



# CHICAGO SCENE

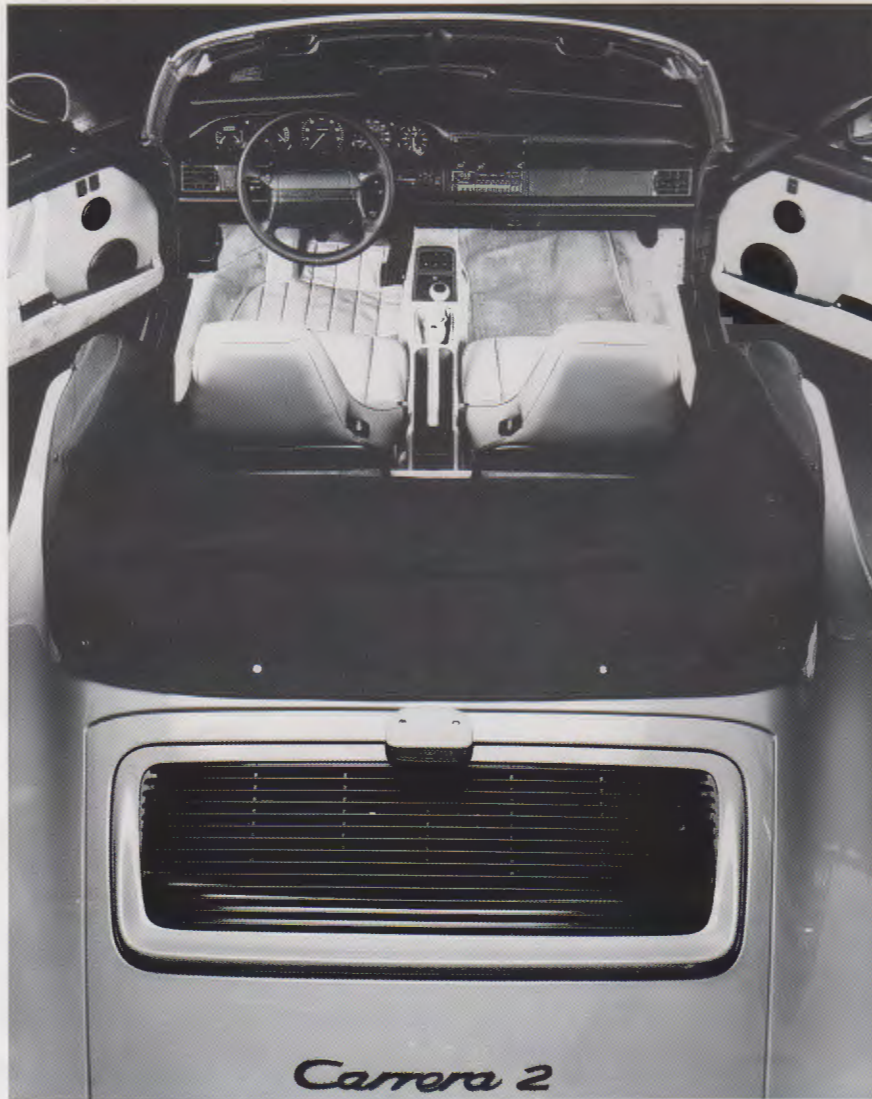


**MAY 1994**



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

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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.

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## "CHICAGO SCENE"

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

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

### ADVERTISING RATES:

**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

1500 N. Farnsworth Avenue, P.O. Box 2850  
Aurora, IL 60507-2850  
(708)820-5834  
(708)820-0870 FAX



May 1994  
Vol. 38, No. 5

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COVER: Chris Ingot and Jeff Girard experience "Gratten Raceway" with the Western Michigan Region. October 1993.  
Photo By: Nick Devinck

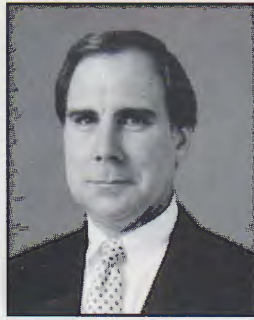
## CHICAGO REGION 1994 CALENDAR OF EVENTS

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

# WHO'S WHO



**PRESIDENT**  
Arnold Zann  
(708) 386-2864



**VICE PRESIDENT**  
John Ruther  
(708) 639-1094



**SECRETARY**  
Jeff Girard  
(815) 725-0309



**TREASURER**  
Chuck Bittman  
(708) 246-9505

## 1994 COORDINATORS

### AUTCROSS

Greg Turek (708) 961-2439  
Bruce Clay (708) 837-4754

### CHEIF DRIVING INSTRUCTOR, TRACK EVENTS

John Ruther (708) 639-1094

### PCA CLUB RACING

Arnold Zann (708) 639-1094

### PCA CLUB RACE SPONSORSHIP

Hari Matsuda Home: (708) 475-4356  
Office: (708) 677-3777

### REGISTER TRACK EVENTS

Bob & Nancy Neal (708) 541-1527

### TIMING & SCORING

Ed Leed (708) 382-6911

### CONCOURS

Chuck Will (708) 303-5835

### CHARITY EVENT

Bernard & Holly Lakemaker (312) 587-9506

### GOODIE STORE

Linda Patterson (708) 740-3562

### RALLYE

David O'Bryan (312) 929-1943

### SAFETY

Jeff Girard (815) 971-8144

### SOCIAL

Peggy Gallagher (312) 616-1416

### MEMBERSHIP

### TECH CREW

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Keith Clark (708) 690-3381

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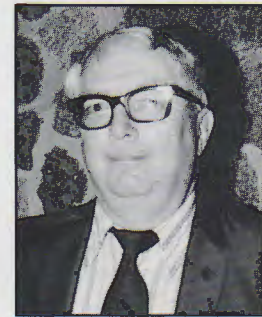
Chris Inglot (708) 559-1126

### PRINTER

GPI-George Printing Inc. (708) 820-1770



**IMMED. PAST PRES.**  
Dan Gallagher  
(312) 616-1416



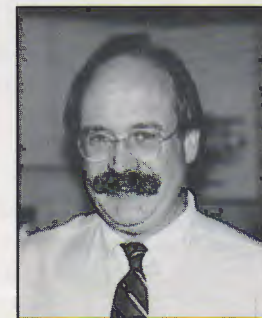
**Director**  
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**Director**  
Linda Patterson  
(708) 740-3562



**Director**  
Bill Garvy  
(312) 973-3938

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## ON TRACK WITH ZANN

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Our Chicago Region PCA Concours Clinic held at Motor Werks of Barrington was a great success. I'd like to especially thank Motor Werks for hosting the clinic. Our club has had a long and valuable association with Motor Werks and they were a most gracious host to Chicago PCA. A big thanks also goes out to Chuck Will, Bill Garvey, John Mueller and all the other members who volunteered to make this clinic fun for all who attended.

While I'm on the subject of volunteering, if you, the members want to enjoy all of the different activities this club puts on, we need more of you to step forward to help. This is a club for its members hosted by its members. The time is now to get involved. If you are a concours person, contact Chuck Will to help, if you are a autocross person, contact Greg Turek or Bruce Clay. For Road America or PCA Club Racing, contact me. Our Rallye program needs volunteers to work the next Rallye event, please contact David O'Bryan to offer your help. One person can not do all the work for everyone else, so please call one of the coordinators to offer your help.

Talking about people who have jumped in to help the club with both feet, our Charity Event coordinators Bernard and Holly Lakemaker. The Charity Event this year is really going to be something special. There will be an autocross, concours, auction and party to be held at Great America with special discount tickets into the park. Mark September 25, 1994 in your calendars now, it will be a great time

for the family and all PCA members. Look for more information coming up in an article from the Lakemakers.

The driving season is drawing more interest than ever. If you are planning on going to Road America in May, you must call the registrars, Bob and Nancy Neal, to check on available space. As I write this, the event is almost sold out. By the way, the Road America event on Labor Day weekend in September **will not have** a novice run group. If you are a novice, you must participate in our Spring Road America in order to qualify to be a "lapper" at the Fall Road America. This does not apply to PCA Club Racing at the Road America in September. Space for the May Road America is very limited for novices, so please reserve your space with Bob Neal now.

One more person I'd really like to thank is George Wethered. At the PCA Club Race at Road Atlanta, George was there to crew for Chicago Region member, Bohan Krocak, and he not only helped Bohan, but he helped anyone of the twenty Chicago Region members who attended Road Atlanta. Chicago Region had the highest number of participants at Road Atlanta, even more than the local region. Thanks George for your support.

Thanks to all of you who make this club great.

See ya out there,

Arnold

# THE AUTOCROSS II

**WHEN:** May 15, 1994

**WHERE:** Hawthorne Race Track (Parking Lot)

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

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

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

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## HAWTHORNE RACE TRACK AUTOCROSS REGISTRATION

**First Driver**

**Second Driver**

**Name** \_\_\_\_\_

**Name** \_\_\_\_\_

**Phone** \_\_\_\_\_

**Phone** \_\_\_\_\_

**Member** \_\_\_ **Applicant** \_\_\_ **Guest** \_\_\_

**Member** \_\_\_ **Applicant** \_\_\_ **Guest** \_\_\_

**Gymkhana Class** \_\_\_\_\_

**\$20.00 First Driver, \$10.00 Second Driver**

**Amount Enclosed** \_\_\_\_\_

**(make checks payable to PCA/Chicago Region)**

**Mail your registration to:**

**Jeff Girard, 1700 Lynwood, Cresthill, IL 60435  
815/725-0309**

# MOTORSPORT DETAILING

- Specializes In Polishing And Preparing The Finest Sportscars In The World.
- Car Wash, Detail And Monthly Maintenance Programs.
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**NO FOUNDATION OR FLOOR PREPARATION REQUIRED!!**

All Car-LIFTs are of galvanized steel construction. Call us for a demonstration.

We can help with all car parking problems, with "above ground" or "below ground" systems.

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A Harding-AFG Dealer

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1-800-447-7410 • FAX (708)359-9218

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# **ROAD AMERICA I MAY 28 & 29, 1994**

**EVENT CHAIRPERSON:           ARNOLD ZANN           708/386-2864**

**REGISTRAR:                   BOB & NANCY NEAL       708/541-1527**

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

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

On Friday night, the novice drivers will be required to attend the novice drivers meeting at 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.

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

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

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

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

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

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

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



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

Siebkens will be again be the "headquarters" for the non-track meetings. Contact Siebkens directly for lodging reservations (414-876-2600). Dinner reservations for Saturday night can be made at the same time as room reservations, but please no latter than Friday evening, May 27th. Dinner choices are Weinerschnitzel, Duck, Prime Rib, and Fresh Fish if ordered in advance.

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

Places to stay:

**Siebkens**  
Elkhart Lake, WI  
414-876-2600

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

**Budgetel Inn**  
Sheboygan, WI  
414-457-2321

**Crest Hotel**  
Plymouth, WI  
414-893-6111

**Imperial Motel**  
Sheboygan, WI  
414-458-3578

**Holiday Inn**  
Manitowoc, WI  
414-682-6000

**Starlight Motel**  
New Holstein, WI  
414-898-4216

**Super 8 Motel**  
Sheboygan, WI  
414-458-8080

**American Inn**  
Plymouth, WI

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

Arnold Zann

## **BIG REDUCTION in insurance costs**

for many high performance cars

(See lists below)

### **PREMIUM REDUCTION**

NO LONGER RATED AS HIGH PERFORMANCE

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



**JAMES CADY AGENCY**  
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Hoffman Estates, IL 60195  
**490-1200**

STILL RATED HIGH PERFORMANCE

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

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

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

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

Porsche Year, Model, Type, Engine Size  _____  Permanent Car Number: _____	_____PCR CLASS_____  Production <input type="checkbox"/> Improved <input type="checkbox"/> Modified <input type="checkbox"/>  Requested Car Number: _____
--	---

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

First Driver    Second Driver

Yes     No     Yes     No     **Did you receive Skip Barber instruction at a previous Chicago Region PCA Road America event?**

Yes     No     Yes     No     **If "no" above, check the "yes" box indicating you will attend the Saturday morning Skip Barber session, or check "no" indicating you wish to be exempted.**

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

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

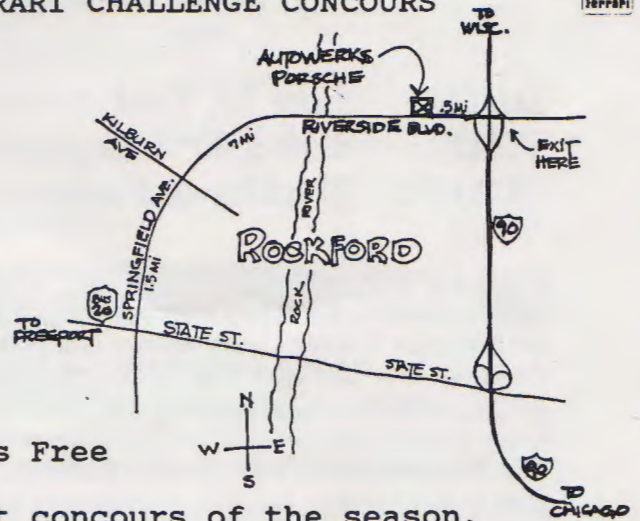


AUTO WERKS PORSCHE vs. FERRARI CHALLENGE CONOURS

DATE: Sunday, June 5, 1994

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

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



ENTRY FEE: \$10 Per Car; Spectators Free

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

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

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

Put it on your calendar. Summer will be here!

Lunch is free, but participants and spectators are asked to please pre-register so that our host, Auto Werks, will be able to plan for us.

-----

Reservations to:

Rod & Sue Gustafson  
202 Market Street  
Rockford, IL 61107

Days: (815) 964-9700  
Eves: (815) 633-1929

Name \_\_\_\_\_

Member: \_\_\_\_\_ Guest: \_\_\_\_\_ Applicant: \_\_\_\_\_

Car Year & Model: \_\_\_\_\_ Class: \_\_\_\_\_ No. Attending: \_\_\_\_\_

Entry Fee: \$10 Per Car Checks Payable to: Chicago Region P.C.A.

# BLACKHAWK XXV

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

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

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

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

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

**REMEMBER-registration closes at 11:00 AM**

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

**TECH BEGINS AT 8:30 AM**

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

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

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## June 15th BLACKHAWK / CHEF KARL DINNER REGISTRATION

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

Name: \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
Guest Of: \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_ Permanent Car # \_\_\_\_\_

Driver 1: Experienced \_\_\_\_\_ Novice \_\_\_\_\_ Driving Experience \_\_\_\_\_

Driver 2: Experienced \_\_\_\_\_ Novice \_\_\_\_\_ Driving Experience \_\_\_\_\_

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

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

**PCA/CHICAGO REGION TECH INSPECTION SHEET**

NAME \_\_\_\_\_ COLOR \_\_\_\_\_ CLASS \_\_\_\_\_  
 MODEL/YEAR \_\_\_\_\_ ENG. DISP. \_\_\_\_\_ ENTRY NO. \_\_\_\_\_

Passed \* Failed

TO BE INSPECTED BY ENTRANT PRIOR TO EVENT:

- |       |       |     |  |
|-------|-------|-----|--|
| _____ | _____ | 1.  | WINDSHIELD - No cracks. Functional wipers with good blades.  |
| _____ | _____ | 2.  | MIRRORS - At least one securely mounted rear view mirror.  |
| _____ | _____ | 3.  | BRAKE LIGHTS - Functional.   |
| _____ | _____ | 4.  | PEDALS - Free return & in good operating condition. Firm brake pedal.  |
| _____ | _____ | 5.  | SEAT BELTS - Original factory installation; or securely anchored metal-to-metal for both driver & passenger, large diameter washers on both sides of floor mounting holes, swivels have eyes welded closed; five point harnesses recommended.  |
| _____ | _____ | 6.  | ROLL BAR - All open cars except 914's, Targas, and cars in the Production class.   |
| _____ | _____ | 7.  | HELMET - 1985 SNELL or later required (sticker <u>must</u> be attached inside).  |
| _____ | _____ | 8.  | BRAKE FLUID - Level up, must show in reservoir. All cars must have their brake systems flushed with DOT 4 specification or better brake fluid 90 days or less preceding the high speed event. If another high speed event is run less than 90 days prior to this event, then the fluid must be flushed again before running.   |
| _____ | _____ | 9.  | BATTERY(IES) - Securely fastened & in good condition; no acid leaks or corrosion. Check fuel lines under battery trays on 914's.   |
| _____ | _____ | 10. | DRIVE BELTS - Tight & in good condition.   |
| _____ | _____ | 11. | THROTTLE RETURN - Freely operating & good springs. Check both throttle return springs on CIS cars.   |
| _____ | _____ | 12. | LEAKS - No leaks of any fluid - oil, gas, brake, or coolant.   |
| _____ | _____ | 13. | RUST - No rust or damage to suspension or chassis parts that affect the integrity of the chassis or brakes.  |
| _____ | _____ | 14. | FRONT SUSPENSION - No excessive looseness in steering or suspension. Lower trailing arm to radius tight; axle & shock bolt tight. Ball joints in good condition. Tie rods secure. Axle boots & oil seals in good condition.  |
| _____ | _____ | 15. | REAR SUSPENSION - Check half shaft bolts & shock bolts. 914's check fuel pump & lines. No positive camber.   |
| _____ | _____ | 16. | WHEEL BEARINGS - Correct adjustment, check for proper lubrication, no damaged or burnt bearings.   |
| _____ | _____ | 17. | ENGINE - Check for odd sounds and satisfactory exhaust.  |
| _____ | _____ | 18. | BRAKES - Sufficient brake linings or pads. No cuts or abrasions in brake lines. Check rotor condition. Brake pad thickness will be checked periodically for 2mm minimum thickness throughout the high speed events. Make sure you start with ample brake pad material and/or bring an extra set of pads. It is recommended you start with fresh pads properly bedded in. |
| _____ | _____ | 19. | WHEELS - No cracks. No bends. All lug nuts torqued to 90-92 lbs. Valve stem must have airtight cap. Hubcaps removed.   |
| _____ | _____ | 20. | TIRES - Good condition. No cracks or bulges. NR or better recommended. Factory recommended tire pressure or better. Minimum tread depth 3/32" on contact patch area (exceptions may be made for race tires or shaved performance tires at the discretion of the event organizers.) Spare removed or secured.   |
| _____ | _____ | 21. | FIRE EXTINGUISHER - Recommended but not required. Securely anchored metal-to-metal in reach of driver. BC or ABC rated and fully charged. Halon recommended.   |
| _____ | _____ | 22. | GAS CAP - Gasket intact & cap tightened.   |
| _____ | _____ | 23. | LOOSE OBJECTS - Remove all loose items from trunk & interior, including glove compartment, door pockets, etc.  |
| _____ | _____ | 24. | APPAREL - Full-length pants, long sleeved cotton shirts, cotton socks and full coverage shoes are mandatory. Fire resistant driving suits, gloves, and shoes are highly recommended.   |

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

ALL OF THE ITEMS ON THIS TECH SHEET HAVE BEEN TESTED AND SERVICED AS DESCRIBED. THE TECH INSPECTOR'S SIGNATURE BELOW DOES NOT IMPLY COMPLIANCE WITH THE ABOVE AND IS ONLY AS WITNESS TO THE DRIVER'S SIGNATURE WHICH WARRANTS COMPLIANCE.

DRIVER'S SIGNATURE \_\_\_\_\_

WITNESS TO DRIVER'S SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

# **ALT WELT RALLYE MIT ALT BADEWANNISCHE PORSCHEs**

**(Old World Rallye With The Old Bathtub Like Porsches)**

**July 9th & 10th**

Come join us for a true two day road rallye to one of the most scenic areas in the Midwest, the New Glarus area of Wisconsin.

We have mapped out a true driver's rallye with plenty of Porsche roads that traverse South Central Wisconsin, this is a TSD rallye.

The 356 registry will be joining us in the rallye on a special touring class. This should provide for one of the most fun-filled weekends of the year. Be sure to register early as the arrangement is quite unique.

The starting point of the rallye will be the Holiday in South Beloit. It is conveniently located at the intersection of Routes 251 and 75, about a mile and a half West of the I-90 Tollway.

Registration opens at 8:30 AM on Saturday, July 9th. First car off at 9:30 AM. The Saturday half of the rallye will be approximately 5 hours long, with the first cars arriving in New Glarus at about 3:00 PM. This will give everybody time to check into their hotel, freshen up and tour New Glarus, with its gift shops, bakery, etc.

Dinner will be at 6:00 PM at the New Glarus Hotel where we will have our own private room. A buffet will be offered which includes several varieties of meats, vegetables, etc. After dinner, we will review the Saturday portion of the rallye, answer any questions and listen to live, authentic Swiss music, where everyone is invited to buy the rallyemasters a few beers. We will have trophies presented for Saturday's portion of the rallye. Points may be awarded at the conclusion of each day. This will have been decided by the time you read this.

Sunday morning, our odyssey continues, we will hold meeting at 9:30 AM, with the first car off at 10:00 AM sharp.

The Sunday portion of the rallye will wind its way toward Woodstock, Illinois. We plan to have the first car arrive at the end point around 3:00 PM.

At Deeter's Restaurant, we will again have a meal together consisting of traditional German cuisine. We will tally up the scores and declare a second winner. You must drive a Porsche to qualify for a trophy.

Hotel reservations must be made by you. I cannot emphasize enough the importance of making room reservations early. The hotels must have your reservations by May 30th.

A block of 20 rooms are set aside for the PCA at the "Swiss-Aire" motel. The "Swiss-Aire" Motel's phone number is (608) 527-2138. Please mention Porsche Club for special rates from \$49.00-\$53.00.

In keeping with the spirit of the rallye, its location, and the heritage of our cars, the rallye entrance fee will be waived to any car where both the driver and navigator wear lederhosen or dirndls (peasant costumes), during the course of the rallye.

Name \_\_\_\_\_ (Driver) \_\_\_\_\_ (Navigator)

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

Car: Make \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_

Member: \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_

\*Check one: Seat of pants \_\_\_\_\_ Touring \_\_\_\_\_ Equipped \_\_\_\_\_

-Rallye pre-registration fee \$20.00 \_\_\_\_\_

-Registration fee at door \$23.00 \_\_\_\_\_

-Sat. night buffet \$15.50  
per person (al you can eat) \_\_\_\_\_  
(all you can eat)

-Sun. evening dinner  
\$15.00 per person \_\_\_\_\_

\*Cash bar both dinners

Total enclosed \_\_\_\_\_

David O'Bryan, 1133 W. Patterson, Apt. 1, Chicago, IL 60613 Questions??? 312/929-1943

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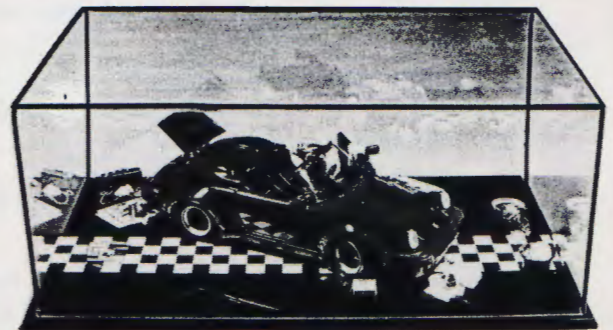


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\*write or call:

Sue Gustafson, 6226 Park Ridge Rd,  
Loves Park, Ill. 61111 815-633-1929

# BLACKHAWK XXV

**DATE:** July 13, 1994  
**TIME:** 8:30-5:00\*\* Registration Closes at 11:00 AM  
**PLACE:** Blackhawk Farms Race Track, S. Beloit, Illinois

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

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

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

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

**REMEMBER-registration closes at 11:00 AM**

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

**TECH BEGINS AT 8:30 AM**

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

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

---

## July 13th BLACKHAWK / CHEF KARL DINNER REGISTRATION

**Mail To: Bob & Nancy Neal, 445 Regent Dr., Buffalo Grove, IL 60089-3228, 708/541-1527.  
Questions??? Keith Clark, Event Coordinator 708/690-3381**

Name: \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
Guest Of: \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_ Permanent Car # \_\_\_\_\_

Driver 1: Experienced \_\_\_\_\_ Novice \_\_\_\_\_ Driving Experience \_\_\_\_\_

Driver 2: Experienced \_\_\_\_\_ Novice \_\_\_\_\_ Driving Experience \_\_\_\_\_

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

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



# CHICAGO REGION SUMMER 1994 AUTOCROSS

**Date:** Sunday, July 17, 1994

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

**Time:** Registration/Tech 9:00 am  
Tech Close 10:30 am  
First Car Off 11:00 am

## LADIES AND GENTLEMEN:

Come challenge the high banks of the Rockford Speedway on Sunday, July 17th. The Porsche Club has an exciting new track for our Autocrossing pleasure. Its quarter mile, figure 8, 22 degree banked oval will most certainly accelerate a veteran or a novice autocrossers pulse. The track will furnish air, electric & water. A refreshment stand with sandwiches, refreshments and restrooms will be available at the track.

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 Chariman:** Michael Mullins 815/967-0935

---

### ROCKFORD SPEEDWAY AUTOCROSS REGISTRATION

Mail your registration to:

Michael Mullins, 949 Indian Terrace-2nd floor, Rockford, IL 61103

First Driver

Second Driver

Name \_\_\_\_\_

Name \_\_\_\_\_

Phone \_\_\_\_\_

Phone \_\_\_\_\_

Member\_\_ Applicant\_\_ Guest\_\_

Member\_\_ Applicant\_\_ Guest\_\_

Gymkhana Class \_\_\_\_\_

\$20.00 First Driver, \$10.00 Second Driver

Amount Enclosed \_\_\_\_\_

(make checks payable to PCA/Chicago Region)

# THE CUNEO MUSEUM AND GARDENS

- 11:30-12:30: Registration**
- 11:30-1:00: Concours automobiles in place  
Statuary walk**
- 12:00-2:30: Champagne brunch & piano music  
Great tent**
- 12:00-3:30: Tours of Cuneo Museum  
Cuneo Museum**
- 1:00: Concours preparation ends**
- 2:30- 3:30: Judging of concours and race automobiles**
- 3:30-4:00: Presentation of trophies Cabana pool**

The Cuneo Mansion with its opulent Venetian style architecture features a 40 foot high great hall with arcaded balconies, skylighted ceiling and grand staircase. Noteworthy are the double formal dining rooms, private chapel with exquisite stained glass windows and the wonderful frescoed ceilings. The walls of the indoor swimming pool are in travertine marble.

Guests will enjoy seeing fine old master paintings, 17th century tapestries, a custom make gilt piano, and an outstanding collection of oriental rugs, sculpture, and silver. Featured in the porcelain gallery is a magnificent collection of Capodimonte porcelain.

The grounds comprise 75 serene acres with lakes, fountains, formal gardens, antique classical statuary, a private 9-hole golf course, and a conservatory housing exotic plants. Children will enjoy visiting and feeding white Fallow deer in the deer park.

---

## CUNEO MUSEUM AND GARDENS

Send Pre-paid registration to Peggy Gallagher 360 East Randolph St. Apt. #2202,  
Chicago, IL 60601 Questions???? 312/616-1416

\$25.00 per person includes champagne brunch and tour  
\$10.00 registration for concour car

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Number attending brunch and tour: \_\_\_\_\_

I will be concouring my Porsche: \_\_\_\_\_

Model: \_\_\_\_\_

Amount Enclosed: \_\_\_\_\_

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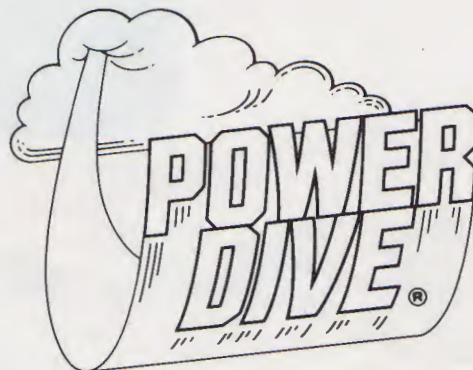
A Time Warner Entertainment Company

## CHARITY EVENT

This year's spectacular event will be held at Six Flags Great America in Gurnee, IL just north of Chicago on Sunday, September 25th. An autocross will be held on a gigantic lot with substantial grade changes and the concourse will be held on a beautiful grassy knoll.

The event "command center" will be situated under a beautiful 50'x20' tent which will also host the all you can eat and drink (non-alcoholic) lunch. For the non-driving members, admission to the amusement park is substantially discounted (40% off general admission).

The event will be capped off with cocktails during the charity auction with items ranging from Dunlop Tires & Autothority "chips" to a trip for two to Germany including VIP tour of the factory.



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928 GTS 5-speed or automatic

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911 RS America

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Coupe, Cabriolet or Speedster

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New 1995 993



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Guards Red/Blk; Blk/Blk

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**968 Cabriolets (5)**

Red/Beige; Blue/Grey; Red/Blk;

White/Grey; White/Blk

**968 Coupes (3)**

White/Black; White/Blue;

Black/Black;

*team p*

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18K miles. All the books.

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Black/Black. All the books.

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Black/Black coupe. Only 12K mi.

Rare find. Call Bob Maxey.

**1990 Carrera 4**

Black/Black with Grey piping.

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**1990 Carrera 4 Cabriolet**

White/Red leather. Low miles.

1 careful owner. Call Bob Maxey.

**1990 Carrera 2 Cabriolet**

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White. Automatic. Perfect.

Very fast. Call Bob Maxey.

**1988 928S4**

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**1986 911 Turbo**

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**1986 911**

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**YES**



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

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

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TIMING AND SCORING \_\_\_\_\_

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ANYWHERE I AM NEEDED \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE #: \_\_\_\_\_

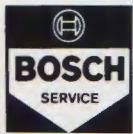
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Phone: 708/386-2864 Fax: 708/386-2865



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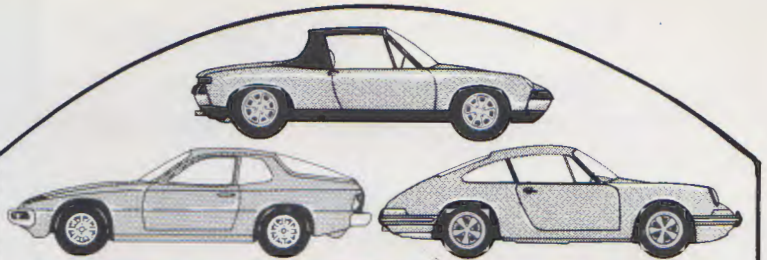


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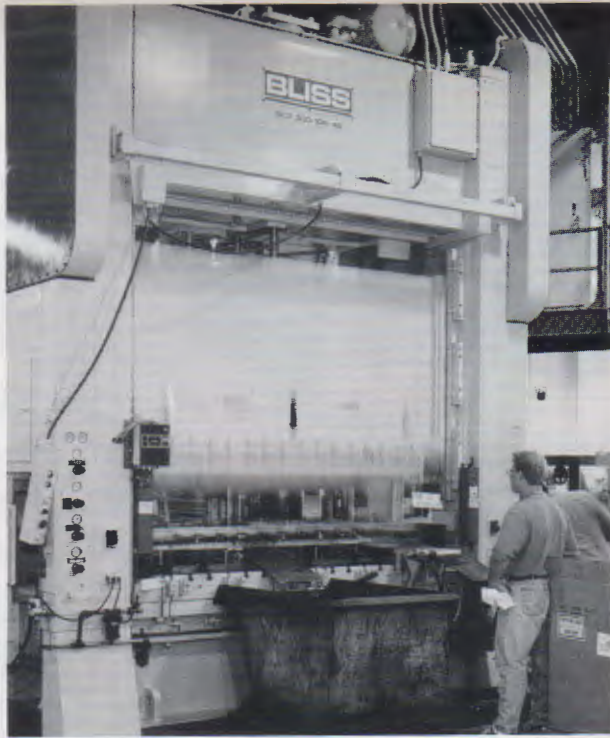
Cool Carbon

## Bill Jacobs Motorsports Road America Challenge

### CHICAGO REGION PROFILES

Lad Sanda, Tro manufacturing  
2610 South Edgington  
Franklin Park, Il 708 455-3755  
Commercial metal stamping

When I think about a metal stamping shop, my mind goes back to the time when I started metal sculpture. The first pieces I made were of wire but I soon discovered that sheet metal stamping houses had gobs and gobs of beautifully cut repeat shapes-that they threw away. Naturally, I spent a lot of time going through these scrap bins and I soon judged the businesses by the quality of their scrap. So naturally, I had this in mind when I visited Lad Sanda's sheet metal operation at TRO Manufacturing. The scraps he had were just great! The best looked like tortellini, with the sculpted round shape. Since sheet metal houses are of varying qualities, I did not know what to expect upon my visit but, needless to say, I was duly impressed by the plant, its equipment and the complex parts being made. You know, the American dream is to have a machine that would simply punch out a good living (some devious guys tried it by printing money but wound up where they didn't want to be). Lad has two automatic six stage machines that pump out one part a second, and I see him spending a lot of time where he wants to be--like Road America, Road Atlanta and Black hawk. In fact, that eighteen foot piece of equipment is so unusual that it was featured on the cover of a sheet metal journal with Scott Sanda at the controls (picture). As we toured his operation, I could see how the "just in time" technique he employs has resulted in a clean, uncluttered and fast moving production operation. Rolls of steel and



aluminum stacked and ready to be moved. Wide aisles and clean machinery and tons (actually) of customer's tools stacked all along the walls of the building. I asked Lad how he got into this business and it seems that his father bought a small machine shop which they eventually turned into a very successful press shop. It has grown from a small 5,000 square foot operation to the present 50,000 square feet. Although much of his production goes to the automobile industry, his clientele also includes many commercial industrial manufacturers. His shop can stamp just about anything. Lad really helped us last year when we held our first race. That help as a corporate sponsor was critical for launching our racing program and he has again taken the corporate sponsorship for this year's event. Not all of us can put in an order for 50,000 metal stampings, but if there is one member who can, I hope he gives TRO Manufacturing an opportunity to quote a job. We all owe him loads of thanks.



Hari Matsuda



# Bill Jacobs Motorsport's



## ROAD AMERICA CHALLENGE

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### Chicago Region Profiles

Bill Murrin

Allwood Manufacturing 708 485 7742

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#### Corrosion & Heat resistant piping

I spent about an hour and half on the phone with Bill Murrin and learned more about the history of Porsche cars than at any other sitting. I was actually trying to learn more about his business since he has offered to become one of the sponsors for our racing program. It turns out that his business deals with corrosion and heat resistant piping that is extensively used in the petro chemical industry. I asked him how one gets involved in this type of business and he told me that it just happened to him. He got all caught up in winter break in college and forgot to get back to classes. So he took a temporary job for fifteen years and then started his business so he could buy Porsches. Allwood works directly with oil companies or acts as a distributor for the really exotic materials such as the stainless steel piping and valving used for fueling the Space Shuttle. He sounds like a typical car enthusiast with all the

assorted sports cars like BMW's, MG's, 914's, a 911 Carrera, a C-4, a 944 and his present S2, which he drives on the track. The greater part of our conversation was spent on his collection of over 700 Porsche model cars. His collection consists of 31 different types of Porsches from dollar toys to die cast models valued at over \$200.00. I asked him how he got started in model Porsches and his response made a lot of sense. With model cars, he could own a lot of Porsches and it was also a good way to learn a lot about the marque. I am trying to talk him into displaying part of his collection to our race weekend. If you run across him, hit him on this. We are truly lucky to have Bill Murrin in the Chicago Region because not only is he a sponsor for our race but he also helps out at all of our track events. You will see him in his car, on the corner and the grid as a steward. You might want to thank him when you see him at the track or maybe you could buy a stainless roll bar. It will really be a nice one at \$500.00 to \$1000.00 per feet. Hari Matsuda

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### Up coming member-sponsor profiles

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Custom racing transports

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## REAR VIEW MIRROR

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### Indoor Go-Kart Racing II March 20, 1994

By Marla Turek

This event is guaranteed to turn usually sensible adults into children with one thing in mind: WIN! On March 20, exactly one month after our novice session at Indoor Grand Prix, we were back. One thing was different this time--more of us had strategy and some had team names and mascots.

As with our "grown up" race cars, each go-kart is prepared differently. Some refuse to turn left, some right, unless every muscle leans into the turn. No Brainer Strategy #1: You don't want those karts. Then there are those karts that do everything right and go fast. No Brainer Strategy #2: You want those karts. The key is to time your pit stops to avoid the bad and find the good karts. The strategy hints end here. I won't mention the numbers on the good karts; some things have to stay secret!

Add the above strategy to the fact that driver weight (or lack thereof) comes into play, and the usual "hot shoes" on the race track may find themselves working harder to keep up with a lighter, but average, driver because of less cargo in the kart. Although speed is important, accuracy is even more so. Avoiding an accident is key, as you're at the mercy of the track workers to pull you out of the wall. Precious time is lost and first place can easily become third!

Our team (Bacin, Bacin, Gudas, Turek, Turek) had no name or mascot, but we had a great time and a respectable finish. Finishing second in the third race group allowed us to advance to the finals, which provided much excitement, a "red flag," and race restart. Each team's grid position in the finals was

determined by a draw from a hat (helmet). I was the designated "drawer," and with my luck I drew position 6 (last) for Greg to start in. Here I thought he'd be unhappy with that position, but he wasn't. It turned out that the kart in position 6 was one of our "good" karts. With our "fast" kart, a few wipe-outs in front of him, and (I suppose) driver skill, he worked into first place. But, it was still early in the race, and "what goes around comes around." The finish was close. We thought we'd have second, but had to settle for third by a quarter of a lap. A respectable finish for a team with 2 lady drivers!



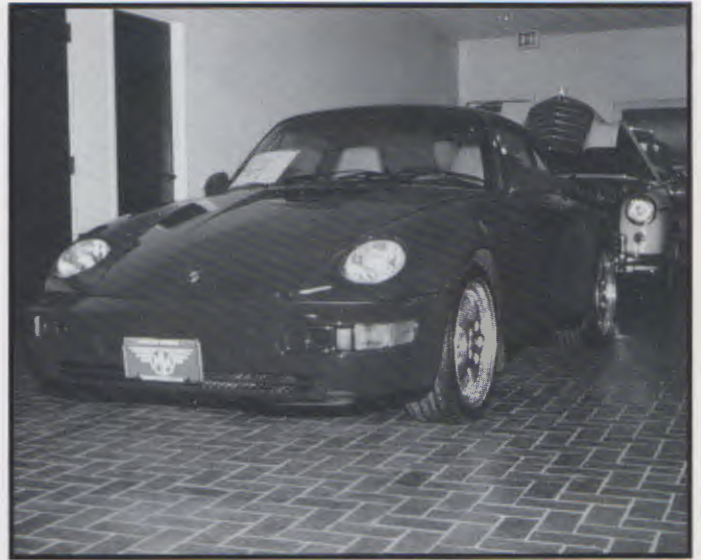
**Concours School...Motorwerks  
April 10, 1994**



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John Mueller shares his concour knowledge



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## The Autocross Line, April 24, 1994

by Bruce Clay & Greg Turek

We've got some good news, and we've got some bad news...a lead-in that all of us hate to hear. This time the bad news isn't all that bad, and the good news is great! But you're going to have to read this column to the end to find out what the mystery is.

First, Ed Leed and Nick Brenkus were chairmen for another excellent autocross school at Arena Auto Auction during April. The weather was fantastic (if just a little windy) and the turnout was unprecedented. We planned to try some different things this year and your attendance indicates that we're headed in the right direction.

The original plan was for the students to be paired up with an instructor, and for the instructor to ride with each student during the individual exercises and runs on the autocross course. We had also intended for the instructors to provide rides for their students to "show them how it's done." That was before over 70 students showed up, and our instructor contingent lost several of its regulars to other activities. Where we normally have 20-25 instructors and 40-45 students, we now had 70+ students and only 15 instructors.

With a 2:1 student to instructor ratio, our fearless instructors would have been able to do double riding with students and coordinating the exercises. At 5:1 they didn't have a chance. (Although Jeff Girard did try to ride with every student in his group during the slalom exercise. Unfortunately this had a negative effect on his equilibrium.)

With a quick change in plans we ran the exercises as usual with the instructors offering suggestions after each student completed his/her run. We also, cut the instructor rides short to provide enough time for all of the students to get three runs at the autocross course. Many students also took advantage of the opportunity to ride with the instructors as they cleared the winter cobwebs with some practice runs, and several were able to get some personal instruction by asking an instructor to ride with them.

While we were not able to get as much personal attention for each student as we planned, the decision not to run a timed event, as we had in the past, turned

out to be the best decision of all. Without the need for timing, everyone was provided with maximum seat time, which was the objective of the school in the first place!

Please let us know what you think about the event. We are always looking for ideas to make this school as enjoyable as possible.

Thanks to all who helped put on the event. Especially Nick and Sue Brenkus, Ed and Debby Leed, our instructor team, and Dan Bacin for catering a lunch of salad, pizza and sandwiches. Also, welcome back to Linda Andrew, who is temporarily living in Chicago, and helped Dan with lunch. Your enthusiasm has been missed since you left for Louisville.

Most importantly, thanks to all of you who participated and helped with the running of the event. PCA events are only successful because of the volunteers that organize and help run each and every event. Your help, maybe for only an hour during the event, is critical to its success and everyone's enjoyment. Make sure you get involved!

Now finally the bad news. The site we had planned to use for the June autocross fell through and we've been unable to hold our event. Because of this problem the event scheduled for June 26 has been canceled.

And now the great news! Our Charity Event coordinators, Bernard and Holly Lakemaker have been able to secure facilities at Great America for our charity event and we are planning to add an autocross on September 25 in one of its lots. We're not going to steal their thunder, so you'll have to wait for them to reveal more details. From the information they've shared with us we can tell you that it will be a super event for the whole family! Be sure to get the date reserved on your calendar.

Remember the May 15 autocross. Jeff Girard is the event chairman and the site is the conveniently located Hawthorne Race Track in Cicero. This will be a great opportunity to try out the new skills you learned at the autocross school and enjoy your car to the fullest.

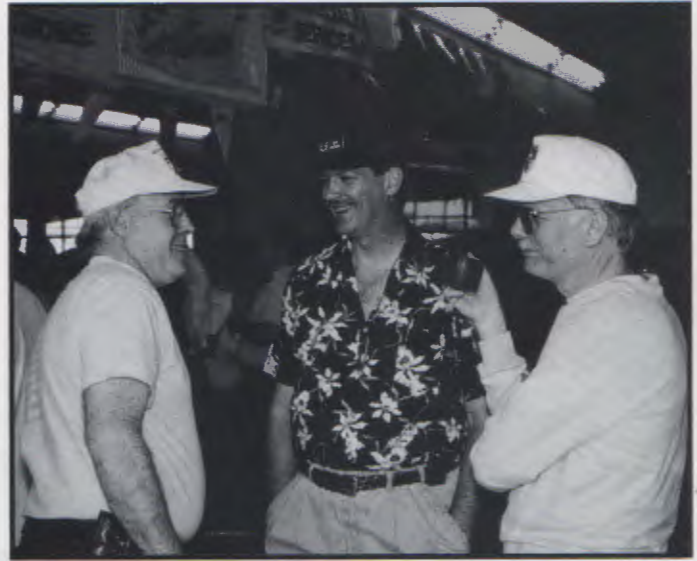
Last but not least. The Chicago Region board has agreed to the creation of a non-Porsche class at our autocross events. Cars in this class are not eligible for year end points and all non-Porches will be grouped together. So if your baby is a little out of sorts, just bring your Rabbit, BMW, etc. and enjoy developing your driving skills.



Troy Piper stops his 944 Turbo S



Jeff Girard panics as Ed Leed goes thru skid pad



The boys enjoy a few laughs



Hard Core instructing



Ed presents a fine education



Greg Turek offers some advise



911 Turbo flatens some pylons



Gary Kavener negotiates a faster time



John learns the properties of G-Force

Photo: Chris Inglot



Bill Murrin accelerates thru the skid pad



Dan Burns in skid pad

EMMONS

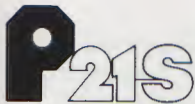
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## Chicago Region Invades Atlanta April 9 & 10, 1994

by Scott Sanda

On the 9th and 10th of April, 19 drivers from the Chicago region staged an assault on the PCA Club Race at Road Atlanta, one of the premier road racing circuits in the United States. (We all KNOW what THE premier road racing track is, don't we?) Before I go into this odyssey, however, I need to express my personnel appreciation to several people. First, to all the wives, girlfriends and in some cases children who accompanied us (or gave us permission to go), helped us prepare, and generally supported us. Second, to three selfless people who assisted at one time or another almost everyone, with no compensation other than gratitude, Bob and Nancy Neal and George Weathered from Midwest Eurosport. Next, to our intrepid Club President, Arnie Zahn, who flew down on Saturday to watch his friends and fellow club members race. Finally I owe my wife, who has been patient and supportive of me during this ever increasing period of temporary insanity.

Our story starts on Wednesday at the Lincoln Oasis, where Lad and Pat Sanda, Bob and Nancy Neal, John and Jeannie Ruther, John and Avis Bonnett, and myself met to begin the convoy down. The trip started without incident, and continued that way until the vicinity of Indianapolis. Then it started to rain, sleet and finally snow. Not nice friendly snow, but wet, blowing, freezing flakes. At on point, the snowflakes were literally the size of cotton balls, and visibility was measured in inches. We saw several cars that had spun into ditches, and one jackknifed semi. Of course, Murphy and his law having accompanied us, John Ruthers trailer brakes decided to short out, which made his wife very happy. We slowed down considerably, and made it into Nashville without further incident. In Nashville, we met up with Hari Matsuda, George Mueller, Gene D'Andrea and Ted Peterson.

On Thursday morning, George, Gene and I went to work on Johns trailer, and managed to restore 75% of his trailer brakes. Then we pushed on. Hari, George and Gene left ahead of the main body, and now a six car convoy was off. We made it to the track that evening, parked our trailers, and headed for food, spirits and bed. The Sandas, Ruthers and Bonnetts were staying in the same condos, where we hooked

up with Glenn and Sandy Sapa, Gerry Petrosky and Karen.

Friday, 0-dark-30, and were off to the track. Did I mention that there was an open testing day on Friday? Well, there was, and we were all going, including Andrew Heard who had flown down Thursday evening. To help illustrate the caliber of drivers and equipment that were there, Derek Bell was "testing" several cars. (Blowing our doors off is more like it.) I had the slowest car there, had never even seen Road Atlanta before, and had never driven under race conditions before. What an incredible pucker...I mean learning experience. If anyone reading this is thinking about racing, here is the number on rule. **Always stay on your line, do not move over for faster cars, do not make rapid position changes, and drive very predictably.** Unlike our lapping sessions where you move over for faster cars, in a real race environment you hold your line. It is the responsibility and preference of the faster car to go around you. If someone tells you differently, they are mistaken. Of course you have to be alert, and avoid other cars in the corners, because traffic will not often allow you to drive the "correct" line in the turns.

With the assistance of some Road Atlanta instructors, those of us who had never seen the track learned it fairly well, and even though some of us felt like turtles on an expressway, a good time was had by all.

Saturday, not quite so early in the morning. First day of the PCA race, and we were broken up into run groups and did practice starts, a 5 lap practice race and qualifying for run groups 3 and 4, the two slower groups. Hari Matsuda was in my run group and I was going to consider it a great day if he only lapped me 3 or 4 times. Everyone did fairly well, with little or no breakage. George Weathered worked hard, and saved some people, including John Bonnett who lost both a CV seal and a starter. Hari qualified 3rd overall and first in his class with a 1'51'39. Needless to say I was very pleased, and everyone fully expected Hari to beat both cars ahead of him in the race.

Sunday, and I got to sleep in. (I was the first race,



but groups 1 and 2 had to qualify.)

Finally, the race! Into pre-grid, and then out for the pace lap. Everyone swerving around to heat up their tires. Heading downhill for turn 12 and see the green flag drop. Got a lucky jump and managed to pass 3 other cars on the start. Three cars wide thru turn 1 was a new experience. Heading up a hill for turn 6, and a car spun up in front of me. He ended up sideways on the track, blocking most of it, and was rolling backwards. I watched the driver's eyes bulge out of his helmet as 4 or 5 cars headed right for him at full acceleration. Then we all split around him to the right and left, I had to go 4 wheels off the track to miss, as he was rolling towards me. After that I hooked up with the 944 that qualified immediately ahead of me, and we drafted for 3 laps, passing one or two cars, and holding off the attack of a chipped 944 that I know was faster than me in the straights. Guess what? Drafting really does work! On the front straight, lap 5, 120 MPH in 4th gear and tragedy struck...White smoke started coming out from under my hood. I looked at my gauges, and my temperature climbed right into the red. I backed off and cruised into the pits, white smoke billowing everywhere. Bob Neal, braving the heat, had my hood open before I was out of the car, and there it was. My upper radiator hose looked like a bomb had gone off in it. Being the calm, uncompetitive individual that I am, I exhibited no anger at all. All that swearing and jumping around was done by someone who just looked like me.

Being out of the race I watched Hari, and true to predictions, he was in first place. On the last lap, the number one rule I quoted earlier came into play, as a car being passed by the lead pack moved over to let them pass, and in doing so blocked Hari, allowing one car to get past him. Hari thus finished 2nd overall, instead of 1st. The driver of the car that blocked Hari showed a lot of class and courage, however, immediately coming up and apologizing to him. Hari, being a truly calm individual, accepted the apology and explained rule number one.

Race two had my dad running, and was won by Mike Doolin from Utah, driving an incredibly fast RS America. Dad took several seconds off his best previous time, and had a lot of fun. Andy Heard was also in this run group, and displayed the better part of valor after a spin that put such huge flatspots on his tires that you could hear them slap as he drove.

Race three and four passed without particular incident, a little carnage during race three, but no involving any Chicago people. (Unless you count George Mueller stuck in the pea gravel). Race Four was notable for two things. The first was a long delay in starting because a car in the paddock rolled down a hill and then down a steep entrance ramp to the hot pits, finally crashing into a 55 gallon drum and the Armco fence.

I don't know the extent of the damage, but the bumper, hood, left front quarter panel, front windshield and roof were badly damaged. The lesson here is never to park on a hill without chalk blocks.

The second notable thing was the car that won the race. Driven by Martin Snow from Utah, it was an "old" 911T that could easily compete professionally. He was so fast and smooth that he lapped the field 3 times in a 15 lap race.

All in all it was a fantastic, enjoyable weekend, with every car from Chicago leaving relatively unscathed. We had the largest representation at the race, and exhibited some great driving. Counting family and friends, there were 45 people from Chicago at the race. I want to congratulate everyone. I also want to mention that Peach state region did an excellent job running the race, it was smooth, tech was well organized, and everything was basically on time. It was a class act and may very well be the second best run PCA race of the year. If you want to see the best, just show up for our race over Labor Day weekend at Road America.

#### CHICAGO PARTICIPANTS BY CLASS

<u>CLASS A-2</u> Bruce Dandrew	<u>CLASS C-2</u> John Bonnett	<u>CLASS F</u> Gene D'Andrea Guy Gardner Andrew Heard
<u>CLASS A-3</u> Dan Davis	<u>CLASS D-1</u> Hari Matsuda	<u>CLASS F</u> Tim Daly Karl Singer Joe Hish
<u>CLASS A-4</u> John Ruther	<u>CLASS E</u> Lance Flynn Gerry Petrosky Ted Peterson	
<u>CLASS B-1</u> Glenn Sapa Bohdan KroczeK George Mueller	<u>CLASS E-1</u> Lad Sanda	



John and Avis Bonnett



John and Jeannie Ruther



Lad and Pat Sanda



Hari Matsuda and family



Bob Neal shows and future member how its done



Porsches parked at Opryland

## ***The Timing and Scoring Specialty*** ***Ed Leed, Timing and Scoring Coordinator***

Behind the scenes at every competitive speed event beats the heart of the event's outcome, the Timing and Scoring team. Whenever you see the final results at a PCA speed event, an SCCA race, CART race or even a 10K marathon, the standings were assembled by a group of dedicated and quick thinking Timing and Scoring specialists. Chicago Region's T&S crew times 2 types of events: Autocrosses and the PCA Race Series at Road America.

Chicago Region's autocrossers have always enjoyed the hard work of the people who have volunteered to time our driving events. Two years ago we moved into the computer age with the acquisition of a Chronomix 737 timer, infrared timing lights, a portable computer and timing software designed by a 20 year SCCA T&S veteran and software programmer. After spending our first year acclimating ourselves, this software has enabled us to simplify and professionalize the T&S function. The most important benefit has been to expedite the reporting process by having the software constantly updating the class standings of our competitors after every run. It has made it possible, although not practical, to print an updated report by class and by overall fastest time of day following the completion of each run. At our events, we print reports after every 6 runs. This frequency seems to satisfy most of the entrants except for the Type A's among us.

While our new system has significantly reduced the total number of people we need to accomplish our job, we still need more people to step forward. Certainly, we need more volunteers whom we can teach how to do what we do. At our autocrosses, we would love your help in recording the car numbers, data entry and communications. For 1994, Sue Brenkus, Chuck Bittman, Liz Quebe and I will chair the T&S function for one event apiece. The many other people who have helped us over the last 2 years will assist us during the course of these events. If

you enjoy working in the center of activity performing a critical function, we welcome you to join us. You do not need to be computer literate to help us. There are many other uncomputerized jobs that you can help with. If you will contribute an hour of your time, I guarantee that you will enjoy our cool, shaded T&S trailer and that the time will fly by much quicker than standing out on the hot asphalt picking up errant, mutilated pylons. Come give it a try.

Now that PCA has entered the exciting new, to PCA, world of wheel-to-wheel racing, a new dimension has been added to our timing and scoring group. At last July's Chicago Region members performed a fantastic job of providing timely lap by lap results to the entrants. And we had a ball doing it! With this successful event under our belts, we're really ready to get the job done this summer. Which means that we will need just as many intelligent and hard working people as last summer. I can guarantee that you will be in the best seat in the house in the Media Center at Road America. No fumes of the grid or dirt of a lonely corner for us. NO way! We've got a carpeted, breezy suite with padded chairs, refreshments and plenty of action. Because the action on the track is so much faster and intense than at our autocrosses, we need many more volunteers to ensure that we correctly identify the race cars passing across our infrared timing lights at the start finish line. We will need many people to write the car numbers in the order they pass the lights, several auditors to verify the car order, keypad operators to input car numbers directly into the Chronomix timer, Chronomix operators and computer operators. Even if you are not interested in working with the computer, there are many other pleasant uncomputerized functions that you can use your expertise.

If T&S sounds interesting to you, please call me at 708/382-6911. We hope to see many new faces in T&S this year. I hope yours is one of them.

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