

CHICAGO SCENE

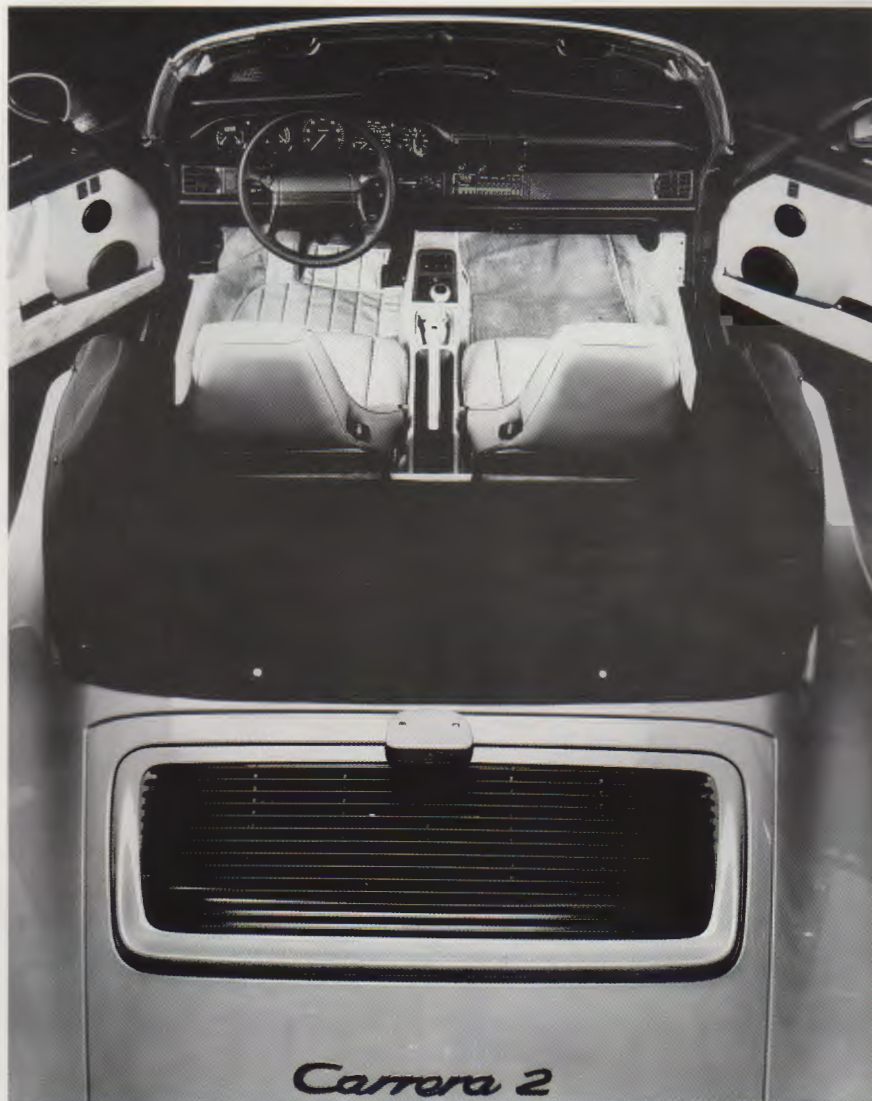


JUNE 1995



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

WE LIKE TO THINK OF IT AS AIR PORSCHE



With the powerful thrust of the 3.6 liter engine and the roar of the wind on your face, the Porsche 911 Carrera introduces you to one very important concept. Excitement.

Bill Jacobs Motorsport introduces you to another important concept. High quality service.

Whether you buy or lease a Porsche, our highly skilled technicians reinforce our commitment to providing dependable, timely service *when you need it*. I guess you could say we believe in leaving the excitement for the road.

For appointment information and hours, call our service department at 708-357-1200.

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Bill Jacobs Motorsport
1564 W. OGDEN AVE. NAPERVILLE 708-357-1200



"CHICAGO SCENE"

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

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

ADVERTISING RATES:

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

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

CHICAGO SCENE
330 Springlake Lane #C
Aurora, IL 60504
(708)820-5834
(708)820-4091 FAX



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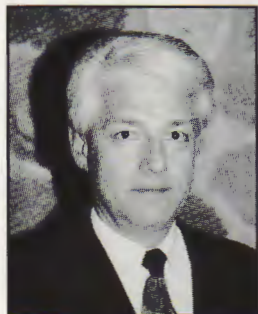
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On The Cover: Jeff Girard's 944 making waves
Arena Auto Auction April 30, 1995.

CHICAGO REGION 1995 CALENDAR OF EVENTS

| | |
|--------------------|--------------------------------|
| February 19 | Annual Membership Meeting |
| March 5 | Tech Session-Kelly Moss |
| March 12 | Social-Restaurant Tour |
| March 19 | Indoor GoKart Racing |
| April 9 | Concour School |
| April 23 | Cafe 36 Restaruant Tour |
| April 30 | Drivers and Rallye School |
| May 7 | Rallye 1 |
| May 10 | Blackhawk 1 |
| May 21 | Autocross 1 |
| May 27 & 28 | Elkhart 1 |
| June 4 | Concours 1-MotorWerks |
| June 11 | Autocross 2 |
| June 21 | Blackhawk 2 |
| June 25 | Rallye 2 & Concours 2-Loyola |
| July 1 | Cubs Game |
| July 12 | Blackhawk 3 |
| July 16 | Autocross 3 |
| July 30 | Potters Picnic and Concours |
| August 9 | Blackhawk 4 |
| August 13 | Concours 3-Cuneo Estate |
| August 20 | Autocross 4-Utica |
| August 26 | Pig Roast & Corn Fest |
| September 1, 2 & 3 | PCA Club Race, |
| | Elkhart 2 & Concours4 |
| September 10 | Rallye 3 |
| September 13 | Blackhawk 5 |
| September 17 | Autocross 5 & Concours 5 |
| | at Great America |
| September 24 | Bella Vista |
| October 4 | Blackhawk 6 |
| October 14 & 15 | Blackhawk 7- October fest |
| October 22 | Rallye 4-Loop (Bears?) |
| October 29 | Concours 6-Bill Jacobs |
| November 12 | Brunch at Hawthorne Race Track |
| November 19 | Tech Session-Bruce Anderson |
| December 9 | Dinner Dance |

WHO'S WHO



PRESIDENT
Arnold Zann
(708) 386-2864



VICE PRESIDENT
John Ruther
(708) 639-1094



SECRETARY
David O'Bryan
(312) 929-1943



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Burce Clay (708) 837-4754

CHIEF DRIVING INSTRUCTOR

John Ruther (708) 639-1094

PCA CLUB RACING

Arnold Zann (708) 386-2864

PCA CLUB RACE SPONSORSHIP

Hari Matsuda

Home: (708) 475-4356

Office: (708) 677-3777

TIMING & SCORING

Ed Leed (708) 382-6911

CONCOURS

Bill Garvy (312) 973-3938

GOODIE STORE

Linda Patterson (708) 740-3562

RALLYE

David O'Bryan (312) 929-1943

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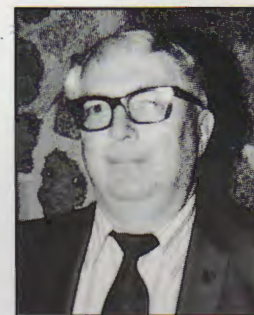
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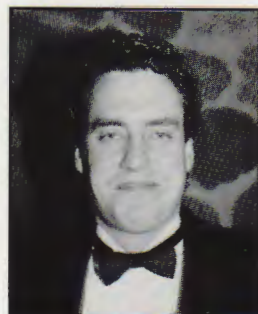
Debby Leed (708) 382-6911



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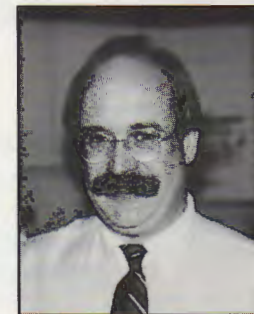
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Director
Marla Turek
(708) 961-2439



Director
Chuck Bittman
(708) 264-9505



Director
Bill Garvy
(312) 973-3938

ON TRACK WITH ZANN

I can't believe that it's June already and the year is almost half over. It's been another great year for Chicago PCA. Just about every event we have put on for our members has been a sell out. I've seen lots of new faces at our events this year and that is very rewarding. Chicago PCA now has over 900 members and we are still growing fast. We should have over 1000 members by the end of the year. The Club is dedicated to providing fun for all of it's members, and I hope we will see more and more of you new members at one of the events in the near future.

Our driving school on April 30th was a great success. The day started out cold and wet, but we had over 70 cars turn out to take their turns on the course. I want to thank Nick Brenkus, Ed Leed, and all the workers who helped make this a experience for all the participants.

While I'm thanking people, Peggy Gallagher, whom I'm sure had a major hand in settling the baseball strike, has rented one of the Roof Tops across from the Cubs Park on July 2, 1995. I knew Peggy would never let the strike get in the way of a good time at a Cub's game.

For our Charity Event this year, the Club has decided to raffle off a 1996 911, with the proceeds going to the Make A Wish Foundation. The Make A Wish Foundation makes dreams come true of terminally ill children. Chris Ingot has stepped forward to be the Charity Coordinator to make this happen. We all owe Chris our thanks. By the way, the raffle ticket will be \$50.00 each and the drawing will be at the Dinner Dance in December (with delivery in the Spring of 1996).

Coming up quickly is Track '95...our Club Race and Drivers School at Road America on Sept. 1, 2 & 3rd (Friday, Saturday and Sunday). New this year will be a party and dinner at Siebkins on Saturday night, with a concours taking place at the same time. We expect a huge turn out for the concour because we are closing the streets around Siebkin's for all the cars. What a great weekend...Club Race, Drivers School, Concours and Party. What more could a Porsche Nut want? By the way, your entry fee to any part of the weekend includes the Saturday night dinner and party. If you are not a participant and are volunteering to help, the

dinner and party are also free. Additional dinner tickets will be very reasonably priced...check the application form for the exact price.

Please remember that we need lots of volunteers to make this event work, so please sign up soon.

See Ya Out There....Arnold



Looking for GREAT
lodging in
ELKHART LAKE?

EASTLAKE

Vacation Rentals

With Our Service
"ONE CALL DOES IT ALL"

Our property listings include lake homes,
cottages, condos, several estate homes and
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SPRING CONCOURS

SUNDAY JUNE 4

MOTOR WERKS



*Barrington & Dundee Roads
Barrington*

11:00 - 1:00 Registration

12:00 - 1:00 Lunch courtesy of our Hosts MOTORWERKS

1:00 Judging Starts PROMPTLY

1:00 - 3:00 Judging

3:00 - 3:30 Presentation of Trophies

This is the first Concours of the 1995 season and the first chance to show what you learned at our Concours Clinic in April.

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

Classes:

Class D: Exterior and Interior

Class C: Exterior, Interior and Trunk

Class B: Exterior, Interior, Trunk and Engine

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

Registration \$10.00 for "SPRING CONCOURS"

Name _____ Phone: _____

Member _____ (Yes / No) Class: _____ (A, B, C or D)

Will you help Judge: _____

SEND TO: Myron Walters Questions: 708-653-5028
744 Crescent Blvd.
Glen Ellyn, IL 60137

F-N FLYING INC. PRESENTS: PORSCHÉ PARKING LOT PYLON PARANOIA

W&E.N: June 11, 1995
W&E.R.E: Gauthorne Race Track
7J.M.E: East Parking Lot
Registration & Tech
9:00 a.m.
10:30 a.m. Drivers' Meeting

The pylons will be flying again for our second autocross of the year. As you know, when *F-N* flying we, puts on an event, you will be *F-N* flying! The Gauthorne Race Track is located just North of 31st Street on Cicero Avenue in Cicero, Illinois, 2152A, and yes, Planet Earth. For those of you not familiar with parking lot autocrossing, it is a course marked by pylons that one driver at a time negotiates at speed. Cars are classed by power and ability. The driver with the lowest time in each class takes home the hardware (trophies, that is). Many second and third place awards are also given. We will have instructors available for any novices in attendance.

SEE YOU THERE!!!

To drive this event, you must have a 1985 or later Snell-approved helmet and closed-toe shoes. Drivers must be at least 18 years old (driver's license required at registration). Please consult your 1993/94 Chicago Region Calendar for Gymkhana / Autocross rules and car classification.

Gauthorne Race Track Autocross Registration

First Driver _____
Name _____
Phone _____
Member — Applicant — Guest —
Second Driver _____
Name _____
Phone _____
Member — Applicant — Guest —
Gymkhana Class _____

\$20.00 First Driver, \$10.00 Second Driver

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

Mail your registration to:
Jing Questions 33333

Jeff Givard, 1700 Greenwood, Crest Hill, IL 60435
Call Jeff at (815) 725-0309

BLACKHAWK XXV

DATE: June 21 , 1995

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

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

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

The concession will be open on Wednesday. Participants may still bring picnic lunch or portable B.B.Q.'s. We are trying to reduce the traffic in and out of the track. Alcoholic beverages are not permitted during the event. Afterwards, dinner (steak or other entree T.B.A.) will be prepared at the track by Chef Karl's Edelweiss Inn.

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

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

REMEMBER-registration closes at 11:00 AM

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

TECH BEGINS AT 8:30 AM

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

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

June 21st, BLACKHAWK / CHEF KARL DINNER REGISTRATION

Mail To: Dan and Peggy Gallagher, 11156 Indian Woods Drive, Indian Head Park, IL 60625

Questions??? 708/784-0784

Name: _____

Member____ Applicant____ Guest____

Guest Of: _____

Car Make: _____

Model: _____

Permanent

Car # _____

Driver 1: Experienced____ Novice____

Driving Experience _____

Driver 2: Experienced____ Novice____

Driving Experience _____

\$105.00 Preregistered/\$115.00 AT the track

Dinner following the event-Price T.B.A.

2nd driver no-charge if a family member

Amount Enclosed _____



PCA/CHICAGO REGION TECH INSPECTION SHEET

NAME _____ COLOR _____ CLASS/RUN GROUP _____

MODEL/YEAR _____ ENG. DISP _____ CAR No. _____

| Passed | Failed | TO BE INSPECTED BY ENTRANT PRIOR TO EVENT |
|--------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | 1. WINDSHIELD - No cracks. Functional wipers with good blades. |
| <input type="checkbox"/> | <input type="checkbox"/> | 2. MIRRORS - At least one securely mounted rear view mirror. |
| <input type="checkbox"/> | <input type="checkbox"/> | 3. SEAT BELTS - Original factory installation or securely anchored metal-to metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed, five point harnesses recommended. |
| <input type="checkbox"/> | <input type="checkbox"/> | 4. RUST - No rust or damage to suspension or chasis parts that affect the integrity of the chasis or brakes. |
| <input type="checkbox"/> | <input type="checkbox"/> | 5. BRAKE LIGHTS - Functional |
| <input type="checkbox"/> | <input type="checkbox"/> | 6. WHEELS - No cracks. No bends. All lug nuts torqued to 96 ft-lbs. Valve stem must have air tight cap. Hubcaps removed. |
| <input type="checkbox"/> | <input type="checkbox"/> | 7. TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth of 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers). Spare removed or secure. |
| <input type="checkbox"/> | <input type="checkbox"/> | 8. GAS CAP - Gasket intact and cap tightened. |
| <input type="checkbox"/> | <input type="checkbox"/> | 9. ROLL BAR - All open cars except 914's, Targas, and cars in the Production class. |
| <input type="checkbox"/> | <input type="checkbox"/> | 10. HELMET - 1985 SNELL or later required (sticker <u>must</u> be attached inside). |
| <input type="checkbox"/> | <input type="checkbox"/> | 11. FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| <input type="checkbox"/> | <input type="checkbox"/> | 12. LOOSE OBJECTS - Remove all loose items from trunk and interior, including glove compartment, door pockets, etc. |
| <input type="checkbox"/> | <input type="checkbox"/> | 13. APPAREL - Full-length pants, long sleeve cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended. |
| <input type="checkbox"/> | <input type="checkbox"/> | 14. PEDALS - Free return and in good operating condition. Firm Brake pedal. |
| <input type="checkbox"/> | <input type="checkbox"/> | 15. BATTERY(IES) - Securely fastened and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| <input type="checkbox"/> | <input type="checkbox"/> | 16. DRIVE BELTS - Tight and in good condition. |
| <input type="checkbox"/> | <input type="checkbox"/> | 17. THROTTLE RETURN - Freely operating and good springs. Check both throttle return springs on CIS cars. |
| <input type="checkbox"/> | <input type="checkbox"/> | 18. LEAKS - No leaks of any fluid- oil, gas, brake, or coolant. |
| <input type="checkbox"/> | <input type="checkbox"/> | 19. ENGINE - Check for odd sounds and satisfactory exhaust. |
| <input type="checkbox"/> | <input type="checkbox"/> | 20. FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle and shock bolts tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition. |
| <input type="checkbox"/> | <input type="checkbox"/> | 21. REAR SUSPENSION - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber. |
| <input type="checkbox"/> | <input type="checkbox"/> | 22. WHEEL BEARINGS - Correct adjustment check for proper lubrication, no damaged or burnt bearings. |
| <input type="checkbox"/> | <input type="checkbox"/> | 23. BRAKE FLUID - Level up, must show in reservoir. All cars must have their brakes systems flushed with DOT4 specification or better, brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| <input type="checkbox"/> | <input type="checkbox"/> | 24. BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |

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

DRIVERS SIGNATURE: _____ DATE: _____

INSPECTORS BUSINESS NAME: _____ SIGNATURE: _____ DATE: _____

PETE'S PRE-PARADE PUNCTILIOUSLY PRISTINE PORSCHE PAGEANT PLUS PLEASANTLY PERPLEXING PANORAMIC PASSAGE - PP-PPPPPPPPPP!!!!!!!

COME JOIN PETE AND HIS PALS ON **SUNDAY JUNE 25TH** FOR THIS SPECTACULAR EVENT. THE PAGEANT (AKA **CONCOURS**) AND THE START OF THE PASSAGE (AKA **RALLYE**) WILL BOTH OCCUR IN THE PARKING LOT OF **LOYOLA ACADEMY** IN **WILMETTE**, AT THE NORTHWEST CORNER OF THE EDENS EXPRESSWAY (94) AND LAKE AVENUE. SEE NEXT PAGE FOR MAP AND ODOMETER CHECK (FOR RALLYE CARS). IT IS IMPORTANT TO ENTER LOYOLA FROM THE NORTH DUE TO CONSTRUCTION ON LARAMIE NORTH OF LAKE AVENUE. PAGEANT JUDGING BEGINS PROMPTLY AT **11:00 AM** (PARTICIPANTS WELCOME AT **9:00 AM**) AND FIRST CAR OFF FOR THE PASSAGE IS AT **1:01 PM**, GENERALS AVAILABLE AS EARLY AS 9:00 AM AND MEETING AT 12:00 NOON. DON'T WORRY ABOUT BRINGING LUNCH AND GETTING CRUMBS IN YOUR CLEAN MACHINE, PETE WILL PROVIDE FOR YOU (CHEAP TOO).

BOTH EVENTS EARN POINTS FOR YEAR END TROPHIES. THIS PROVIDES FOR A DAILY DOUBLE TOWARDS THE NEWLY REVIVED OVERALL OVERALL AWARD. NON PORSCHEs ARE MORE THAN WELCOME BUT ONLY PORSCHEs EARN YEAR END POINTS.

TROPHIES FOR THE PAGEANT, PASSAGE, AND SPECIAL POLY-PURPOSE PLAYERS WILL BE PRESENTED AT **HACKNEY'S** RESTAURANT ON LAKE AVENUE IN **GLENVIEW**, JUST EAST OF WAUKEGAN ROAD. DINNER SHOULD BEGIN AROUND **4:00 PM** AND WILL BE OFF THE MENU. WE HAVE RESERVED THE LOWER BANQUET ROOM. **PLEASE PRE-REGISTER** SO WE CAN INFORM RESTAURANT HOW MANY TO EXPECT. PRE-REGISTRATION IS NOT A PRE-REQUISITE, BUT IT IS PREFERRED. YOU MAY EVEN JOIN US FOR DINNER ONLY, JUST GIVE US A CALL OR DROP A NOTE SO WE CAN HAVE HACKNEY'S ARRANGE FOR SERVERS. SEE YOU ON JUNE 25TH!

ENTER APPROPRIATE INFO BELOW AND INCLUDE CHECK PAYABLE TO:

PCA-CHICAGO REGION

FEES: PAGEANT - \$20.00; PASSAGE - \$20.00, BOTH (SAME CAR): \$30.00

MAIL TO: DAVID O'BRYAN PHONE: 312-929-1943
 1133 WEST PATTERSON, APT. 1
 CHICAGO, IL 60613

| |
|--|
| PETE, PLEASE SIGN ME UP FOR THE PAGEANT: |
|--|

| |
|-------|
| NAME: |
|-------|

| | |
|---------------------------------|----------|
| CLASS (A,B,C,D, OR Exhibition): | MEMBER?: |
|---------------------------------|----------|

| | | | |
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| MAKE: | MODEL: | YEAR: | COLOR: |
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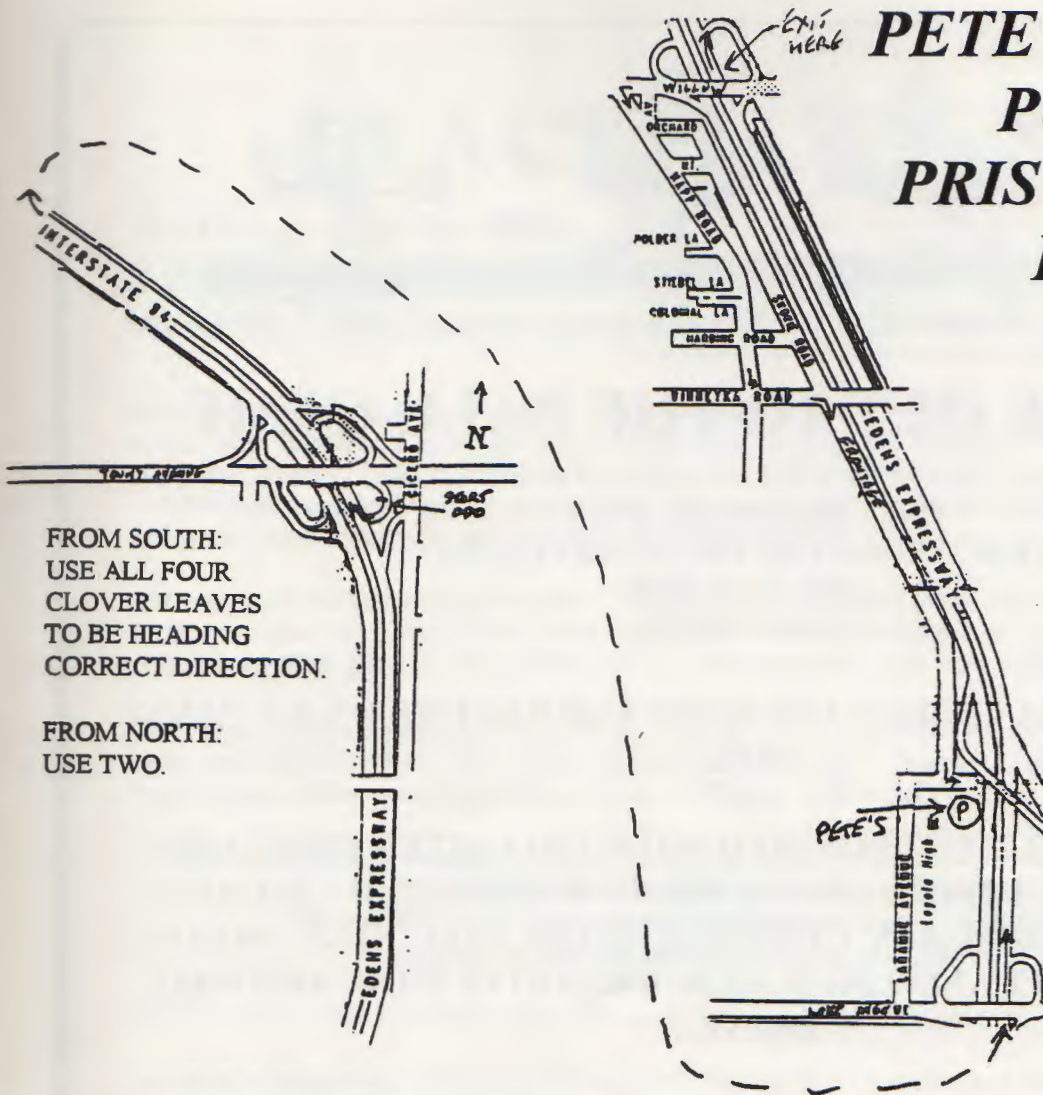
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|--|
| PETE, PLEASE SIGN ME UP FOR THE PASSAGE: |
|--|

| | |
|---------|------------|
| DRIVER: | NAVIGATOR: |
|---------|------------|

| | |
|------------------------|----------|
| CLASS (SOP, EQUIPPED): | MEMBER?: |
|------------------------|----------|

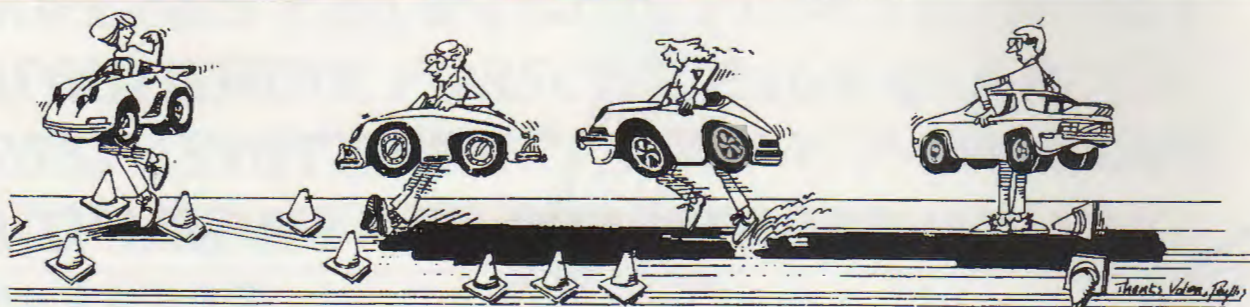
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| MAKE: | MODEL: | YEAR: | COLOR: |
|-------|--------|-------|--------|

PETE'S PRE-PARADE PUNCTILIOUSLY PRISTINE PORSCHE PAGEANT PLUS PLEASANTLY PERPLEXING PANORAMIC PASSAGE



0.00 0.0 START ODOMETER CHECK FROM SHOULDER OF ON RAMP TO EDENS EXPRESSWAY NORTHBOUND (WEST 94) FROM EASTBOUND TOUHY AVENUE. ZERO YOUR ODOMETER AT LAMP POST ON RIGHT MARKED ED11 (THE SECOND POST PRIOR TO THE RAMP SIGNAL DEVICE). AT EACH OF THE FOLLOWING, RECORD YOUR ODOMETER READING. YOU MAY WANT TO ESTIMATE YOUR HUNDREDTHS. PLEASE NOTE: WE WILL PROVIDE CORRECT MILEAGES TO THE HUNDREDTH OF A MILE THE DAY OF THE RALLYE. WE HAVE ONLY ESTIMATED HERE SO THAT YOU WILL KNOW APPROX WHERE TO LOCATE SIGN (IN QUOTES) OR EXECUTE TURN INSTRUCTIONS. NOTE: ON 94, USE RIGHT LANE.

- _____ 3.7 "GOLF ROAD"
- _____ 5.8 "SKOKIE ROAD"
- _____ 7.2 1. EXIT EXPRESSWAY ON WILLOW WEST (EXIT 33A).
- _____ 7.6 2. LEFT ON S. HAPP ROAD (FIRST LIGHT).
- _____ 8.1 3. LEFT ON WINNETKA (STOP).
- _____ 8.3 4. RIGHT FIRST AVAILABLE (FRONTAGE).
- _____ 5. LEFT AT STOP.
- _____ 9.0 "DEAD END" - THIS IS THE END OF THE ODOMETER CHECK.



TAKE ME OUT TO THE BALL GAME

DATE: SATURDAY, JULY 1
PLACE: ROOF TOP, 1032 W. WAVELAND
3RD BASE SIDE
TIME: 1:00 PM

I AM SURE YOU HAVE SEEN THE ROOF TOP PARTIES ON T.V. MANY TIME.

OUR PARTY WILL BE PROVIDED WITH UNLIMITED FOOD AND DRINK FROM THE FOLLOWING MENU. BARBEQUED CHICKEN BREASTS, HAMBURGERS, CHESSEBURGERS, HOT DOGS, BRATS, DESSERTS, LIGHT AND REGULAR BEER, WHITE WINE AND SOFT DRINKS.

SO COME OUT, HELP HANG OUR PCA/CHICAGO BANNER, HAVE A GREAT TIME AND CHEER ON THE CUBS.

REGISTRATION IS LIMITED TO THE FIRST FIFTY ENTRANTS

NAME _____

PHONE _____

COST: \$45.00 PER PERSON (INCLUDES TAX AND TIP)

**MAIL TO: PEGGY GALLAGHER, 11156 INDIAN WOODS DR.,
INDIAN HEAD PARK, IL 60525
QUESTIONS??? (708) 784-0784**

BLACKHAWK XXV

DATE: July 12, 1995

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

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

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

The concession will be open on Wednesday. Participants may still bring picnic lunch or portable B.B.Q.'s. We are trying to reduce the traffic in and out of the track. Alcoholic beverages are not permitted during the event. Afterwards, dinner (steak or other entree T.B.A.) will be prepared at the track by Chef Karl's Edelweiss Inn.

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

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

REMEMBER-registration closes at 11:00 AM

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

TECH BEGINS AT 8:30 AM

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

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

July 12th, BLACKHAWK / CHEF KARL DINNER REGISTRATION

Mail To: Dan and Peggy Gallagher, 11156 Indian Woods Drive, Indian Head Park, IL 60625

Questions??? 708/784-0784

Name: _____

Member____ Applicant____ Guest____

Guest Of: _____

Car Make: _____

Model: _____

Permanent
Car # _____

Driver 1: Experienced____ Novice____ Driving Experience _____

Driver 2: Experienced____ Novice____ Driving Experience _____

\$105.00 Preregistered/\$115.00 AT the track

Dinner following the event-Price T.B.A.

2nd driver no-charge if a family member

Amount Enclosed _____

CHICAGO REGION SUMMER 1995 AUTOCROSS

Date: Sunday, July 16, 1995

Location: Rockford Speedway
9500 Forest Hills Rd., Loves Park, IL

| | | |
|--------------|--------------------------|-------------------|
| Time: | Registration/Tech | 9:00 a.m. |
| | Tech Close | 10:30 a.m. |
| | First Car Off | 11:00 a.m. |

Ladies and Gentlemen:

It's BAAAAACK!! Challenge your skills at the high banks of the Rockford Speedway on Sunday, July 16th. This 1/4 mile, figure eight, 22 degree banked oval played to rave reviews last summer to veterans and novice autocrossers alike. The track will furnish air, electric & water. A refreshment stand with sandwiches, refreshments and restrooms will be available at the track.

Come out and see the 1/2 million dollar face lift of this Midwest Premier Shorttrack.

Rockford Speedway is located at the corner of Rt. 173 & Forest Hills Rd. Take I-90 to Riverside Blvd., exit, go west 2 1/2 miles to Forest Hills Rd., take a right (north) for 3 miles and track is on your left.

AUTOCROSS REQUIREMENTS

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

EVENT CHAIRMAN: Michael Mullins 815/967-0935

Rockford Speedway Autocross Registration
Mail your registration to:
Michael Mullins, 949 Indian Terrace, Rockford, IL 61103

FIRST DRIVER

Name _____

Phone _____

Member___ Applicant___ Guest___

SECOND DRIVER

Name _____

Phone _____

Member___ Applicant___ Guest___

GYMKHANA CLASS _____

\$20.00 First Driver, \$10.00 Second Driver

Amount Enclosed _____

(make checks payable to PCA/Chicago Region)

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POTTER'S PICNIC & CONCOURS

The warm weather and outside activities have arrived. As all of you Gear Heads are bleeding brakes, tuning carbs, and checking out the Snell approved date on your helmets, Rip and I are thinking of beer, brats, soda pop and water games for kids of all ages. It is time to get ready for the traditional Chicago Region Porsche Club Picnic.

This years picnic is scheduled for Sunday, July 30. We know there are lots of activities planned for this year, but there is only one Potter's Picnic. So don't miss it. We expect to see all of you with friends, spouses, kids, and pit crew at this year's picnic to kick back and relax. Traditionally the Weather is great (Okay so I don't mean last year or the year before, but the odds are with us), the food is exceptional, the Concours cars are beautiful, and the tales are tall.

Here follows the Nitty-Gritty details of said Picnic:

Event: Potter's Picnic and Concours

Date: Sunday, July 30th, 1995

Time: Concours: Entrants may arrive around 11 AM for
final clean-up. Concours judging starts at 1PM.

Picnic: Noon to about 5:30PM.

Cost: \$8.00 each adult, \$4.00 each child (Age 4-17)

Children ages 3 years and under are FREE.

Location: We will stick to Tradition here. Wayne Potter and family have once again offered the use of the Farm for this event. There is plenty of grassy lawn for displaying your Porsche, playing games, or just relaxing with friends.

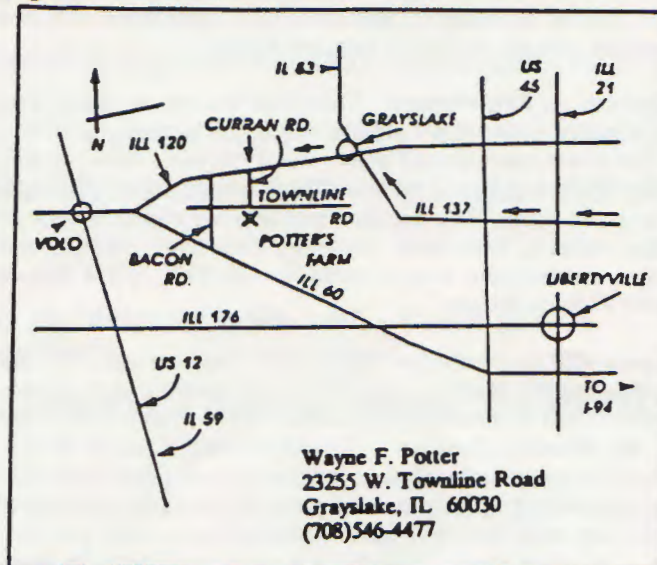
Bill of Fare: It has worked before and will work again - Traditional Veal Bratwurst or Hot Dogs, grilled to perfection by happy, smiling, volunteer cooks (all volunteer cooks can call Linda at 708 740-3562. On the spot training will be provided if needed.) Cold tap Beer, Iced Soda Pop, potato chips, condiments, etc. First Brat off the Grill at about 12:30 PM.

Activities : Concours: Can you imagine your car in the perfect July setting of an idyllic, grassy meadow; dazzling in the sun, surrounded by other shining Porsches? Neat Picture, isn't it? Go ahead - put yourself in that picture. Shine that beauty to within an inch of its life and show it off a bit. We will be using the Chicago Region's four classes A - D for Concours judging. See the Region Calendar/Directory for class definitions. Judging will start at 1pm sharp!

Games: For kids of all ages. Including everybody's hot afternoon favorite - you guessed it - Water Balloon toss. We will also have a few other games, which I can't name here because your mother may read this. We promise there will be plenty of things to do with family and friends. Soccer, volleyball, and horseshoe equipment will be available, plus there is a swing and slide set. Those of you who have them to bring will find space to run radio controlled cars, roller blade, or roller skate. (Help with games is always needed. Volunteers can call Linda at 708 740-3562.)

Pre-registration is not required, but would be appreciated. See map for directions. Please leave your pets at home for this event.

So - there it is. Clean up the Porsche, gather up the family, and come out for a day of good food, great friends, beautiful cars, and lots of fun!



REGISTRATION FORM

POTTER'S PICNIC

Dear Linda:

Sounds like a day we can't miss. Sign us up right away!

Name _____ Member PCA _____ Applicant _____ Guest _____
Region _____ PCA region (if not Chicago) _____

Number of adults @ \$8.00 each _____

Number of Children (Age 4-17) _____

Number of Mini-Kids (Age 0-3) _____

Concours Class _____

Mail registration form to: Linda Patterson, 24397 Cherokee Trail, Grayslake, IL 60030. Questions: Call Linda or Rip at 708 740-3562.

MOTORSPORT CRUISE

Once a year, Norwegian Cruise Lines plans a **SuperSport Cruise** for people with a special interest in Auto Racing. Last year's cruise included:

- 2 Miller's Racing Team cars on display
- 9 drivers available for autographs, photographs, discussions
(Including Rusty Wallace, Buddy Baker, Mike Groff, Derek Daly, David Pearson)
- A Tech Session
- Radio-controlled car races on board and hydroplane races on shore
- Continuous NASCAR highlights on in-cabin TV

If you've ever thought about going on a cruise "someday" ... this is the one! Great food, lots of activities, a casino, wine-tastings, a "Chocoholic Buffet," sunshine, and you still get to talk about cars.

This year's cruise is **December 2nd-9th** on **The Norway**. "Born into the era of grand ocean liners, the legendary *Norway* remains the world's most distinctive cruise ship (and still one of the largest). Ever since her launch as *The S. S. France*, she has been hailed for her plush splendor and architectural marvels. Now, after the finishing touches of a three-year, \$60 million refurbishment (including a new museum filled with artworks, photographs, and other artifacts from her former life), *The Norway* is young again. She has emerged with her classic features intact: the hand-laid tile mosaics, Art Deco murals, marble statuary, teak rails, two-story Broadway theater, and the magnificent Club Internationale ballroom. They've also created both a world-class Roman Spa, and a fully-equipped, glass-enclosed Fitness Center with a view that seems to go on forever."

If a magnificent ship full of passengers with an interest in "Motorsports" isn't enough, *The Norway's* itinerary includes three Caribbean Ports of Call. **St. Maarten/St. Martin** -- This is the island with a split personality. One half is Dutch with its duty-free shops and distinctive island architecture. The other half is French, with cups of espresso in outdoor cafes and topless/nude beaches. **St. John/St. Thomas** -- Almost the entire island of St. John is protected as a national park. Dense mountain forest, white sand beaches, and superb coral reefs make it a nature-lover's paradise. On St. Thomas you can spend the day picking up duty-free bargains in the shops of Charlotte Amalie or sunning in Magens Bay (listed among the world's ten best beaches). **Great Stirrup Cay** -- NCL was the first cruise line to buy a tropical island for the exclusive use of its passengers. They throw a wild beach party for everyone -- but you can also snorkel, scuba dive, sail, roam the reef in a glass-bottom paddle boat or simply find a quiet spot of your own.

By booking at least 15 cabins at the same time, we would be able to get a **Group Discount** of as much as 58% off the regular Economy rates. If 15 cabins are booked by PCA Members, we will receive a 16th cabin free. This could be auctioned at the Charity Event. The prices quoted below are per-person, double-occupancy, and include airfare and transfers. These were the rates as of March 8th. Until we make reservations, the prices are subject to increase at any time. The rates will almost certainly not decrease. Once we reserve cabins, the rates will be guaranteed. A \$200 per person deposit will be required within 30 days of making the reservation. The deposit is fully refundable up to 60 days before the cruise. The balance will be due 60 days before sailing.

| | Regular Economy Fare | With 30% "Book-Early" Discount | With Group Discount |
|----------------------------------|----------------------------|--------------------------------------|---------------------------|
| JUNIOR PENTHOUSE | \$ 2,879 | 2,090 | 1,464 |
| DELUXE OUTSIDE STATEROOM | 2,349 | 1,719 | 1,130 |
| OUTSIDE STATEROOM | 1,899 | 1,404 | 1,094 |
| INSIDE STATEROOM (Two Lovers) | 1,519 | 1,138 | 1,041 |
| INSIDE STATEROOM (Upper & Lower) | 1,399 | 1,054 | 832 |

We would like to reserve the cabins (and lock in the prices) by **Friday, April 15th**. The \$200 per person deposit will be due by May 14th. If you miss this deadline, you will probably not be able to get the Group Discount. For more information, call:

Chuck Will at (708) 303-5878 or Cher Dombrowski at (708) 549-2311 or (708) 705-0393.

DINKING AROUND

I have never seen so much Dinking Around in my life.

It's amazing that men's work is never done when it comes to their cars.

It's all been done time and time again before coming to a driving event - but that's no mind, it will be done once, twice, three times again.

Get a bigger hammer. Get a larger wrench - grab the ear plugs, this one's going to be loud.

Oh what joy - oh what a day dinking with my car until all is perfect and harmony is met.

Click, Click, Click. Music to my ears - the torque wrench is doing its job. All is tight.

Snug my helmet, tighten my belts. Ah - that's good.

Fire that engine, test those brakes - What's that sound?

Dink, Dink, Dink.

More than a casual observer - Jeannie Ruther

WELCOME

TO OUR NEW MEMBERS

By Mike Mullins

Gary & Myra Knoblauch
Hinsdale
1994 911 Speedster

Scott & Sharon Lynn
St. Charles
1984 911 Coupe

Kathleen Phillips
Crown Point, IN
1993 968

Craig & Lois Ramon
Belvidere
1995 993 Carrera

Richard Noose
Willowbrook
1989 944

Ronald & Carol Sorce
Rolling Meadows
1990 911

Fred & Katherine Grossfeld
Mt. Prospect
1988 944 Turbo

Spencer & Marcia Hopper
Lockport
1979 924

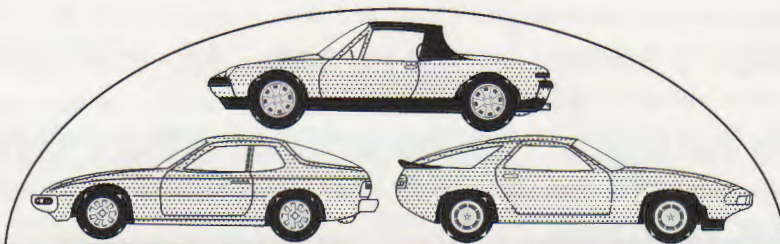
Frank Jacober Jr.
Verron Hills
1995 968

Percy David Mitchell III
Chicago
1994 911 C4

Andre Cavin
Wilmette
1987 944 Turbo

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1987 911 Cabriolet

Thomas Kelly
Naperville



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

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

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

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

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| NILES 9007 North Milwaukee Ave. | (708)581-0100 DOWNERS GROVE North of 75th on Lemont | (708) 964-6300 |
| ARLINGTON HEIGHTS Corner of Golf & Algonquin | (708)506-1100 JOLIET Louis Joliet Mall | (815) 436-8888 |
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| BERWYN 1 1/2 Block East of Harlem Ave. on Cermak | (708)788-6800 OAK LAWN 4455 South West Highway | (708) 636-8880 |
| BLOOMINGDALE Stratford Square Mall | (708)351-8885 ORLAND PARK Orland Square Mall | (708) 349-2100 |
| BRICKTOWN SQ. MALL 6520 West Fullerton (Next to Franks) | (312)622-2212 WEST DUNDEE Springhill Mall | (708) 426-8808 |

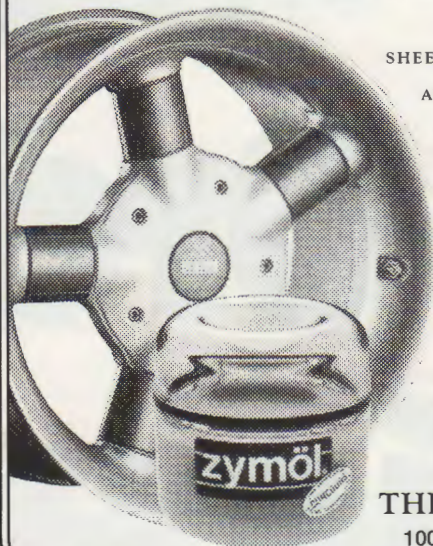
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| Chevy Beretta GTZ | Mercedes - all models |
| Chevy Lumina Z34 | Merkur XR4Ti |
| Chrysler LeBaron GTC | Mitsubishi Eclipse |
| Chrysler TC Turbo | Mitsubishi Mirage Turbo |
| Dodge Lancer Shelby Z | Olds Cutlass (Quad-4 HO) |
| Dodge Shadow Turbo | 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 |
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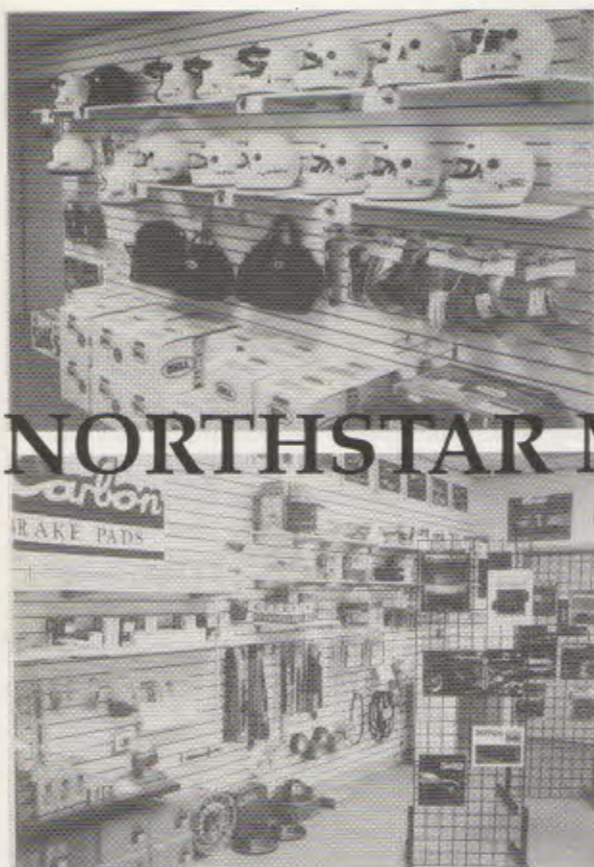
490-1200

STILL RATED HIGH PERFORMANCE

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

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SEPTEMBER 1,2&3, 1995

Here we go again. The THIRD ANNUAL PCA CLUB RACE at Road America, Elkhart Lake, Wisconsin, will be held on the Labor Day weekend, Saturday and Sunday, September 2 & 3, 1995. Club racers will be able to practice on Friday, September 1, 1995, for an additional fee that is separate from the Club Racing fee. Friday practice will offer 4 sessions during the day.

The Chicago Region PCA is staging what we hope will be the premier club race event of the 1995 season. The reviews from last year's race were great and we are working hard to make it even better this year. One of the ways we are going to make this club race better than last year is 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 \$15.00. We will again need lots of volunteers for this event, and maybe a family member or one of your pit crew would like to help us out. There will be a special exhibition class for race cars at the concours. The street around Siebkin's will be closed off also 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 over 250 cars entered.

Tech will be at Road America starting on Thursday at approximately 4:00 pm to 7:00 pm, and open again on Friday morning at 7:30 am.

There will be a mandatory drivers meeting at 7:30 am on all days...Friday, Saturday and Sunday. All participants must attend or lose their driving privileges.

The fee for the Club Race is \$250.00, the fee for the practice runs on Friday is \$125.00. 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 cars normal classification, the cost is \$175.00 for the Club Race. All people who wish to drive in the Club Racing must have a **PCA CLUB RACING LICENSE**.

ALL CARS RACING AT ROAD AMERICA MUST MEET A NOISE RESTRICTION OF 108db.

Hope to see you out there.....Arnold Zann

Event Chairman
Arnold Zann
708-386-2864

Registrars
Susan & Nick Brenkus
708-766-4734

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

PCA CLUB RACE VOLUNTEER

We once again need you to volunteer to help with our PCA Club Race and Lappers event on September 1,2 &3, 1995. Saturday night's dinner will be free for all volunteers.

If you are interested, please send me your name, address and phone number or FAX me at 708-386-2865.

NAME _____

ADDRESS _____

TELEPHONE _____

Please tell me where you would like to volunteer.

Timing _____
Grid _____
Start _____
Start _____
Tech _____
Anywhere _____

Arnold Zann
502 North Grove
Oak Park, IL 60302

Bill Jacob's Motorsports

TRAC 95

The Road America Challenge

**ROAD AMERICA II
LABOR DAY WEEKEND
SEPTEMBER 1,2 &3, 1995**

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...Friday, Saturday and Sunday. 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 three more driving sessions than on a normal Road America weekend, but they will be spread out over the three days of the event.

Another change for the Labor Day event is that only experienced drivers will be accepted to 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 also meet a noise restriction of 108db.

The Chicago Region PCA is staging what we hope will be the premier Drivers Education and Club Race event of the 1995 season. The reviews from last year's event were great and we are working hard to make it even better this year. One of the ways we are going to make this event better is 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 \$15.00. 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 I highly recommend that you register early. You will be notified of our acceptance by mail by the registrar. 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 that a 1985 Snell approved helmet, a long sleeved shirt, long pants, and socks, all made of a non-synthetic material, and closed toe shoes. Recommended, but not mandatory, are drivers suits and driving gloves made of nonflammable materials, fire extinguisher, and a safety harness.

Bill Jacob's Motorsports **TRAC 95** **The Road America Challenge**

The Friday, Saturday and Sunday 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 Thursday 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 Thursday, it must be teched at the track on Friday morning starting at 7:30 am. No car will be allowed to run without a tech sticker.

Siebkens will again be the headquarters for the non-track meetings. Contact Siebkens 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. Siebkens is attempting to provide full service breakfast earlier for the drivers, but this information will only be available at registration.

See ya out there.....Arnold Zann

Event Chairman
Arnold Zann
708-386-2864

Registrars
Susan & Nick Brenkus
708-766-4734

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

ATTENTION: TRACK DRIVERS WHO ARE INTERESTED IN PCA CLUB RACING

During this past winter I completed writing a handbook for those PCA members who have enjoyed driving their Porsches in our track Driver's Education events and who are interested in considering PCA and/or Vintage racing. This book is designed to be the second in the series. The first is a book designed for the novice track driver and is titled "ROAD COURSE TECHNIQUES." This book was written several years ago by Dan Gallagher and Dave Redszus. It is still one of the best novice handbooks I have seen and is generally distributed to all our novice drivers at or prior to their first Blackhawk or Road America event.

The new book is titled "THE FAST GUYS HANDBOOK - A Guide for the Serious Amateur Auto Racer." This book will be available to Chicago Region members for the asking. You may obtain your copy by seeing me at any of our Blackhawk or Road America driving events or simply give me a call and I'll send you one. (My preference is to personally give them out since they are rather expensive to mail.) The new book will take you to the next level in terms of what to expect in club racing, how to prepare your car, and it provides insights and personal experiences from many of our region's racers.

John Ruther
Chief Driving Instructor

PCA Chicago Region
Road America II Drivers School
September 1, 2 & 3, 1995
Event Chairman: Arnie Zann (708) 386-2864

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

Porsche Year, Model, Type Engine Size _____ -PCR CLASS- _____

 Production ☐ Improved ☐ Modified ☐

Permanent Car Number: _____ Requested Car Number: _____

NOTE: Shoe polish used to display car numbers will no longer be allowed. Magnetic or vinyl numbers must be used.

| <u>First Driver</u> | <u>Second Driver</u> | |
|--|--|--|
| Yes <input type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | Did you receive Skip Barber instruction at a previous Chicago Region PCA Road America event? |

NOTE: Only experienced drivers will be accepted to participate in this event. There will be no novice drivers or novice run groups on this weekend.

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:

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

NOTE; We need lots of volunteers for this event; if you or any of your family members are willing to volunteer, please fill out the "Volunteer" form in the Scene. Saturday night's dinner will be free for all drivers and volunteers.

Fee: One Driver \$190, Two Drivers, same car (FAMILY MEMBER) \$240, (NON-FAMILY) \$315

Additional Dinners Saturday Night at \$15 each # _____ TOTAL AMOUNT ENCLOSED \$ _____

**Make checks payable to "PCA Chicago Region." Mail registration form and check to:
Nick & Susan Brenkus, 16W503 2nd Court, Bensenville, IL 60106
Phone: (708) 766-4734 (no calls after 9:00 pm) No refunds or cancellations after August 25, 1995**



HOSTED BY THE CHICAGO REGION

September 1, 1995 (Practice Day)

September 2 & 3, 1995 (Race Days)

Event Chairman: Arnold Zann--(708) 386-2864

Name: _____

Address: _____

City, State, Zip: _____

Telephone: _____ Days: _____ Eves: _____

PCA Region: _____ PCA Membership No: _____ Exp. Date: _____

PCA
License
Number: _____

Expiration
Date: _____

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, September 1, 1995. 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: _____ Engine size: _____

Turbo\Non-Turbo: _____ Full Chasis Stiffening: _____ Pounds Car Lightened: _____

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

On the back of this form, list all car modifications (not necessary for classes A,B,C,D). Especially list non-factory chips, fuel injection\carburetor changes, ignition changes, triangulated shock tower braces, adjustable spring plates, suspension settings requiring machining or modification to factory parts, non-stock suspension pick-up points, non-stock wheels, gear and ring and pinion changes and non- factory limited slip.

NOTE: We need lots of volunteers for this event, if you or any of your family members or pit crew are willing to volunteer, please fill out the "Volunteer" form in the Scene. Saturday night's dinner will be free for all drivers and volunteers.

FEES: September 1 (Practice Day)-----\$ 125.00/person

September 2&3 (Race Days)-----\$ 250.00

Second Driver (Same car)-----\$ 175.00

Saturday Night Concours

Special Exhibition Class-----FREE

Additional tickets for Saturday night

Concours/Buffer at \$15.00 each -----# _____/\$ _____

Amount Enclosed ---\$ _____

Full refunds for written cancellations recieved by August 18, 1995. Second Driver must also complete a separate registration form. Make checks payable to:

"PCA CHICAGO REGION" and mail completed forms to:

Nick & Susan Brenkus---16W503 2nd Court, Bensenville, IL 60106---(708) 766-4734

I hearby 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: _____



PCA/CHICAGO REGION TECH INSPECTION SHEET

NAME _____ COLOR _____ CLASS/RUN GROUP _____

MODEL/YEAR _____ ENG. DISP _____ CAR No. _____

Passed Failed

TO BE INSPECTED BY ENTRANT PRIOR TO EVENT

- | | | |
|--------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | 1. WINDSHIELD - No cracks. Functional wipers with good blades. |
| <input type="checkbox"/> | <input type="checkbox"/> | 2. MIRRORS - At least one securely mounted rear view mirror. |
| <input type="checkbox"/> | <input type="checkbox"/> | 3. SEAT BELTS - Original factory installation or securely anchored metal-to metal for both driver and passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed, five point harnesses recommended. |
| <input type="checkbox"/> | <input type="checkbox"/> | 4. RUST - No rust or damage to suspension or chasis parts that affect the integrity of the chasis or brakes. |
| <input type="checkbox"/> | <input type="checkbox"/> | 5. BRAKE LIGHTS - Functional |
| <input type="checkbox"/> | <input type="checkbox"/> | 6. WHEELS - No cracks. No bends. All lug nuts torqued to 96 ft-lbs. Valve stem must have air tight cap. Hubcaps removed. |
| <input type="checkbox"/> | <input type="checkbox"/> | 7. TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth of 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers). Spare removed or secure. |
| <input type="checkbox"/> | <input type="checkbox"/> | 8. GAS CAP - Gasket intact and cap tightened. |
| <input type="checkbox"/> | <input type="checkbox"/> | 9. ROLL BAR - All open cars except 914's, Targas, and cars in the Production class. |
| <input type="checkbox"/> | <input type="checkbox"/> | 10. HELMET - 1985 SNELL or later required (sticker <u>must</u> be attached inside). |
| <input type="checkbox"/> | <input type="checkbox"/> | 11. FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to metal in reach of driver. BC or ABC rated and fully charged. Halon recommended. |
| <input type="checkbox"/> | <input type="checkbox"/> | 12. LOOSE OBJECTS - Remove all loose items from trunk and interior, including glove compartment, door pockets, etc. |
| <input type="checkbox"/> | <input type="checkbox"/> | 13. APPAREL - Full-length pants, long sleeve cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended. |
| <input type="checkbox"/> | <input type="checkbox"/> | 14. PEDALS - Free return and in good operating condition. Firm Brake pedal. |
| <input type="checkbox"/> | <input type="checkbox"/> | 15. BATTERY(IES) - Securely fastened and in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's. |
| <input type="checkbox"/> | <input type="checkbox"/> | 16. DRIVE BELTS - Tight and in good condition. |
| <input type="checkbox"/> | <input type="checkbox"/> | 17. THROTTLE RETURN - Freely operating and good springs. Check both throttle return springs on CIS cars. |
| <input type="checkbox"/> | <input type="checkbox"/> | 18. LEAKS - No leaks of any fluid- oil, gas, brake, or coolant. |
| <input type="checkbox"/> | <input type="checkbox"/> | 19. ENGINE - Check for odd sounds and satisfactory exhaust. |
| <input type="checkbox"/> | <input type="checkbox"/> | 20. FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle and shock bolts tight. Ball joints in good condition. Tie rods secure. Axle boots and oil seals in good condition. |
| <input type="checkbox"/> | <input type="checkbox"/> | 21. REAR SUSPENSION - Check half shaft bolts and shock bolts. 914's check fuel pump and lines. No positive camber. |
| <input type="checkbox"/> | <input type="checkbox"/> | 22. WHEEL BEARINGS - Correct adjustment check for proper lubrication, no damaged or burnt bearings. |
| <input type="checkbox"/> | <input type="checkbox"/> | 23. BRAKE FLUID - Level up, must show in reservoir. All cars must have their brakes systems flushed with DOT4 specification or better, brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running. |
| <input type="checkbox"/> | <input type="checkbox"/> | 24. BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |

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

DRIVERS SIGNATURE: _____ DATE: _____

INSPECTORS BUSINESS NAME: _____ SIGNATURE: _____ DATE: _____

Bill Jacob's Motorsports **TRAC 95** *The Road America Challenge*

KELLY MOSS MOTORSPORTS

Kelly Moss Motorsports
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Madison, WI 53713
608-274-5054

RACE PREPARATION AND DEVELOPMENT BY PROVEN WINNERS

Kelly Moss Motorsports, the Nationally renowned Porsche racing team, has decided to be a sponsor for our 1995 Club race. They have also decided that in addition to winning professional racing championships, they were going to begin providing race car development and preparation on a commercial basis. This is a great opportunity for any Chicago area Porsche Racers to get the help and expertise of winning team.

For any of you not familiar with Kelly Moss, their accomplishments include: 1990 and 1992 Firehawk endurance national champions, holding as well the record for the most outright wins in a season, 1994 SCCA world challenge national champion, and the first US team and driver to win the Porsche Cup.

The team is owned by Rich Moskalik, who also drives an absolutely fantastic 968 in SCCA World Challenge. The Team consists of a number of people, but there are really 5 people that make it go. Two brothers, Dave and Jeff Stone head the team up. Dave is the team manager, and

Jeff is the lead fabricator. Both spend a lot of time turning wrenches as well. Pat McGuire is one of the mechanics, Chic Heider does the electrical and ignition work, and Jerry Frye rounds out the main team.

THE WINNING EDGE

I was one of 4 people who had the good fortune to be one of their first customers, and not only had team work on my car, but transport it to and support it at the PCA Club races at Sebring and Atlanta.

The first time I visited Kelly Moss and saw their facilities, I was overwhelmed. "This is what a real racing team looks like" I thought to myself. On the outside, all you see is a sheet metal building, but go in the door, and you enter a Porsche Racing Wonderland. Fast cars and great equipment were everywhere, but what impressed me the most where the people, and the factory and custom components, most of which are never seen outside of Weisach.

They have the ability to do body work, both carbon fiber and metal, extensive fabrication, complete application specific wiring harnesses, detailed suspension development and setup, and all conceivable engine and transmission development and construction. They also have a very advanced Engine dynamometer and airflow equipment. I'm just touching the

surface of their abilities here, but as their winning record shows, they can do it all. Not only will they work on your race car in house, they have developed and will sell a line of after market items, including adjustable swaybars, suspension bushings, mounts, body panels and exhaust components. For a race weekend, they will transport your car, do all setup and preparation, provide full hot pit support, and can fix your car at the track if you hurt it.

TAKE ADVANTAGE OF THE BEST

I've used Kelly Moss for 2 races, and have seen up close and personal the kind of work and effort they put forth. The people from Kelly-Moss are total professionals, extremely skilled, and great people to work with.

They are planning to provide their transportation and track side services for several more club races, and have fully open their doors for race preparation and car development work, so if your interested, give them a call.

Scott Sanda



DRIVERS AND RALLYE SCHOOL - APRIL 9, 1995



Event Co-Chairman Ed Leed talks speed



David Conducts A Rallye School



Tony Koufos Straps In



Flight 944 Prepares for "Take-Off"



John Mueller Tests Out His 968



Sam Patterson Drives "Mistis" Thru the Slalom



Anyone Need A Light?



A Smoky Finish



Gene Urban Rallyes Through The Cones



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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.



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Warrendale, PA 15096-0001
Phone: (412) 776-4841
FAX: (412) 776-2103

FOR IMMEDIATE RELEASE

For more information contact:

David L. Schwartz
(412) 776-481 ext. 357

SIMPLE MIRROR ADJUSTMENT CAN ELIMINATE DRIVER'S BLIND SPOT

Warrendale, PA, January 19, 1995 -- A simple outside mirror adjustment can eliminate the "blind spot" and help drivers avoid Lane Change/Merge crashes, according to engineering consultant George Platzer.

In a paper which will be given during the 1995 SAE International Congress and Exposition in Detroit February 27-March 3, Platzer describes a mirror setting that can help prevent part of the 225 fatalities and 630,000 crashes caused when drivers do not see cars passing them as they are changing to the left or right traffic lanes.

Drivers typically adjust the outside mirror so they can just see the side of the car. Platzer suggests that a driver should put the side of his or her head against the left front window, then adjust the left outside mirror so they can just see the side of the car. To check this setting, the driver should watch a vehicle passing in the left lane while he or she is seated in the normal driving position. The passing car should appear in the outside mirror before it leaves the rearview mirror and should appear in the driver's peripheral vision before it leaves the outside mirror.

-MORE-

SAE is a non-profit educational and scientific organization dedicated to the advancement of mobility technology to better serve humanity. More than 62,000 engineers and scientists who are SAE members develop technical information on all forms of self-propelled vehicles including automobiles, trucks and buses, off-highway equipment, aircraft, aerospace vehicles, marine, rail, and transit systems. SAE disseminates this information through its meetings, books, technical papers, magazines, standards, reports, continuing education programs, and electronic data bases.

MIRROR ADJUSTMENT CAN ELIMINATE BLIND SPOT

The right outside mirror should be set in a similar fashion, but with the driver's head positioned at the centerline of the car.

Another advantage of turning the left outside mirror outward to cover the blind zone is that it also eliminates glare from reflected headlights.

In about 60 percent of LCM crashes, the driver did not see the other vehicle, and in another 30 percent, the driver misjudged the position and/or speed of the other vehicle. Platzer says that the inside rearview mirror provides by far the best view and the most information, and allows the driver to accurately judge the distance and speed of vehicles approaching from the rear.

Outside mirrors can be useful, however, Platzer says, if the view from the inside mirror is blocked by cargo or a car immediately to the rear. To totally eliminate the blind zone, the left outside mirror would need to be 16 inches wide and the right mirror would be 36 inches wide.

When changing lanes, drivers typically look first in the outside mirror, then turn and look for vehicles in the blind zone. This procedure can cause problems, Platzer says. When drivers turn to look at their blind zone, they lose forward vision for about one second or about 100 feet of travel at highway speeds. Also, some older drivers have trouble turning their heads.

-MORE-

MIRROR ADJUSTMENT CAN ELIMINATE BLIND SPOT

Platzer's mirror adjustment method eliminates the time required to turn and look in the blind zone. And the forward driving scene is always within the peripheral vision of the driver while glancing at the outside mirror. It also takes less time to glance at the outside mirror than to turn and look at the blind zone.

Good drivers continually scan, according to Platzer. By being able to include former blind zones in their scanning, drivers will be less likely to forget the blind zones when thinking about a lane change.

For further information on the SAE International Congress and Exposition, contact Dave Schwartz at 412/776-4841, extension 357.

SAE95.5.007

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Warrendale, PA 15096-0001
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FOR IMMEDIATE RELEASE

For more information contact:

David L. Schwartz
(412) 776-4841 ext. 357

DRIVERS DON'T HIT THE BRAKES HARD ENOUGH

Warrendale, PA, January 27, 1995 -- When faced with emergency situations, drivers often don't use the full braking capability of their vehicles.

In an emergency, drivers tend to depress the brakes in a two-stage process, first to an intermediate level, and then to a lower position after they have had time to assess the situation. That pause in braking is often critical, say researchers from the Lucas Advanced Engineering Centre in England. They will discuss their research at the 1995 SAE International Congress and Exposition, February 27 - March 3, in Detroit. Over 50,000 people are expected to attend.

The scientists at Lucas said that if the braking response to a hazard is incorrect or insufficient, the driver's response can be improved by two methods — sensory guidance or automatic control.

Sensory guidance provides continuous stimuli that prompt the driver to react instinctively, but automatic control partially or completely removes control from the driver and activates the brakes. There is usually so little time to react in emergencies that automatic control is preferable because it is faster than sensory guidance.

-MORE-

SAE is a non-profit educational and scientific organization dedicated to the advancement of mobility technology to better serve humanity. More than 62,000 engineers and scientists who are SAE members develop technical information on all forms of self-propelled vehicles including automobiles, trucks and buses, off-highway equipment, aircraft, aerospace vehicles, marine, rail, and transit systems. SAE disseminates this information through its meetings, books, technical papers, magazines, standards, reports, continuing education programs, and electronic data bases.

DRIVERS DON'T HIT THE BRAKES HARD ENOUGH

One important automatic aid to emergency braking is already commonplace — anti-lock braking systems (ABS). Although ABS improves braking performance of a car, they are important not so much for improved stopping ability, but rather because they reduce the chance of the driver losing control when braking and swerving in an emergency situation. Some researchers contend, however, that drivers are willing to accept a higher level of risk (such as following a car closer) when they are driving a car with ABS.

The Lucas researchers said that there are three important factors that reduce the ability of drivers to maneuver in an emergency situation — the two-stage process of stepping on the brake pedal, a reluctance to brake hard at high speeds, and an unwillingness to swerve, even though swerving may be a safe — and often lifesaving — maneuver in an emergency.

Because the outcome of an emergency situation is always uncertain, the scientists concluded that automatic devices must leave the ultimate decision of what action to take to the driver, and only enhance the brake characteristics once the driver has made a decision.

For further information on the SAE International Congress and Exposition, contact Dave Schwartz at 412/776-4841.

SAE95.5.008

Lots of Fun - And You Save Money Too!
The Porsche Tourist Delivery Program

As my 50th birthday approached, I decided that I would treat myself to a new 993 Carrera 4. In negotiating the purchase price with Bruce Semersky of the Porsche Exchange, he suggested that I consider the Factory Tour/Tourist Delivery Program. In the spring, summer and fall of each year Porsche Cars North America sponsors a group of 25 or so tourist delivery customers on a two-day factory sponsored program. My wife Pam and I were fortunate enough to be included in this year's spring tour, April 27, 28. Our group consisted of 26 tourist delivery customers, many of whom brought their spouses and all of whom enjoyed Porsche's hospitality as well as the opportunity to drive their new cars without the restrictions of a speed limit on the German Autobahn.

Pam and I arrived a day early so that we could better adjust to the new time zone. In order to pass the day, we went to the Mercedes Museum in Stuttgart and then decided to go to the Porsche Factory on our own, in the hopes of catching a glimpse of our new car. While the car was not yet available to us, we were escorted to the executive dining room where we had a beautiful lunch surrounded by Porsche's higher management. We also paid a visit to the Porsche Museum and the Porsche Parts Store. While walking through the facility on the way to the parts store, we encountered examples of the new turbo, the Carrera RS, and several GT-2 cars which had been produced that day. I was able to photograph each of these before being admonished by a security guard that my entry pass specifically stated (in German) that all photography was forbidden. At least I didn't have to turn over the film.

Our official tour began with a dinner that evening at our hotel, which was hosted by Klaus Wohlgemuth of

Porsche Cars North America. The dinner was informal and was the perfect occasion for meeting our fellow tour participants as well as several of the Porsche dignitaries with whom we would confer the following day. I was surprised that of the 6 or 7 other Chicago area participants, none were members of our club.

Promptly at 8:30 a.m. the following morning, our bus departed the Hotel Graf Zeppelin for the Porsche Factory in Zuffenhausen. After a brief tour of the Porsche Museum, which consists of approximately 20 Porsche race cars, we were introduced to our tour guide, Volker Spannagel. We then split into 3 groups and commenced a very thorough tour of the Porsche manufacturing facility. Because the factory does not have facilities for visitors, we actually walked up and down the various assembly lines, picking up parts and watching the assembly from a point blank perspective. I even got to test my German on some of the mechanics who were assembling Porsche engines one at a time.

While walking from the engine plant building to the fabrication facility, our tour guide was distracted for a few minutes, talking with one of his counterparts. That gave me the opportunity to walk through an area designated for cars which had been completed that morning. It was there that I encountered the highlight of my tour -- *a brand new Carrera 4 with a large S superimposed on the number 4*. It was a wide-body Carrera 4 which I had neither seen nor heard of before. At the conclusion of our tour we were guests of Porsche for a lavish luncheon at their employee lunchroom. Seated at my table was Hans Riedl, Director of Marketing. I asked Hans about the Carrera 4 S and, after

convincing him that I had indeed seen the car, he acknowledged that Porsche had plans to produce the car for U.S. distribution. It will have the new turbo body so as to accommodate 18" wheels. It may also have the 3.8 liter engine now reserved for the Carrera RS, which he reminded me would not be imported to the U.S. The car I had seen was not intended for public display.

After lunch we boarded our tour bus and were taken to Weissach, where Porsche has its research and development center. While security was somewhat lax at Zuffenhausen, it was tight at Weissach. We were taken directly to the test track where each of us was given ample opportunity to ride as a passenger around the track in a 968 CS, a 993 cab and a 993 Carrera Coupe. The 3 drivers were all accomplished at sliding through each of the turns much to the excitement and amazement of our spouses and, in most cases, the tourist delivery customers. I was more interested in closely examining a sample of the new turbo and the Carrera RS which were parked nearby. Both are beautiful automobiles with features distinct from the Carrera.

After our return from Weissach we were taken directly to the tourist delivery room where we were introduced to our new cars. The only comparable feeling that I can relate to is that of an eight-year old seeing for the first time his new Schwinn Roadmaster parked in the living room next to the Christmas tree. We were each given a brief introductory course in the new security system installed in our cars, and most of us immediately headed for the Autobahn, with the admonition to keep the engine under 5,000 rpm. In sixth gear that equates to something north of 140 miles per hour!

Upon return to the hotel, and after a quick shower, we rendezvoused for the last time to attend our banquet/farewell dinner. I was joined at our table by our tour host, Volker Spannagel, who took notes on our suggestions, regardless of how trivial and who was far more circumspect concerning my questions regarding Porsche's plans for future car models. He was most gracious, as were all of our hosts, and upon my return to the office I found a fax letter from him following up on my request for his assistance in obtaining an appropriate couple's gift for our annual dinner dance.

For the next week Pam and I toured Bavaria and then travelled through Austria, where I renewed my acquaintance with Vienna after a thirty-year absence. We arrived on May Day which is annually a cause of great celebration marking the beginning of springtime. When I returned my new car to Stuttgart, I was proud to advise the reception coordinator that I had driven directly from Vienna in just under 6 hours - a trip of some 425 miles. Her response was "*why did it take you so long?*"

I would urge each of you who have the inclination to learn about how your car is manufactured, to take advantage of this unique opportunity. The cost savings more than justifies the trip, but the experience is what makes it really worthwhile!

Jack Schriver

THE MART

FOR SALE-PORSCHE

1966 912 Coupe , #456038, motor #741300, 14K on rebuilt motor, new Solex carbs, new Bosch "031" distributor, white lacquer, black interior, 132K miles, overall fair condition, \$5000, Bill Garvy, 6742 N. Campbell Ave., Chicago, IL 60645-4616, 312/973-3938.

"FASTOAD" For sale 1985, 911 Ruf 3.4 Club Sport. This car is extremely fast and totally set-up with all the right trick stuff. One of the fastest street legal normally aspirated 911 is Chicago PCA. This car has also won many concours and is rare Prussian Blue in color. Too many extra's to list here \$27,500. Arnold Zann 708/386-2864.

1993 911 Carrera RS Lightweight-WPAB2961PS418048-This is the European Carrera RS that you were never supposed to have in the U.S. Full conversion of RS America (Chassis No. 48) with only Porsche factory Carrera RS/Carrera Cup parts. White/black interior. Street legal in all 50 states or makes outstanding track/race car. 275 h.p., 2660 lbs./1210 kgs. (dry). Aluminum hood, complete Euro suspension, brakes and gearing. Lightweight flywheel and sport clutch. Recaro SP-G's, 6Pt. Sabelts, Matter rollbar, Fuel Safe, etc. No sunroof, A/C, or radio-just limited slip. Reinforced chassis same as European RS, complete with rolled fender lips and reinforcement welds. Includes two sets of factory Cup wheels, 1 set of B.F. Goodrich R-1s, 1 set of Bridgestone Expedias. Full factory sponsor decals and number circles. Complete documentation including list of all parts used, factory manuals and parts lists. Absolutely no detail overlooked. Concours condition, 7,500 miles, \$72,500. Call for complete list of equipment and photos. John Ruther (312) 424-4813 (day), (708) 639-1094 (eves),

1987 944 Turbo-WPOC82940LN480184. Net. black w.lin. leather. Never hit, decent paint, good to excellent condition, clean and well kept. Recent clutch, water pump and belts. Original Florida car, vehicle has appr. 80,000 on clock. Offers in the \$11,500.00 area would be considered. This is an excellent driver. Contact "Uncle" Frank, 419 Wicks, Grayslake, IL 60030. or call evenings/weekends at 708/2.2.FAST.6.

1974 911 Carrera Targa. Black with gold wheels and script. 40,000 miles on 3.0 injected engine. Sport

exhaust. Very clean. Featured in Johnson Was ads. \$21,000. Owen Johnson, Munster, IN 219/838-2376.

1959 356 Vintage 'A' Cabriolette. Fully restored" all mechanics, brakes, lines, steering, front end. Black w./red carpet. New top, headliner, outside deco trim. Engine fully rebuilt. Garage dept, non-smoker, under 1,000 miles since redo. \$39,500/OBO. Art: Days 312-357-6090; Nights 708/501-2525.

FOR SALE-PARTS

911 & 912: 4-7x15 cookies with new 8.5x23 Hoosier cantelevered 8.5x23 racing rains. 3.2L engine. S struts. 1973 air conditioner. Wooden steering wheel. 901 Transaxles & gears (rare AA & B 1st & others). Parts: engine, body, interior, seats, exhaust, suspension, electric, etc. SASE for list and pricing. Much more from early cars parted. Ricardo Gonzales, 8037 Lake Shore Drive, Miller Beach, IN 46403-1339 PH (219) 939-9946.

One Fittipaldi E-3 steering wheel, blk, with hub, to fit 911. Porsche crest horn button included. \$125.00 Dan Deuble 708/949-6008.

BBS wheels, 1 piece, gold mesh rims. Fit 911 1978-1983, Carrera 1984-1990, and 944 and 944 Turbo 1983-1986. These are in excellent shape. Formerly used on a concours car. They don't fit my new car. Sacrifice at \$650.00 for the set. Call Chris Ingot at (708) 559-1126.

Complete set of OEM wheels from a 1990 C2. (2-6x16 and 2-8x16, seven spoke discs). Excellent condition. \$500 or offer. Call John Triebe, 708/369-2352.

Complete set of brand new Repco Metal Master brake pads for a 944 Turbo (D544M)-\$50. Also brand new Carrera RS bool. I bought one and received another as a gift. Classic Motorbooks is selling for \$300; I'm asking \$100. Call John Triebe, 708/369-2352.

Corbeau racing seat (\$95). Tire chains for '55 Chrysler (\$10). FOR 356/356A: passenger side door, w/hardware and upholstery (I've been carrying this door around since 1969). 356 carburetors (Solex 32PBJ). 356 tool kit (Rip Patterson-What's this stuff worth?) FOR 914: Front slotted rotors (\$45/pr) and front calipers (\$45/pr)--or the entire front strut assy

incl. rotors, calipers & Koni inserts (\$125 for all). 914 rear brake equalizer (\$5). 914 racing stripe decal (\$1) 4 orig 914 steel wheels iwth orig. chrome hub caps (\$45) 914 ski rack (\$8). 914 exhaust systmes (Bursch and Abarth-\$35 ea). Doc Gunte: Come and get your 914-6 exhaust system! I've been storing it since 1977. ED RUSS: eves. before 9 pm 708/441-5265; days 312/701-6004. Operator are standing by.

Tires-Tires-and more tires. Yokohama A008P set of 4 \$250. Plug in R/R cash & carry. Size: 205/50ZR17 (2); 255/40ZR17 (2). Under 10M miles Goodyear Eagle NCT set of 4 \$100 size: 195/65R14. BMW take-offs call now. Operators are standing by. Bruce Janeczek. Weekdays: 708/354-1901, other 708/361-8421, FAX 708/354-1903.

914-4 PARTS: L.H. and R.H. taillight housings, excellent cond.,no lens, 15.00 ea; FP914 fuel pump for carbs, new, 29.95; DB 009 Bosch dist. for carb car, now 29.95; FR050 fuel pres. regu. new, for car w/carbs, 19.95 (make package offer?). 914.4 plat. plugs WR7DO, 1.50 ea; 914.332.029.03 C-V jt., new, 50.00 914.423.401.05 clut, cables, new, 10.00 ea; 914.531.813.33 w/strip on RH door, new, 15.00; 914.531.814.00 same on LH side, new, 15.00; 914.531.814.00 same on LH sidem new, 15.00; 914.531.186.10 LH targa roof q/strip, new 20.00; 914.531.143.10 w.strip, LH side, 20.00 ANT.001 chrome lock type antennas, 9.00 ea; OC-28 Malhe oil filters, 6.00 ea, PM-1152 original style air filter, 5.00 ea, 4263/64 rear Tector pads, 12.00 set; 411.407.075 front brake rotorsm new 25.00 ea. Contact Kelly Wagner, 419 Wicks Grayslake, IL 60030 or call 708/2.2.FAST.6.

911 PARTS: 911.423.401.05 new clut cable, 76,911 20.00; 911.606.113.00 oil temp sender, new 17.00; 911.613.306.01 new wiper switch, 74-75 911 70.00; 911.613.622.00 94 and newer sunroof switch, new 15.00. 911.631.251.29 Euro red rear fog light any new, 25.00; 915.116.001.18, 911SC clut. pressure plate, new 150.00 firm. 999.059.00 69.73 front whe brgs outer 5.00 ea. 911S 2.0L piston ring set, new, 50.00; 20877 Textar front pads, 930, 78-79 85.00 set; 911-641-533-01 elect. speedo for 911, 150 mph, new 200.00 opr best; SK-2, short shifter kits, 73-84, new, 20.00 ea; D-552M front pads, 83-85 49.95 set; Please contact Uncle Frank, 419 Wicks, Grayslake, IL 60030 or call 708/2.2.FAST.6.

FOR SALE-OTHER

Gingerman Raceway Sale: Buy a car, help build the tower at GingerMan Raceway (become part of history), and get a free track day at GingerMan Raceway. BMW TISA Recent restoration, BMW 3.5 CSL Group 5

factory race car, 1959 Corvette Club Race car. 1959 Corvette club race, \$15K. 1966 Mustang Vintage Racer, \$11K, 1969 Porsche softwindow Targa, original \$11K. 1970 Detomaso Mangusta, original \$32K, 1985 BMW Alpina, \$14K, 1963 Alfa Romeo 101 Coupe, recent restoration, \$12K, 1964 Jaguar XKE Coupe, original \$16K, 1951 Jowett Jupiter,needs restoration. Daniel Schnitta. 616/471-9663.

1993 Taurus SHO, red/black leather, power everything, moon roof, JBL audion system w/CD player, new rubber, 100K mile extended warranty, superb condition, 43,000 highway miles. \$17.900 OBO. Chuck Will, 708/303-5878.

1975 SEBRING-VANGUARD CITICAR All Electric 491 mile \$4,500 815/485-8950.

1981 LANCIA ZAGATO TARGA. Special Edition loaded, low miles. \$6,9+00.00 815/485-8950.

1991 CHEV. s-10 cUSTOM GRAPHIC PAINT WITH MANY EXTRAS, LOW MILES \$6,700.00 815/485-8950.

SPACEWALKERII-Experimental Airplane with trailer \$35,000.00 or trade for interesting car. 815/485-8950.

WANTED

Euro Headlight assemblies for 356C; either Hella (644.631.101.00) or Bosch (644.631.101.07). Must be N.O.S./Concours condition. Bill Garvy, 6742 North Campbell Avenue, Chicago, IL 60645-4616, (312) 973-3938.

For 911, One Fuch factory alloy 5 1/2x15. Ricardo Gonzales, 8037 Lake Shore Dr., Miller Beach, IN 46403-1339 PH (219)939-9946.

Red Hardtop for 1990 Miata 815/485-8950.

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