



August 1996



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



IT'S A LOT EASIER TO SAVOR WHEN IT'S STANDING STILL.

Few things in life are worth savoring.

Here's our short list:

1. Porsche

Here's our long list:

1. Porsche

If you feel the same way, there's only one Porsche dealer who understands the quality of service and availability of parts you expect.

Here's our short list:

1. Bill Jacobs Motorsport

Here's our long list:

1. Bill Jacobs Motorsport

Call 630-357-1200 for an appointment today.

PORSCHE®

Bill Jacobs Motorsport

Because it's more than just the car.

1564 W. Ogden Ave. Naperville

Chicago Scene

August 1996
Volume 40, Number 8

is the monthly publication of the Porsche Club of America, Chicago Region, published at CopyCo, 959 Lee Street, Des Plaines, IL 60016. Second class postage paid at Aurora, IL USPS 006-381 ISSN 10564195. Subscription is limited to members of the Porsche Club of America, Chicago Region. Porsche Club of America Dues are \$36.00 annually, of which \$12.00 is for the subscription to *Chicago Scene*. Subscription rate for non-members is \$18.00 per year. Permission to reprint any material published herein is granted provided full credit given to *Chicago Scene* and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein.

POSTMASTER: Send address changes to: Deborah Leed, 37 Lakeview Drive, Barrington, IL 60010-1949

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

MART: Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA, Chicago Region members, no charge; non-PCA, Chicago Region members, \$5.00 per ad.

ADVERTISING RATES: Eighth page: \$20 per month/monthly, \$15 per month/annually; Quarter page: \$35 per month/monthly, \$25 per month/annually; Half page: \$55 per month/monthly, \$45 per month/annually; Three-quarters page: \$75 per month/monthly, \$65 per month/annually; Full page: \$100 per month/monthly, \$85 per month/annually; Back cover, inside front cover, inside back cover: \$110 per month/monthly, \$95 per month/annually. All requests for ad space must be made through the editor.

Chicago Scene
1133 West Patterson #1
Chicago, IL 60613

Phone: (312) 929-1943 (6-9 PM central), Fax:
(312) 296-9418, e-mail: vroomm911@aol.com

On The Cover: Fred Howard's 911 at L.G.

Gallagher's Gear on page 3.

Letter & E-Mails on page 4.

Voice of Vroomm on page 5.

Tech Tips on page 6.

Win a Porsche Raffle form on page 9.

Ads on pages 10, 11, 14, 15, 35, 38 and both covers.

Utica registration on page 12.

Flatlander Rallye on page 13.

Road America information on pages 16-21.

Kettle Klassic Rallye on page 22.

Blackhawks on page 24, 26.

New members on page 25.

Rear View Mirror on pages 27-37.

Board Meeting Minutes on page 36.

The Mart on pages 39-40.

Chicago Region 1996 Calendar

January 7	Annual Meeting
January 21	Rest. Tour - Bella Vista
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
April 28	Driver's School
May 5	Region Concours School
May 15	Blackhawk 1
May 19	Autocross 1
May 25, 26	Road America 1
June 9	Zone Concours 2
June 12	Blackhawk 2
June 23	Rallye 2
June 30	Lake Geneva - Autocross 2
July 7	Odyssey Cruise brunch
July 10	Blackhawk 3
July 14	Rockford - Autocross 3
July 28	Potter's Picnic - Concours 3
August 3, 4	Gingerman Raceway
August 11	Utica - Autocross 4
Aug. 31 - Sept. 1, 2	RA - Club Race/Concours 4
September 8	Rallye 3
September 11	Blackhawk 4
September 14-21	Oklahoma Parade
September 29	Autocross 5
October 5, 6	Two day Rallye 4
October 12, 13	Blackhawk Octoberfest
October 27	Bill Jacob's Concours 5
November 10	Tech/Social
December 7	Dinner Dance



PRESIDENT
Dan Gallagher
 (708)784-0784



DIRECTOR
John Ruther
 (708)639-1094



VICE PRESIDENT
Bruce Janecsek
 (708)361-8421



DIRECTOR
Jeff Girard
 (708)985-6739



SECRETARY
David O'Bryan
 (312)929-1943



DIRECTOR
Bill Murrin
 (708)352-5719



TREASURER
Keith Clark
 (708)690-3381



DIRECTOR
Chuck Bittman
 (708)352-9505



IMMED. PAST PRES.
Arnold Zann
 (708)386-2864



DIRECTOR
Susan Brenkus
 (708)766-4734

Coordinators

MEMBERSHIP

Bill Murrin, (708)352-5719
 24 Hr. Member Info., (312)769-8193

AUTOCROSS

Chris Inglot, (847)559-1126
 Jeff Girard, (708)985-6739

CONCOURS

Patrick Yanahan, (708)887-7605

RALLYE

Stephen Rashbaum/Susan Shire,
 (847)673-5218

SOCIAL

Peggy Gallagher, (708)784-0784

PCA CLUB RACING

Arnold Zann, (708)366-9064

PCA CLUB RACE SPONSORSHIP

Hari Matsuda, H:(847)475-4356,
 W:(708)677-3777

CHIEF DRIVING INSTRUCTOR

John Ruther, (708)639-1094

RACE TIMING & SCORING

Ed Leed, (847)382-6911

AUTOCROSS TIMING & SCORING

Susan Brenkus, (708)766-4734

GOODIE STORE

Linda Patterson, (847)740-3562

SAFETY

Greg Turek, (708)961-2439

CHARITY

Ken Pesavento, (708)668-1170

TECH

George Weathered, (708)357-4033
 Mike Gray, (708)420-2329

"CHICAGO SCENE" CO-EDITORS

David and Heather O'Bryan,
 (312)929-1943, FAX(312)296-9418

ADVERTISING MANAGER

Nick Brenkus, (708)766-4734

CHIEF PHOTOGRAPHER

Jim Jacisin, (708)279-4835

PRINTER

CopyCo Printing, (847)824-4425

DATABASE MANAGER

Debby Leed, (847)382-6911

In Gallagher's Gear

As you can see I didn't fall off the boat and no I didn't go on the Ferris Wheel. The Odyssey was a really good time and for a change the weather was excellent. After the cruise most of us toured the new Navy Pier area. It is my understanding that Nick Brenkus and Bill Murrin were seen holding hands on the roller coaster simulator which was a very neat ride. Almost everyone but Shirley Cook, Peggy, and I went on that big stupid Ferris Wheel. The highest I wanted to get was on a bar stool. Thanks so much to Peggy for all her hard work.



Edith Schumacher, Jarry Petry, Dan, Peggy, and friend enjoy the Odyssey cruise. (Photo by Jim Jacisin)

While on the subject of hard work a big thank you for a terrific rallye. The Kane County Cool Car Classic Concours was all it was promised to be: A lot of fun, good roads, and not very hard. Some of our rallyists failed to remember that this rallye was run in only Kane County. It seems that Keith Clark and Ed Barnacle also had an off-course tour of nearby McHenry County. I like the idea of rallyes that are 100% finishable like this one was.

While the weather was really bad this Spring, it has been the best summer I remember. The autocross/gymkhana was wonderful as was the weather. It was really fun to run a stock car track in a Porsche. At first I did not like the idea of tracks like this, but now I think it is the most fun you can have with your clothes on. The 928 finally got to use all the V-8 torque and I took home a trophy. Afterward we all went to some saloon overlooking beautiful Lake Geneva. A nice ride in the country. Thanks so much Chuck Bittman and his crew. I really enjoyed the day.

As is apparent, I am writing this later than usual. This week not only did Peggy and I put on the third Blackhawk of the year, and do the Rockford Speedway Autocross, but we also attended Heather O'Bryan's mother's wake. Mrs. Judith O'Connell passed away after a long illness. Mine and the club's deepest condolences go out to Heather and her family. Hope to see you soon.

My muscles are still sore from the Rockford

Speedway event. What gorgeous weather as bad as spring was that is all good the summer has been. I cannot remember a better autocross. I really like these banked tracked gymkhana. It is a lot of fun to run a 22% banked stock car track in a Porsche. Thanks so much to Kim and Jim Starai for a fun time.

Your board of directors has been busy again. After a long discussion it was decided to leave our last months decision of requiring five point seat belts for class A cars, at Elkhart Lake and Blackhawk, and class B cars, at Elkhart, stand. The discussion was long and well thought out. In the end, if the board erred, it erred on the side of safety. You are probably not aware of this, but there has been much correspondence between National PCA and your region, concerning our intra-region drivers educational event and the low key endurance race at our Octoberfest event, held at Blackhawk. Without saying too much more, we have decided not to have our own region race this October. We will still be having our drivers education event this year with four classes, instead of the usual three.

The board has also done away with dual memberships, that is, individuals who belong to another region and ours. In the future, you will have to decide to which one you want to belong. We have done this because our newsletter costs much more to send out than we receive from a pro-rata membership fee. It appeared to us that most of those dual members only wished a registration advantage at Elkhart.

We have some truly great events coming up. I know this newsletter will reach you too late for the oldest, and one of the most enjoyable events in the club, Potter's Picnic. If you really want to attend a low key, let's-all-have-fun-event, this is the one. The cars are clean, the beer is cold, the brats are hot, and the fun is fun. I hope to see you all there.

By the time this newsletter reaches you we will have just returned from Gingerman. Gingerman is a brand new track so this will be our first time there. We are looking forward to it because it is located in a summer time, vacation, desirable location-South Haven Michigan. I understand the shopping and restaurants are first class, hope to see you all there. I know Jeff Girard and crew will do one fine event.

We all know that the Labor Day Elkhart Lake event is near. Not only is this our best event, but it is probably the best event of any PCA region.

Well, that is about all I have for now, so if I do not eat too many brats at Potters you will hear from me next month.

Gallagher



Letters & e-mails



The Boxster: Emphasis on Performance, Convenience and Safety

RENO, NEVADA, July 2, 1996 -- In expectation of the official North American debut this coming January, Porsche has disclosed further information on its much anticipated 1997 Boxster sports car. Designed and developed by Porsche engineers in just three and one half years, the new Boxster is a thoroughbred two-seat roadster. It promises to set new standards for performance, maintenance, safety and convenience in the open-top sports car market.

The Boxster's new 2.5-liter, centrally mounted, water-cooled, six-cylinder engine produces an impressive 204 (DIN) horsepower. It propels the car from 0 to 62 mph (100 km/h) in just 6.9 seconds, and, due to optimized aerodynamics resulting in a drag coefficient of 0.31, to a top track speed of 149 mph (240 km/h). This power is transmitted to the rear wheels either through a five-speed manual gearbox or a new optional five-speed Tiptronic 3S2 automatic system. The new engine is conceived for maximum ease of maintenance and repair. Its auxiliary units (e.g., air conditioner, generator) are driven by a single self-adjusting drive belt, while camshafts and intermediate shafts are controlled by chains that should not require replacement for the life of the car. The engine's two metal catalytic converters also optimize emission control.

With its mid-engine layout providing a low center of gravity, the Boxster's well-balanced weight distribution makes handling more agile and secure. Steering is enhanced by an axially-adjustable steering wheel, which adapts steering to the driver's needs and provides the precision required for demanding driving.

The Boxster sets standards and represents the state of the art in passenger protection for cabriolets and roadsters with its extra-strong chassis and programmed deformation zones, careful use of new, highly stable materials, integrated roll protection system and dual airbags with new gas generator technology. The model's large internally-vented front and rear disc brakes with multi-cylinder brake calipers, incorporating racing's monoblock construction for the first time, provide outstanding deceleration even under heavy use.

Porsche's latest model links the performance characteristics of a sports car with the practicality and functionality required for daily driving. The Boxster's interior is characterized by the high quality of materials used and the ergonomic layout and design of the controls and instruments.

Due to the flat and short boxer design of the

engine as well as its centrally-mounted position, the new car has a remarkable amount of storage capacity. It features two full-size luggage compartments in the front and rear, as well as an interior baggage compartment behind the seats. With a total volume of 9.1 cubic feet, two suitcases will fit in the front compartment and two golf bags in the rear. The Boxster can carry a useful load of up to 682 lbs. (310 kg). In addition, Porsche has developed an exclusive optional Boxster roof storage system which is capable of holding up to 165 lbs. (75 kg), and can be used with the top up or down.

The Boxster's new electric soft-top mechanism opens and closes the standard folding top in an unbeatable 12 seconds. For its pioneering utilization of magnesium die-cast parts in this mechanism, the Boxster recently received first prize from the International Magnesium Agency (IMA) in Ube, Japan, an unusual achievement for a car yet to be released to the market.

An optional removable hardtop is also available. Designed simultaneously with the Boxster, it harmonizes perfectly with the overall appearance of the car. Weighing just 55 lbs. (25 kg), it is both quick and easy to fit.

Concurrent with its introduction at major American auto shows, the new Boxster will appear in North American Porsche dealership showrooms in January of 1997.

(Courtesy PCNA Web Page)

Porsche Builds Its 1,000,000th Car

RENO, NEVADA, July 15, 1996 --- Porsche AG today produced its milestone 1,000,000th sports car. On hand for the momentous occasion at Porsche's Stuttgart-Zuffenhausen assembly plant were Professor Ferry Porsche, the honorary chairman of the supervisory board of Porsche AG, and Porsche AG board chairman, Dr. Wendelin Wiedeking. They presented the historic car, a police version of the 285-hp (DIN) Porsche 911, to the German state of Baden-Wurtemberg where it will be utilized by autobahn police.

Porsche AG has a long and proud tradition of designing and producing high-performance vehicles exclusively for the sports car market. The first sports car to carry the Porsche name, the Porsche 356, was built 48 years ago in Austria. A total of 50 examples of this model were constructed before the assembly facility was moved in 1950 to its current location in the suburbs of Stuttgart. For the next 15 years, 77,000 Porsche 356s were completed and delivered to customers in various markets around the world.

Numbering 419,000 units to date, the largest

portion of Porsche's million-car total is made up of the 911 and its derivatives. Originally shown at the 1963 Frankfurt motor show, the legendary 911 retains its popularity with the 1996 model lineup of today.

From 1969 to 1975, 118,000 Porsche 914 mid-engine cars were produced before the series was replaced by the 924, Porsche's first front-engine water-cooled model. Including its successors, the 944 and 968, this car accounted for 325,000 units over the next 20 years. Like the 914, for capacity reasons these four-cylinder models were nearly all built at the Audi factory in Neckarsulm.

Rounding out Porsche's million-car production total is the prestigious 928. The only sports car of its time to be awarded the accolade of "Car of the Year", the Porsche 928 was sold to 61,000 customers during its 1977 through 1995 manufacturing life.

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

Boxster, Big or Small? **by Bob Upton, Riverside Region** **(from PORSCHE GEDANKEN)**

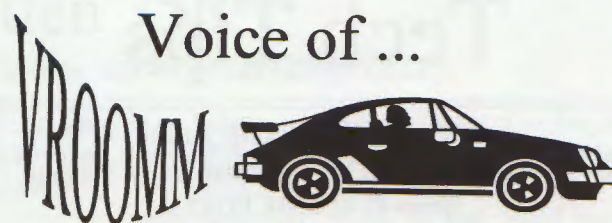
How big or how small is the new Boxster? Well, since the pictures we have seen don't really tell the size, let's look at some other cars for comparison. For instance, a '58 Porsche Speedster has an overall length of 156.0 inches on an 82.7 inch wheelbase, a width of 65.6 inches and a height of around 50 inches. The Speedster tips the scales at just 1790 pounds. The Speedster is just an inch or so longer than a Miata MX-5 which is considered a small sports car. Hmm, I never thought a Speedster was that small!

Power for the 1600 Super Speedster was rated at 88 (SAE) bhp. My '67 Porsche 911S is a bit longer at 163.9 inches on a wheelbase of 87.0 inches with a width and height of 63.4 inches 52.0 inches respectively. The "S" weighs in at 2365 dry and has 180 bhp.

The new Boxster is 170.0 inches long on a wheelbase of 95.0 inches. The width comes out at 70.0 inches. The Boxster stands at 50.8 inches tall and has a weight of 2761 pounds dry. Power is at 204 bhp.

What does all this mean, if you're still with me and all these numbers? Well, the Boxster is 2.3 inches longer in overall length than the new Carrera C-2 and has a 5.6 inch longer wheelbase. It's 1.7 inches wider, 1.0 inch lower and weighs 304 pounds less. So, it is bigger than a current 911, but lighter in weight and has less horsepower.

How does new Boxster compare with its German competition? Well, it's longer than the coming Mercedes-Benz SLK roadster by 12.7 inches and the BMW Z3 by 11.5 inches, wider by 2.7 inches over the SLK and 3.4 inches over the Z3. Height-wise they are the same. The



We'd like to thank all those dedicated members who have helped us through this difficult time. Thank you for your support. Heather's Mom was a beautiful human being, one who really touched the souls of those who knew her. My greatest sorrow is that I knew her for only a short time. Thank you all for the cards and a special thanks to those who came by the wake to support Heather - it really meant a lot.

We'd now like to ask the membership at large to help us all by submitting more articles about recent PCA events. We do have an article in the hopper about the restoration of a 914 that we will run soon. However, some short articles about what a great time you had would be nice to run in conjunction with the photos from the events. We would also like to see tech tips from our own know-it-alls. Looking forward to hearing from you.

Heather and David

Boxster has 204 bhp, the SLK has 193 bhp, and the Z3, 140 bhp. The Boxster has a 159 pound weight advantage over the SLK and the Z3 comes in 71 pounds lighter than the Boxster. The Boxster carries only 13.5 pounds per horsepower compared to 15.1 for the SLK and 19.2 for the Z3. Price comparisons put the SLK at \$40,000, the Z3 at \$30,000 and the Boxster at \$40,000.

So, how will the Porsche do against its competition? I have no idea except for that special quality that is engineered into every Porsche. It's the very essence of a Porsche. When you take the wheel, it becomes a part of you and you a part of it, an extension of all your senses. It's driving in its purist form.

Visit the
PCA - Chicago Region Home Page on
the WorldWide Web
<http://www.mcs.net/~bman/pca.html>
Updated Region Calendar
Electronic Board Directory
Photos from Recent Events
Recent Event Results
Region Point Standings

Tech Tips

Attention To Detail: Paint

by Matt Zakarian, Metro New York Region
(from PORSCHE POST)

This month, I'd like to cover the topic of paint -- the history, myths and innovations -- but first, a brief history of automobile painting as it has evolved over the years and become a better and better product through continuous development.

In the days of the Ford Model A, automotive paint consisted of wood varnish. Many coats were needed, and each layer required hand rubbing and sanding. This process took more than a month to complete and cracking was a problem.

In the mid-1930s, spray enamels were developed. They could be applied in a single day, and soon after that lacquers came about, which allowed a car to be painted in about two hours. However, durability was a persistent problem.

In 1956, acrylic lacquers and enamels started to be widely used. They offered faster drying time, durability and more colors. However, cracking and fading persisted in some colors (dual stage).

Basecoat/clearcoat finishes were introduced in Europe during the late 1960s. They fulfilled the promise of increased luster, but lacked sufficient ultraviolet ray protection and were low in content of solids.

In this country, OEMs used acrylic lacquers and enamels until federal clean air regulations forced the development of new paint systems. The paint materials for the new systems were designed to be higher in solids content and released fewer solvents into the atmosphere.

The paint on the newer Porsches is very delicate and must be treated as such. That means washing it properly, never putting any bags on the car and never leaning on the paint while wearing your jeans.

And then there's the matter of clearcoat, the most misunderstood topic today. So, let's make this simple, shall we? A clearcoat is nothing but paint, but without any pigment (color). That's what it is protecting. It's usually much thicker than the colored paint underneath. The reason for its development was to protect that colored paint, which is very fragile, since lead was removed from it because of environmental reasons.

Ironically, if the older, non-clearcoat paints are damaged, they can be reconditioned better than the clearcoated types. Deep scratches and acid rain etching can be removed from those paints by wet sanding and compounding. On clearcoats, the rule of thumb states that if you can feel a scratch with your finger nail, most likely it cannot be compounded out.

And finally, the latest "modern" development (marketing fad) in automotive paints is the fluorine-based clearcoat, introduced by the Infinity rank of cars. And, as you probably have already guessed, there are "special" products designed for it.

Tip of the Month

To remove stubborn tree sap from your Porsche's paint try using a diaper dampened with some rubbing alcohol.

On A Clear Day

by Ron Snelgrove, Riverside Region
(from PORSCHE GEDANKEN)

Summer has arrived, and with it the problems associated with maintenance of automotive glass. Porsches are no different than other cars when it comes to warm weather and the film and streaking that appears on the inside of your windshield and back light glass. The problem exists on side windows too, but not as noticeable as the windscreen and back light. The newer the vehicle, the greater the problem. The main culprit is vinyl gassing (the moisture leaving the vinyl items) in a car, or the vinyl drying out, if you will. I have talked to folks on the concours circuit to find them perplexed that windows remain free of streaks and hazing for only about twenty minutes when parked in the direct sunlight. It seems that using products to bring back the color and make vinyls look good again are also a source of window fogging.

This spring I began to notice that new products are being introduced just for automotive glass. In the past I have used the blue stuff, the pink stuff, and the yellow stuff. None of these household regulars have done what I had hoped for on my cars. I went out and bought a 20-ounce spray-pump bottle of CLEARVIEW Professional Auto Glass Cleaner. This product is claimed to have been formulated by folks in the glass business. It seems to do a better job of film removal; the real test is having the car closed up with the sun beating on the vinyl all day. It has been about a week now, and windows in my Honda, the car that doesn't share the garage, are still looking pretty good through the hot weather.

I have noticed two other products advertised in AUTOWEEK and ROAD & TRACK. The first, promoted by EAGLE ONE, is their 20/20 Perfect Vision. This product contains no ammonia, so it is safe on windows with an after-market tint. EAGLE ONE also claims there is no streaking. This product sure sounds better than that blue, pink, or yellow stuff.

THE WAX SHOP has an item (again, available in a 20-ounce spray-pump plastic bottle) called Oily Film Remover that they have aimed at newer cars and trucks. With a name like that, this one should hit at the heart of the

(Continued on page 7)

The Forgotten 356

by Keith P. Hervieux, Hudson-Champlain Region (from AIR-COOLED ADVERTISER)

Certainly you've heard the story before -- maybe a different variation, but the same tale nonetheless. An elderly woman's son owned a Porsche or some other desirable collector-car. The son was almost always killed in Southeast Asia and the car has been sitting ever since in a dark, forgotten corner of the woman's garage. Oh, let us not forget the most important, attention-getting part, the lady has decided to sell and the price is a paltry \$500! Having heard this tale at least 100 times over the past 20 years, I must admit I was skeptical and would have dismissed the following, had it not been told to me by a trusted friend.

He told me of an old Porsche in a garage not five miles from my home -- covered with dirt and family possessions so that only a small portion was visible. Still a little doubtful I reached for a source of photos that would help narrow the vehicle type. As my friend leafed through the book, he stopped at the Pre-A 356 series. Asking why this was the particular model, he said, "Bent windshield." Now, trying to remain as composed as possible, I asked him to tell me all he knew.

My friend went on to tell of a house and adjoining garage that had been sold and the car would have to be moved. He also told me the new owner of the residence had seen the car and wanted nothing to do with it! Knowing my interest in Porsches, he asked if I might be interested. I believe that was the quickest affirmative answer I have ever uttered. Next question -- where is it? -- and when can I see it? I was told of the town and general location but he wasn't sure of the house number.

Armed with the location and a name, I located the house with the help of local police. Knocking on the door alerted a large, growling dog, separated from me by only a thin pane of glass. A small girl answered the door and I asked if her dad was home and if there was an old car in the garage. She said yes, her dad was home and there were two old cars out back. My knees started to shake! After what seemed an eternity, I met the possible owner. Asking if he had an old Porsche I might look at, he said, "Yes, it's right out back." I walked around and there it was, the tale was true -- a 1953 356 coupe!

Now it being the middle of January in upstate New York, Mother Nature limited my visit to about 10 minutes. Asking as many questions as I was able to possibly remember, I was told the car had been in the family for 28 years. It was taken off the road and stored in the rear of the garage in 1970 and forgotten. The car was originally owned by his now deceased father. It was now owned by (you guessed it) his elderly mother. Now the big question -- was it for sale? He said he thought so but would have to check with mom first. Not wanting to pressure him

I said I was in no hurry -- yeah, right! I wanted to drag it home right there and then, but realized patience would be the key.

I wanted desperately to tell all that would hear about my find, but also rationalized that this was not a done deal until this car was in my garage. At our monthly club meeting, I told the story to my good friend, Dick Reed, knowing he could keep the lid on it. Two long weeks passed, and I telephoned and asked if the car was indeed for sale. The man said yes, and asked if I was still interested. He told me it was okay to further inspect the car, and he had to contact his brother who had the title and acted on their mother's behalf. As this was still the dead of winter, I wanted for a not-so-frigid sunny day -- but two snowfalls and two more weeks followed.

On further inspection, I found the car had been painted four different colors from its original black. Also, it was missing the original engine, which had been replaced with a, no, not a Volkswagen power plant, but a 1955, 1600 normal engine. The car was missing a few minor parts but otherwise was very intact with solid floor pans and longitudinals. It had surface rust and dents around as well. But oh, what a project car!

More time and another club meeting with no word from the owner! Not wanting to leave messages on an impersonal machine, I made numerous trips to the residence -- but in vain, as I found no one home. The car, I might add, was sitting there outside in the elements partially visible from the road.

Finally, in late March, after two and a half months had passed, the contacts were made, a price negotiated and the empty bay in my garage filled. Now you are probably wondering what in the world was that other old car the little girl mentioned at my first visit? How about a 1958 Chrysler 300? But it's not for sale -- yet!

(Editor's Note: As long as there are stories like this still around, there's hope for us all.)

(Continued from page 6)

problem. This product proclaims, "you will never use regular glass cleaner again." Ammonia must not be in this product either, as they claim it to be safe for tinted windows.

What I am asking (if you have been tempted to resort to the largest hammer in your arsenal to remove the streaks and film from automotive glass), is that you try one of these new products and give me a report on your finding. Gee, we might be the only PCA region to show up at the end of a tour with clean windows (not counting insect road-kill).

HELP DRIVE CYSTIC FIBROSIS AWAY!

By: Ken Pesavento

To those of you who have supported the past charitable events of the Chicago Region Porsche Club, I extend my sincerest thanks. It takes considerate caring people to make something good happen. That is why I'm counting on you to help us make this year's event a great success.

Even though we are sponsoring a very worthy charity-The Cystic Fibrosis Foundation; selling 2500 raffle tickets is no easy task. But, **WE CAN MAKE IT HAPPEN!** If each of our 1,000 members even bought one ticket and got one "sold" to a friend we could be ever so close to our goal of 2500 tickets. To children and young adults with a life threatening disease, money for research means they may live a little longer and a little better...a new drug or a cure may be just dollars away.

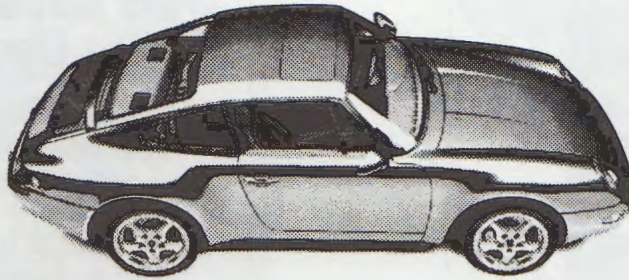
Not only can we make our raffle of this beautiful new **1997 Porsche 993 4S Coupe** a fantastic opportunity for it's lucky new driver, but we can **HELP DRIVE CYSTIC FIBROSIS AWAY**...making the #1 genetic killer of children and young adults that much closer to a cure.

Many people have assisted me in getting this raffle "on the road" and I sincerely thank each of them...

Most of all, I want to thank every one of you for taking time and caring enough to give by buying these raffle tickets...who knows? Maybe you'll hold that lucky number!!! Last year William Linhares was our winner and we raised over \$27,000 for the **Make-a-Wish Foundation**.

Over 30,000 children and their parents are counting on us to help find a cure for CF. Our help gives them hope, not just for a better tomorrow, but that there might be a tomorrow.

Help Drive Cystic Fibrosis Away!



**Retail Value
\$75,891**

Win A 1997 Porsche 993 4S Coupe

ONLY 2500 TICKETS AT \$50 EACH WILL BE SOLD

On December 7, 1996, at Indian Lakes Country Club, Bloomingdale, Illinois, the Chicago Region Porsche Club of America will hold a raffle for a new, 1997 Porsche 993 4S Coupe. Proceeds will benefit The Cystic Fibrosis Foundation. The winner will be chosen randomly via lottery ball method.

Cystic fibrosis causes the body to produce an abnormally thick, sticky mucus. This abnormal mucus clogs the lungs and leads to fatal infections. The thick CF mucus also obstructs the pancreas, preventing enzymes from reaching the intestines to digest food. CF affects approximately 30,000 children and young adults.

The 1997 Porsche 993 4S Coupe will be provided by Bill Jacobs Motorsport in Naperville, Illinois for a Spring, 1997 delivery.

To help sell tickets, please contact Ken Pesavento.

Winner need not be present to win and may not substitute the Porsche for cash. PCA Chicago Region reserves the right to cancel the raffle at any time by notification and full refund.

Make checks payable to: PCA Chicago Region Charity

NAME: _____

ADDRESS: _____

PHONE: _____

Number Of Tickets: _____ Amount Enclosed: _____

Send To: **PCA Chicago Region Charity**
c/o Kenneth Pesavento
520 Sears Lane
Wheaton, Ill. 60187

Home: 708-668-1170
Work: 708-954-6268
800-826-4686

Vintage, Salvaged and New Parts for Porsches



- One of the U.S.'s largest inventories of top-quality parts for Porsches
- All years, all models: 356, 911, 912, 914, 924, 944, 928, 930
- All used parts come from clean, rust-free California cars
- Used parts are tested and guaranteed for 90 days
- Friendly, knowledgeable staff
- We ship UPS daily
- Monday to Friday: 8 am-5 pm, Saturday: 9 am-3 pm Pacific Time

800-767-7250

Tel 510.782.0354 Fax 510.782.0358

Join the "SUPERCHARGERS" at Barefoot Bay


Give your next Road America weekend a real boost.

- Up to four adults for one low room rate including continental breakfasts for all
 - Relax at our lakeside bar
 - Dine at Taverna Bella Luna
- Across the street from race-famous Siebkin's Bar
- Just half a lap down the road from the track

*Call our racetrack desk
and ask for the "SUPERCHARGERS" rate*

847-816-7800 or 800-345-7784 (outside 847)

Barefoot Bay

Resort & Meeting Center 

On beautiful Elkhart Lake, Wisconsin 53020

Body Werks of Barrington

For the Finest in
PORSCHE, MERCEDES and BMW
Work and Painting

DESI VINCZEN • 126 Cook Street • Barrington, IL
381-9144



USED & NEW PORSCHE PARTS

30 Day Money Back Warrantee on Used Parts*

Largest Used Parts Inventory in the Midwest.
Everything for your 914, 924/944, 928, 911/912, 930 & 956 - No Part too Small!!
OTHER NEW GERMAN PARTS ALSO AVAILABLE

FREE PORSCHE® KEYCHAIN WITH ALL ORDERS

SPECIAL: Rebuilt Torque Tubes, 944 A-Arms/Ball-joints & Remanufactured Dashboards!

914 CONSERVATION SERIES™ Exclusive! Protect Your Investment!

The 914 Conservation Series consists of a new line of quality products designed to protect, conserve, and prolong the life of your 914. Researched, developed and tested over several years, the 914 Conservation Series is designed for the serious 914 owner and collector who wishes to maintain and preserve his car and investment.

- Part Works' exclusive Resupport/SHHealing Panels protect 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 (both sold separately)
- Part Works' 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 Works' new Porsche® Mug Center Cap Tint Set prevents damage to your original Porsche® 914 mug center caps when they are being removed and reinstalled. \$19.95 per set
- Part Works' exclusive Battery Tray Liner protects your 914 from the corrosive effect of leaking battery acid. Made of the highest quality Lexan plastic at \$39.95 per kit

PART WORKS OF CHICAGO
1-800-366-9147 (Order Line) 815-462-3000 (In Illinois) 815-462-3004 (Customer Service)

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

Part Works' 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

EMMONS


COACHWORKS
L I M I T E D
Fine Motoring Accessories®

"A candy store for anyone who loves cars"

Call for information on our full line of car care products and accessories. We also carry a complete line of quality embroidered clothing.

1-708-832-1411

100 E. ROOSEVELT ROAD • VILLA PARK, IL 60181
10 to 6 Mon.-Fri. / 10 to 4 Sat. / 12 to 4 Sun.




midwest EUROSPORT

- AUTHORIZED RECARO DEALER
- AFFORDABLE, ACCURATE, PERFORMANCE ENGINEERING
- RACE CAR PREP. & EQUIPMENT
- AUTOHORITY DISTRIBUTOR
- BOSCH 4-WHEEL ALIGNMENTS
- YOKOHAMA TIRES
- SUSPENSION TUNING
- WINDWARD PERFORMANCE HEADERS & MUFFLERS

Committed to excellence, MIDWEST EUROSPORT specializes in the maintenance, repair and performance tuning of fine European automobiles. With emphasis on Porsche and Mercedes-Benz cars, our professional mechanics have been expertly trained by the European manufacturers. Using only state-of-the-art diagnostic equipment and genuine parts, our work is satisfaction guaranteed. And, as a Bosch Service Center we will provide reliable service on your car's advanced fuel injection, ignition and brake system. Whether it's minor maintenance or an engine overhaul, MIDWEST EUROSPORT is your best source for quality, service and value.



**Bosch
Authorized
Service**

RECARO®

**104 W. Irving Park Road, Bensenville
708/595-5577**

(Just 1 block west of York Road on the SW corner of Irving Park and Center Street.)

UTICA AUTOCROSS

SLIDE DRIFT SPEED SPIN -- TROPHIES FUN SUN WIN

SUNDAY, AUGUST 11TH, 1996 AT THE UTICA SPEEDWAY, UTICA, IL.
REGISTRATION AND TECH STARTS AT 9:00 AM, TIMED RUNS START AT 10:30 AM

COME OUT AND JOIN US FOR A FUN FILLED RACE DAY AT UTICA. UTICA IS A 0.6 MILE ASPHALT GO-KART TRACK THAT WILL ALLOW YOU TO TEST THE ACCELERATION, BRAKING, AND HANDLING OF YOUR PORSCHE. THE TRACK IS RUN WITHOUT PYLONS (OH MAYBE ONE OR TWO).

UTICA RACEWAY HAS A CONCESSION STAND SERVING DRINKS AND SANDWICHES. FUEL AND AIR IS AVAILABLE ACROSS THE STREET. BRING THE FAMILY FOR A DAY IN THE COUNTRY

AUTOCROSS REQUIREMENTS

HELMETS WITH A 1985 OR NEWER SNELL STICKER
LONG SLEEVED SHIRTS, LONG PANTS, SOCKS, ALL OF NON SYNTHETIC MATERIALS
CLOSED TOED SHOES, VALID DRIVERS LICENSE

DIRECTIONS TO TRACK: TAKE I-55 SOUTH TO I-80 WEST (APPROXIMATELY 45 MILES) TO 178 (UTICA-STARVED ROCK EXIT), TURN LEFT (SOUTH) ON 178. GO 3/8 OF A MILE LOOK TO LEFT.

QUESTIONS ?????? CALL EVENT CHAIRMAN BILL MURRIN @ 708-352-5719

UTICA AUTOCROSS REGISTRATION

MAIL REGISTRATION TO: BILL MURRIN 812 N. STONE AVE. LAGRANGE PARK, IL. 60526

FIRST DRIVER

NAME _____

PHONE _____

MEMBER _____ APPLICANT _____ GUEST _____

GYMKHANA/ SHORT COURSE CLASS _____

SECOND DRIVER

NAME _____

PHONE _____

MEMBER _____ APPLICANT _____ GUEST _____

PORSCHE TYPE/YEAR _____

\$20.00 FIRST DRIVER, \$10.00 SECOND DRIVER

AMOUNT ENCLOSED _____

PLEASE MAKE CHECKS PAYABLE TO: PCA/CHICAGO REGION

Flatlander Rallye

September 8, 1996

We know that it is hard to believe but we have found beautiful, curvy roads in Northern Illinois which will challenge your navigational skills and enhance your driving pleasure. Porsches and non-Porsches can join us for a fun and flat rallye.

If you are apprehensive about rallyes, consider the tourist class. You will be given an annotated version of the rallye instructions so that you will not get lost. This is the perfect chance to experience the fun and run a rallye without the stress of competition. You can also practice your communication skills with your partner in preparation for the next rallye.

The rallye will begin at Northstar Motorsports, 1099 Brown Street, Wauconda (847.487.2877). Brian Allman can give you directions.

The rallye will end at Flatlander's Restaurant and Brewery, 200 Village Green, Lincolnshire (847.821.1221). The restaurant is on Old Half Day Road just east of Rt. 21/45, just north of Rt. 22. We will order from the menu and drink from a fine selection of beer. Please feel free to join us for dinner at 5 PM but you must pre-register if you do not rallye.

Registration begins at 10:00 AM. Drivers Meeting at 11:00. First car off at 11:30.

If possible, please pre-register.

If you have any questions, please call Steve Rashbaum (847.673.5218) or Susan Shire (847.674.2285). If you wish to join us but need a driver or navigator, please call Susan and we will do our best to find a partner for you.

Please send registration to Susan Shire, 9507 Central Park, Evanston, IL 60203.

=====
==

Driver: _____

Navigator: _____

Class: Equipped SOP Tourist

Registration Fee: \$20.00.

Checks should be made out to Chicago Region PCA.

GET EQUIPPED...

with Brey-Krause stainless steel equipment for Porsches.



HARNESS GUIDE BARS



STRUT TOWER BRACES



FIRE EXTINGUISHER MOUNTS

Brace yourself !

Brey-Krause harness guides keep you where you belong during hard cornering and braking. Our harness guides allow full range seat movement and are adjustable to fit your car because each car is different. Install or remove in 10 minutes. Will not mar car.

Brace your car !

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.

Where there's smoke ...

PCA driving events require cars to be equipped with a 2.5lb. fire extinguisher. Brey-Krause has solved your problem with a simple reliable mount that keeps your fire extinguisher out of the way, but within easy reach.

Order through your performance parts dealer.

> Easy to install.

> No Holes To Drill!

Available at Kelly Moss Motorsports:

Phone:(608)274-5054 Fax:(608)274-6252

Technical questions contact:

Brey-Krause Mfg. Co.

Phone (610) 867-1401 Fax (610)866-1433

Internet WEB Address: <http://www.enter.net/~breykrause>



R. Fischer Motors, Inc.

Specializing In Repair of

Porsche ■ Mercedes Benz ■ BMW ■ Volkswagen ■ Audi

30 Year Factory - Trained Technicians

Competition Performance Service

Modifications on Suspension and Engines

Featuring Hunter Wheel Alignments

908 S. Northwest Highway (Rte. 14)

Between Lake Cook Road & Dundee Road

Barrington, Illinois 60010

(708) 304-8822 - 8823

Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM

Bill Jacob's Motorsports TOP GUN CHALLENGE



REGISTRAR: N&S BRENKUS
(708)766-4734

EVENT CHAIR: A ZANN
(847)366-9064

SPONSOR/VENDING:
H. MATSUDA
(847)677-3777

BRIDGESTONE

FIRST QUALITY TIRES
(615)231-3526



KELLY-MOSS
MOTORSPORTS
PORSCHE RACING SPECIALISTS

(608)274-5054

WOODFIELD
ORTHOPEDICS
Martin Saltzman (847) 301 7773



D&K

D&K INTERNATIONAL
Manuf. of Thermal Laminating
Systems, Films & Products
525 Crossen Ave. Elk Grove, IL
(847)956-0160

Cafe 36
LaGrange IL
(708)354 5722
Rhinehard Barthel

USRobotics®

The Intelligent Choice in Information Access

Your single source for the most
diverse network-wide end-to-end
communication solutions



TRO
MANUFACTURING

Contract Sheet Metal
Stamping and Assembly
(708)455-3755



CHICAGO REGION

Thanks to all of
our sponsors!

MAIN SPONSOR: BILL JACOBS
Porsche, BMW, Audi, Range Rover
1564 W. Ogden Ave.
Naperville, IL
(708)357-1200



Marketing Alternatives, Inc.
A full-service marketing group
specializing in business-to-
business communications

Whistler
RADAR DETECTORS



ROAD AMERICA

AUG. 31 TO SEPT. 2, 1996

**ROAD AMERICA II
DRIVERS SCHOOL
AUGUST 31-SEPTEMBER 2, 1996**

Road America II is fast approaching and there are a few changes that will be in effect for this weekend. The first change and one of the most important is the dates. Please note that it is a 3 day event this year...**Saturday, Sunday and Monday**. This is because Road America II and the PCA Club Racing will be held as a joint event. The usual procedures will be in place with run groups alternating every half hour, with passing allowed only in designated areas. Each driver will have more driving sessions than our Road America Memorial Day weekend, but they will be spread out over the three days of the event. Please note that for the Labor Day event only experienced drivers can participate in the event. There will be no novice drivers or novice run groups on this weekend.

All cars must display numbers on each side of their car plus on the front. Shoe polish is not acceptable. Numbers must be large enough for the corner workers to see clearly or you will be black flagged. Also, all cars running at Road America must meet a noise restriction of 108db. It is the responsibility of each driver to insure their car does not exceed this noise restriction.

The Chicago Region PCA is staging what we hope will be the premier Drivers Education and Club Race event of the 1996 season. The reviews from last year's event were great and we are working hard to make it even better this year. We will again host a party, dinner and concours at Siebkin's on Saturday night. The dinner will be an outdoor buffet (weather permitting) and will be free to all drivers and volunteers. Additional tickets will be \$15 for adults, \$8 for children. We need lots of volunteers for this event, so maybe a family member or one of your pit crew would like to help us out.

Spaces are limited, and we highly recommend that you register early. You will be notified of your acceptance by mail. Also, please remember that you must present a valid driver's license and your PCA membership card at registration.

All corners will be staffed by professional SCCA corner workers. The corner workers will be strictly enforcing the passing rules with no passing being allowed in the corners.

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 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 and a fire extinguisher.

The Saturday, Sunday and Monday MANDATORY DRIVERS MEETINGS will be held at 7:30 am at the track. Anyone missing the mandatory drivers meetings will not drive.

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

Siebken's will again be the headquarters for the non-track meetings. Contact Siebken's directly for lodging reservations (414-876-2600). Continental breakfast 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.

See you out there

Event Chairman
Arnold Zann
708-386-2864

Registrars
Susan & Nick Brenkus
708-766-4734
Email: NBrenkus@aol.com

PLEASE, NO CALLS AFTER 9:00 PM CENTRAL STANDARD TIME

**PCA Chicago Region
Road America Drivers School
August 31-September 2, 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 otherwise full fee)
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 [] Improved [] Modified []

Requested Car Number: _____

First Driver

Second Driver

Yes [] No []

Yes [] No []

Did you receive Skip Barber instruction at a previous Chicago
Region PCA Road America event?

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 \$225.00

Two Drivers, same car \$275.00

Total enclosed: \$ _____

No refunds or cancellations after August 16, 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

Bill Jacob's Motorsports
The Road America Challenge



August 31-September 2, 1996

Here we go again! The **FOURTH ANNUAL PCA CLUB RACE** at Road America, Elkhart Lake, Wisconsin will be held on Labor Day weekend. **PLEASE NOTE:** This year's event will be run Saturday, Sunday and Monday. The Club Races will be held on Monday.

The Chicago Region PCA is staging what we hope will be the premier club race event of the 1996 season. The reviews from last year's race were great, and we are working hard to make it even better this year. We will once again host a party, dinner and concours at Siebken's on Saturday night. The dinner will be an outdoor buffet (weather permitting) and will be free to all drivers and volunteers. Additional tickets will be \$15.00 for adults, \$8.00 for children. Chicago Region will be hosting a concours and invite the Club Racers to enter in the special exhibition class for race cars. The street around Siebken's will be closed off so that it will be one heck of a party and concours.

Road America with its 14 turns, 3 long straights, and 4 miles in length make the most exciting and challenging race track for all levels of competitive drivers. The Chicago Region PCA events held at Road America have always attracted drivers from all over the USA, and if predictions come true, we will have a variety of very interesting Porsches to compete with on the track. Last year we had almost 300 cars entered. We are adding an additional run group for the Club Racers to allow even more participation at this year's event.

Tech will be at Road America starting on Friday at approximately 4:00 pm to 7:00 pm, and open again on Saturday morning at 7:30 am. There will be a mandatory drivers meeting at 7:30 am on all days...Saturday, Sunday and Monday. All participants must attend or lose their driving privileges.

We have also lowered the fee for the Club Race—all three days will cost \$300; which is \$75 less than last year for those who drove all three days. If there is a second driver for the car and that driver wants to run "just for fun" in a run group one down from the car's normal classification, the cost is \$175. All people who wish to drive in the Club Race must have a **PCA CLUB RACING LICENSE**.

ALL CARS RACING AT ROAD AMERICA MUST MEET A NOISE RESTRICTION OF 108 db. IT IS THE RESPONSIBILITY OF EACH DRIVER TO INSURE THEIR CAR DOES NOT EXCEED THIS NOISE RESTRICTION.

Hope to see you out there

Event Chairman
Arnold Zann
708-366-9064

Registrars
Susan & Nick Brenkus
708-766-4734
Email: NBrenkus@aol.com

PLEASE, NO CALLS AFTER 9:00 PM CENTRAL STANDARD TIME.

PLEASE NOTE THE FOLLOWING: Registration will close on Monday at 12:30 pm. All guests will need to arrive before this time.

IMPORTANT CHANGES TO SAFETY MEASURES FOR ROAD AMERICA AND BLACKHAWK

The Chicago Region Board of Directors made a decision at the June meeting which will affect many club members. Effective with the September Road America event and the October Blackhawk, the following safety measures have been mandated.

Road America

Anyone in the driver's education groups at the September event will be required to have at least a five-point harness system on the drivers' side and the same on the passenger side if an instructor is present. At the May event next year, this will be required of all drivers in A, B1 and B2. This is **highly recommended** for class C drivers.

Blackhawk

Anyone driving in class A will be required to have at least a five-point harness system on the drivers' side and the same on the passenger side if an instructor is present. This system is also **highly recommended** for class B and C drivers.

Harness systems are designed for several reasons:

1. To properly hold the driver in the seat allowing them to concentrate on driving as opposed to holding onto the wheel and trying to stay in the seat at the same time.
2. The addition of an anti-submarine belt is intended to keep the lap belt securely positioned in the pelvic area when the harnesses are cinched tightly. The importance of keeping it in the pelvic area is to prevent the lap belt from riding up into the rib cage potentially causing internal injury.
3. In the event of an accident, the harness system will also securely hold you, and prevent you from being tossed around the vehicle.

Questions about purchasing belts or installation can be answered by various Chicago Region board members as well as numerous race prep shops and vendors. There are methods to install safety harnesses without drilling holes in your Porsche. Sources can be easily found in the Scene or Panorama.

BIG REDUCTION in insurance costs

for many high performance cars
(See lists below)

PREMIUM REDUCTION
NO LONGER RATED AS HIGH PERFORMANCE

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



**FARMERS
INSURANCE
GROUP**
Symbol of Superior Service

JAMES CADY AGENCY
525 W. Higgins (at Golf)
Hoffman Estates, IL 60195
490-1200

STILL RATED HIGH PERFORMANCE

Acura NSX	Mazda RX-7 Turbo
Buick Grand National GNX	Mazda RX-7 GTUS
Chevy Camaro IROC-Z	Mazda RX-7 GTU
Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati-all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette L96 Coupe	Nissan 300ZX
Dodge Stealth RT Turbo	Plymouth Laser RS Turbo
Ferrari-all models	Pontiac Firebird Formula
Ford Mustang 5.0	Pontiac Trans Am GTA
Ford Mustang GT	Porsche-all models
Ford Probe GT	Toyota MR2 Turbo
GMC Cyclone	Toyota MR2 Supercharged
Lotus-all models	Toyota Supra

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

Bill Jacob's Motorsports
The Road America Challenge



HOSTED BY THE CHICAGO REGION
August 31-September 2, 1996
Event Chairman: Arnold Zann--(708) 366-9064

Name: _____

Address: _____

City, State, Zip: _____

Telephone: _____ Days: _____ Eves: _____

PCA Region: _____

PCA LICENSE STATUS (CIRCLE ONE)

Novice-----Have applied or will have applied for a license and completed all requirements prior to the event. Must attend Friday evening school, August 30, 1996. License requires a medical certificate signed by a doctor before being issued. Request application package from PCA National Office, P.O. Box 10402, Alexandria, VA 22310.

Rookie-----Have been issued a PCA Rookie License (Completion of Novice School and one race).

Provisional-----Have been issued a PCA Provisional License (Previous Competition Experience).

Full-----Have been issued a Full PCA Racing License (Completion of Two Races).

Requested Car Number: First Choice: _____ Second Choice: _____ Third Choice: _____

PCA Club Racing Class: _____ Porsche, Year, Type, Model: _____

Participating in Saturday Night Concours Special Exhibition Class: Yes/No (circle one)

Fees: One driver **\$300.00**

Second Driver (same car) **\$175.00**

Additional tickets for Saturday
night Concours buffet:

Adults (\$15.00) # _____ \$ _____

Children (12&under \$8.00) # _____ \$ _____

AMOUNT ENCLOSED

Make checks payable to:
"PCA Chicago Region"

Full refunds for written cancellations received by August 16, 1996. Second Driver must also complete a separate registration form.

Mail completed registration forms and checks to:

Nick & Susan Brenkus
16W503 2nd Court
Bensenville, IL 60106
708-766-4734 (6-9pm CST)
Email: NBrenkus@aol.com

I hereby certify that I will have successfully completed all PCA Club License Requirements prior to coming to this event, and I have no known physical or mental problems which might jeopardize myself or others if I participate in this event.

Drivers Signature: _____

Calypso Party at Road America

Each Year, we try to make the Labor Day Road America events more spectacular and more fun. This year, there will be a Calypso-theme party at Siebkens on Saturday night, which includes island dinner buffet, a live band playing Calypso music, and of course, the concours.

The Concours will include both cars coming up to Elkhart Lake for this special event and an exhibition of some of the race cars participating in the weekend.

The event is once again free for all drivers and volunteers. Additional tickets are \$15 for adults and \$8 for children 12 and under. So bring your island T-shirts and pareos, kick off your shoes, and be prepared to dance the night away in Margaritaville.

Road America Concours

Saturday, August 31, 1996

Concurrent with the Labor Day Weekend/Club Racing event at Road America, a concours is scheduled for Saturday, August 31st with the calypso party. The site is scheduled for outside of Siebkens Restaurant/Lodge. Judging will be after the races on Saturday. People's choice and Judge's Choice Trophies will be awarded. Presentation of awards will take place Saturday evening after dinner.

Racers and those who have paid for track time will not pay the \$15.00 concours entry fee. There will be an exhibition class for racers.

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!

Concours Coordinators: Dan and Peggy Gallagher

ROAD AMERICA CONCOURS: Saturday, August 31, 1996

Fee: \$15 per car unless you were a driver or volunteer. Please make check payable to PCA Chicago region

Name(s): _____

Mail to: Peggy Gallagher

11156 Indian Woods Drive

Indian Head Park, IL 60525

Region: _____

Questions: 708-784-0784

Street: _____

Fax: 708-784-0785

City/S./Zip _____

Class: D _ C _ B _ A _ Exhibition _

Evening phone number _____

Member _____ Applicant _____

Year: _____

Model: _____

KETTLE KLASSIC RALLYE REVISITED

DATE: OCTOBER 5-6, 1996

PLACE: PORSCHE EXCHANGE
2050 FIRST STREET
HIGHLAND PARK, IL

TIME: REGISTRATION SATURDAY
OCTOBER 5, 12 NOON - 1:00 P.M.

THIS IS THE ONE YOU'VE ALL BEEN WAITING FOR. WELL, OKAY, MAYBE NOT ALL OF YOU, BUT MOST OF YOU. OKAY, ONE OR TWO OF YOU, BUT YOU'RE ALL GOING TO REALLY LOVE IT - OR ELSE!! GET READY TO ENJOY YOURSELVES ON THOSE GREAT WISCONSIN RALLYE ROADS AGAIN. WE'VE REDONE (AGAIN) THE PARADE RALLYE FROM OUR FANTASTIC PARADE IN 1984 - THE BEST EVER IF I MAY BE SO MODEST. YES, THE RALLYE THAT MORE THAN 200 CARS ENJOYED SO MUCH IS NOW YOURS TO BEHOLD. MARK YOUR CALENDARS, IT'S GOING TO BE A GREAT WEEKEND.

SATURDAY WILL START OFF AT THE PORSCHE EXCHANGE IN HIGHLAND PARK WITH REGISTRATION BETWEEN 12 NOON AND 1:00 P.M. THERE WILL BE AN EASY TOUR UP TO APPLETON, WISCONSIN, WITH SOME FUN QUESTIONS ALONG THE WAY. YOU'LL HAVE ENOUGH TIME SO THAT YOU MAY WANT TO STOP TO SIGHTSEE A LITTLE ALONG THE WAY. YOU ZOO NUTS WILL PASS THE MILWAUKEE COUNTY ZOO; YOU AIRPLANE NUTS WILL PASS THE EXPERIMENTAL AIRCRAFT ASSOCIATION MUSEUM IN OSHKOSH; THOSE OF YOU WHO ARE JUST PLAIN NUTS MIGHT WANT TO JUST GET TO APPLETON AND ENGAGE IN SOME OTHER TYPE OF ACTIVITIES. THE EVENING IS YOURS ONCE YOU TURN IN YOUR ANSWER SHEET. WE'LL PROBABLY SEE YOU AT THE POOL AFTER DINNER. SUNDAY MORNING'S RALLYE WILL START AT THE HOLIDAY INN AT 10:30 A.M. AND END WITH A BUFFET DINNER AT SIEBKEN'S SOMEWHERE AROUND 3:30 P.M. WE'RE HOPING TO AWARD TROPHIES ABOUT 4:30 P.M. SO THAT YOU WILL HAVE PLENTY OF TIME TO GET HOME AT A REASONABLE HOUR. IF YOU CAN'T SPEND THE NIGHT, BUT WANT TO RUN THE RALLYE ON SUNDAY, JUST MEET US IN APPLETON ON SUNDAY MORNING, BUT LET ME KNOW AHEAD OF TIME, AS I HAVE TO HAVE A SUNDAY DINNER COUNT A WEEK AHEAD OF THE EVENT.

WE'VE RESERVED A BLOCK OF ROOMS AT THE HOLIDAY INN ON NICOLET ROAD IN APPLETON. THERE ARE 20 ROOMS WITH A KING-SIZE BED (15 NON-SMOKING AND 5 SMOKING) AND 10 ROOMS WITH TWO DOUBLE BEDS (5 NON-SMOKING AND 5 SMOKING). THE RATE WILL BE \$69 FOR THE NIGHT. BE SURE TO MENTION THAT YOU ARE WITH THE PORSCHE CLUB WHEN YOU MAKE YOUR RESERVATIONS. THE ROOMS WILL ONLY BE HELD UNTIL SEPTEMBER 5, SO BE SURE TO GET YOUR RESERVATIONS IN AS SOON AS POSSIBLE. THE NUMBER IS 414-735-9955. IF YOU ARE LATE GETTING YOUR RESERVATION, THERE ARE STILL NUMEROUS HOTELS RIGHT IN THE AREA, GIVE US A CALL AND WE'LL GIVE YOU SOME NAMES OR NUMBERS. THEY OFFER A WIDE RANGE OF PRICES FOR THE NIGHT.

WE'RE LOOKING FORWARD TO ANOTHER FANTASTIC, FUN-FILLED PORSCHE WEEKEND. YES, WE'LL HAVE LOTS AND LOTS OF THAT "C" WORD (CAMARADERIE FOR YOU NEOPHYTES) AND ALL THE OTHER GOOD STUFF YOU'VE COME TO EXPECT FROM A WEEKEND WITH THE PORSCHE CLUB. THE FUN NEVER STOPS. THIS MAY BE YOUR LAST CHANCE THIS YEAR TO DRIVE YOUR CAR ON SOME OF THE BEST OPEN ROADS AVAILABLE.

WE HOPE TO SEE ALL OF YOU THERE. IT WILL BE A GREAT DAY.
THERE WILL BE NO FIGHTING. IF YOU HAVE ANY QUESTIONS ABOUT ROOMS
OR RALLYES, CALL GEORGE OR LINDA GUTMANN AT 312-631-6042.

REGISTRATION FORM
KETTLE KLASSIC RALLYE

DEAR LINDA:

I CAN'T BELIEVE WE'RE GOING TO GET TO RUN THAT GREAT RALLYE WE'VE
BEEN HEARING SO MUCH ABOUT. SIGN ME UP!

DRIVER _____ NAVIGATOR _____

MEMBER___APPLICANT___GUEST___ MEMBER___APPLICANT___GUEST___

CLASS: EQUIPPED_____ UNEQUIPPED_____

CAR MODEL_____YEAR_____COLOR_____

RESERVE _____ SUNDAY BUFFETS @ \$13.00 EACH FOR A TOTAL OF _____

RALLYE FEE \$20.00 PER CAR

TOTAL ENCLOSED _____

MAKE CHECKS PAYABLE TO PCA/CHICAGO AND MAIL TO:
LINDA GUTMANN, 6116 N. LANDERS, CHICAGO, IL 60646
QUESTIONS - 312-631-6042

WANTED:PCA CLUB RACE VOLUNTEERS

We need your help to make the Chicago Region's PCA Club Race the best it can be. Your help in the past has done just that. Please help out again this year. If you are interested, please send me your name, address and phone number.

NAME _____

ADDRESS _____

PHONE _____

FAX _____

Please mail to:

or fax to:

Christopher Ingot
591 Greenwood Rd.

312-286-4811

Northbrook, IL 60062-2624

Chris, I'd be glad to help out! I've circled the item below for the area I'm most interested. I understand Volunteers are the guest of the Club at the Siebkens dinner.

Timing / Grid / Start / Tech / Registration / Anywhere you need me

Blackhawk XXVII

September 11, 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 April 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 at the track.

September 11th 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: _____

Circle one: Member / Applicant / Guest

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

PCA CHICAGO REGION WELCOMES IT'S NEW MEMBERS FOR JUNE 1996

We look forward to meeting you at the events.

**Bill Murrin,
Membership Chairman**

Ted Vaughan, Champaign, IL	87-944 Turbo	Ed Cohen, Barrington, IL	86-944
James Salzman, Hinsdale, IL	96-993 C4S	Leo Shapiro, Buffalo Grove, IL	92-964 Turbo
Tom Reepmeyer, Chicago, IL	81-911 SC Targa	John Miller, Elmhurst, IL	86-944 Turbo
David Johnson, St. Charles, IL	86-944 Turbo	Arthur Branner, Winfield, IL	87-911 Cab
Wayne Hendrickson, Wayne, IL	94-911 C4	Brian La Bardi, Oak Brook, IL	92-968 Cab
Daniel Maceachern, Dyer, IN	90-911 C2 Cab	John Hilton, Barrington Hills, IL	96-993 Turbo
Jeffrey Swanberg, Rockford, IL	82-911 SC	Mike Noel, Chicago, IL	85-911 Cab
Andrew Johnson, Valparaiso, IN	83-944	Gary Glass, Melrose Park, IL	86-928 S
Bob Wallace, Chicago, IL	81-911 SC Targa	Matt Sisco, Caledonia, IL	87-911
Lloyd Davis, Waukesha, WI	91-911 C4 Cab	Mell Westoupal, Northbrook, IL	88-928
Scott Burritt, Naperville, IL	87-911 Targa	William Buddig, Frankfort, IL	60-356 B T5
John Engstrom, Princeton, IL	78-930 Targa		
Bob Grabowski, Hinsdale, IL	88-911 Turbo		
Tony Anania, Naperville, IL	83-944		
Jose Jamero, Skokie, IL	87-911 Turbo		



Blackhawk Octoberfest

October 12-13, 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 FOUR 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 April 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 at the track.

Octoberfest Blackhawk 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: _____

Circle one: Member / Applicant / Guest

Car Make/Model: _____

Permanent Car #: _____

Driver 1: Experienced / Novice List Experience: _____

Driver 2: Experienced / Novice List Experience: _____

Fee: Payable to PCA - Chicago Region.
\$200.00 Pre-registered
\$225.00 At the gate
Second driver free if family member

Kane County Cool Car Classic Caravan

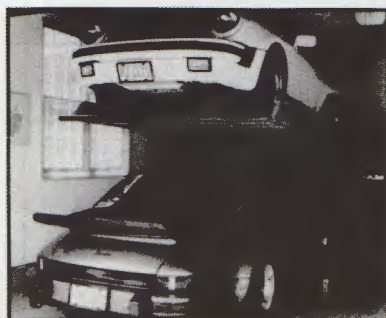
June 23, 1996

Place	Name	Points	Class
1	George & Linda Gutmann	284	Equipped
2	Keith & Mom Clark	1315	Equipped
1	Dan & Linda Bacin	449	SOP
2	Bob Nelson/Joe Shad	481	SOP
3	Tom Veracter/Doug Beshears	614	SOP
4	Steve Rashbaum/Susan Shire	731	SOP
5	David & Heather O'Bryan	959	SOP
6	Deborah Kamp /Diane Goldsher	1024	SOP
7	Jack Stephenson/Mark Wojack	1030	SOP
8	Bob Shroba/Ron Micek	1240	SOP
9	Charlie Pyne/Dave Mathews	1428	SOP
10	Bill & Amy Murrin	1791	SOP
11	Ken Pesavento/David Donaldson	1855	SOP
12	Gene Novosad/Nick Williams	1868	SOP
13	Adrian Lannin/Marta Nelson	2000	SOP
14	Ed Barnicle/Gayle Timbers	2099	SOP
1	Karl Oestreich/Katy Schultz	745	Touring
2	Jay Pearson/Maridee Christopher	919	Touring
3	Barb Stevens/Kyle Stevens	1154	Touring
4	Scott Burritt/John Costello	1208	Touring
5	Ron Goldstein/Mike Cohen	1447	Touring

Dan & Peggy pre-ran the rallye and worked; other rallye workers were Bruce & Jean Janecek, Bob & Shirley Cook, Lee Lichtenstein, Jeff & Jill Girard.

Thanks to all who helped and participated.

DOUBLE YOUR GARAGE SPACE



Our GARAGE-DOUBLER has an exclusive feature that allows us to stack two cars totalling in height more than the garage ceiling height.

The GARAGE-DOUBLER is self supporting, with no foundation or floor preparation required.

Call us for a demonstration. We may have the solution to your car parking and storage problem.

We are also a Harding-AFG dealer for "Above and below ground parking systems"

P.O. Box 1729 * Palatine IL 60078-1729
1-800-447-7410 * FAX 847-359-9218

Rear View Mirror

Zone Concours at Oak Brook Polo Club, June 9, 1996



All lined up and nowhere to go.



Photographer Jim shot again.



Bob Gummow in his patchwork jacket.



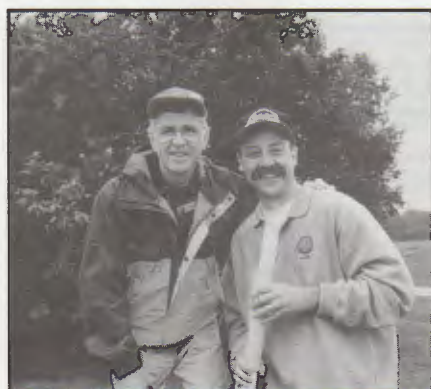
Gettin' down to business.



I love bugs!



Hey Rip! Smile for the camera.



"We are cool."



I'm cool.



Cool.

Photos by Jim Jacisin and Pete Johnsen

ZONE 4 CONCOURS
presented by
CHICAGO REGION PCA AND WINDIGE STADT 356 KLUB
AT OAKBROOK POLO CLUB
JUNE 9, 1996 (in the rain)

	REGION		Points
CLASS A			
1 Fred Howard	Chicago	1994 911 TURBO S	288.5
2 Pat & Bonnie Yanahan	Chicago	1995 911 CAB	288.5
3 Dan & Peggy Gallagher	Chicago	1959 356 CONV. D	241.0
CLASS B			
1 Don Shaw	Milwaukee	1984 911 CAB	245.5
2 Bill Huffman	Chicago	1964 356 C	243.5
3 Gary Knoblauch	Chicago	1994 911 Speedster	234.5
4 Pete Johnson	Chicago	1987 944	234.0
5 Bruce & Jean Janecek	Chicago	1993 911	231.0
6 Ed Olinger	Chicago	1993 911	222.5
CLASS C			
1 Ron Bean	Chicago	1986 911	182.0
2 Doug Crossman	Lincoln Trails	1984 944	176.5
3 Bob & Shirley Cook	Chicago	1988 944	170.5
4 Alan & Janet Boe	Chicago	1979 930	170.5
5 Craig Statstny	Chicago	1984 944	167.0
6 A. J. Tiller	Chicago	1982 911	155.0
7 Jay Pearson	Chicago	1981 911 TARGA	148.0
8 Bill Murrin	Chicago	1993 968	146.5
CLASS D			
1 Tray & Danita &erson	Chicago	1959 356 CONV. D	150.0
2 Andy Discher	Chicago	1986 944	143.5
3 Nick Weber	Chicago	1979 911	139.0
4 Nick & Sue Brenkus	Chicago	1989 944	138.5
5 Mike Milhouse & April Brown	Chicago	1986 944 TURBO	138.0
6 Harold & Lois Beach	Chicago	1973 911	137.5
7 Mike Mullins	Chicago	1983 911 CAB	127.5
8 Cy & Marcia Ling	Chicago	1985 911 CAB	127.0
9 Bob & Virginia Gummow	Chicago	1995 993	124.5
10 Steve Rashbaum & Susan Shire	Chicago	1986 944 TURBO	120.5

EXHIBITION:

Rip & Linda Patterson	1964 356 CAB
Rinhart Barthel	1983 930 SLANTNOSE
Eric Gehm	1987 911 CAB
Myron Walters	1986 911

Peoples Choice:	Fred Howard	1994 911 TURBO S
Judges Choice:	Harold & Lois Beach	1973 911

Entrants Choice of a Bill Miller print donated by Windige Stadt 356 Klub:

Best 356	Bill Huffman	1964 356 C
Best non-356	Fred Howard	1994 911 TURBO S

Note: Ties were broken by highest exterior point score.

AFTER THE FOX RALLYE II CHANGES IN RESULTS

At the rallye I did not write down the winners before or after I announced the results. I intended to depend on the "Rallye Score Sheets" to work from to write up the results as I have in the past. When I sat down to do the results several weeks later, it was obvious I did not have all the sheets, particularly of some trophy winners. I put off doing the results "knowing" I would find the few missing sheets. I finally realized that I was not going to find the missing sheets (I believe that they never left the restaurant with me). In any case, I began the process of recreating the results from the Checkpoint workers' "Checkpoint Control Sheets."

As I compared the "Checkpoint Control Sheets" results with the participants' "Rallye Score Sheets," I did have, there were differences. In no case do I believe there was ANY dishonesty. There were cases where the math necessary to subtract In and Out times was done incorrectly both to the benefit and to the detriment of the rallyist. There were cases where the penalty points (for Panic envelope and coming in backwards) were not added to the time error. There were cases where the four legs were not added down correctly. I matched "Checkpoint Control Sheets" and "Rallye Score Sheets" and reconciled all differences. Where I did not have the participants' "Rallye Score Sheets" I used the "Checkpoint Control Sheets." The results are printed across the page from this letter, have been reviewed by the Board at the July 12, meeting and will be used to determine "year end points."

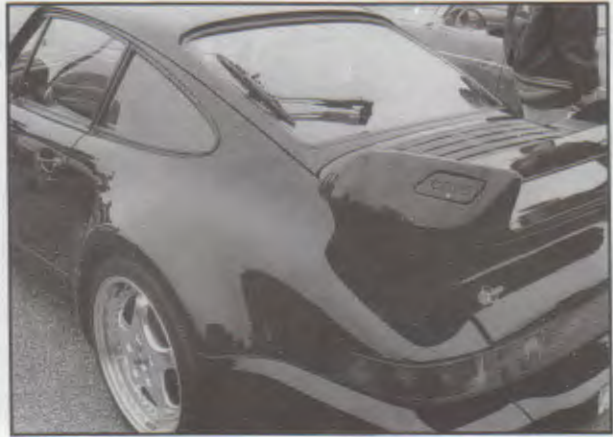
I would ask the recipients of trophies awarded incorrectly to forward them to the winners.

I apologize for not catching the errors at the event and more especially the delay in publishing the results.

If you have questions please call me 1-630-690-3134.

Sincerely,

Myron Walters



Photos from Oak Brook Concours by Pete Johnsen

AFTER THE FOX RALLYE II RESULTS

I want to again thank everyone that helped put on "AFTER THE FOX RALLYE II":

Mike Walters - Co-Rallyemaster & Checkpoint

John O'Keefe - Pre-ran & Checkpoint

Lee Lichtenstein - Pre-ran & Checkpoint

Bill Garvey - Checkpoint

Bruce Janecek - 2 Checkpoints

Bob Cook - 2 Checkpoints

Shirley Cook - 2 Checkpoints

DRIVER / NAVIGATOR OVERALL

SEAT OF THE PANTS

	<u>1st TIME</u>	<u>CAR</u>	<u>POINTS</u>	<u>FINISH</u>
GENE URBAN / BILL URBAN		PORSCHE	1,561	1T
CHARLIE PYNE / DAVE MATHEWS		PORSCHE	2,845	2T
BOB NELSON / JON NELSON		PORSCHE	2,932	3T
ART SEBEK / KATHY		PORSCHE	3,230	4T
BERNARD LAKEMAKER / HOLLY		PORSCHE	3,373	5T
LARRY NEWMAN / ARLENE	YES	PORSCHE	3,546	6T
ADRIAN LANNIN / MARTA NELSON	YES	PORSCHE	4,093	7
TOM VERACHTERT / DOUG BESHEARS		PORSCHE	4,352	8
DAN BACIN / LINDA		PORSCHE	4,718	9
JACK STEPHENSEN / BOB TRIMBLE		PORSCHE	4,738	10
DAN GALLAGHER / PEGGY		PORSCHE	4,742	11
STEVE RASHBAUM / SUSAN SHIRE		PORSCHE	4,888	12
NICK BRENKUS / SUE		PORSCHE	4,939	13
PETER HACKERSON / PETE JOHNSON	YES	PORSCHE	5,033	14
TOM HARWOOD / PHYLLIS		PORSCHE	5,123	15
KENNETH PESAVENTO / NINA HOYER		PORSCHE	5,127	16
CURT BANICK / JOSH KOENIG	YES	PORSCHE	6,000	17
JOHN MUELLER / PAT FOLTZ		PORSCHE	6,066	18
BOB SHROBA / RON MICEK	YES	PORSCHE	6,311	19

EQUIPPED

GEORGE GUTMAN / LINDA		PORSCHE	2,408	1T
KEITH CLARK / KAREN		PORSCHE	3,949	2T
CHUCK BITTMAN / BILL MURRIN		PORSCHE	5,426	3

1st TIME IN THE 90's

LARRY NEWMAN / ARLENE	YES	PORSCHE	3,546	1T
ADRIAN LANNIN / MARTA NELSON	YES	PORSCHE	4,093	2
PETER HACKERSON / PETE JOHNSON	YES	PORSCHE	5,033	3
CURT BANICK / JOSH KOENIG	YES	PORSCHE	6,000	4
BOB SHROBA / RON MICEK	YES	PORSCHE	6,311	5

NON-PORSCHE

ED LEED / DEBBIE		BMW	2,725	1T
RICK GUROLNICK / JAN DAVIS	YES	'57 CAD	3,780	2

Rear View Mirror

Lake Geneva Autocross, June 30, 1996



Susan Shire is ready to go FAST!!!



Look at that Formula Vee go.....



Anyone for a game of follow the leader?



Is that our speedy editor???



The slower of the Starais begins HIS run.



Fast Food - Chef Reinhardt

All Lake Geneva pictures by Jim Jacisin

Official Solo Results

Chair: Chuck Bittman
PCA Chicago Region
June 30, 1996

Lake Geneva Autocross
Lake Geneva Raceway

Penalty time() included in run time

OA	CP	NO.	Class	Region	Driver	Car Desc.														
12	1	24	P1	CHO	Chuck Bittman	'80 924														
				R1	49.118	R2	48.696	R3	(DNF)	28.386	R4	(DNF)	49.322	R5	48.128*	R6	48.135			
22	2	64	P1	CHO	Rip Patterson	'64 356SC														
				R1	51.251	R2	50.423	R3	49.513*	R4	49.803	R5	50.350	R6	49.998					
38	3	811	P1	CHO	Matt Scott															
				R1	58.054	R2	55.593	R3	54.949	R4	57.432	R5	54.438	R6	53.522*					
5	1	713	P2	CHO	Jeff Girard	'85 944														
				R1	48.276	R2	47.212	R3	47.249	R4	46.603	R5	(DNF)	1:00.983	R6	46.042*				
10	2	74	P2	CHO	Keith Clark	'87 944S														
				R1	47.734*	R2	49.676	R3	48.206	R4	47.894	R5	47.831	R6	48.603					
21	3	41	P2	CHO	Bruce Clay	'86 944														
				R1	53.014	R2	51.414	R3	49.128	R4	50.328	R5	49.625	R6	49.111*					
37	4	757	P2	CHO	Rich Noose	'89 944														
				R1	(DNF)	57.996	R2	54.397	R3	55.629	R4	54.225	R5	53.892	R6	53.341*				
29	1	492	I1	CHO	Trent Oler															
				R1	54.002	R2	52.219	R3	51.423	R4	50.829*	R5	51.259	R6	(DNF)	51.490				
15	1	92	P3	CHO	Ricardo Gonzales	'69 911														
				R1	49.175	R2	49.566	R3	48.989	R4	(DNF)	16.428	R5	48.421	R6	48.409*				
25	2	403	P3	MIL	Mark Lindner															
				R1	52.338	R2	50.655	R3	50.714	R4	(DNF)	1:03.400	R5	50.041*	R6	(DNF)	49.315			
28	3	1	P3	CHO	Dan Gallagher	'88 928 S4														
				R1	52.555	R2	51.754	R3	(DNF)	18.301	R4	(DNF)	51.409	R5	50.990	R6	50.436*			
32	4	405	P3	CHO	Mike O'Meara															
				R1	53.289	R2	51.830*	R3	52.469	R4	52.148	R5	52.153	R6	(DNF)	1:02.531				
51	5	406	P3	App	Mel Wostoupal															
				R1	1:04.093	R2	1:03.673	R3	59.787*	R4	(DNF)	1:20.662	R5	1:00.763	R6	1:09.674				
3	1	28	P4	CHO	Chris Ingot	'91 944S2														
				R1	(DNF)	49.264	R2	46.752	R3	47.438	R4	45.987*	R5	46.144	R6	46.032				
4	2	16	P4	CHO	Nick Brenkus	'89 944 S2														
				R1	47.936	R2	46.272	R3	(DNF)	47.467	R4	(DNF)	47.823	R5	46.541	R6	46.016*			
8	3	567	P4	CHO	Lloyd Roin															
				R1	48.108	R2	(DNF)	47.458	R3	48.771	R4	(DNF)	52.963	R5	48.627	R6	47.192*			
26	4	410	P4	CHO	Dennis Hiffman															
				R1	(DNF)	55.338	R2	50.384*	R3	51.055										
30	5	91	P4	CHO	Bill Murrin	'93 968														
				R1	55.793	R2	53.091	R3	53.345	R4	50.932*	R5	51.014	R6	51.145					
40	6	328	P4	CHO	Steve Rashbaum	86 944 turbo														
				R1	56.175	R2	54.045	R3	53.938	R4	53.896	R5	53.735*	R6	55.140					
46	7	408	P4	CHO	George Paul															
				R1	1:10.906	R2	58.616	R3	56.269	R4	55.036*	R5	1:12.566	R6	55.149					
20	1	8	P5	CHO	Jim Starai	'87 911														
				R1	50.623	R2	49.030*	R3	49.400	R4	49.928	R5	49.270	R6	49.747					

36	2 409 P5	CHO	Steven Bowman							
	R1		56.573	R2	55.284	R3	54.343	R4	54.096	R5 (DNF) 58.580 R6 53.283*
41	3 404 P5	CHO	Mike Noel							
	R1 (DNF)		52.345	R2	58.205	R3	57.410	R4	56.153	R5 53.840*
2	1 5 P6	CHO	Greg Turek							
	R1		48.416	R2	47.405	R3	46.903	R4	46.845	R5 46.175 R6 45.856*
6	2 400 P6	CHO	Paul Schiller							
	R1		47.512	R2	47.126	R3	47.104	R4	46.560	R5 46.725 R6 46.484*
13	3 726 P6	CHO	Bob Ostholthoff							
	R1		52.328	R2	50.554	R3	49.620	R4	48.495	R5 48.234* R6 48.569
16	4 207 P6	CHO	Keith Olcha							
	R1 (DNF)		1:00.000	R2	52.512	R3	49.309	R4	48.641	R5 48.604* R6 (DNF) 52.907
34	5 360 P6	CHO	Ed Barnicle							
	R1		56.964	R2	55.258	R3	54.571	R4 (DNF)	54.324	R5 53.445 R6 52.772*
50	6 407 P6	APP	Adrian Lannin							
	R1		1:05.375	R2	1:00.251	R3 (DNF)	28.324	R4	1:00.565	R5 59.228*
52	7 136 P6	CHO	Reinhard Barthel							
	R1 (DNF)		24.985	R2 (DNF)	1:18.189	R3 (DNF)	1:00.436	R4 (DNF)	1:01.499	R5 1:00.490*
	R6 (DNF)		58.422							
1	1 97 M1	CHO	Tony Koufos							
	R1 (DNF)		47.582	R2	45.461	R3	45.185	R4	44.542*	R5 (DNF) 44.290 R6 (DNF) 44.027
7	2 901 M1	CHO	David O'Bryan							
	R1		48.390	R2	47.127	R3	46.730*	R4	46.857	R5 47.543 R6 46.733
11	3 126 M1	CHO	Marshall Campbell							
	R1 (DNF)		51.155	R2	50.367	R3	49.688	R4	47.955	R5 47.749* R6 (DNF) 47.387
14	4 66 M1	CHO	Frank Wagner							
	R1		50.618	R2	49.526	R3	49.130	R4	48.337*	R5 49.574 R6 48.449
23	5 45 M1	CHO	Mike Gray							
	R1 (DNF)		52.374	R2	50.213	R3	49.912	R4	49.693	R5 51.016 R6 49.514*
24	6 653 M1	CHO	Fred Howard							
	R1 (DNF)		34.795	R2 (DNF)	55.209	R3 (DNF)	51.177	R4 (DNF)	49.002	R5 50.557
	R6		49.577*							
42	7 314 M1	CHO	Peter Fischer							
	R1 (DNF)		1:04.294	R2 (DNF)	35.148	R3 (DNF)	1:05.260	R4 (DNF)	55.810	R5 53.850*
9	1 712 P2L	CHO	Jill Girard							
	R1 (DNF)		49.410	R2	58.089	R3	49.455	R4	48.580	R5 47.685* R6 48.585
39	1 11 P3L	CHO	Peggy Gallagher							
	R1		1:00.800	R2	58.130	R3	55.416	R4 (DNF)	55.636	R5 55.250 R6 53.588*
17	1 19 P4L	CHO	Susan Brenkus							
	R1 (DNF)		52.328	R2 (DNF)	51.342	R3	51.049	R4	50.085	R5 48.879 R6 48.682*
53	2 329 P4L	CHO	Susan Shire							
	R1		1:12.792	R2	1:07.350	R3	1:01.964	R4	1:01.332*	R5 1:01.885 R6 1:02.277
19	1 18 P5L	CHO	Kim Starai							
	R1		51.461	R2 (DNF)	53.633	R3	49.002*	R4	50.568	R5 50.161 R6 49.902
27	1 15 P6L	CHO	Marla Turek							
	R1		54.527	R2 (DNF)	53.541	R3	51.961	R4	51.501	R5 50.415* R6 51.053
31	2 402 P6L	GST	Amy Roth							
	R1		57.105	R2 (DNF)	54.573	R3	54.728	R4	51.741*	R5 53.479

45	1	910 MIL CHO	Heather O'Bryan	77 911				
		R1	1:15.823 R2	59.668 R3	55.617 R4	55.507 R5	54.463 R6	54.422*
44	1	0 MST CHO	Bruce Janecek	'93 911 RS				
		R1 (DNF)	56.358 R2	1:00.929 R3	54.323*			
49	2	51 MST CHO	Bob Cook	'89 930				
		R1 (DNF)	1:01.533 R2	59.104 R3	58.737 R4	57.705* R5	57.936 R6	59.094
	10	MST CHO	Harold Beach	'95 993				
		R1 (DNF)	1:01.301 R2 (DNF)	1:01.844 R3 (DNF)	59.448			
18	1	711 X CHO	Mike Gallagher	'87 VW GTI				
		R1	51.100 R2	49.815 R3	50.011 R4	50.026 R5	49.054 R6	48.688*
33	2	814 X GST	Mike Stanard					
		R1	54.844 R2	56.420 R3 (DNF)	52.988 R4	52.004 R5	51.939*	
35	3	411 X CHO	Spencer Hopper					
		R1	54.782 R2	55.250 R3 (DNF)	54.396 R4	54.411 R5	53.079* R6 (DNF)	55.738
47	4	412 X CHO	Charles Schmeling					
		R1	55.387 R2	55.348* R3	57.486			
48	5	111 X CHO	Andy Zann					
		R1 (DNF)	1:00.000 R2	1:05.632 R3	59.174 R4	57.800 R5	57.981 R6	56.515*
43	1	117 XL CHO	June Mushinski					
		R1	57.463 R2 (DNF)	52.071 R3	56.589 R4	54.087* R5	56.104 R6	54.825

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems

For "Experienced" Drivers, Each PCA Club Race Starts on Brown Street



- ☐ At Northstar Motorsports, 1099 Brown Street in Wauconda, Illinois.
- ☐ Open six days per week, year 'round, we offer personalized service you can't get from catalog houses or people who just "dabble" in racing supplies.
- ☐ We provide the very best personal safety items. For example, Sparco, OMP, Pyrotec, and Simpson gloves, shoes, suits, nomex underwear and equipment bags. Our helmet lines include Bell, Simpson and Shoei. The new Snell SA95 rated helmets are arriving daily.
- ☐ Northstar is a complete resource featuring a wide assortment of brake pads, harnesses, seats, roll bars and cages. In addition, we offer performance chips, synthetic lubricants, high performance brake fluid, Koni and Bilstein shocks, and Weltmeister products.
- ☐ Our relationship with PCA spans more than 20 years, which may be why more local PCA members turn to Northstar Motorsports than to anyone else for their racer safety needs.
- ☐ Service. Selection. Convenience. The Latest Information.

Northstar Motorsports Ltd.

Tech (847) 487-2877
Order (800) 356-2080
Telefax (847) 526-1939

1099 Brown Street, Bldg. No. 206
Wauconda, IL 60084

PCA Members
Since
1974

Board Meeting Minutes

July 12, 1996

Present: S. Brenkus-v, N. Brenkus, E. Leed, K. Clark-v, S. Cook, S. Shire, P. Gallagher, D. Gallagher-v, C. Inglot, J. Jacisin, K. Pesavento, B. Cook, M. Pinkerton, A. Zann-v, M. Turek, G. Turek, B. Janecek-v, P. Yanahan, B. Yanahan, M. Walters, S. Rashbaum, B. Murrin-v, J. Starai, K. Starai, C. Bittman-v, J. Girard-v

Absent: D. O'Bryan-v, J. Ruther-v

Call to order at 8:20 pm.

- Secretary, minutes passed (Murrin/Brenkus 6/0)

- Treasurer, K. Clark asked to compare 1995 and 1996 Road America I for next board meeting as profit was less than expected. Kane County Rallye, profit \$164.90; Blackhawk II, profit \$2405, Rallye/Concours I, loss \$356.56; Autocross I, loss \$297.99.

- Vice President, insurance is ordered for next four events (through 9/96 rallye). Gingerman insurance \$400 more than Blackhawk.

- President, Gallagher shared Judy Boles response to his letter re: Blackhawk racing event in October. National says no provision for this type of event other than through National Club Racing. Event cannot take place using Chicago Region PCA name or assets.

- Blackhawk 7/10, 46 cars

- Road America II, 164 racers, 53 drivers education so far; Arnie in negotiations with Road America regarding vendor fees; 24 hour security Saturday/Sunday at the track; escort for race cars to concours Saturday night; Saturday night party "Calypso" theme.

- Gingerman, 28 cars pre-registered (32 drivers); 45 is breakeven; registration and tech Friday night and Saturday morning; 3 run groups; 4 paid corner workers; parade laps will be used to orient drivers to track.

- Gymkhanas--Lake Geneva, 56 drivers, each received 6 runs, \$340 surplus. Rockford, all set. Utica all set. Turek suggests using Utica more than once a year due to low price for track (\$200).

- Concours--Zone 4 event 27 cars, 2 out of region. Polo Club reimbursed us \$500 of \$1000 fee due to rainout. Potters, Mike Gallagher event chairperson. Dan Gallagher volunteers be event chairman for Road America concours.

- Rallye--Myron presented revised results of Fox rallye; Kane County Rallye, no one got lost.

- Race Series Sponsorship--\$11,000 promised from sponsors.

- Membership--discussion regarding dual members. They pay \$32 to join and then nothing after that, and we do not receive a rebate from National. Motion: eliminate dual memberships; either join Chicago Region or pay for a subscription to Chicago Scene, and subscription price will be \$24/year (Murrin/Clark 8/0). Murrin, O'Bryan, Leed to work to sort out dual members and subscriptions.

- Safety--everything's safe.

- Social--Odyssey was a great event.

- Advertising--2nd quarter invoices out; only one advertiser in arrears for first quarter 1996; everything else from 1995 is paid up.

- Photography--Jacisin has photos from Zone 4 Concours, Lake Geneva Autocross and the Odyssey.

- Charity--Fidelity bond will be \$100 to hold raffle at dinner dance. Cystic Fibrosis Foundation will do a mailing to 2000+ patrons. 250 tickets sold. Researching advertising in our Porsche related magazines. Zann suggested an article for Pano about last years charity efforts.

- Property--Mercedes Benz Club may not need the trailer; only the pylons.

Old & New Business

Nominating Committee consisting of Arnold Zann, Nick Brenkus, Bob Cook, Peggy Gallagher and Bill Murrin presented slate for 1997 board:

President	Dan Gallagher
Vice President	Bruce Janecek
Secretary	Chuck Bittman
Treasurer	Susan Brenkus
Director	Keith Clark
Director	David O'Bryan

If Brenkus is elected Treasurer; she will resign directorship and Gallagher will appoint new director. To be published in August newsletter.

- N. Brenkus suggests purchasing golf umbrellas for corner workers at autocrosses. Will keep with timing equipment.

- Octoberfest, Gallagher suggests F-N Flying, Inc sponsor race. After much discussion regarding liability issues, decision is to run October Blackhawk as drivers education only through Chicago PCA.

- Bob Cook asked to reopen discussion about last month's decision to require harness systems for Blackhawk, Gingerman and Road America. After much discussion, Murrin presented motion to rescind harnesses for Road America in classes B1 and B2; instead make harnesses "highly recommended" for the events. (Murrin/Clark; defeated 3/5).

Next meeting, Friday, August 9 (note second Friday of August due to Gingerman) at Park Ridge VFW

Adjourned 11:05 pm.

Rear View Mirror

Odyssey Cruise Brunch, July 7, 1996



Bob and Nancy Neal with Bill Murrin and Larry Petry



Is Nick giving a driving lesson on the Odyssey?



Patrica Jacisin is relaxing before the big cruise.



Now Bill is giving Nick a lesson.



Porsche partiers on the Odyssey.



FTD Captain



"We are cool."



Chicago is cool.



"I'm cool."

Photos by Jim Jacisin

Porsche Factory Parts At Aftermarket Prices.

Take an additional 5%
off PPE retail...
All orders over \$250.
Offer Ends September 30, 1996!

Exclusive Member of *Porsche Parts Express (PPE)*.

- Average savings of 40% on the 500 fastest moving Porsche parts
- 2-year unlimited mileage warranty on all parts



The Most Popular Parts... The Biggest Discounts... Here's a Sampling!

			Was	PPE Retail	% Savings
994	944 116 91100	Clutch Kit	\$1,110.00	\$542.00	51%
944 Turbo	951 116 91100	Clutch Kit	\$1,100.27	\$625.00	43%
944	944 573 01105	A/C Condenser	\$621.72	\$383.00	38%
911/ 928/ 944	928 110 25300	Fuel Filter	\$27.68	\$15.00	46%
944/ 924	944 105 15704	Timing Belt	\$23.40	\$18.00	23%

***Call Bill Jacobs Motorsport at
1-888-357-8288 to order today.***

Bill Jacobs Motorsport
Because it's more than just the car.

1564 W. Ogden Ave., Naperville, IL 60540
708-357-1200

THE MART

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

***1995 993 Cabriolet-** Red/Black, CD, OEM Windscreen, 13K miles, low \$60's. Call Doug Trott, (416) 515-7273 (eves), (416)-955-1584 (days), or (847) 251-7313.

***1991 911 Turbo Coupe #WPOAA2961MS480192** - Black on Black, 6000 miles. Many extras, including limited slip, 1 bar wastegate spring, strut tower brace, special sport exhaust (complete factory exhaust delivered with car- can be installed at purchaser's choice) and lowered. Car also has transferable 70,000 mile warranty in effect until April 12, 1998. Fastest '91 street legal 911 Turbo in Chicago area. Car consistently has been one of fastest "lappers" at PCA Driving School at Road America. All work performed by Midwest Eurosport. \$59,500. Dr. Tony Venezia, 653 Pheasant Trail, Frankfort, IL 60423, 815-469-9050 or 708-799-0060.

***1989 911 C4 WPOABO967KS451102** Black/Tan Complete motor rebuild to 3.8 L. Newly painted. Recaro SRD's. Mass air flow, B/B headers and sport exhaust, turbo brakes. Custom wheels on Bridgestone SO2 Potenzas, lowered. All records. Superb Drivers Ed Car. \$36,000.00 James Levine, 42 Dukes Circle, Lincolnshire, IL 60069 Ph:800/727-9555. E-mail JL421@aol

***1986 911 Carrera Targa-** Absolutely beautiful through out; leather, cruise, a.c., Blaupunkt; 47,000 miles; \$22,900. Call (708) 377-2251

***1985 Carrera Cabriolet #WPOEB0914FS170158.** Blk/ Blk w/ Champagne lea. 25,000 mi., AC, PW, PL, alarm, Blaupunkt, cruise, custom mats F&B, new Dunlop Sport 8000 + align, southern car, non-smoker, covered w/htd. garage, like new \$26,900, partial Porsche trade? Cyril C. Ling, 2815 Polo Rd., Bloomington, IL 61704, 309-663-7472.

***1978 911SC Targa, #9118211973,** 3900 original miles, silver metallic w/black leather, AM/FM, headlight washers, power antenna, power windows, speed control, fog lights, air conditioning, all original paint & tires, never

modified, car stored in carpeted garage always on blocks, prefer local sale to club member as this car has always been in Chicago, will sell for 1978 invoice of \$28,000, Greg Palumbo, 708-690-0959

***1975 911 coupe; Race modified.** 3.2 motor, CIS injection, lightened flywheel, short gear ratios, limited slip diff. Modified suspension including Bilstein struts, adjustable swaybar. Willwood front brakes, stainless steel brakelines. Spotless bodywork, turbo flares, IROC front end with midline oil cooler. Modular 8x15 & 9x15 wheels. Factory racing seat, harness, rollbar. Landgrebe tow dolly, spare wheels etc. \$20,500. Heber Mac Mahon:312-702-1604, Fax:312-702-1161

***1974 914-6 Custom Race Car.** Less than 50 hours on a tuned, balanced, rebuilt 275 H.P. crank fired twin plug. 911 engine in a 914; power plus handling. Professionally built and maintained. Tube frame, NASCAR cage, many extras. \$35,000.T.Gardner, P.O. Box 6812, Chicago,IL 60680 (312) 536-7777,email sessomsmus@aol.com

***1973 914-white, restored.** New: 1.7 compl. Engine, Transmission, Brake System, f/r Stabilizers, Stainless Exchanger, Leather Steering Wheel, Carpeting, Seats, Battery, Sport Muffler, (5) Porsche Alu-wheels/205 Tires, Gauges, much more. 3.600 miles after restoration. 35.00 miles before. Extra Parts: Service Manuals/ Parts Catalog, Steering Assembly, Brake Rotors/Pads, Locks, Fuel pump, Distributor, Injectors, Gauges, Shockabsorbers, Gaskets, Brake-Kits, Spark Plugs, Heater Fan, Hoses/Tubes, Engine Sheetmetal, Halogen Bulbs, Carpet Material, plus more. Old Engine and Transmission are available. \$7,000.00 Libertyville, IL 847-362-2077 Horst D. Fatschel

***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. \$5500/Obo. Tim Demel, 2142 Camden Lane, Hanover Park, IL 60103. 708/372-0832

***1979 928 Coupe, #9289200351,** 5-spd, Red w/tan leather interior, new rear brake pads & disc, newer B.F.G. Comp T/A tires, clutch package, steering rack, catalytic converter, good condition, 80,000 miles, no-track;garage kept, summer car, no smoke,11,000/OBO. Matt Nielsen,Lake Bluff, IL 847-295-3031.

1960 Roadster, 88868, signal red, rustfree, 44,000 miles, California Outlaw Car. 911 trans, suspension, brakes, flares and 7/8 alloy wheels; 120HP, 356 engine. Fun to

drive, Spectacular—\$38,000. Chuck Schank 1123 Park Lane Western Springs, IL 60558 708/246-6395

1959 Convertible D, 85659, quite complete, matching numbers, disassembled, many new parts, needs restoration—\$11,500 Chuck Schank 1123 Park Lane Western Springs, IL 60558 708/246-6395

OTHERS

1992 GMC Typhoon: Black, Roof Rack, CD Player, Clifford Alarm, Spare Factory Wheel and Tire, New Tires, Cover. Stored winters since 1994 in heated garage. Mint condition. 27,000 miles. Dick Welleck, Office (708) 420-0400x308, Home(847) 480-1766; \$26,500.

PARTS

911 Parts: Mint RS America Electric seats, \$900. Sway bars, air conditioning compressor, radio, catalytic converter, Recaro SPG, Call Doug Trött, (416) 515-7273(Eves), (416) 955-1584 (Days), or (847) 251-7313.

911/930 Parts: New Megaphones, OESS Muffler, OE New oil tank, F/R 911S Calipers, FRT Bremtex Turbo Calipers, 915 2, 4, 5 tears, FRT Torsion Bars, Pedal Assembly, 930 R/P Mast cylinder, swing plates, 7" alloys Call P. Koepke 12700 Lake Shore, Marion Wi., 53092 (414) 243-9012

Porsche Wheels: (5) 356C-Lemerz 4 1/2-Jx15-painted silver-all dated 4/64-used-good-\$150/set (2) 356 Carrera GT -KPZ 4 1/2-Jx15-painted silver-steel center w/alum. rim-greater inboard offset than standard wheel dated 10/58 used-good-\$650 ea. (5) 911-Lemerz 4 1/2-Jx15-chrome-will fit 356C-(4) dated 12/63, (1) dated 8/63-new, OEM, will not break set \$1200/set (4) 356 drum brake centers welded into 6" rims-painted silver-used-\$200/set (2) 911 FUCHS 6Jx16-used very good-\$125ea. Shipping extra Mike Robbins, 7533 Westfield BLVD., Indianapolis, IN 46240. TEL.(317) 253-9041; E-mail: RobbinsRoost@worldnet.att.net

Seat Belts To be legal-one set Simpson 3"cam operated set belts. Never used. One pair shoulder harness for above. Used by little old man in black 993. Value \$100+ selling for \$50. Call Harold Beach 1-708-345-8340(days) 1-708-834-4163(nights).

Auto Authority Stage II Chips for 944 Turbo S/1989 944 Turbo. Huge increase in torque and horsepower, \$250; Also, harness bar and six point black harness with hardware, \$100. Jack Schriver, (312)/984-7717.

Are You Moving? Has Your Area Code Changed?

If so, please fill out this change of address form and mail to Debby Leed, 37 Lakeview Drive, Barrington, IL 60010-1949
or fax to 847-382-3562
(between 8:00 am and 8:00 pm only please!)

Name: _____

Old Address: _____

New Address: _____

Phones (Home/Work): _____ / _____



Mis Tris



Witness... Whats New and Exciting in the World of Porsche



The All New Boxster

In an effort to serve you better Ed Napleton offers a State-of-the-Art Service facility and quality service technicians with years of experience. When you make an appointment for service, Ed Napleton Porsche has Free Loaner Cars or if you would rather wait there is a convenient waiting area with private cubicles to conduct your business uninterrupted.

All service includes at No Charge:

- SHUTTLE SERVICE
TO & FROM WORK
- SERVICE CASHIER
OPEN UNTIL 8:30 PM
- 21 POINT FREE SAFETY
INSPECTION
- HAND WASH & VACUUM
- FREE DELIVERY & PICK-UP
WITH APPOINTMENT

The Napleton legacy dates back to the 1930's. Selling quality automobiles and providing unprecedented service. We hope that you will give us an opportunity to service you.

*204HP, 2.5 Liter Mid-Mounted Watercooled Engine,
9.1 Cubic Feet of Trunk Space in Rear and
Plenty of Storage Space in Front.*

It's New and It's Exciting at...

ED NAPLETON
PORSCHE

745 W. LAKE ST • ELMHURST
708-941-4300

SERVICE HOURS: MON - FRI: 7:30AM to 6:00PM, SAT: 8:00AM to 3:00PM

Porsche
Conversation
Always on the
Menu!



CONTEMPORARY ITALIAN CUISINE

"The Best of the Informal Newcomers..."

First Rate Dining--It's a Pleasure to Eat Here."

★ ★ ★ Food & Wine

...One of Chicago's Best New Restaurants

*...Prices moderate ...Original interesting tasty fare ...Gleaming copper clads the bar
and walk-through wine rooms ...Multi level dining rooms are a sight to behold ...*

This isn't your usual Italian Restaurant

Chicago Magazine

...Chicago's 'Must-See' Restaurant

Chicago Tribune

...Restaurant as art... the end result is spectacular!

Chicago Sun Times

Valet Parking • Reservations Accepted

Private Party Rooms

Lunch • Dinner • Late Night

1001 West Belmont Avenue • Chicago • 312 404-0111

CHICAGO SCENE
1133 WEST PATTERSON # 1
CHICAGO, IL 60613

SECOND CLASS
POSTAGE PAID
AT AURORA, IL

3

DATED MATERIAL