



CHICAGO SCENE

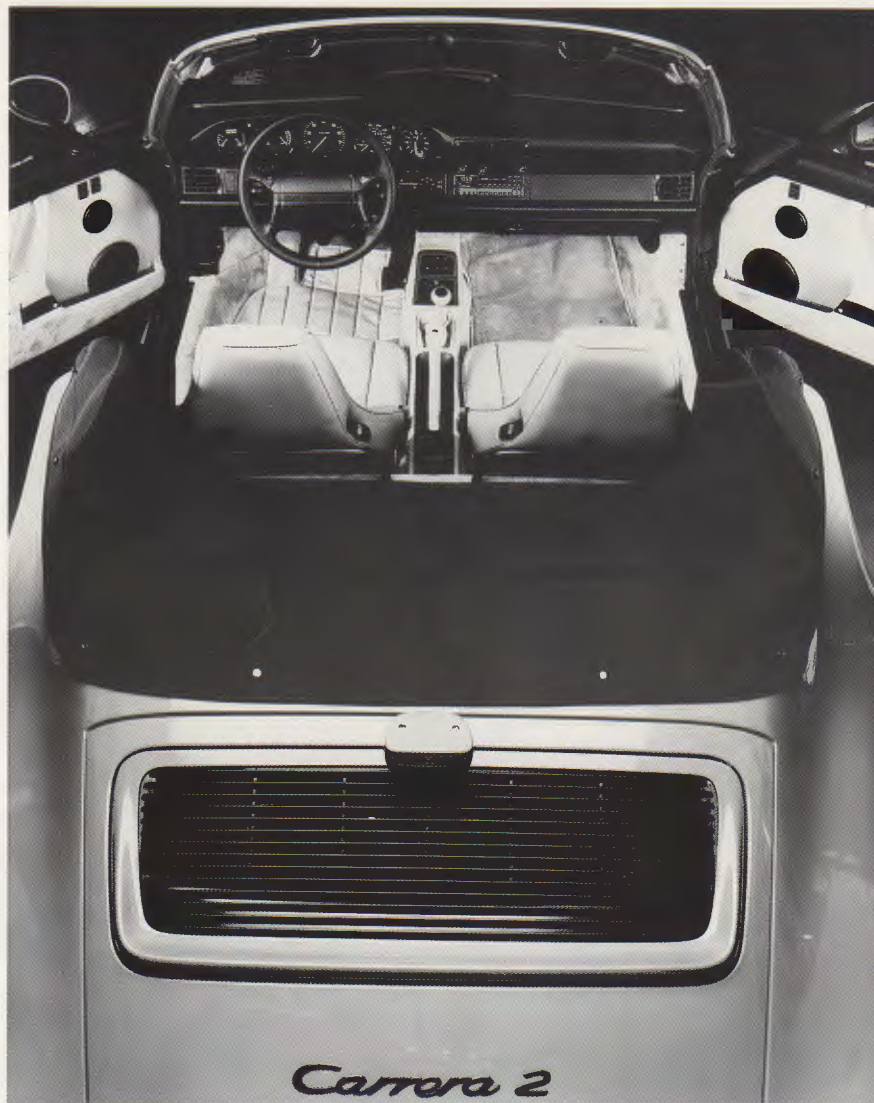


March 1996



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

WE LIKE TO THINK OF IT AS AIR PORSCHE



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Chicago Scene

March 1996
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On The Cover: Jack Schriver's 993 C4 at Road America

Chicago Region 1996 Calendar

- | | |
|------------------------|-------------------------------|
| January 7 | Annual Meeting |
| January 21 | Restaurant Tour - Bella Vista |
| February 4 | Toboggan Time |
| February 11 | Go-Kart Racing |
| February 18 | Worker's Party-Chef Karl's |
| March 3 | Tech Session |
| March 24 | Rallye School and Social |
| April 14 | Rallye 1 /Concours |
| 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 8, 9 | Zone Concours 2 |
| June 12 | Blackhawk 2 |
| June 23 | Rallye 2 |
| June 30 | Autocross 2 |
| July 7 | Cubs (tentative) |
| July 10 | Blackhawk 3 |
| July 14 | Autocross 3 |
| July 28 | Potter's Picnic - Concours 3 |
| August 3, 4 | Gingerman Raceway |
| August 11 | Utica - Autocross 4 |
| August 31 - Sept. 1, 2 | Road America - 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 |

Who's Who



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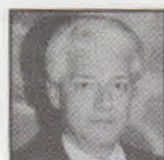
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In Gallagher's Gear

As you can see I didn't suffer any harm at the great Toboggan Race so you once again read these words of wisdom: One reason I didn't incur any injury is because we had to cancel the event due to the lack of snow. Most people want to believe that the fact that it was twenty below zero had something to do with it, but if we would have had snow some hearty individuals would have braved the elements. I would have not been one of them. Peggy and I and twenty or so others were very happy to have a nice brunch and libations at Hackney's.

While we are on the subject of change, here is an important one. The dates at Elkhart will not be Friday, Saturday, and Sunday, August 30, 31 and September 1, but will be Saturday, Sunday, and Monday (Labor Day), August 31, September 1, and September 2. We are very sorry for any inconvenience this may cause you. Please change your hotel reservations accordingly. I know that Siebkens and the Osthoff have been notified of these changes.

There are some other things that you should be aware. The board is considering changing the 3.2 liter 911's from class P6 to class P5. It is our feeling that including the 3.2's in with the 2.7 and 3.0 911's would be fairer. If you have any thoughts on this please let us know.

As I am sure you are aware the board has been studying possible changes in the overall award. It appears that for this year you will not have to compete in all fourteen events (5 autocrosses, 5 concours, 4 rallyes) to be competitive. I believe the board will approve allowing the participant to pick his or her top ten events as long as at least one of each type of event was represented. Example: a concour nut could participate in all the concours, four rallyes, and one autocross or vise-versa. This is being done to make it easier for someone to compete and we hope by that more members will in fact participate.

My bride, the good lady Peggy, has had to re-think our July 7th event. Originally she wanted to repeat our very successful roof top party at beautiful Wrigley Field but the price went from forty dollars to sixty. Our lovely social chairperson thought this was too much so she tried to get a large group for the Kane County Cougars but they are sold for every weekend all summer long. She is now planning a day at the new Navy Pier with a brunch cruise upon the Odyssey. This has as of yet not been approved by the board but you would be well advised to mark your calendar for Sunday, July 7th because we will be doing something.

While you are marking your calendar, I hope you have started making plans for our August 3rd and 4th Driver's Education Event at Gingerman Raceway in South Haven, Michigan. Becasue this is a resort community, we have reserved a block of 20 rooms at the Old Harbour Inn

(616-637-8480) and 20 more rooms at the Econo Lodge (616-637-5141). If you plan to attend, I highly recommend that you make your reservations as early as you can because we cannot hold these rooms forever as it will be tourist season down there and rooms are in great demand.

I want to thank Jim Jacisin, a professional photographer, for taking the job of chief photographer. As Jim cannot attend all of this year's events, he will be assisted by Pete Johnson, also a pro.

Also a big thanks to ken Pesavento for taking on the Charity Chairmanship. Ken requested and received board approval to make the Cystic Fibrosis Foundation our 1996 Charity. Cistic Fibrosis (CF) is the nations number one genetic killer of children in the U.S. I am sure Ken will do an outstanding job and that, as always, our members will go the extra mile to aid this worthy cause.

Congratulations to our own John Ruther. Our former Vice-President and current board member recently co-drove a 3.8 993 Cup car to an outstanding 11th place overall finish at the 24 hours of Daytona. We are all very proud of you. You have fulfilled the Walter Mitty dreams of a lot of us.

I have just returned from our annual go-kart racing. What a blast. I am sure my old legs and arms will be sore as hell tomorrow but it was well worth it. Thanks to Nick, Sue, and Jeff for a great time.


One correction I need all of you to make. In the directory, my work number is listed incorrectly. Please fix your directory by crossing out the 312 number and add my fax number in case you have a fax for me. The fax number is 708-784-0785.

Well, that is all I have for now. If I don't eat too much great German food at Chef Karl's or too much chili at the Tech Session, you will hear from me next month.

Gallagher

Voice of ...

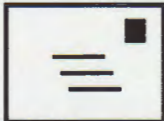
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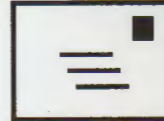
We hope you enjoyed the fabulous month of February. March is a busy month as you can tell from Dan's article. We look forward to informing you about the upcoming events and we really appreciate all the articles you are sending us to include in the *Scene*. Keep up the great work.

Just a reminder to those of you with e-mail capa-

(Continued on page 9)



Letters



Porsche Wins Daytona GTS-2 Again

by Chris Dirato (Porsche Cars North America)

Daytona Beach, FL., Feb. 4 ---A Porsche 911, entered by Stadler Motorsport, captured the Exxon GTS-2 class in the Rolex 24 IMSA sports car race here at Daytona, Sunday, February 4.

For the Stadler Motorsport race team of Lilian Bryner, Enzo Calderari, Ulrich Richter and Ferdinand de Lesseps, the GTS-2 victory was the second straight at the Daytona 24-hour race. Richter, from Essen, Germany, actually posted his third consecutive GTS-2 Daytona win. By also finishing fourth overall, the European team bested the GTS-1 champion, an Oldsmobile Aurora, who recorded a seventh-place finish. Bryner, from Montagnola, Switzerland, was the only female driver in the 77-car field at Daytona.

Two other Porsche 911s also fared well finishing in the top 10 overall, and second and fourth, respectively, in GTS-2. The American team of Richard Raimist, Mike Doolin, Cort Wagner and Steve Dente placed sixth overall, and second in the GTS-2 class, while the Belgium team of Franco La Rosa, Kurt Thiers, Michel Neugarten and Kurt Dujardin finished 10th overall, and fourth in GTS-2.

Porsche had high hopes in the GTS-1 class when the green flag dropped Saturday, but accidents and mechanical problems beset both the Champion and Rohr race teams. The #01 Rohr Porsche 911 Turbo entry of Hurley Haywood, John O'Steen, Scott Goodyear and David Murry had command of the GTS-1 category heading into the 10-hour mark Saturday night before a piston blew forcing retirement.

The leading Champion Porsche 911 Turbo of Hans Stuck, Bill Adam and Thierry Boutsen was also forced from the race after a rollover incident on lap 210.

Top Finishers in IMSA Rolex 24 at Daytona

1) Oldsmobile R&S Mk3 (WSC)

Wayne Taylor, Scott Sharp, Jim Pace

2) Ferrari 333 SP (WSC)

Gianpiero Moretti, Bob Wollek, Didier Theys, Bill Auberlen

3) Mazda Kudzu DLM (WSC)

Jim Downing, Butch Hamlet, Tim McAdam, Barry Wadell

4) Porsche 911 (GTS-2)

Lilian Bryner, Enzo Calderari, Ulrich Richter, Ferdinand

de Lesseps

5) Oldsmobile R&S Mk3 (WSC)

Lee Payne, Ross Bentley, Frank Freon, Don Kitch

6) Porsche 911 (GTS-2)

Richard Raimist, Mike Doolin, Cort Wagner, Steve Dente

7) Oldsmobile Aurora (GTS-1)

Irv Hoerr, Darin Brassfield, Rob Morgan, Joe Pezza, Jon Gooding, Charles Morgan

8) Ford Mustang (GTS-1)

Eduardo Dibos, Raul Orlandini, Jorge Koechlin, Juan Dibos, Boris Said

9) BMW M3 (GTS-2)

David Donohue, John Paul Jr., Javier Quiros, Bill Adams

10) Porsche 911 (GTS-2)

Franco La Rosa, Kurt Thiers, Michel Neugarten, Kurt Dujardin

11) Porsche 911 (GTS-2)

Doug Trott, Rick Bye, John Ruther, Phil Kubik

Congratulations!

To: John Ruther

From: 1995 Lincoln Trail Region Porsche Club of America President Michael Benet.

Congratulations on your finish at the 24 hours of Daytona! On behalf of all the Lincoln Trail members, here is to a job well done. We are very proud of you and your team.

Respectfully,

Michael Benet



Origin of the Name - TARGA

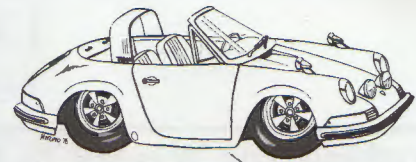
by Larry Wilson, Sacramento Valley Region

In 1905, Vincenzo Florio, the car-loving son of a prominent Sicilian mercantile family, established a great road-race event. The prize for each winner was a plate bearing the Florio family emblem. In Italian, the word for plate is "targa," so the event was named the Targa Florio. For 69 years, the Targa Florio, a great equalizer between smaller, more nimble race cars and displacement giants, would demand the highest road-racing skills around the narrow, twisting mountain roads of Sicily.

The first small, high-performance car designed by Dr. Ferdinand Porsche was the 1921 Sascha for Austro Daimler in Austria. It resides today in the Porsche Museum. The car was named after Alexander "Sascha" Count Kolowrat, Management Councillor at Austro Daimler. To promote the new car, Dr. Porsche first built four racing versions (to be followed by a four-seater production car) and entered all four in the 1922 Targa Florio which was contested by the best European marques. With Alfred Neubauer behind the wheel (he would later become famous as the Mercedes Benz racing team manager), a Sascha won its class with another Sascha close behind in second place. Neubauer proved the performance potential of a smaller sports car by finishing with an average speed only 8 km/h slower than the much-larger-displacement overall winner. A triumphant reception was held for the team on their return, April 10, 1922, and a 12-year-old boy, Ferry Porsche, helped his father receive the well-deserved honors. The lessons learned in the 1922 Targa Florio about small displacement yet high-performance sports car design would carry over many years later to cars bearing the Porsche name.

Dr. Ferry Porsche would return to the Targa Florio in 1956 to claim Porsche's first major race victory. A Porsche Spyder Type 550A, with Italian driver Maglioli at the wheel, astounded the competition with an overall victory, not just a class-win. And to prove it was not a fluke, in the 1959 Targa Florio a Porsche Spyder Type RSK finished first, a Spyder Type RS finished second, and Carrera Coupes finished third and fourth overall. A Porsche sweep.

Porsche would continued to flourish at the Targa Florio with overall victories in 1960, 1963, 1964, and 1966 as well as in later years. So, in 1966 when it came time to name Porsche's new-styled convertible version of the 911 and 912 series, it was natural to pick a great name, Targa, to honor the company's many successes in Sicily. The car was unveiled at the Frankfurt Auto Show, September 16-26, 1966 and the new model began moving down the production line in December 1966 as a 1967



model-year Porsche. One of the first Targas made was doubly historic. Produced on December 21, 1966, it was the 100,000th Porsche car.

And with the 1996 Porsche 911 Carrera Targa, the name continues the great tradition with Porsche.

Winter Porsche: *Cover or Discover*

By Roz Fonkenhoffer

What do you do when October rolls around.....Do you put away your trusty reliable friend who made you happy all spring and summer.....Do you clean her, wax her, and cover her and leave her in a dark unfriendly garage or do you continue to show her you care.....Well I chose to keep her with me all winter, *UNTIL* ...Low and behold, the first snow of '95 came and of course *Shakita* (*that's her name*), had never seen such beauty before...We slowly inched our way from the warm secure familiar home she knew into a wonderland of unmarred beauty, the snow. Half way down the driveway she slid (*she really didn't like getting her feet wet*). She did not want to go out, I totally understood and promised her, we would get her boots just as soon as the snow melted. *She would have her boots....*We were grounded, *no way would I put her through this fear*, not knowing which way we would be heading, left, right, up, down or sideways. *At that point*, I began to make inquiries as to who had the best tires, (*I mean boots*) the warranty and the guarantee. Finally we decided "The Blizzards." We were grounded from Friday afternoon to Monday morning. The snow melted enough for us to slowly go to the grooming Salon. However, I should tell you, when we tried to leave the garage her tires were stuck to the ground. Who would wish such fear to engulf her, knowing that she was chosen to be wild, bold, and go as no one had gone before, to enjoy the freedom and royalty that is her destiny. *Immediately*, I prayed, *Please Let Me Get Her There Safely*. Well Shakita got her boots, she roars happily when she sees the snow and ice....We have fantastic times together looking good, staying warm, driving around, kicking back....Shakita and me, she's my 968.

1996 Rallye School

March 24

Everything You Wanted To Know About A Rallye But Were Afraid To Ask

The 1996 Chicago Region Rallye School will be held on Sunday, March 24 at Hackney's on Lake (Lake and Waukegan Roads) in Glenview at 1:00 PM. A room will be reserved under the name of the Porsche Club.

We will discuss all of the different facets of TSD (Time-Speed-Distance) Rallyes: How to get to the end and have a wonderful time at the same time while following the instructions and enjoying excellent roads on beautiful days. Please bring pencil and paper.

After the school, we will have dinner from the menu.

No advance registration is required, but a courtesy RSVP to Susan (847-674-2285) would be appreciated.

See you there,

Steve Rashbaum and Susan Shire
1996 Rallye Coordinators

1996 Rallyes

As we begin our tenure as Rallye Coordinators for the Chicago Region, we have devoted a lot of thought and conversation to try to understand why out of a membership of 1,000, we do not have the participation of more than 15 or 20 Club members. For the Rallyemasters, who spend countless hours designing a fun and interesting rallye, the turn-out during the past several years has been disappointing. For those of us who rallye regularly, we can not understand why more members do not take advantage of the marvelous opportunity to spend a day driving the world's best automobile on glorious Midwestern roads.

We will try to do several new things this season to entice you to join us.

- For past rallyists, we will try to have equipped class on as many rallies as possible; however, it may not be possible for all four rallyemasters to measure the course for this class. We will provide more details in next month's *Scene*.
- For those of you who wish to rallye but do not have a suitable partner, please call the rallyemaster or Susan (847-674-2285) or me (847-673-5218) and we will attempt to find a partner for you for the day.
- For those of you who wish to rallye, but do not wish to "compete" in a rallye, we will try to have at least two of the four rallies with a tourist class. This class will run the rallye route but with annotated instructions so that you will not get lost, will have the chance to follow the route and the instructions and will be able to enjoy the roads, you car and the day. More details later.
- We have tried to have the rallies spread around the Chicago Region. We will have two in the western suburbs, one in the northern suburbs and a two day rallye in the fall.
- For those of you who wish to "compete" in a rallye but are afraid of becoming hopelessly lost, we have asked our rallyemasters to provide a mechanism so that every rallyist will be able to find their way to the next checkpoint and finish the rallye.
- For those of you who wish to run rallies but have no experience, join us at the Rallye School on March 24. We will make ourselves and other experienced rallyists available to help with any questions prior to the start of the rallies. We wish to make all of the rallies as enjoyable and challenging as possible.

We know that we have not addressed all of your concerns. We wish to make changes so that the rallies will be more enjoyable and more fully attended. If you have any comments, questions or suggestions, please call us. We will make as much information available in the *Scene* as possible. We believe that once you have been to a rallye, you will look forward to more of them.

- Steve Rashbaum

ROAD AMERICA I

MAY 25 & 26, 1996

EVENT CHAIRPERSON: ARNOLD ZANN

708-366-9064

REGISTRARS: NICK & SUSAN BRENKUS

708-766-4734

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

On Friday night, May 24th, the novice drivers will be **required** to attend the novice drivers meeting at Siebken's. On Saturday, the novice drivers must attend a half day Skip Barber drivers school to learn the proper driving techniques for cornering, braking, safety practices, and the safe negotiation of the track. The novices will then have the opportunity to drive the track while being observed and critiqued by Skip Barber instructors and accompanied by their personal PCA instructors, then they will be able to join in the alternating run groups for the rest of the weekend. Due to the fact that we will be hosting a Club Racing event over Labor Day weekend, this is the only time in 1996 that we will allow novice drivers at Road America. If you are a novice, you should get your registration in as soon as possible.

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

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

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

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

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

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

Registration will be at Siebken's Friday afternoon from 4:00 pm-8:00 pm. The tech crew will also be on hand to scrutinize your car. Registration and tech will open again Saturday morning. No car will be allowed to run without a tech sticker.

A sellout is a "sure thing" for this event, so please register early. Please **fully complete** the registration form to insure you are assigned to the appropriate run group. You will be notified of your acceptance by mail by the registrar. Also, please remember that you must present a **VALID DRIVERS LICENSE** at the time of registration.

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

(Continued on page 9)

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

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

Porsche Year, Model, Type Engine Size	-----PCR CLASS-----
_____	Production [] Improved [] Modified []
Chicago Region Permanent	
Car Number: _____	Requested Car Number: _____

Drivers must attend the Skip Barber classroom instruction unless they attended at a previous event, or have very strong driving credentials and receive approval from the Event Chairman or Chief Driving Instructor.

First Driver	Second Driver	
Yes [] No []	Yes [] No []	Did you receive Skip Barber instruction at a previous Chicago Region PCA Road America event? If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted.
Yes [] No []	Yes [] No []	

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

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

Make checks payable to "PCA Chicago Region." Mail registration form and check to:

Nick & Susan Brenkus, 16W503 2nd Court, Bensenville, IL 60106

Questions: Phone: (708) 766-4734 (6-9 pm) E-mail: NBrenkus@aol.com

ROAD AMERICA I

MAY 25 & 26, 1996

(Continued from page 7)

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

Siebken's will again be the "headquarters" for the non-track meetings. Contact Siebken's directly for lodging reservations (414-876-2600). Dinner reservations for Saturday night can be made at the same time as room reservations, but please no later than Friday evening, May 24. Dinner choices are Weinerschnitzel, Duck, Prime Rib and Fresh Fish if ordered in advance.

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

Places to stay:

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

Barefoot Bay
Elkhart Lake, WI
414-876-3323

Budgetel Inn
Sheboygan, WI
414-457-2321

The Osthoff
Elkhart Lake, WI
414-876-3399-
66

Crest Hotel
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(Continued from page 3)

bilities. You can reach your friendly *Scene* editors by sending e-mail to VROOMM911@AOL.COM. Be careful, we are told there is a VROOM911 (with only one 'M') somewhere in Michigan.

As many of you know, we are getting married on March 30th. As a result, **material for the May *Scene* is due by March 25th** - Not April 10th. If you can get it to us sooner, please do - especially anything needing typing or layout work. We prefer material be sent on disk or over the 'net so we can format and fit layout. We will return disks. The *Scene* is prepared using Microsoft Publisher on Windows95.

We hope you all enjoy St. Patrick's Day.

Heather & Dave

May *Scene* deadline: March 25th.

Happy St. Patrick's Day

from the editors



Kane County Cool Car Classic Caravan

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

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

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

Drivers Meeting: 11:00 am

First Car Off: 12:01 pm

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

Susan & Nick:

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

Kane County Driver:

Kane County Navigator:

(Name) _____
(Phone) _____

(Name) _____



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

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

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

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Chevy Lumina Z34	Merkur XR4Ti
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Chrysler TC Turbo	Mitsubishi Mirage Turbo
Dodge Lancer Shelby Z	Olds Cutlass (Quad-4 HO)
Dodge Shadow Turbo	Plymouth RS Sundance
Dodge Sprint R/T	Pontiac Grand AM Quad 4
Eagle Talon	Pontiac Grand Prix Turbo
Ford T-Bird SC	Pontiac Grand Prix Turbo STE
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Chevy Camaro IROC-Z	Mazda RX-7 GTU
Chevy Camaro IROC-Z Conv.	Mazda RX-7 GXL
Chevy Corvette	Maserati - all models
Chevy Corvette ZR-1	Mitsubishi 3000GT
Chevy Corvette L98 Coupe	Nissan 300ZX
Dodge Stealth RT Turbo	Plymouth Laser RS Turbo
Ferrari - all models	Pontiac Firebird Formula
Ford Mustang 5.0	Pontiac Trans Am GTA
Ford Mustang GT	Porsche - all models
Ford Probe GT	Toyota MR2 Turbo
GMG Cyclone	Toyota MR2 Supercharged
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Chicago SPRING CONCOURS and 2nd AFTER THE FOX RALLY

WHEN: Sunday, April 14, 1996

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

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

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

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

CONCOURS:

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

Classes:

Class D: Exterior and Interior

Class C: Exterior, Interior and Trunk

Class B: Exterior, Interior, Trunk and Engine

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

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

Rally:

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

At the end of the Rally, which will be between 4:30 and 5:00 we will meet in a location near or in St Charles (location to be announced next month or call after April 1 1st.) where we will have a casual dinner, laugh at ourselves, have fun and recap the rally so that it is a learning experience. It is my plan to again show a video tape of the critical decision points in the rally during dinner.

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

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

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

Make checks payable to: PCA Chicago Region	CONCOURS ONLY	\$15.00	_____
Owner/Driver _____	RALLY ONLY	\$20.00	_____
Navigator _____	BOTH	\$30.00	_____
1st time in the 90's Rallyist? _____			
A phone number _____	MAIL TO:	Myron Walters	
Car make _____ Model _____		206 Lenox Carol Stream	
Member _____ Applicant _____ Guest _____		Carol Stream, IL 60188-3056	

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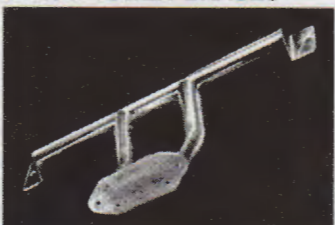
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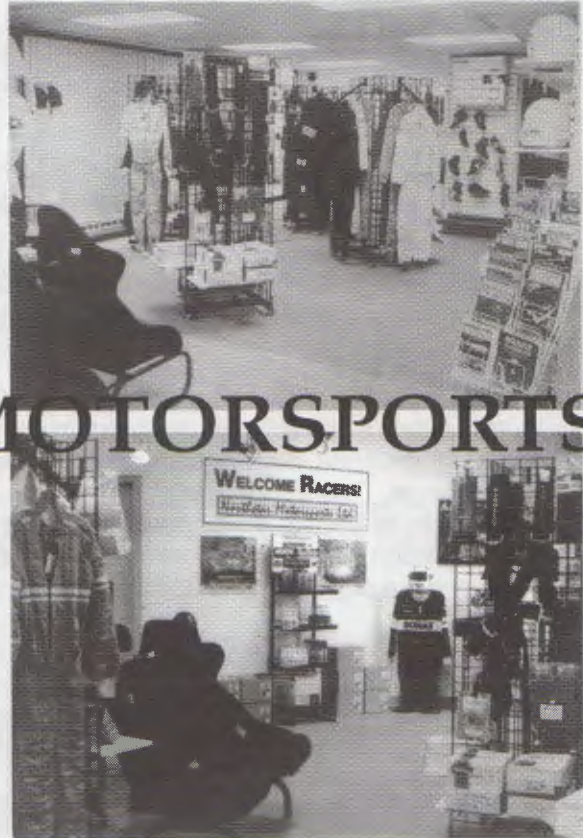
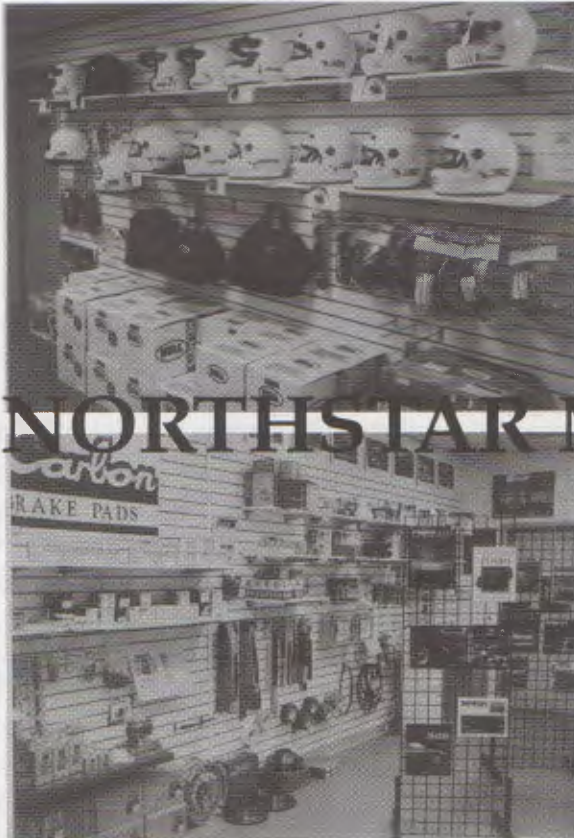
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CHICAGO REGION SPRING 1996 DRIVERS' SCHOOL

Date: Sunday, April 28, 1996

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

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

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

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

DRIVING SCHOOL REQUIREMENTS

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

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

Event Co-Chairmen

Chris Inglot - (847) 559-1126

Ed Leed - (847) 382-6911

Jeff Girard - (708) 958-6739

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

1st Driver: _____ \$20.00

2nd Driver: _____ \$5.00

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

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

HAD-A-WISH, FULFILLED A DREAM

By: Chris Inglot

Every year the Chicago Region Porsche Club sponsors a charity event to help a worthy cause. In years past, it has typically been an autocross event linked to a charity auction. The club has successfully donated as much as \$10,000 to any particular cause.

In 1995, the board decided to run a raffle of a 1996 Porsche 993 sports coupe with the proceeds going to Make-A-Wish Foundation of Northern Illinois. It was April of 1995 and no volunteer raised their hand to Chair our annual charity event. After a monthly board meeting, several board members decided to indulge in libations at the VFW hall that provides a room for our monthly meetings. Under the influence of several Heinekens, I volunteered to Chair this new raffle.

Each step of the way was a new experience as I had never done anything on this level. Lots of research and education went into the next few months. Negotiations on the purchase of the car, ticket printing, advertising, and finally sales of tickets. The region has approximately 1000 members and only 2000 tickets would be sold at \$50 each. No problem, or so I thought.

Several months ticked by and ticket sales were slower than anticipated. Thru the help of several member "sales people", the Internet, and Autoweek advertisements, things started to look promising in November. A minor nail biter since the "Main Event" would be held at our annual dinner dance on December 9. Our break even to cover the cost of the car and expenses finally arrived just prior to Thanksgiving, and what a thanks it was!

At the Christmas Dance, the numbers were selected via a lottery style with each number being drawn out of a number cage. After the first two "ones" were picked, I thought Nick Brenkus and John Ruther were going to jump out of their seats as Nick had #911 and John had #1911. As it turned out, the winning number was #1211 held by a local member, William Linhares who was not present. A phone call at nearly midnight was made to advise the winner of the outcome.

It made me feel like Santa Claus as the club raised enough money to purchase a car valued at over \$65,000 in addition to donating \$27,808.99 to Make-A-Wish of Northern Illinois. This amount will be able to benefit 6 to 10 children.

A special thanks to all those who helped make this a great success: Bill Jacobs Motorsport, Copyco Printing, all the members who purchased and sold tickets, and my wife Vanessa who fielded phone calls, designed ads, flyers, and tickets and generally put up with me for all those months. Congrats.



Make-A-Wish Foundation® of Northern Illinois

640 North LaSalle Street, Suite 289
Chicago, Illinois 60610
(312) 943-8956
FAX: (312) 943-9813

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Executive Director

February 6, 1996

Mr. Chris Ingot
Porsche Club of America Chicago
591 Greenwood Road
Northbrook, IL 60062

Dear Mr. Ingot:

The Make-A-Wish Foundation® of Northern Illinois is extremely grateful for the generous donation in the amount of \$27,805.99 raised through the Porsche Club Raffle. This gift will fulfill the wishes of six special children...Latroy, Julian, Kamil, Meghan, Ramone, and Charde.

Latroy is three years old and lives with his mother and father in Waukegan. Currently, he is being treated at St. Jude Hospital in Memphis. He has always been a very active child till diagnosed with a brain tumor. He is looking forward to meeting his hero, "Mickey Mouse," when he visits Disney World with his mom, aunt, and cousin.

Julian is nine years old and lives with his mother, step-father, and sister and brother on the south side of Chicago. At age four he was diagnosed with muscular dystrophy. Julian likes to read and watch cartoons. His favorite is the Power Rangers. His wish is to go to Disney World with his family.

Kamil is twelve years old and lives with his mother and sister in Minooka, IL. In the Fall of 1995, he was diagnosed with Hodgkins. Kamil is very bright and articulate. He loves rock music and computers. Kamil's wish will come true when he goes to Hawaii with his family on March 1st.

Meghan is seven years old and lives with her parents, sister and brother in Dakota, IL. In March, 1995, she was diagnosed with a brain tumor. Although she has been through a lot of therapy and radiation in the past several months, her spirits remain high. She receives home schooling with her siblings. Meghan is anxiously awaiting a visit from volunteer wish granters of Make-A-Wish to announce her wish.

Mr. Chris Inglot
February 7, 1996
Page Two

Ramone is ten years old and lives with his mother and sister in Rockford, IL. In September, 1995, he was diagnosed with leukemia. His hobbies include computers and any and all video games. He is anxiously awaiting to hear when his wish for a 486 computer with inter-net web connections, color printer and desk will be granted.

Charde is four years old and lives with her mother and grandmother in Calumet City. She was diagnosed with Wilm's Tumor in 1993. Though very ill, Carde remains outgoing, talkative, and playful. She likes school and church and playing with other children. She especially enjoys watching videos and coloring. Her wish is to go on a cruise on the "Big Red Boat."

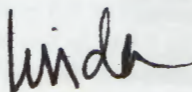
We have made the dreams of over 1,500 children come true in the past ten years. Whether it was a skiing trip to Steamboat Springs, Colorado for David, a shopping spree and make-over for Shyla, an opportunity for Justin to meet Mr. Rogers, or a quarter horse for Ian...you name it and we've done it!

Our mission has remained constant in that we have never turned a child's wish away for lack of funds or creativity. It is our goal to turn dreams into reality for over 300 children this year alone. Never before was your support as crucial as it is today.

It is only through the generosity of individuals like yourself that we have been able to achieve our goals. On behalf of the Board of Directors, and more importantly Latroy, Julian, Kamil, Meghan, Ramone, and Charde, we thank you from the bottom of our hearts.

We will be sure to let you know the outcome of each special wish, till then, may all your dreams and wishes come true.

Sincerely,



Linda Parck
Executive Director

*Thank you muchly, Chris!
the final figure was
very impressive!!*

We have not provided you with any goods or services in exchange for this contribution. Please retain this document for your records. It is necessary so that you may take the federal income tax deduction for this contribution. We are required by law to provide this information to you.

Gingerman Raceway

August 3 and 4

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

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

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

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

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

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

2 double beds - \$80 per night
2 queen beds - \$85 per night

* Two (2) night minimum required

** Suites & mastersuites also available with jacuzzi and/or fireplace - contact hotel for prices and availability

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

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

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

Jeff and Jill Girard, 708-985-6739

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PCA Club Racing Rule Changes for 1996

by Harry Hall, Chairman, Technical & Rules Committee

(from PCA CLUB RACING NEWS Vol. 95.4, December, 1995)

Thanks for all the input on the rules. I received more than a hundred written responses, so if your letter or fax included questions for me to answer, it will be some time before I can get to them all. Maybe the changes we have adopted for the coming year, together with the rationale that follows them, will answer most of the questions. Remember that the Technical & Rules Committee consists of all the people who serve as Chief Scrutineer at each race, see all of the year's races (and have seen most of the previous years' as well) and have a broader base of experience than most of you. Changes that may seem strange given the cars you see in local races may make sense for the program as a whole. Our goal, as always, has been to keep the racing as safe, as fair and (definitely) as much fun as possible.

1996 RULE CHANGES

Here are the rule changes for 1996. The effective date will be April 1, 1996, to insure that the new rule books have been out for awhile and that everyone has had some time to make attitude or mechanical adjustments as required.

The Super Classes will now be designated as GT-1 thru 6 to leave separate letters for all the stock classes (with one new one and a couple to grow into for the future) without changing virtually all of the current stock class designations. The Super Classes (formerly A through D) will, as before, include all those Porsches exceeding the "stock" and "prepared" criteria, divided as follows:

GT-1r -- All turbocharged cars on race tires.

GT-1s -- All turbocharged cars having engines over 3.4 liters displacement, on DOT- approved tires.

GT-2r -- All normally aspirated cars having engines over 3.4 liters displacement, on race tires.

GT-2s -- All normally aspirated cars having engines over 3.4 liters displacement, and all turbocharged cars having engines up to 3.4 liters displacement, on DOT-approved tires.

GT-3r -- All normally aspirated cars having engines over 2.8 liters and up to 3.4 liters displacement, on race tires.

GT-3s -- All normally aspirated cars having engines over 2.8 liters and up to 3.4 liters displacement, on DOT- approved tires.

GT-4r -- All normally aspirated cars having engines over 2.2 liters and up to 2.8 liters displacement, on race tires.

GT-4s -- All normally aspirated cars having engines over 2.2 liters and up to 2.8 liters displacement, on DOT- approved tires.

GT-5r -- All normally aspirated cars having engines over 1.75 liters and up to 2.2 liters displacement, on race tires.

GT-5s -- All normally aspirated cars having engines over 1.75 liters and up to 2.2 liters displacement, on DOT-approved tires.

GT-6r -- All normally aspirated cars having engines up to 1.75 liters displacement, on race tires.

GT-6s -- All normally aspirated cars having engines up to 1.75 liters displacement, on DOT-approved tires.

Stock classes will now be designated C thru K, with A and B to be used in the future if additional stock classes are needed to handle numbers of more powerful stock Porsches.

Changes to the stock classes are as follows:

* RS (America) prior to 1996 will move from E to D (formerly E1).

* 993 prior to 1996 will move from E to D.

* 1996 RS (America) will be in C.

* 1996 993 will be in C.

* All 930S and C2 Turbo S will be in C.

* All 996 will be in C.

* 2.0 and 2.2 911S will move from F to G.

* 2.0 and 2.2 911E will move from G to H.

* 944S2 will move from G to F.

* 2.7 U.S. Carrera (CIS) will move from H to G.

Changes not involving classification are as follows:

* Modified cars with substantial amounts of sheet metal replaced by non-metal panels must have adequate steel impact protection for the driver and the fuel tank.

* All cars must have their class displayed front and rear in easily readable characters at least six inches high. Super classes need display only the number and letter after the GT- (for example, 2s).

* Completely open cars with roll cages will no longer be required to have window nets in addition to adequate arm restraints.

* Spoilers in the stock classes may not exceed the stock spoiler height for the vehicle by more than six inches.

* Prepared cars in the stock classes will be allowed to run wheels up to two inches wider than original equipment on the vehicle.

All of these changes will be integrated into a new 1996 rule book which should be available by the end of the month or shortly thereafter, and will be sent to all licensed racers. **RATIONALE**

The biggest changes above are in the Super Classes. We have decided to make no distinction for the Super Classes between different kinds of cages. Given what can be legally done to the chassis in these classes, we have decided that the distinction that used to be drawn in the rules is a difference that makes no real difference in performance. In addition, with the sheet metal which can be legally

(Continued on page 20)

(Continued from page 19)

removed from these cars, there are cases where a "chassis-stiffening" cage provides an important safety advantage. We have also redrawn virtually all of the boundaries, but not in ways that should render any current cars seriously less competitive than they now are. The old A/B boundary of 3.164 liters was designed to split the two typical 3.2 911 engines, with the 95mm long-stroke engines in B and the 98mm short-stroke engines in A.

The reason for doing this was that the short-stroke engines could be twisted tighter without stock rod failure and hence could make more power by virtue of higher RPM's and more aggressive cams. With the current readily available rod hardware, this difference is no longer a real one. So we decided to move the boundary up to 3.2 liters to include both sorts of engine in B. The move to 3.4 liters was motivated by a number of considerations. There were no competitive A cars in the 3.2 - 3.4 liter range. In fact, there were almost no such cars running in A at all. (Rumors maintain that some were running in B. We didn't do this to make honest racers of them, if there is any truth to these rumors.)

Moving the line up above 3.2 does a couple of things that made sense to us. It places the boundary between relatively easy and inexpensive-to-build 911 engines and those that are either much newer and more expensive/exotic or require case machining and serious head modifications and hence are more expensive/exotic. It also made it easy for us to put the stock block, relatively stock cylinder head 944 turbos on street tires in with what used to be A4; and the motive for this is that some of the best wheel-to-wheel racing in A class over the years occurred between such cars. And this isn't surprising given the similar natural power-to-weight limitations of the two sorts of engines and cars involved.

Before any of you B racers get upset, please ponder the following: The winningest B Class car in PCA Club Racing history had a displacement just under 3.0 liters. The next two winningest B class cars in the history of the program were 2.8 liters. If you are still inclined to think that the biggest engine always has the advantage, you might want to chat briefly with David Finch about his 2.5 liter race car.

Moving the old B/C boundary from 2.75 to 2.8 liters makes the number rounder, makes the displacement range of the two new classes (GT-2 and GT-3) the same, and does little or nothing to the two classes involved, since typical "2.8" liter 911 engines are actually just over 2.8 liters and will continue to race against the same cars they always have.

Moving the old C/D boundary from 1.985 to 2.2 liters was designed to provide a better place for small displacement 911s (such as the 2.0 liter vintage cars) to race. A number of you have proven to us that distinguishing between four and six cylin-

der cars here is completely unnecessary. Keep up the good work.

The additional GT-6 class is intended to provide a better place for all the vintage 356 cars to play. Please come out and join in the fun. We're looking forward to seeing more of you out there on the track with us.

The moves in the stock classes represent responses to actual racing performance in the various classes. The motivation in each case is the creation of a more level playing field for the classes involved.

The impact protection rule was motivated by our discovery of modified cars with doors or all of the tub forward of the front shock towers removed, and no cage components or other steel impact protection in its place. The result is that the first serious thing contacted by the right sort of front or side impact would be the fuel tank or the driver. Such cars will not be allowed on the race track in the future.

The rest of the changes are pretty clear in meaning and intent, and I will let them speak for themselves.

Before I forget, our appreciation to all those who thanked us for our efforts on I behalf of the program, and something less than appreciation for some of the nasty comments we received about certain proposed changes. Almost all of these proposals came from your fellow racers and not from the Technical and Rules Committee. Moreover, it doesn't hurt to openly consider any suggestion. It's the best way we have to make sure that any important reasons for or against change come to our attention. Please continue to send me your suggestions for improving the rules and the reasons for them. They will be shared, as always, with the rest of the Committee and be part of next year's revision process.

CHANGES NOT ADOPTED

I do want to say something about the changes we did not adopt. By the way, the votes in favor outnumbered those opposed on almost every one of the proposals. Reasons frequently weighed more heavily in our deliberations than just numbers, especially when some racers voted two or three times each.

The most popular change not adopted was the assignment of permanent numbers. At present, most of the timing systems used in Club Racing cannot accommodate more than two-digit numbers. Adding classes to the numbers doesn't help, since the classes divide differently into race groups at each event. So we would have 99 numbers to hand out to approximately 1,000 racers which is not a workable plan. If you want numbers that can be permanently integrated into your paint scheme, just choose a design for your numbers that makes them easily changeable with a few pieces of tape, and send your race application in as early as possible.

Although we continue to strongly recommend them, we decided not to require roll cages or fuel cells for a

(Continued on page 22)

Rear View Mirror

Annual Meeting, January 7th, 1996



VP Bruce Janeczek
with some old friends



A pair of Blue Demons



Dan and Lindas

Make-a-Wish Winners



William Linhares



Chris hands over the loot.



Group Photo

Bella Vista, January 21st, 1996



Gallagher's in Gear



What a group!



Nice Dessert Cart!

Bella Vista photos by Jim Jacisin

Welcome New Members

Welcome to new members in January 1996
Bill Murrin, Membership Chairman

Kiwior, Mark - Mokena, IL 72-914

Smith, Gordon - Western Springs, IL 64-356C

Barnicle, Ed - Countryside, IL 95 C4

Durkee, Robert - Forest Park, IL 76-912E

Mansfield James - South Barrington, IL 88-911 targa

O'Neil, Pat - Lake Forest, IL 83-911SC Transfer Lincoln Trail.

Casey, John - Chicago, IL 87-944 TURBO

Wegren, Chris - Libertyville, IL 89-930

Splendoria, Bob - Chicago, IL 80-911SC

Allison, Larry - Clinton, IL 80-911 SC dual Linc Trail.

Seedman, Eric - Laguna Niguel, CA 86-911

Gehm, Eric - Palatine, IL 87-911

Anderson, Doug - Chicago, IL 85-928

Moriyon, Pedro - Wilmette, IL 88-911 Member Spain also.

(Continued from page 20)

number of reasons. There are vintage cars which could not compete in their vintage groups with such additions because the cars were originally raced with just a roll bar and the stock fuel tank. Many of you still drive your modified cars on the street and are strongly opposed to taking them that far beyond typical "drivers' ed" configuration. And we continue to believe that the philosophy of PCA Club Racing, racing for fun (rather than purses or a paycheck) with the "13/13 rule" in the background, makes it unnecessary to mandate such all-out racing safety measures.

Spring Thaw!

Warm up your Spring wardrobe or miniature car collection with the finest **Porsche-related clothing, diecast cars, and collectibles** from **Designs In MOTION**. Fellow PCA'ers Greg and Debbe White are proud to present the following high-quality feature items for March:

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- Recaro/Shell/Pirelli Porsche Motorsport Polo Shirt - Black w/red trim.....\$45
- Embroidered "PORSCHE" Script T-Shirts - Green or Navy w/Gold Lettering.....\$18
- Henley Shirts w/Embroidered 356, 911, 914, 944 Design - Shortsleeve...\$30....Long ...\$35

Porsche Diecast Cars and Gifts:

- 1:43 scale Porsches by Minichamps/PMA - StreetCars.....\$27,Supercup.....\$35
- 356A/1600 Speedsters by Kyosho, red or silver 1:18 scale.....HOT PRICE!.....\$59
- F-1 Driver Figurines, 1:9 scale (Senna, Moss, Fangio, Villeneuve, Clark, Hill, etc).....\$79
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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.

911's

1973 911T- Club Racer, GT-3s Class. RS narrow body w/ ducktail. Prepared by Johnson Autosport MN. 3.3 ltr twin plug direct fire 300+ hp, 46IDA Webers. Lexan, 6pt cage, fuel cell, 2120 lbs. 7.5 x 16 F and 10 x 17 R Youngblood rims, extended front and side skirts. S4 (F) and 930 (R) brakes w/ driver control bias. New, never damaged. John Waterbury, St. Paul MN, 612-429-0242.

1986 911 Targa- Fully loaded and absolutely beautiful! 47,000 miles; \$23,900. St. Charles. Jerry Kowalczyk (708) 377-2251.

PARTS

911 Parts: 6x16 Fuch mag, straight, gd cond., \$75.00; Oil temp/Oil pres. gauge, used 84-89, 3.2, \$90.00; Tacks, 86 Carrara \$175.00; Tacks, 911E, used \$125.00; Tacks, 911T used, \$100.00; Tacks, 911SC, used, \$100.00. RUF tacks, all 3.2, new \$550.00; RUF tacks, 911SC and 930 76-78, new \$550.00 911-107-006-20. 911 oil tank, new, exc. cond. \$300.00; 911S alloy calipers, exc. cond. w/spare exc. pistons, \$250.00; 74-75 wiper switch, new, \$75.00 obo. 86 Carrara tach, used, exc. \$175.00; 3.3 Turbo exc. used o.e. equip., i.e. intercoolers, piston/liners, boosters, call. Welt. susp. components avail. Call for prices. Contact "Uncle" Frank, 708-2-2-FAST-6 or write 419 Wicks, Grayslake, IL 60030.

911 Parts: 86 Carrara tach, used, exc. \$175.00; 911E tach, used, \$125.00; Tach, 911T, excellent \$100.00; tach 911SC used, \$100.00; RUF tach, new, all 3.2, \$550.00; 911-107-006-20, 911 oil tank, new, \$300.00 OBO; 911S alloy calipers, two sets. One set with extra caliper pistons,

all pistons are exc., \$250.00; Second set like brand new, 4300.00 obo. 911-613-306-01 Wiper switch 74-75, new \$75.00; 911T MFI pump, used, running well when removed from engine for Webers, \$250.00; 901-559-210-20 hood crest, new, \$15.00. Contact "Uncle" Frank Wagner, 419 Wicks, Grayslake, IL 60030. Or call 847-2-2-FAST-6, wends/evens.

911 Parts: Recaro Sport Seat w/recliner and tracks, slightly used, black cloth, \$450.00; S.S.I. heat exchangers, exc. cond. fit 83SC and all 3.2, \$600.00: 999-053-020, rear SC wheel bear. \$25.00; 911E MFI stacks, working well when removed, \$700.00; 3.3 Turbo pistons/liners used, exc. cond. \$800.00 (cheap). 6x15 Cookie Cutters, straight, \$75.00 ea. Some 7 and 9x16 avail., again all straight, some with tires, one set dynamite. Call. Contact Kelly Wagner, 419 Wicks, Grayslake, IL. 60030. Or call 847-2-2-FAST-6 weekends/evens. (Dad screens all calls.)

914 Parts: FP914 fuel pump DB009 dist.; FR050 fuel regu. package deal \$70.00 o.b.o. WR7DP plat. plugs, 914-332-029-03 c-v joint; 914-423-401-05 clut. cables; radio antennas; OC28 Mahle oil filters; PM1152, O.E. air filter element; 4263/64 Textar pads; 411-407-075 front brake rotor, early style. All parts cheap. Even cheaper to fast talker, or 911 parts trader. Lets talk! Contact "Uncle" Frank at 708-2-2-FAST-6

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

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

Parts: Fuchs wheels (2)7x15, (2) 8x15 with Pirelli: Winter 190 snowtires mounted and balanced with center caps excellent condition \$850.00 OBO. Also (1) 6x16 Fuchs excellent cond. \$75.00 Frank Collins (847) 726-1754.

Wanted

1987 911 (or) 1988 1/2 1989 944 Turbo. Must be reasonably priced. Good example. Finder's Fee Paid. Paul Wible 708-539-0103.

(Continued on page 24)

THE MART

(Continued from page 23)

TRAILER: Sized for hauling 911-930. Prefer lightweight aluminum construction. Must be in good shape, ready to roll. Kurt Kipke at 708-301-2708.

Serious Porsche Enthusiasts - Porsche Factory trained technician now avail on exclusive basis to race prep, transport and provide trackside service. Impec. refs. Chassis and Driver Development Programs, Data acquisition and engine Dyno service avail from SCCA road race champ. Jody (708) 371-4180.

Board Meeting Excerpts

Change to minutes. Gallagher will not be nominating Chicago Region for Region-of-the Year. He will be nominating Chris and Vanessa Inglot for the Pirelli Award for their work on the charity event for 1995. Minutes approved with this change.

President--Elkhart Lake dates for Labor Day have changed to Saturday, Sunday, Monday. Letter sent to National asking them to hold their executive meeting in Chicago when we celebrate our 40th anniversary in 1997.

Autocross--all sites locked in; looking to switch Rockford and Lake Geneva. Motion tabled until next meeting proposing to move 3.2 Carerras to P5. Girard will make recommendation at next board meeting if 944 Turbos should be reclassified.

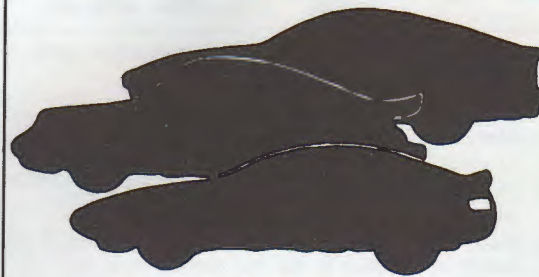
Social--looking into Jazz Brunch on Odyssey to replace baseball outing.

Charity--Ken Pesavento named Charity Coordinator. Board proposes naming the Cystic Fibrosis Foundation as our charity for 1996; approved (Gallagher/Brenkus 7-0).

Inglot reported \$27,805.99 donated to Make-A-Wish Foundation.

New Business: Proposed: Add to by-laws if a club check is over \$5000, requires two signatures of President, Vice President or Treasurer (Gallagher/Brenkus 7-0).

Note: PCA Chicago Region Board Meetings are held the first Friday of every month (unless a holiday) at the Park Ridge VFW at 8:00 PM. All members are welcome and encouraged to attend.



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