

and _____

Others I'm paying for: _____

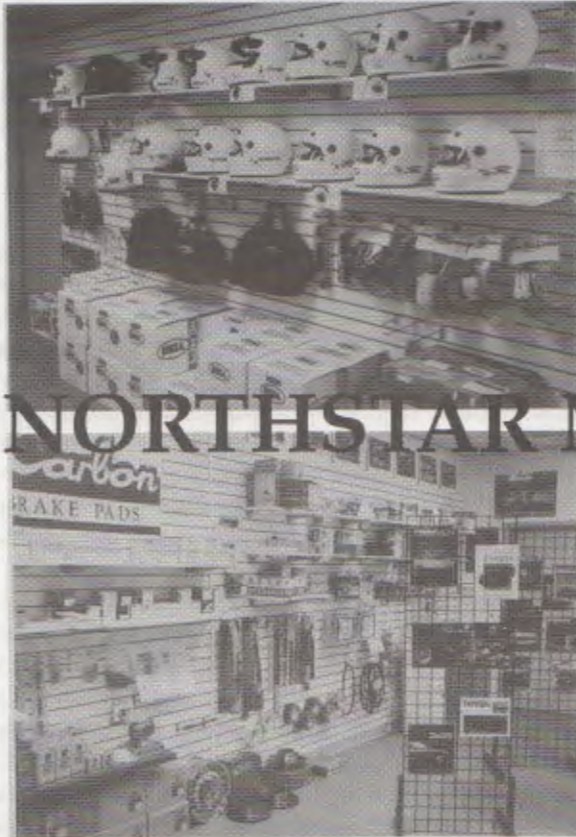
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Mail to: Peggy Gallagher
11156 Indian Woods Drive
Indian Head Park, IL 60525

Questions: 708-784-0784

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ROLEX 24 HOURS OF DAYTONA

by John Ruther

The phone rings and the voice on the other end says, "How would you like to drive in the 24 Hours of Daytona?" From that point on, I'm not sure I heard anything, but I think he said, "I've just gotten confirmation that Weissach will build a special Supercup 911 with an RSR engine for us to use in the IMSA Endurance races. You're one of the few people in the U.S. that has raced the new Supercup 911--how would you like to do Daytona and Sebring?" My first thought was, "This must be a dream--I'd practically do anything for a chance to drive a really competitive, very trick factory built Porsche at Daytona!"

After a little negotiating regarding cost, sponsorship, team management and other drivers, I finally committed to do both the Rolex 24 at Daytona and the 12 Hours of Sebring. Actually, most of the negotiating was with Jeannie, boy, do I owe her big time for this one!

The next thing was a team meeting to be held a couple of weeks later in Detroit. At that meeting, Doug Trott (the car owner) and Rick Bye (the team manager and driver) and Phil Kubik (one of the other drivers) and I spent several hours talking about our team's philosophy. I kept hearing phrases like, "bring the car home for the next driver and the crew; no heroics--just quick conservative driving; short shift the engine--it's got to last 24 hours; no overrevs--absolutely no overrevs, etc." The one thing that Rick kept repeating was that his very experienced crew were for the most part all volunteers, and in order for this team to be its best we couldn't blame the crew for our problems. This really needed to be a team, and we all had to respect each other and treat each other accordingly.

When we all met in Daytona on January 5 for the three-day test, I was immediately impressed by how great the crew was. We only had 15 crew members plus drivers and family for that weekend, but for the race itself, we would have nearly double that number.

For the test we used Doug's well-used RS America which had just received an RSR suspension, headers and a big Supercup wing, since the new car wouldn't come until the following week. My first impressions of the track were that it is not very technical, but you need to get used to the world turning on its side when you're on the banking. In order to go fast you need to get out of the four 2nd gear infield corners well, and you have to carry a lot of speed into Turn 1, and through the Turn 4 kink and the "Bus Stop" chicane on the back straight. Other than that, the right foot is mashed through the firewall the rest of the time.

As we would learn, good lap times are in the very low 2:00's with only the BMW M-3 getting down to 1:57 in GTS-2. The real question was--would they last at those

speeds for 24 hours? Our times in the 3.6 ltr. RS were in the 2:11-2:12 range, good enough to make the field, but clearly not competitive. Rick Bye was clearly fastest at 2:10, I was second at 2:12, then the others. Rick should be the quickest--he is the reigning Canadian National Touring Car Champion for the past four out of five years, and clearly one of the best drivers I have ever ridden with.

The new car arrived on January 12 as promised, but that only left three weeks to modify the cage to IMSA's new specification, install the fuel cell with a spare pump and all the associated plumbing, roll the fender lips to accommodate the larger diameter Yokohamas, and recalibrate the ABS system. Yokohama stepped up to provide tire sponsorship for these two events. And speaking of sponsorship, I'd like to thank Brian Allman of Northstar Motorsports for his assistance and support. Brian, we all hope you make a speedy recovery, and we certainly missed you at Daytona. Our other sponsors were Zymol and City Dome Auto Collision Center in Toronto, and our respective families!

The official name of the team is Y-ME Racing. This is a name we were allowed to use by the Y-ME National Breast Cancer Organization. Several years ago Doug Trott lost his wife to breast cancer, and one of our team's objectives is to raise awareness as well as contributions for this very worthwhile organization.

For example, many members of the Upper Canada Region PCA (Doug's region) pledged donations as did all of us drivers. In total, we raised more than \$10,000 for Y-ME. For Sebring we have a corporate sponsor who is giving a very sizeable donation to Y-ME, and the organization's executive director, Sharon Green, is even coming to the race. Any pledges of contributions for Y-ME for Sebring can be made directly through me at (708) 250-3204.

Since none of us had ever driven the car we were going to race for 24 hours, we decided to do a test day at Roebing Road in Savannah the day before practice started in Daytona. When we got to the track that morning it was POURING--not just raining, but a real cloudburst, and we were going to drive a new \$200,000 Porsche in this stuff!

As it turned out, I was really glad we spent a day in the rain learning the new car, since much of the race at Daytona was driven in varying degrees of light rain, drizzle, mist, fog, cold, etc., etc....and we ran the whole thing on slicks (more about that later). At Savannah we took the RS out for some familiarization laps (I had never been there before). First, Rick drove while we watched. The second seat had no belts so I hung onto the cage while Rick demonstrated his incredible car control that he learned doing his 10 years of driving sprint cars. Most of

this time was spent looking out the side windows since we were rarely going straight. All this with only an occasional harmless spin. All in all, it was a great learning experience and we all got going quite well in the new car by mid-afternoon.

The next morning we all arrived at Daytona where the weather was 70-80 degrees and not a cloud in the sky. Too bad that weather wouldn't last for the race. My lap times in the new car were initially in the 2:08-2:10 range, but later coming down to the 2:06-2:08s depending on traffic. Rick qualified the car at a 2:01 on old tires. If we had used qualifiers he thought we could get to 2:00 or maybe a little below. Anyway, this was an endurance race and grid position wasn't very important. What was important is that IMSA closely monitors who is in the car at all times and each driver must demonstrate that they can lap at no greater than 110% of the average of the fastest three cars in class and no greater than 130% of the average of the fastest three cars in the race. That meant we all had to turn at least 2:08. This wasn't a problem for me, but it was a little concern for one of the guys. IMSA has gotten very strict on this since the big accident at Road Atlanta last year. In the end, we all made it, and the two drivers with provisional IMSA and FIA licenses were signed off. When the final grid was published IMSA had 76 cars listed (29 in GTS-2) and we were 51st (11th in class).

The morning of race day was cloudy with intermittent drizzle. It had rained hard all night, so the track was washed clean but was quite damp. The drivers got together for a quick meeting before the race to determine what our rotation was going to be and what was more important, who was going to start. That really wasn't a decision at all--we all felt it was smart to have Rick start to try and avoid any early lap problems. The rotation was to be Rick, Doug, me, Phil and our 5th driver, Grady Willingham. What a lineup--one pro and four club racers (three of whom have raced RS Americas and one of whom races a 944 Turbo S).

The start went well with Rick picking off several cars a lap. The one thing we weren't really sure of was how long could we go on 100 liters (26.4 gallons) of fuel? Our initial calculations indicated one hour and 45 minutes. Well, at about one hour and 38 minutes the car coughed and quit just coming through the bus stop chicane on the back stretch. Rick pulled the car down on the apron and turned on the spare fuel pump--the engine fired and he drove into the pits. From then on we were to stop at one and one-half hours under green or sooner if we caught a full course yellow. By the end of Rick's stint we were 29th--not bad for the one and one-half hours. My first stint started at 4:10 p.m. and went to 5:45 p.m.. I had one full course yellow to clean up the mess made by the Rohr 02 car, which had torn the right front corner off and was sitting in the middle of the track in Turn 6 just entering the

(Continued on page 30)



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Gingerman Raceway

August 3 and 4

On August 3 and 4, 1996, the Chicago Region PCA will host a Drivers' School at the midwest's newest road course, Gingerman Raceway, in South Haven, Michigan. Gingerman is a two (2) mile, 13-turn road course that features varying elevation and generous run off areas.

The Old Harbour Inn in South Haven will be our event headquarters. The Old Harbour Inn is located directly on the harbor, right in the heart of the shopping district. For all you ladies, the harbor is a beautiful area with many, many shops. There are quaint little restaurants located directly on the water and in town (within walking distance). If you would like to go but not to the race track, this is the perfect getaway for you, too!

South Haven is a very popular tourist destination, so it is extremely important that you secure your hotel reservations immediately if you plan to attend. These reservations have been secured for Friday and Saturday evenings, the 2nd and 3rd of August:

Old Harbour Inn */**
515 Williams Street
South Haven, Michigan
Ph. 616-637-8480

Streetside rooms - \$110/night
Harbourside rooms - \$150/night

Econo Lodge *
09817 M-140 Highway
South Haven, Michigan
Ph. 616-637-5141

2 double beds - \$80/night
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* Two (2) NIGHT MINIMUM REQUIRED

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Please note there are other accommodations available in South Haven, including a few Bed & Breakfasts; prices and locations vary. Please contact Jill if you would like more information.

Driving format and registraion fees for this event will be similar to our other Drivers' Schools at Road America and Blackhawk. As we move further into '96, we will provide more details as they relate to this event. In the interim, please do not hesitate to call either of us for further information.

We are looking forward to a great event and quality time together with friends. See you there!!

Jeff and Jill Girard, 708-985-6739

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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 _____

Indoor Grand Prix or, What - No Five-Point Harness?

by Jeff Neistein and Heather Hassig

On February 11th, we had the pleasure of driving in PCA-Chicago Region's Indoor Grand Prix for the second time. We've worked timing and scoring at Road America, corners at Utica and photographed Blackhawk, but this was our chance to rub elbows AND fenders with our fellow PCAers. Last year, not knowing what to expect, we approached the event with some misgivings. This year, having experienced first hand our fellow PCAers' spirit of competition, we looked forward to it with the peace of mind that only comes from updated insurance coverage.

We made our way north from Indiana border, feeling the adrenaline build during the cruise in our 911 Targa (not a Partial Porsche, it's on the road year round). Arriving at Indoor Grand Prix, we checked in with Nick and Sue Brenkus, who again did a fine job in running the event. Jeff Girard assigned us to Team Seven, a lucky pick. It sure didn't hurt Michael Schumacher to be on the Mild Seven team in Formula One. We walked the track, and agreed that this year's layout was an improvement over last year.

After receiving the Rules of the Road from IGP's ever amusing Phil, we met our teammates, donned team colors and helmets and prepared ourselves mentally to compete in the first 75-lap round of qualifying. Jeff's goal for this year was to avoid a repeat of last year's solo crash on the main straight (due to mechanical failure of course).

After a few laps of practice, it was time to get the job done. Heather recorder these thoughts afterward: "My stomach feels as though a small army has put up camp for the night. As I approach the first curve, part of my mind screams to slow down, but my body doesn't respond. Another part of mind whoops in exhilaration. This is probably as close as I'll ever be to real racing."

"Okay, so it's a go cart, and I'm only going 15-20 mph. At that moment it feels like 150. I picture myself on the edge, barely in control, racing with the greats. I'm fully enjoying myself."

Despite the best efforts of our fellow competitors on the other five teams, we cruised home to a sixth place finish. Okay, it wasn't quite what we had hoped for, but the future was very bright—we could only improve.

It was time for a leisurely lunch, and once again Dan and Linda Bacin provided a delicious repast from Bacino's. We settled in to the viewing area to size up the rest of the competition. Jeff admired David O'Bryan's smooth line, lap after lap, through the first turn. Watching closely, trying to learn the secret, it finally occurred to him that David must have driven at least 72 of the 75 laps in the qualifier. (When approached afterward, David politely declined to dignify the question with a response.)

The next qualifying race brought a stirring histor-

ical reenactment. It was 1994 again, and Michael Schumacher and Damon Hill, portrayed by Dan Gallagher and Chuck Bittman, were bending their minds and cars to the task of winning the F1 title. Banging through turn after turn, they tore cheers from the throats of the crowd. Afterward, in the pit area, Dan wanted to continue banging, but was dissuaded.

Finally, it was time for our second qualifier. A brief team meeting developed our strategy for the race: stealing from such motorsport luminaries as Bobby Rahal and Mark Martin, we would cruise in the shadow of the leaders, saving our engine and tires for a brilliant sprint to the front in the closing laps.

Unfortunately, we planned our strategy around another 75-lap qualifier. When the checkered flag fell on the 60th lap we had not yet surged from our fifth-place position. Our day was over. Still, it was an improvement over our previous placing, and next year...

Our thanks again to Nick and Sue Brenkus, Jeff Girard, our teammates and all those who helped make for an enjoyable outing. To our fellow competitors: See you out there next year.



Fire up, Wind up, Smoke up, Water down



Guru Phil and a very attentive audience

Photos by Jim Jacisin

Rear View Mirror

Go-Karting, February 11th, 1996



Sue Brenkus tries to listen in on some ?intelligent? team strategy



President Dan about to go karting!



Action at corner 1

Workers' Party - Chef Karl's, February 18th, 1996



Peggy with Krauts Peter and Karl



Even the buck is laughing at Karl's



Brandon Clark and the now newlyweds - remember this one in five years' time - they might not be laughing then...



Sue Brenkus starts her Nick breaking run, Karl dances



Jimmy Stewart's M3 "WHEESKI"



No wonder Arnie won, he helped Karl score.

Photos by Jim Jacisin

Welcome! New Members

New members for February of 1996
Bill Murrin, Membership Chairman

Lou Caravetta, Riverside, IL 84-911
Ric Saguil, Lombard, IL 83-911SC
Andrew Glaister, Streamwood, IL 86-911 Targa
Jeff Kupczyk, Schaumburg, IL 86-930
James Long, Lake In The Hills, IL 84-911
Mark Hellner, Chicago, IL 81-911 SC
Ken Lindgren, Aurora, IL 96-993-Twin Turbo
Bob Ostroga, Libertyville, IL 87-911

Farwell to Laura Salkow

It was with total shock and sorrow that we learned of Laura Salkow's totally unexpected death on Thursday, January 25, 1996. It appears that Laura gave too much of her big heart to others and did not keep enough of it for herself. Laura and Tim are members of the Ohio Valley Region.

Anyone who has been to driver's schools or club

(Continued from page 25)

banking. We opted not to stop for fuel under yellow, but I was able to stretch my stint because of the yellow. We climbed up to 25th at the end of my stint--then to the motor home for some dinner and an hour nap before returning to the pits.

to be continued next month...

paces the last few years will have seen or gotten to know Laura. She will be remembered for her black driving suit and the highly modified white and pink Carrera 4.

Laura's accomplishments go way beyond anything I can possibly write here. Those of you who knew her know what I mean. Those of you who didn't missed a very special person. Laura, we will miss you until we meet again. We will love you forever. We will help Tim survive without you. Above all, we will try to emulate you in your zest for life and love for all. As Carly Simon sang, "Life is Eternal, Love is Immortal, Death is only a Horizon." - Paul Jones, Zone 4 Representative

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- T-Shirts w/Embroidered "PORSCHE" Script or Porsche Car Image.....\$18
- Hats w/Embroidered "PORSCHE" Script - Blk w/Red or Gold, **NEW** Green w/Gold..\$16
- **NEW!!** Norman Todd Jackets w/Porsche Crest Front, Script Back, Blk w/Red Trim..\$89

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- Porsche Supercup Cars by Minichamps - 1:43 scale.....\$35.....Street Cars.....\$27
- Kremer 935 K3's by Quartzo - 18 models in authentic LeMans markings, 1:43.....\$20
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Members of the Chicago Region PCA are welcome to place ads of a non-commercial nature at no charge in "The Mart." Non-members fee for this service is \$5.00, payable to PCA - Chicago Region. Ad material must be received by the 10th of the month for inclusion in the next month's issue and will run for one month. Please limit ads to 75 words or less. Mail: Chicago Scene, 1133 West Patterson #1, Chicago, IL 60613. Fax: 312-296-9418. e-mail: VROOMM911@aol.com

PORSCHEs

1973 911T- Club Racer (street legal), GT-3s Class. RS narrow body w/ ducktail. Prepared by Johnson Autosport turn key prepared. 3.3 ltr twin plug direct fire, Bursch headers, 46 IDA Webers 300+ hp. 2120 lbs, Lexan, 6pt cage, fuel cell, butler seat. 7.5 x 16 F and 10 x 17 R Youngblood rims, extended front and side skirts. S4 (F) and 930 (R) brakes w/ driver control bias. 915 gearbox - 7.31 ring & pinion w/ reduced 4th and 5th gears, RSR clutch All New 8 hours on car. John Waterbury, St. Paul MN, 612-429-0242.

1979 911 Turbo- RUF conversion 1990 by Perfect Power 400+ hp, Clifford alarm, Recaro seat, 5 pt belts, non-smoker, always garaged, 3,000 mile oil changes, no winters, body mods and paint by Classic Touch, complete records avail., 36,000 miles since conversion with one partial engine rebuild at approx 26,000 miles, never raced, total miles on car 58,000. Call Milton Zale 312-472-2150 \$29,500.00

1991 911 Turbo Coupe #WPOAA2961MS480192 - Black on Black, 6K, many extras, ltd slip, 1 bar wastegate spring, strut brace, complete sport exhaust (orig avail), lowered. Transferrable 70K warranty til 4/12/98. Fastest '91 street legal 911 Turbo in Chicago area. Car consistently one of fastest lappers at PCA Driving School at RA. All work by Midwest Eurosport. \$59,500. Dr. Tony Venezia, 653 Pheasant Trail, Frankfort, IL 60423, 815-469-9050 or 708-799-0060.

1988 911 Turbo, owned by famous Porsche club member "Turbo Bob". Must sell in order to buy a place to live and to pay off my ex-wife. Mechanically perfect, Fresh engine and trans overhaul. Also recent complete body

restoration with photo documentation. Black with silver gray interior. All options including RUF wheels. \$35,500. Call Bob Turner at 847-364-6917.

1959 Convertible D - needs complete restoration - many new parts. could be a really nice car \$12,800 or offer. **1960 Roadster** - completely restored, guards red, black interior, 120 hp 356 engine, 911 5 speed trans + rear suspension, 911 brakes, 7 + 8" Fuchs wheels w/ Dunlop SP8000 tires. Very unique and fun to drive. \$38,000 or offer. **1964 C Cabriolet**, Dolphin Gray, Black interior, 60,000 miles, no rust, new tires + top, european heater system, \$24,500. Chuck Schank, 708-246-6395.

***1987 928 S4** Red/Black interior. Automatic. Dual AC. All options. Looks brand new! This summer replaced battery, water pump, and timing belt. Summer driven, garage kept, always pampered! 52k miles, \$22,500. Call Steve Strauch in Oak Park, IL. (708) 386-6494

1986 944 Turbo - WPOAA095GN153350, Red w/ tan cloth interior, only 36,900 miles. Excellent overall. Originally an Arizona car, stored and covered in winters since coming North, never driven in snow or rain. All maintenance records, fresh Yokohama tires. Non-smoker, very clean inside. \$13,500. Mark Linton, Downers Grove, IL 708-241-3323.

1987 924S Coupe #WPOAA0920HN455273. Red/blk & tan, exc cond., 5-spd, garage kept, AZ car, pwr sunroof, pwr mirrors, security system, new: timing belt, valves, brakes. \$5,500/obo. Tim Demel, 2142 Camden Ln., Hanover Park, IL 60103. 708-372-0832.

PARTS

911/930: Fuchs alloys (2) 7 x 16 (2) 8 x 16 white centers with caps, excellent condition \$1200. R1 tires 225-50-16 and 255-50-16 50% tread \$75 ea. Colgan bra new \$70, Weltmeister harness bar new \$75. Leather steering wheel \$75, 930 front chin spoiler w/fog lights and rubber lip \$250. Kent Goebel 708-383-5153.

911: Autopower roll bar, fits c4 with sunroof, \$100 plus shipping, or pick up. Call Jerry Cohen, 847-835-4279 (eves)

911 Parts: 6x16 Fuch mag, straight, gd cond., \$75.00;

THE MART

Oil temp/Oil pres. gauge, used 84-89, 3.2, \$90.00; Tacks, 86 Carrara \$175.00; Tacks, 911E, used \$125.00; Tacks, 911T used, \$100.00; Tacks, 911SC, used, \$100.00. RUF tacks, all 3.2, new \$550.00; RUF tacks, 911SC and 930 76-78, new \$550.00 911-107-006-20. 911 oil tank, new, exc. cond. \$300.00; 911S alloy calipers, exc. cond. w/ spare exc. pistons, \$250.00; 74-75 wiper switch, new, \$75.00 obo. 86 Carrara tach, used, exc. \$175.00; 3.3 Turbo exc. used o.e. equip., i.e. intercoolers, piston/liners, boosters, call. Welt. susp. components avail. Call for prices. Contact "Uncle" Frank, 708-2-2-FAST-6 or write 419 Wicks, Grayslake, IL 60030.

911 racing parts: Pair Wilwood front calipers, 3 sets of Portorfield high friction pads, Weltmeister 22mm rear, \$175, Welt. 19mm front w/adj drop links \$275, Welt. shock tower brace \$125. Two sets Fuchs (7x15 and 8x15 - polished \$600, other \$750), one Fuchs alloy wheel (6x15) \$75, one nearly new BFG road race tire 205-50x15 \$50, one black sparco race seat (\$100), one set SS heat exchangers \$500, noe Fabcar roll cage \$1500 obo. All prices flexible. Jerry Quebe 312-337-3062 eves or 312-755-4666 days.

911/930: new megaphones, OE muffler, OE new oil tank, S calipers f/r, 915, gears, case, Koni adj. sport shocks, pedal assembly, 930 OE ring/pinion, master cylinder. P.Koepke 12700 Lake Shore, Mequon, WI 53092, 414-243-9012.

Helmet: large Bell, Snell 85, full-face, black w/gold pin-striping. New condition, used less than 2 hours. Orig box and papers. \$140. Scott: 847-342-9850.

***914 Parts:** 5-Lug Etoile 15x7 Painted and polished with Yok 205-50-15 fit stock fenders \$1,200 Weltmeister 19 mm fr. sway bar kit, LTD Ed fr spoiler, Painted fiber glass rockers, rearval., melling oil pump. All parts like new cond. Jim S. (708) 259-1154 (evenings)

944: 200 lb. front springs \$50. Koni adjustable front struts new \$100. Drawtite Class III trailer hitch for S series Blazer, \$100. Call Nick Brenkus, 708-766-4734.

1985 18 foot Imperial open trailer. 4 ft. beavertail with 3 foot ramps for easy loading. Dexter Torflex axles with 4 wheel electric brakes plus battery breakaway safety. Recessed tool box. Red with custom wheels \$2,900. Call for spec sheet and pictures. Gene Pish, 3 Palm Ct., Bloomington, IL 309/827-4795(H), 800/766-4640 (days).

WANTED

***Sports Muffler for 88 Carrera** (OEM preferred) Will consider Borla-Bursch or B&B triflow. U. Karl (708) 426-3623.

RSR f/r glass fenders, f/r Turbo Ruf bumpers and f/r oil coller. N. Koepke, 414-243-9012.

Board Meeting Excerpts

- President Dan reports 1998 Parade in Steamboat Springs, CO, 8/9 - 8/15. Chicago is 8th largest region, having 989 members.
- Blackhawk, price increase to \$110, late registration fee of \$125.
- Road America, Labor Day: Racer fee dropped from \$350 to \$300, adding one group; lapper fee raised to \$225.
- Gingerman, 54 foot sailing boat cocktail party on Saturday night. Zone 4 event.
- Gymkhana, Arena set up for school on 4/28. Lunch by Risatti's for \$6-\$7. Other venues have conflicts, namely Hawthorne due to Jehova's Witness convention. Will try to swap.
- Timing trailer to be moved to lot at Dolphin Cartage at earliest convenience to be more centrally located.
- Motion from previous meeting to move 3.2 liter 911s from P6 to P5 passes unanimously.
- Hari enters the building: Octoberfest: 3 race groups, 4 lapping groups, handicap race on Sunday, Napleton to sponsor, details to be worked out at tech session. Hari leaves the building.
- Concours, if Goodie Store will not be at zone concours, approval to invite other vendors requested and granted.
- Overall scoring: motion from last meeting revised to 10 of 15 events to be scored, passes 7 to 1.
- Bill motions to adjourn, passes unanimously.
- Meeting adjourned at 10:30 pm. Next meeting Friday, April 12th, 8 pm, Park Ridge VFW



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