

CHICAGO SCENE

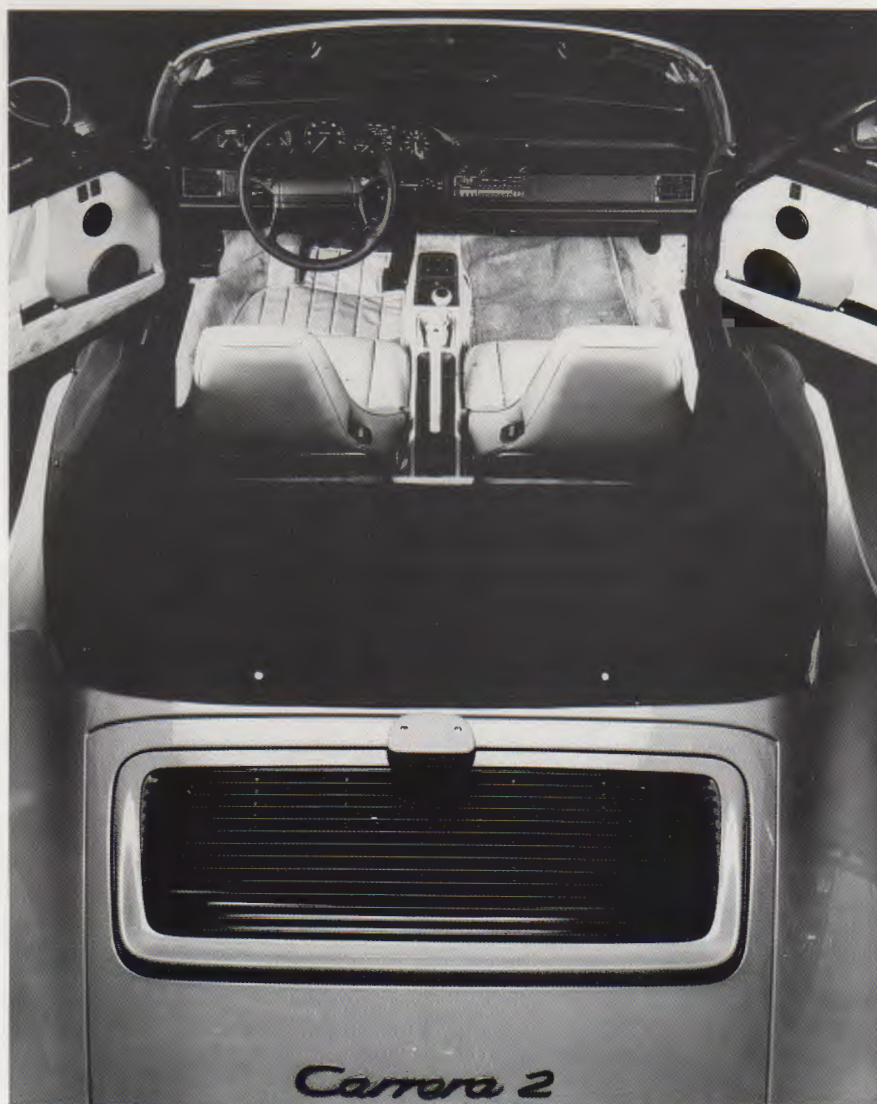


MAY 1995



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"

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

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

ADVERTISING RATES:

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

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

CHICAGO SCENE
330 Springlake Lane #C
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(708)820-5834
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Vol. 39, No. 5

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On The Cover: Sixteen of the twenty-two Chicago Region Porsches at Road Atlanta, April 1995.

CHICAGO REGION 1995 CALENDAR OF EVENTS

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

WHO'S WHO



PRESIDENT
Arnold Zann
(708) 386-2864



VICE PRESIDENT
John Ruther
(708) 639-1094



SECRETARY
David O'Bryan
(312) 929-1943



TREASURER
Keith Clark
(708) 690-3381

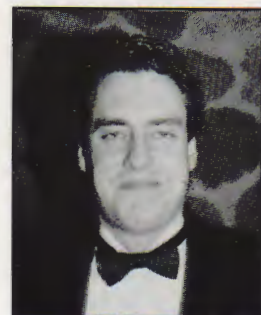


IMMED. PAST PRES.
Dan Gallagher
(708) 784-0784

1995 COORDINATORS	
AUTOCROSS	
Greg Turek	(708) 961-2439
Burce Clay	(708) 837-4754
CHIEF DRIVING INSTRUCTOR	
John Ruther	(708) 639-1094
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PCA CLUB RACE SPONSORSHIP	
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MEMBERSHIP	
Mike Mullins	(815) 967-0017
24 Hr. Member Info	(312) 769-8193
TECH CREW	
George Weathered	(708) 357-4033
Bill Murrin	(708) 352-5719
"SCENE" EDITOR & ADVERTISING MGR.	
Kristen George	(708) 820-5834 FAX (708) 820-4091
CONTRIBUTING EDITOR	
David O'Bryan	(312) 929-1943
CHIEF PHOTOGRAPHER	
Chris Ingot	(708) 559-1126
ASST. PHOTOGRAPHER	
Bill Murrin	(708) 352-5719
PRINTER	
CopyCo Printing	(708) 824-4425
DATABASE MANAGER	
Debby Leed	(708) 382-6911



Director
Bruce Janeczek
(708) 361-8421



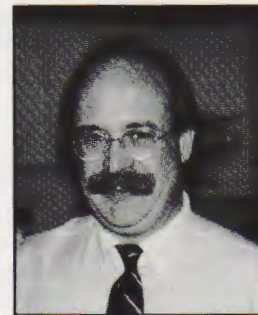
Director
Jeff Girard
(815) 725-0309



Director
Marla Turek
(708) 961-2439



Director
Chuck Bittman
(708) 264-9505



Director
Bill Garvy
(312) 973-3938

ON TRACK WITH ZANN

May is here and this is the month that all of us track junkies have been waiting to arrive. Our first Blackhawk is Wednesday, May 10th. As usual Dan Gallagher has guaranteed a beautiful sunny day. WE all know that it would never rain on Dan's first Blackhawk of the year. As usual, we all know that the first Blackhawk is the opportunity to tune-up for Road America 1. Especially if we have not been lucky enough to have been traveling to some of the early PCA Race Series events.

On May 21st we will have our first timed Autocross at Hawthorne Race Track. We are again lucky to have a great site like Hawthorne...some of the cars even get into 3rd gear on the course...plenty quick for an Autocross.

Next is Road America I. As always this will be a sell out and I hope that all of you have your applications in by now. If not, I'd do it today. If it is sold out by this time, then you'll be one of the first on the waiting list.

Our first Rally is on May 7th. Chuck Bittmen has promised the rallye will be lots of fun PLUS pretty easy to get to the finish. That's wonderful, but what about us who have a hard time finding the start line.

In the April issue of Pano is an advertisement for a new car insurance for PCA track events. Evansville Motorsports states that they insure the cars for the on track physical damage. I've seen the policy and it looks interesting. The policies are only for PCA members and insure the cars at drivers education events and also at the Club Racing events.

If you're still looking for a place to stay for Road America there is a new apartment condo complex next to Siebkinss, call the Osthoff at 414-876-3632 and ask for Joanne Ulrich. Tell her you're from PCA Chicago.

See Ya Out There....Arnold

EVANSVILLE MOTORSPORTS GROUP

A Division of Evansville Insurance Group

INTRODUCES

"ON TRACK PHYSICAL DAMAGE" COVERAGE

- ◆ First Program to address "On Track Physical Damage" exposure
- ◆ Coverage provided for "Racing and Related" accidents
- ◆ Program tailored to Member's individual driving experience
- ◆ Claims Management provided by experienced racing personnel
- ◆ Evansville Motorsports Group is a proven insurer of race car coverage

..... **PCA MEMBERS**

Contact Evansville Motorsports Group for further information.

P.O. Box 4598, Evansville, IN. 47724

Tel (812) 424-5578 Fax (812) 421-2317

MAY MAYHEM II

DATE: SUNDAY, MAY 7, 1995

START: R. FISCHER MOTORS, INC.
908 S. NORTHWEST HIGHWAY (ROUTE 14)
BARRINGTON, ILLINOIS 60010
(708)304-8822

TIME: REGISTRATION 10:00 a.m.
DRIVERS' MEETING 11:00 a.m.
FIRST CAR OFF 12:01 a.m.



Come out and join us for the FIRST RALLYE of 1995. This will be the first event of the year that will count toward the OVER-ALL TROPHY points. *You will get one point just for starting the rallye!*

This will be a great opportunity to try out the skills you learned at the April 30 rallye school. I promise that this rallye will be easily finishable so don't be afraid to come out and try your first rallye. There will be an award for the top finishing novice rallye team (both driver and navigator must be novices.) If you have questions about the rules, please see the back of the 1995 PCA Directory for the regional rules.

If you are a driver without a navigator, a navigator without a driver or would just like to work a checkpoint please give me a call. *If you work the rallye you will get 3rd place points.*

The finish point has not been determined but will be in the Algonquin area. If you need to know the location, or have any other questions, please call Chuck Bittman at (708)246-9505 (evenings.)

MAY MAYHEM II REGISTRATION

Driver:
Name _____
Phone _____

Navigator:
Name _____
Phone _____

Fees: \$10.00 per team for the rallye, dinner will be extra.

Amount enclosed \$ _____

Please make checks payable to: PCA-Chicago Region

Please mail registration to:

Chuck Bittman
500 Hillgrove Ave.
Western Springs, IL 60558.

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1-800-447-7410 • FAX (708)359-9218

BLACKHAWK XXV

DATE: May 10, 1995

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

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

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

The concession will be open on Wednesday. Participants may still bring picnic lunch or portable B.B.Q.'s. We are trying to reduce the traffic in and out of the track. Alcoholic beverages are not permitted during the event. **THERE WILL BE NO DINNER AT TRACK. DINNER WILL BE HELD IMMEDIATELY AFTERWARDS AT SHABANIS RESTAURANT LOCATED ACROSS THE STREET FROM THE HOLIDAY INN IN SOUTH BELOIT.**

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.

May 10, BLACKHAWK / CHEF KARL DINNER REGISTRATION

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

Questions??? 708/784-0784

Name: _____

Member____ Applicant____ Guest____

Guest Of: _____

Car Make: _____

Model: _____

Permanent

Car # _____

Driver 1: Experienced____ Novice____ Driving Experience _____

Driver 2: Experienced____ Novice____ Driving Experience _____

\$105.00 Preregistered/\$115.00 AT the track

2nd driver no-charge if a family member

Amount Enclosed _____



PCA/CHICAGO REGION TECH INSPECTION SHEET

NAME _____ COLOR _____ CLASS/RUN GROUP _____

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

Passed Failed

TO BE INSPECTED BY ENTRANT PRIOR TO EVENT

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

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

DRIVERS SIGNATURE: _____ DATE: _____

INSPECTORS BUSINESS NAME: _____ SIGNATURE: _____ DATE: _____

THE AUTOCROSS III

WHEN: May 21, 1995

WHERE: Hawthorne Race Track
East Parking Lot

TIME: Registration & Tech 9:00 a.m.
Drivers' Meeting 10:30 a.m.

Shine up those Porsches and get geared up for some competition. Come join us at the Hawthorne Race Track, just north of 31st Street on Cicero Avenue in Cicero, Illinois (USA - Planet Earth).

Get out and try those smooth lines you learned at the April 30th Drivers' School. For those of you not familiar with parking lot autocrossing, it is a course marked by pylons that one driver at a time negotiates at speed. Cars are classed by power and ability. The driver with the lowest time in each class takes home the hardware (trophies, that is). Many second and third place awards are also given. We will have instructors available for any novices in attendance.

Also, our friends from Ed Napleton Porsche will be providing lunch.

SEE YOU THERE!!!!

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

HAWTHORNE RACE TRACK AUTOCROSS REGISTRATION

First Driver

Second Driver

Name _____
Phone _____

Name _____
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

ROAD AMERICA I

MAY 27 & 28, 1995

EVENT CHAIRPERSON: ARNOLD ZANN 708/386-2864

REGISTRAR: 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.

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, May 26th, 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 SCCA 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.

NEW THIS YEAR AND FOR ALL FUTURE ROAD AMERICA EVENTS, ROAD AMERICA HAS IMPOSED A NOISE LEVEL RESTRICTION. THE RESTRICTION IS 108DB FOR ALL CARS. ROAD AMERICA ITSELF WILL BE MONITORING THIS NOISE RESTRICTION, AND IF YOUR AUTOMOBILE EXCEEDS THE LIMITS, ROAD AMERICA WILL ASK YOU TO LEAVE.

Also new this year are restrictions from Road America about roller blades and skateboards are prohibited.

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 26th. 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

PCA Chicago Region
Road America Drivers School
May 27 & 28, 1995
Event Chairman: Arnie Zann (708) 386-2864

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

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

Drivers must attend the Skip Barber classroom instruction unless they attended at a previous event, or have very strong driving credentials and receive approval from the event chairman.		
<u>First Driver</u>	<u>Second Driver</u>	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 <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	
Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	

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: \$
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Make checks payable to "PCA Chicago Region." Mail registration form and check to: Nick & Susan Brenkus, 16W503 2nd Court, Bensenville, IL 60106 Phone: (708) 766-4734 (no calls after 9:00 pm)		No refunds or cancellations after May 17, 1995
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PCA CLUB RACE VOLUNTEER

We once again need you to volunteer to help make our PCA Club Race and Lappers event on Sept 1,2 &3rd .

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

NAME _____

ADDRESS _____

TELEPHONE _____

Please tell me where you would like to volunteer.

Timing _____

Grid _____

Start _____

Tech _____

Anywhere _____

Please remember that all volunteers will get to attend the Saturday night dinner and party at Siebkens as our guest.

*Arnold Zann
502 North Grove
Oak Park Illinois 60302*

SPRING CONCOURS

SUNDAY JUNE 4

MOTOR WERKS



*Barrington & Dundee Roads
Barrington*

11:00 - 1:00 Registration

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

1:00 Judging Starts PROMPTLY

1:00 - 3:00 Judging

3:00 - 3:30 Presentation of Trophies

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

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

Classes:

Class D: Exterior and Interior
Class C: Exterior, Interior and Trunk
Class B: Exterior, Interior, Trunk and Engine
Class A: Exterior, Interior, Trunk, Engine and Undercarriage

Registration \$10.00 for "SPRING CONCOURS"

Name _____ Phone: _____

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

Will you help Judge: _____

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

F-N FLYING INC. PRESENTS:

PORSCHE PARKING LOT PYLON PARANOIA

W&E: June 11, 1995
W&E: Gauthorn Race Track
W&E: Gate Parking Lot
W&E: Registration & Tech
W&E: Drivers' Meeting
9:00 a.m.
10:30 a.m.

The pylons will be flying again for our second autocross of the year. As you know, when F-N Flying Inc. puts on an event, you will be F-N Flying! The Gauthorn Race Track is located just North of 31st Street on Cicero Avenue in Cicero, Illinois, 215A and yes, Planet Earth. For those of you not familiar with parking lot autocrossing, it is a course marked by pylons that one driver at a time negotiates at speed. Cars are classed by power and ability. The driver with the lowest time in each class takes home the hardware (trophies, that is). Many second and third place awards are also given. We will have instructors available for any novices in attendance.

SEE YOU THERE!!!

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

Gauthorn Race Track Autocross Registration

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

\$20.00 First Driver, \$10.00 Second Driver

Amount Enclosed: \$ _____

(make checks payable to FNC/Chicago Region)

Mail your registration to:
FNC Questions 33333

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

BLACKHAWK XXV

DATE: June 21 , 1995

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

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

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

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

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

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

REMEMBER-registration closes at 11:00 AM

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

TECH BEGINS AT 8:30 AM

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

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

June 21st, BLACKHAWK / CHEF KARL DINNER REGISTRATION

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

Questions??? 708/784-0784

Name: _____

Member____ Applicant____ Guest____

Guest Of: _____

Car Make: _____

Model: _____

Permanent

Car # _____

Driver 1: Experienced____ Novice____ Driving Experience_____

Driver 2: Experienced____ Novice____ Driving Experience_____

\$105.00 Preregistered/\$115.00 AT the track

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

2nd driver no-charge if a family member

Amount Enclosed _____

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

COME JOIN PETE AND HIS PALS ON SUNDAY JUNE 25TH FOR THIS SPECTACULAR EVENT. THE PAGEANT (AKA CONCOURS) AND THE START OF THE PASSAGE (AKA RALLYE) WILL BOTH OCCUR IN THE PARKING LOT OF LOYOLA ACADEMY IN WILMETTE, AT THE NORTHWEST CORNER OF THE EDENS EXPRESSWAY (94) AND LAKE AVENUE. PAGEANT JUDGING BEGINS PROMPTLY AT 11:00 AM (PARTICIPANTS WELCOME AT 9:00 AM) AND FIRST CAR OFF FOR THE PASSAGE IS AT 1:01 PM.

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

TROPHIES FOR THE PAGEANT, PASSAGE, AND SPECIAL POLY-PURPOSE PLAYERS WILL BE PRESENTED AT HACKNEY'S RESTAURANT ON LAKE AVENUE IN GLENVIEW, JUST EAST OF WAUKEGAN ROAD. DINNER SHOULD BEGIN AROUND 4:00 PM. DINNER WILL BE OFF THE MENU. WE HAVE RESERVED THE LOWER LEVEL BANQUET ROOM. PLEASE PRE-REGISTER SO WE CAN INFORM RESTAURANT HOW MANY TO EXPECT.

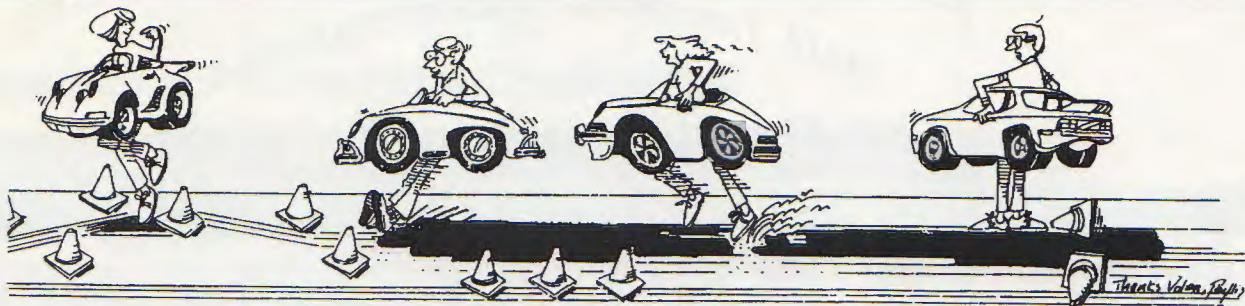
ENTER APPROPRIATE INFO BELOW AND INCLUDE CHECK PAYABLE TO:
PCA-CHICAGO REGION

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

MAIL ENTRY FORM AND CHECK TO THE REGISTRAR:
DAVID O'BRYAN
1133 WEST PATTERSON, APT. 1
CHICAGO, IL 60613
H: 312-929-1943

PETE, PLEASE SIGN ME UP FOR THE PAGEANT:			
NAME:			
PCA CHICAGO REGION MEMBER?:			
CLASS (A,B,C,D, OR Exhibition):			
MAKE:	MODEL:	YEAR:	COLOR:

PETE, PLEASE SIGN ME UP FOR THE PASSAGE:			
DRIVER:		NAVIGATOR:	
PCA CHICAGO REGION MEMBER?:			
CLASS (SOP, EQUIPPED):			
MAKE:	MODEL:	YEAR:	COLOR:



TAKE ME OUT TO THE BALL GAME

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

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

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

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

REGISTRATION IS LIMITED TO THE FIRST FIFTY ENTRANTS

NAME _____

PHONE _____

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

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

Bill Jacob's Motorsports

TRAC 95

The Road America Challenge

TIRE AMERICA: THE TIRE STORE OF CHOICE

120+ LOCATIONS NATIONWIDE
17 CHICAGO LAND LOCATIONS
1-800-443-8473

TIRES = PERFORMANCE

How important are tires? At Blackhawk new tires are worth about two seconds a lap. Also, brand new slicks helped me compete against a 190hp MBG who was always a second and half faster at all the SCCA events. For one particular race, he let me know that he had really old tires and in accord with all SCCA tradition, I didn't tell him about my new slicks. This turned out to be one of my most exciting races (besides Atlanta). We exchanged leads a dozen times with him winning by only a half car length.

TAKING IT TO THE STREETS WITH TIRE AMERICA

This same quality translates to street tires as well. Just as a set of slicks are only good for one event, high performance street tires lose their stickiness well before they wear out their tread. If you want to keep your car at top performance, you'll want to keep an eye on your tires. To do this, give Tire America a try. They have the lowest prices for a number of brand name tires such as Pirelli and Michelin, and they have a 30 day price guarantee which even includes the low cost catalog houses. All you have to do is bring proof of the lower price and they will give you the difference plus an additional 50% of the difference. For the catalog houses they calculate the shipping against their free dismounting and mounting for the new tires they sell. The mounting and dismounting is worth about \$8.00 a tire and the shipping is about \$5--so right away, you're about \$40 ahead. If you have a problem, their customer service department--yes, actual living people--are there to talk to you, and



with their "customer is always right" policy, you can bet that you will leave happy.

A QUALITY LINE OF PRODUCTS

As I mentioned, they carry Pirelli tires. Pirelli was the first to come out with a performance tire concept back in the 70's and just about every tire company has jumped on the band wagon since. Pirelli has again taken the tire wars to a new dimension with their new PZero system. Their engineers realized that steering tire characteristics differ greatly from power to driven tires. They also realized that front wheel drive vehicles need a different design than rear wheel drive tires. The PZero system takes this into consideration. The *Direzionales*, which have a channel tread pattern for pressing water out the sides, are used on front and the *Assimetricos*, with their power tread pattern, are used on the rear of rear wheel drive cars like our Porches. For front wheel and all wheel drive vehicles, Pirelli's new system recommends the use of the *Assimetricos* all round. The *Direzionales* minimize hydroplaning

and enhance steering input while the *Assimetricos* assists in handling high horsepower and high torque. This is a very interesting concept, and one wonders why no one thought about it sooner. If you are interested in the new PZeros, call Tire America.

BACKING THEIR PRODUCTS

Tire America's nationwide line of 120 stores backs their warranty since they work at all factory owned stores. So if you are traveling, their warranty would be valuable. They also repair and replace shocks, struts, brakes and have the latest alignment equipment for a one stop shop. They have also joined as our latest sponsor for the Bill JACOBS Road America Challenge. So, if you are planning a tire buy, give them a call and at least get a quote. There's got to be one near you since they have seventeen stores in the Chicago area.

Hari Matsuda 77
(708)677-3777(W)
(708)475-4356(H)



Bill Jacob's Motorsports

TRAC 95

The Road America Challenge

USA CHICAGO: INTERNATIONAL ADVERTISING & MARKETING

101 N.. WACKER DR.,
STE. 630
CHICAGO, IL 60606
(312)444-9570
PAT YANAHAN

MULTINATIONAL SERVICES

USA Chicago Inc. is a multinational advertising agency with offices in the U.K., Germany, Singapore as well as Chicago. They specialize in high technology product planning, strategic planning and business-to-business advertising on an international scale. They advertise for American

companies outside the US and for foreign companies within the US as well as locally for both. They help companies to

develop new product ideas, to expand their existing product line or to enhance their corporate image. Many of their clients deal in electronic components, software, factory automation and chemicals. They are also involved in food processing machinery as well as plastic packaging businesses (including containers). One particular area to which we racers are familiar is their involvement in packaging bumpers, steering wheels and other automotive products; they engineer the packaging and design the graphics for the packaging. Industrial design is often the unsung hero in the product distribution wars because the packaging, even for industrial

products, is key to customer acceptance.

MARKETING CAPABILITIES

Marketing research conducted by his company is very effective in identifying customer needs and preferences. Additionally, USA Chicago's strong writing capabilities have been proven by their association with major magazines like Business Week, where they write many special sections, design brochures and ads that are placed on the electronic

highway. I feel this is the most exciting area of his business. Pat has been involved with the

information superhighway since the mid-eighties and knows just about everything there is to know about it. I've only had an E-mail address for a year, and use it to communicate with other members about PCA events as well as getting on-line with the motorsport's forum.

SUPERHIGHWAY ADS

Electronic advertising is the latest advertising media format, and I know a number of people who depend on the Internet for information. Can you imagine being able to download a trade magazine article or a manufacturer's complete catalogue and order parts in just a few minutes instead of waiting for overnight or several day

delivery? USA Chicago developed and placed Allied Signal's Internet catalogue for just this purpose, and they are doing the same for other companies. Since the Internet is worldwide, their clients get international coverage immediately--which is very exciting! However, as exciting as the information superhighway is, it'll never replace the asphalt highway, a set of sticky tires and a Porsche.

MEMBER PROFILE

Pat and Bonnie Yanahan are celebrating their 20th year as members of the Chicago Region. Can you guess how they are celebrating? Would you believe by sponsoring our Road America Challenge? Well, maybe they're really celebrating by restoring and showing 356's and 911's, and/or maybe dinner and a drive-in movie; however, I

would like to think of it more selfishly..... Yah,.....It's the race! Actually, Pat's company, USA Chicago Inc., is sponsoring the event. So if you are looking for an international advertising firm that has won numerous creative awards and can run a coordinated ad campaign from Europe, across the states, to China with its burgeoning economy and other parts in the Far East, talk to Pat and while you're at it, thank him for sponsoring our "Really Big Event."

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



SPONSOR'S CORNER:

BILL JACOB'S MOTORSPORTS

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MARTIN L. SALTZMAN, MD
375 S. ROSELLE
SCHAUMBURG, IL
(708) 307-7773

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ELK GROVE, IL
(800)632-2314
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EQUIP & FILMS

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1099 BROWN ST. #206
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(800)356-2080
COMPLETE RACER SAFETY STORE

TIRE AMERICA

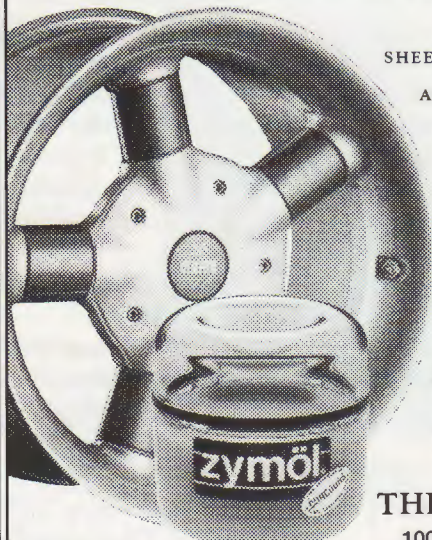
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BIG REDUCTION in insurance costs for many high performance cars

(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



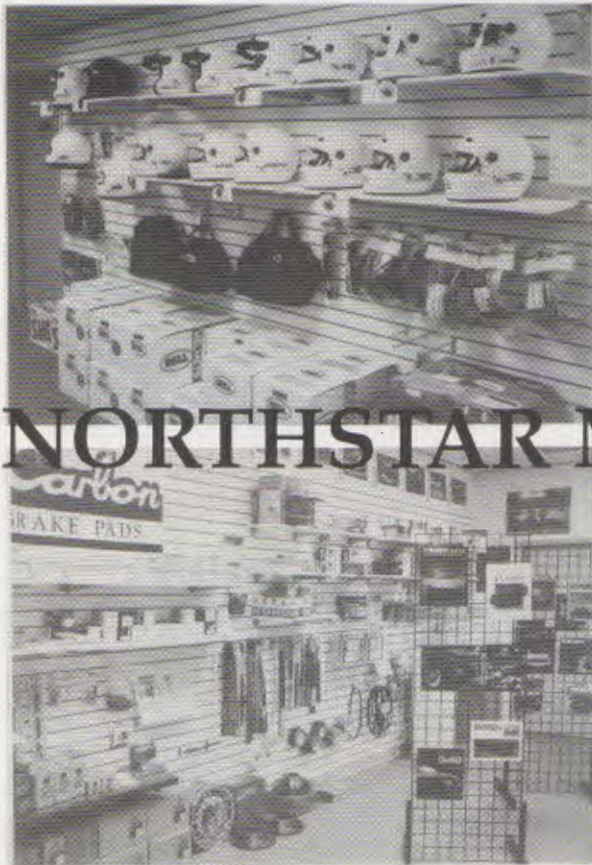
JAMES CADY AGENCY
525 W. Higgins (at Golf)
Hoffman Estates, IL 60195
490-1200

STILL RATED HIGH PERFORMANCE

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

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

WHAT DO SPARCO, BELL, SIMPSON, PYROTECT, OMP, SHOEI, COOL CARBON AND KONI HAVE IN COMMON?



NORTHSTAR MOTORSPORTS

WHEN THE MANUFACTURERS OF THE WORLD'S BEST RACER SAFETY AND PERFORMANCE PRODUCTS LOOK FOR RETAIL 'PARTNERS,' THEY SEEK OUT THE BEST PEOPLE TO REPRESENT THEM. PEOPLE WHO KNOW RACING, AND THE DEMANDS WHICH ARE PLACED ON CARS AS WELL AS ON THE DRIVERS.

THAT'S WHY THESE FINE MANUFACTURERS, AS WELL AS DOZENS MORE, DO BUSINESS WITH AND ARE REPRESENTED BY THE NORTHSTAR ORGANIZATION. NORTHSTAR'S PEOPLE HAVE OVER TWENTY SOLID YEARS OF DIRECT RACING INVOLVEMENT TO DRAW UPON WHENEVER THEY ATTEND A CLUB RACE, ANSWER A PHONE OR WORK WITH A CUSTOMER IN THEIR SHOWROOM.

FOR PCA MEMBERS, NORTHSTAR'S EXPERIENCE CAN MEAN ONLY ONE THING: COMPLETE SATISFACTION.

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PCA Members Since 1974

Mon - Fri: 9-5
Sat: 9-1
*Evenings Available
by Appointment*

MOTORSPORT CRUISE

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

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

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

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

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

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

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

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

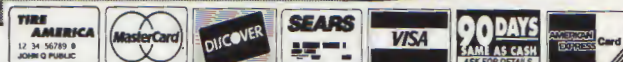
Chuck Will at (708) 303-5878 or Cher Dombrowski at (708) 549-2311 or (708) 705-0393.

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GOOD YEAR BFGoodrich DUNLOP MICHELIN
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WELD RACING BORBET BOYDS CRAGAR OPTIMA TSW
LA rial BBS MOMO Spectrum
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NEW LOCATION COUNTRY SIDE Corner of Joliet & LaGrange (Next to Circuit City)	(708)482-8473 CALUMET CITY River Oaks West Mall	(708)868-5566
VERNON HILLS Hawthorn Center Mall (Next to Marshall Fields)	(708)918-9940 DEERFIELD Deerbrook Mall	(708) 480-8880
NILES 9007 North Milwaukee Ave.	(708)581-0100 DOWNERS GROVE North of 75th on Lemont	(708) 964-6300
ARLINGTON HEIGHTS Corner of Golf & Algonquin	(708)506-1100 JOLIET Louis Joliet Mall	(815) 436-8888
FOX VALLEY MALL Across from Sears	(708)898-7900 MERRILLVILLE 8303 Broadway, Century Consumers Mall	(219) 769-2700
BERWYN 1/2 Block East of Harlem Ave. on Cermak	(708)788-6800 OAK LAWN 4455 South West Highway	(708) 636-8880
BLOOMINGDALE Stratford Square Mall	(708)351-8885 ORLAND PARK Orland Square Mall	(708) 349-2100
BRICKTOWN SQ. MALL 6520 West Fullerton (Next to Franks)	(312)622-2212 WEST DUNDEE Springhill Mall	(708) 426-8808

120+ LOCATIONS NATIONWIDE. OUTSIDE CHICAGO PHONE 1-800-884-5615 FOR SHIPPING.

This July 30th, there are three great races scheduled.

May we suggest you videotape the first two and participate in the third.

- 1** F-1, Hockenheim
- 2** IndyCar, Michigan
- 3** Porsche Club Race

Brainerd, Minnesota



Come and enjoy the festival and pageantry of this Porsche Club race.
It's more than just a race - it's the Saturday Concours, the Saturday evening
Dinner at the Gull Lake Yacht Club - even the Tour on Sunday morning.
Besides, being at turn one for that first race lap, is not to be missed.

Nord Stern Region Club Race Registration Entry includes one Shirt. Send this registration, together with a check payable to Nord Stern for \$250 (\$225 before July 1) to: Roger Johnson, Registrar, 6090 Cheshire Ln., Minneapolis, MN 55446 Tel. 612 557-9578, Fax 612 559-1281.

To Concours your car, Work, Tour or Spectate It's FREE Just fill in the top four lines and mail your registration to us.

If the concours exhibitor is not registered as a Driver let us know which car you will be showing and, select your Shirt Size S M L XL XXL.

If you or any members of your party chose to work Saturday and Sunday in Timing and Scoring or 18 years or older persons chose to work the Corners with Flagging and Communications you will receive a free shirt. Shirt Size(s) S M L XL XXL.



Club Race Entry fee _____
Dinner _____ @ \$15.00 each _____
Shirts _____ @ \$30.00 each _____
Total _____

Shirt Size(s) S M L XL XXL

(check appropriate boxes)

Concours ☐ Worker ☐ Tour ☐ Spectator ☐

List workers by name and shirt size

Name _____			
Address _____			
City _____		State _____	Zip _____
Telephone Day _____		Evening _____	
Car Year _____	Model _____	Color _____	Race Class _____
Car Number (Three Choices) 1st _____	2nd _____	3rd _____	
Club Racing License Number _____		PCA Region _____	
License (Novice, Rookie, Full) _____			
Signature _____			

Sponsors GT Racing • CARSTAR Collision Center • BBM Motorsports and Langren Motor Sports
Northstar Motorsports Ltd. • Auto Edge • TJR Collision Center • Tires Plus • Zenith Graphics Signs

WELCOME

TO OUR NEW MEMBERS

By Mike Mullins

Markian & Daria Lewun
Park Ridge
1989 964

Robert & Mary Relische
Lake Forest
1995 911

Joachim & Heidi Ferstl
Elgin
1987 944 Turbo

Lou Morabito
Northbrook
1988 911

Scott Sheffer
Arlington Heights

Jeff Mayeri
Naperville

Hans & Barbara Bachoefer
Elk Grove Village
1972 911S

Mark & Lorelei Janis
Hinsdale
1977 911S

Scott Forbes & Bill Meyer
Chicago
1983 944

Michael Calsin
Niles
1987 944S

Bob Adamczyk
Hawthorn Woods
1988 944

Kyle & Barbars Stevens
Montgomery
1989 944

Petar Kostic
Woodridge
1988 924S

Kiffin & Jeanne Gilbert
Homewood
1989 944 S2

Scott Phillips
Chicago
1986 911

John & Susan Danreiter
Rock Falls
1973 911

Robert & Nancy DeSalvo
Naperville
1989 944SC

Dennis Lapidus
Chicago
1991 911

Paul Hill
Marengo
1981 911

Peter Rooney
Chicago
1995 968

MY FIRST FLING WITH DAD'S MISTRESS

Submitted By: Linda Patterson

Having parents like Wayne & Sally Potter who were active in PCA during its early years, I grew up knowing and enjoying "Porsche People". It just seemed natural to continue that involvement as I married and started my own family. Rip & I joined the ranks of second generation PCA members before our first child was born. All three of our children; Chris, Sam and Andrea, attended Club events before they were 1 month old. As they have grown, their level of participation at events has increased. This past year Sam became a member of PCA. This membership put Chicago Region in the unique situation of having three generations of the same family as active members of the club at the same time.

Sam's interest in the "little cars" has included, of course, the desire to drive at events. What follows is an article, written by Sam, that illustrates his full realization of the Porsche experience.

"MY FIRST FLING WITH DAD'S MISTRESS"

By: Sam Patterson

"Step one is to forget what the car looks like," Dad declares. I can hardly believe what I am hearing. Forget what this bright, expensive, glorious car looks like? Then, I am instructed to concentrate on the car's controls. "If you can forget what it looks like and focus on the tires, the engine, the steering wheel, and how they relate to the ground you will succeed."

The car had been restored by my father over a span of eleven years, eleven years of stolen moments and weekends which had earned it the name "Mistress". The paint was a reflective shade my father had dubbed "arrest-me-red". As I stood next to the car, I could see the race track behind me reflected in the paint and distorted by the body's flawless curves. The black canvas top stood in sobering contrast to the waves and flow of the almost luminescent shell. I sunk into the padded leather bucket seat, grasped the all wood wheel in my cold and shaking hands, and began to understand the reverence my father paid to his 1964 356 Porsche.

The rack was Blackhawk Farms Raceway in western Illinois. It had been rented by the Porsche Club of

America for a driving school. My driving class was called to the start/finish line. The line was three cars across the lane and several rows deep; each driver with one purpose in mind, fun. I strapped myself into the seat, tightening the belt almost to the point of pain. I fastened the helmet strap under my chin. The nylon mesh dug into my neck and clamped my jaw closed. I could hear the slow sewing machine like drone of the engine dampened by the stifling padding of the helmet. Waiting for the flag to drop I checked the oil pressure gauge and brought the engine speed up to 200 rpms. I raised my eyes from the controls to see the start/finish man signal me to go. He pointed a clean and polished forefinger at me, dropped his hand, and then pointed down the track.

With the accelerator squashed beneath my right foot, I slowly released the clutch. The car grabbed the track and pushed off of the line like a swimmer starting from the edge of a pool. Quickly, I was upon the first corner. Following the directions I was given I applied the brakes, shifted from third gear to second, and accelerated through the turn.

Shifting from third gear down to second is perhaps the most difficult part of this procedure. While most people may not view a downshift as problematic, in this situation it's like trying to chew gum and whistle at the same time. The car approaches the turn at speeds between seventy and ninety miles per hour. First, the right foot moves from the accelerator to the brake. The brakes are applied at the last possible moment. As the brakes are applied the left foot depresses the clutch, the right hand guides the shift lever from the third gear position to the second gear position. Once the selector is in the second gear position, the left foot releases the clutch, while the right foot slides from the brake to the accelerator. All of this takes place in a time of about two seconds.

With all the precise steps of the procedure running through my head, there was no room for even considering what the car looked like. I could still hear my father shouting the last instructions through his helmet, "Just forget the car and drive the machine." Driving down the back straight-a-way I passed a small white timing booth, long deserted. Instantly I could see

the car zipping past and shooting through the corners, as I had seen many times from that booth. When I was too young and eager to drive I would sit in amongst the weeds and spider webs of the white plywood booth and wait for Dad to rocket past. I remember that I could hear the car long before it was visible. Under the high pitched turbo whines of the modified cars there was a low and regular hum-sputter. This was the sound of Dad's car. Now with that sound behind me, I recalled watching the corner for the appearance of the bright red hood that was now stretched out in front of my hands as I pulled the car through the quick right-then-left "S" curve. Then, as an overexcited mini race fan, I would begin waving wildly at the familiar blur of signal red beauty in hopes he would wave back. Now, as the trees rushed past and I weaved the car clumsily through another corner, the idea of waving seemed ludicrous.

driving. Soon I lost the sensation of setting in a leather seat. It became a sensor which by its vibrations told me when to shift gears. The steering wheel lost its finished wood feel and became a tool that told me how well the tires were gripping the track. The wheel also became the gear I had to learn to work with and not against. I soon came to understand that the small jitters and bumps of the wheel were the car's description of the road.

Before long all sense of the car had been replaced by an acute awareness of its parts and their relationship to the track. I was driving four tires and an engine. Controlling them through three pedals and a stick and a wheel. After forgetting that my father loved this car with all his earthly being, after pushing its market value



I teetered around the track three times before I no longer saw the glistening hood before me. The track changed its appearance also. It changed from a scenic road through a beautiful wooded area to asphalt with intermittent patches of off grey concrete surrounded by a forest of green and brown lines, trees which were to stagnant to draw my precious concentration from

out of my mind; I was able to drive the car like it was meant to be driven, with attitude. The corners came faster and the straight-a-ways shorter. Soon I was catching up to other drivers, following their lines, even passing on occasion.

As I drove with more attitude, I started pushing what I perceived as the limits of the car. I started braking later and harder and pulling the car through the turns on shorter and tighter paths. Once, while exiting a corner, the steering wheel felt light. Then I felt the right rear wheel touch the ground. The car began to swerve. I countered the swerve and straightened the wheels, while making the note that I had just crossed the limit for that corner.

Now I was racing. The track was familiar and I knew the car. I had no idea how fast I was going, I never had time to glance at the speedometer. Just as the car had faded into controls and responses, panic faded into joy and power. The car sat down tight into corners, and we slingshotted into the straight-a-ways. I felt the rush of speed. The full realization that death was within several feet of the car at all times never hit me. I kept building speed and drawing tighter lines through the corners. As I accelerated through another corner, I saw the corner worker waving a yellow flag.

The yellow, or caution flag, requires all drivers to slow to a moderate speed and wait for the green flag. After slowing down to forty miles an hour, I felt the car begin to "chug". I reached under the dash and flipped the fuel lever to reserve. Once drawing fuel from the reserve line, the engine sputtered happily.

When I reached the start/finish line, I pulled the car into the pits. I disengaged the clutch and coasted the car into our parking spot. I shut off the engine, unlatched myself from the seat, and opened the door. I swung my feet onto the ground and stood up. The ground seemed static compared to the live vibrations of the seat of the car. The whole area around me seemed to be moving in slow motion, my senses were wide open and felt starved at the lack of information. I removed my helmet and breathed the cool air deep into my lungs.

I stood by the car and inhaled a glass of water. I had not noticed how thirsty I had become. I walked around the inside of the track as the wind whisked the sweat from my drenched head. I walked around for 45 minutes before I was able to sit down. It was very difficult to readjust all of my senses to functioning at 2 miles per hour versus 90-100 miles per hour. I had a permanent grin plastered upon my face. I found my dad sitting by the car when I got back.

"So is it my turn now?" he asked.

I smiled and replied, "I ran her out of gas."

He tilted his straw hat back to reveal a smile and chuckled, "That's my boy."

PETE'S POINTERS

The response for the premier PCA Chicago event of the year, Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage, has proven spectacular. Pre-registration is proceeding perfectly and promptly. Pete's plans for the proposed pristine Porsche paddock and possible proper path are panning out splendidly.

The event is to take place at Loyola Academy on June 25. Please pay heed, construction is planned for the main access road to Loyola during June. Don't panic, Pete has arranged an alternative route for participants to get to Loyola for Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage. Pete has also arranged for use of a parking lot far away from all the debris and dirt associated with road construction, so don't be paranoid about getting your Porsche dirty. Look in next month's Chicago Scene for routing instructions to get to Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage.

Dear Pete,

I am suffering from the dreaded Putt-Putt Phenomena. I must openly accept my demise and subscribe to your expert therapy immediately.

I recently bought a 928 automatic. I spent the first few weeks in this car trying to convince myself that I can kick Putt-Putt on my own and win at Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage. I was in denial. After years of steady decline, I have admitted defeat. I can go on with this affliction no longer.

I am convinced that I need your help. Because I allowed the disease to go on for so long I am afraid that I will never be able to drive fast again. My mind is not what it used to be, and I constantly hear this dull putt-puttputtputt, putt-puttputtputt in my head. My sense of direction is fading fast, I sometimes can't even tell my left from my right. I can no longer keep my 1959 Convertible "D" clean, so I only enter exhibition class. Help me out of this delirium, or I won't stand a chance of winning at Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage.

What do you suggest? Should I seek medical attention? How can I regain my winning form for PCA competition? I have been looking forward to your upcoming event, Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage, for so long. Will I be able to compete? What is the event anyway? Will you use a lot of big "p" words during the event? Due to the serious nature of my illness, I can't understand a thing you normally write about.

Anonymously,

Daniel A. "I could have been a contender" Gallagher

Dear Anonymous,

Pete is pleased that you have come forth with this problem. Although there is no pronto panacea for Putt-Putt Phenomena, Pete promises that phollowing his prescription will promptly put Putt-Putt in its place and prepare you for competition in Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage.

Pete has substantially toned down the use of "p" in this response in an effort to reach out to you and your Putt-Putt Phenomena problem. There is no reason to be ashamed, admitting you are suffering from Putt-Putt Phenomena is the primary step to the path of recovery. A successful comeback from Putt-Putt is possible. The return to racing of recovering Putt-Putters like Alain Prost, Emerson Fittipaldi, and Scott Pruett is proof that it can be done. (Prost and Pruett spent a plethora of therapeutic hours at Wasonce Sofastski's Polish Porsche Polishing Pantheon while Fittipaldi sought philosophical direction from rallye pedagogue Pedro de Palma Andale Andalai Lama.)

Pete suggests that you begin your recovery by attending and paying attention to the various educational programs the PCA Chicago region sponsors each year. Pete noted that at the concours school you were more concerned with passing out literature and plugging social events than with re-learning the basics of how to clean and maintain your Porsche.

Practice the skills you pick up at the schools upon your Porsche. Begin by entering concours and rallyes prior to competition in any high speed events. Pete proposes that you make it a priority to compete in Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage, as this event includes both a concours and a rallye.

It is an established scientific premise that Putt-Putt is a progressive disease which first affects your driving, then your rallying, and finally your concours abilities. Thus, Putt-Putt is best placated through increased participation in PCA events following the opposite sequence.

Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage is open to any and all PCA members and their guests who wish to participate. Just present yourself to Pete at Loyola Academy on June 25. Although Pete would prefer it if you would pre-register for the event, pre-registration is not a pre-requisite for competition.

The concours portion of Pete's Pre-Parade Punctiliously Pristine

Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage will include classes A, B, C, D, and E (Exhibition). Judging will begin promptly at 11 a.m., so the concours paddock will be open at 9 a.m.. All cars will be assumed pristinely perfect before judging, and points will be deducted for cleanliness and condition of pertinent portions of your Porsche.

Pete does not plan to use a plethora of "p" words during the rallye part of Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage. Although a knowledge of "Pete Speak" might prove beneficial, it is certainly not required. Pete's rallye is designed to reward the punctual participant, and not to punish the wrong-way wanderer. The rallye will begin at Loyola Academy exactly at 1 p.m., with a general meeting for participants at 12:30 p.m. during lunch.

Because poly-purposive competition in Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage will prove to be a lengthy affair, a nourishing lunch will be provided for an additional 5\$ per person. Dinner and the trophy presentation will occur at Hackney's on Lake (near the Waukegan/Lake intersection). Plenty of prizes will be presented for Pristine Porsches, Punctual Porsches, and Poly-Purposive Porsches. Pete does not plan on sending any competitor home empty handed.

So please polish your Porsche, pay attention to the rallye route, and come out to compete in Pete's Pre-Parade Punctiliously Pristine Porsche Pageant Plus Pleasantly Perplexing Panoramic Passage on June 25, at Loyola Academy. Be like Pete, and put Putt-Putt in its place.



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REAR VIEW MIRROR

Concour School-Ed Napleton Porsche April 9, 1995

THE PCA CHICAGO CONCOURS COURSE

BY: Dan Gallagher Jr.

On April 9th a number of the concours faithful, overall trophy hopefuls, and new members gathered at Ed Napleton Porsche in Elmhurst for the annual concours school. The event was well attended, and the facilities offered by Ed Napleton's staff were excellent.

A few daring souls drove their Porsches to the event for a "hands on" presentation of concours "do's" and "don'ts" by the panel of "experts" assembled by event chair, Bill Garvy (the Clean Shrink). After introductory and encouraging remarks by Bill Garvy, the Clean Shrink offered his advice on engine cleaning. Bill brought in a few nifty samples of pristine engine parts that he had restored himself to show everyone that this could be done at home.

Bill was followed by Pay Yanahan, who explained the intricacies of trunk preparation. Pat warned all to beware of the corrosive nature of battery acid, before passing the floor to Dan Gallagher Jr. Dan covered the methods used to remove unseemly rust from a Porsche's undercarriage before going over the handy skills of shrink wrapping electrical connections.

Dan was followed by Myron Walters who covered how to clean the interior of a Porsche. Myron suggested using a florescent lamp for spotting dust and debris on the interior since that type of lighting will not burn any of the material.

John Takehara was the last to go, favoring the audience with some of the tricks and techniques he has used to polish and primp the exterior of his 299.5 point Parade Porsche.

After taking a break for an Italian Beef lunch, the "experts" began to ply their trade on specific areas of some of the Chicago Region Porsches parked in Ed Napleton's showroom. This may have been the most productive portion of the event, as many of the problems addressed are common to all Porsche's.

By 3 p.m. we had all had enough. After a raffle of goodies sponsored by Ed Napleton Porsche, we all parted ways looking forward to reuniting at the first concours on June 7 and the second concours on June 25.



Dan Gallagher Jr.



Bill introduces Todd Wilkins-
Sales Mgr. of Ed Napleton Porsche

Concour School-Ed Napleton Porsche April 9, 1995

*IF IT'S SNOWING IN CHICAGO,
IT MUST BE SPRING!*

BY: Bill Garvy

This is not a good sign, I remember thinking as I arose early Sunday morning on April 9th, to a blizzard! The weather gods must have a sense of humor, so I guess I won't be driving the 356...may be the 912, but no, not enough heat. So I piled all my cleaning potions, pieces and parts of my 356 into the E320 "panzer-wagon".

When the sun finally did come out, I remember looking around, and sure enough there was Dan Gallagher, Sr. Regardless we were lucky to have over eight victims, I mean volunteers, who sacrificed their cars for the purpose of the proliferation of Porsche preparation: Kyle Stevens, Lyn Larson, Keith Clark (by for the most understanding), Troy Piper, Jack Brakish, Chris Wirth and Andy Discher. I hope we got all your names-you gusys know who you are!

All of this would not have been possible without the expertise and help of the panel of experts who all made opening presentations on the areas judges have been known to examine. John Takehara on exterior cleaning and waxing, Myron Walters on interior (ask him sometime how he is so knowledgeable about this...), Dan "Shutzie" Gallagher, Jr. on undercarriage and wiring, Pat Yanahan on trunk/storage compartment, and myself on motor. Thanks to all of you who made the content of this event possible.

A special word of thanks goes to the Ed Napleton Porsche/Acura (over priced Hondas) dealership in Elmhurst. Todd Wilkins and crew saw to our every creature comfort, as well as raffling some generous door prizes to the hearty souls who stayed to the very end. This elegant, new dealership will be the site of a concours event next season to be sure. In the meantime, to all the fresh new faces we saw, we hope to see you at the first event on June 4th at MotorWerks, and make us all proud...Until next time when we discuss the use of your children in cleaning the door jams.



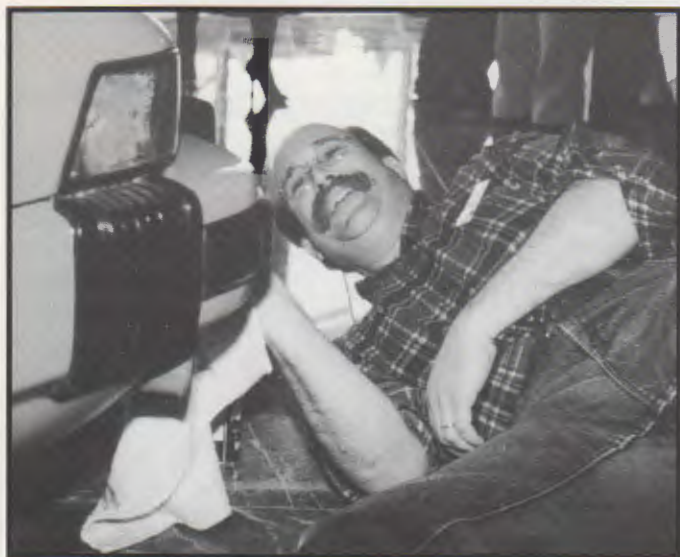
Can someone give me a ride?



Pat gives some pointers



John shows wheel polishing techniques



Bill rolls on the floor with laughter



John tells a heck of a whale tail!



A company or a cult?



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Leah Sanda leads the pack.



Scott, why is Leah winning again?



Chef Karl in the thick of things.



Linda Bacin tries an inside move.

TECH SESSION / KELLY MOSS RACE TEAM - MARCH 5, 1995



Bill introduces the Hosts...Kelly Moss Race Team



The snowbirds visit Kelly Moss race head quarters



Club racers get some racer tips.



What do you mean you don't understand John?



Rick's 968



Tim & Bruce look at race photos.

HARI'S ONE LAP OF ATLANTA

APRIL 7-9, 1995



DO AS I SAY, NOT WHAT I DO

As you may have guessed, I did the unthinkable--what every experienced driver attempts to avoid and what we all profess is the dumbest thing any driver can do: I crashed on the first lap of the first day and at practice. An loose left rear wheel and another car coming onto the track from the grid area caused me to lose concentration. When I came up on turn one and two I was ok, yet at three is especially sharp, so I decided to go straight off the track and get back on at five. Well, the dirt part of the track was like riding a stage coach out west during the gold rush. The results--the whole bottom of my car was banged up with my transmission mounts broken completely off. I was towed back to the paddock with the engine and transmission dragging on the stinger pipe all the way around the track. All day Friday and Saturday were wasted in getting the car running so we could race on Sunday. The worst part of the whole deal was that I couldn't hide from view as other drivers drove past the scene of the incident: I was on a grassy knoll in plain view.

CHICAGO'S STRONG SHOWING

Overall, there were 22 cars from the Chicago region competing at Atlanta, which made our group the largest single group

down there. George and Brian Weathered were down there helping all the Chicago Region drivers out, including big time help for me. I was talking to John Ruther when he was told that he came in first because Guy Gardner was disqualified. However, it turned out that Guy had discussed the problem with the track steward and his disqualification turned out to be

Overall, 22 cars from the Chicago region competed at Atlanta, making it the largest single group at the event.

an error on the steward's part. Therefore, Guy and John were both awarded a tie for first place (first time I've seen this happen) and were two happy guys! Bruce Dandrew started second on the front row in his new 935 but was not able to keep up with the "Snow Storm" from Utah: Martin Snow won handily as he has done for the past two years. John Bonnett, Glenn Sapa, Casey Singer and Jerry Petroski had a lot of fun dicing with each other, and Scott Sanda won his class with no problem.

THERE'S MORE TO ENJOY THAN JUST THE RACING

Some of the racers' wives and girlfriends came along and also had a great time: Jeanie Ruther, Avis Bonnett, Sandy Sapa,

Kristin Petrosky, Sharron Daley and her friend Lisa Blatner, Karen Zenisek, Sue Flynn and Lorynda Gardner. Although they enjoyed the racing and keeping tabs on their favorite men and the cars, they also took in the southern hospitality and the incredible weather. Major McGill's, one of the best fish restaurants in the Atlanta area, was a favorite among the group. The Saturday night stock car race that was going on next door was attended by some. It seemed to be most exciting when the lights went out (twice) during the race requiring the drivers to slow down from 90 mph in total darkness. There were no accidents, but it must have been pretty hairy. The antique and mall shopping were some of the best ever experienced. Shopping for southern plantation antiques, having tea at the Ritz Carlton and buying stuff at the Parisian Shop were Friday and Saturday activities. But Sunday found them at the track, and they were not disappointed--the racing was great! I am not sure whether or not all of these other weekend activities make up for the anxiety the women noted they experience when they don't see their men coming around the front straight on schedule.

Hari Matuda

George and Brian Weathered of Midwest Eurosport repairing
Hari Matsuda's Porsche at Road Atlanta



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*SATURDAY MAY 20, 1995***

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Auto Assets is located on a four-acre complex just north of Columbus, Ohio, two miles off I-270. For more information contact Steve Southard at 614-793-1050 8-5 daily. Vendors must call ahead for space reservation. Food will be available and antique shops are nearby in Powell for some things not available at Swap Meet.

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1981 Porsche 911 SC, white coupe, dark brown leather, California car. No winters. 53K miles. Air conditioning, power windows, power mirrors, and power sun roof. 6x15 front fuchs. 7x15 rear fuchs, new rear tires. new alt., new thermostat, alarm, \$18,000. Excellent condition. Itasca, IL (708) 773-0642, (708)875-1402. Rob Korn.

1990 911 Carrera 2 coupe WPOAB2962LS451618. Guards red/cashmere supple leather w/blk piping. 16035 miles, Tiptronic, 3pc BBS gold wheels, heated electric seats w/lumbar support, computer, Stuttgart Blaupunkt, sun roof, alarm, climate control A/C bra & cover, perfect well maintained mint car (non-smoker) w/all records looking for a good home \$36,500/OBO. Will consider trade. Jim Murray, 25W437 Hamilton Dr., Wheaton, IL 60187. pls call b 4-10pm. (708) 653-3357.

1981 911SC Coupe. Silver/black leather, 49K miles, 22mm adj. swaybars, 22mm front-27mm rear torsion bars, sport shocks, SSI w/sport muffler, 6x7 w ith rear wheel spacers, solid clutch, lightweight preasure plate, shock tower brace, SS brake lines, cool-brake kit, Carrera tail, no AC, front valance oil cooler w/brake vents and SS oil lines, 5-point harness. No winters, accidents or dings. Very clean and competitive production class car. \$23,500 Vic Harris (708) 382-3217 evenings.

1970 914-GGT, S/N 4702910739, mild 2.7 engine, recent rebuild, body blue with black interior Note: Modified from kit rather than factory original. Roll cage, racing belts, fire extinguisher and ignition cut off in addition to the original style mods. \$15,500 John Kissinger, 3S570 Landon Dr., Warrenville, IL 60555 (708) 393-6592.

1976 930 Turbo VIN #930670026. Green with light green int. 33K miles, engine rebuild at 25K have invoices. Ex. cond. for 19 year old car. \$22,500 OBO. Bill Wittkamper, 6445 Rt 53, Woodridge, IL 60517.

1980 930 Turbo body race car, 3.0L Brosttan racing engine. Full roll cage, fuel cell, coil overs, big brakes, etc. Much more. Call for fax: \$32,500 with custom trailer. Bill Wittkamper, 6445 Rt. 53, Woodridge, IL (708) 241-0655.

1988 944 Turbo S. WPOAA2951 JN151283. Silve rose/plaid interior, newer Goodyear Eagles. 24,500 miles, very clean car. \$22,500 OBO. Dan 309/787-6411, Terry 309/755-3025.

1983 911 SC 3.0 L, Webers, 9010 cams, short gears, swuy bars and torsion bars. Car set up for track and street although will not meet smissions test in Illinois. Car is in immaculate condition, has never been wrecked or damaged, has most options, is silver exterior, black interior. Mileage is approximately 45,000 miles and the car has never been autocrossed since the engine was increased in size or the short gears installed. Has a limited slop. LTD SLP. Price \$18,000 708/238-4506.

1988 928 S4. Siver exterior, light grey interior, dual air, supple leather, five speed, 62,000 miles, disc player. Car is new, having never been wrecked or damaged or autocrossed. Immaculate condition and in perfct running order. Price \$22.000 708/238-4506.

1994 911 Turbo 3.6, silver exterior, black interior. Mileage 10,000 miles. The car is as new, in immaculate condition and in perfect running order. Price \$80,000. 708/238-4506.

1985 special order lightweight 911 Carrera brought into California from the factory per original owner. Has all documentation from day one. Different and special to any coupe in the U.S. A true traditionalist and purist Porsche. If interested for mor info and spifics, call Rich at 619/438-5150 \$22,3000 OBO.

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930 R/D, S calipers, S muffler, oil pump, OE new oil tank, 2nd, 4th, 5th gears, 12" megaphone, momo shift knobs, 911 rocker arms, FOB, Phil Koipke, 12700 N. Lake Shore Dr., Meq, WI 53092

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Wheels, four, 8x16 for 1986 944 Turbo, for track use, straight, with correct offset any style. Tim Wiese, 12 Spinnaker Ct, Grayslake, IL 60030. (708)223-1221.

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