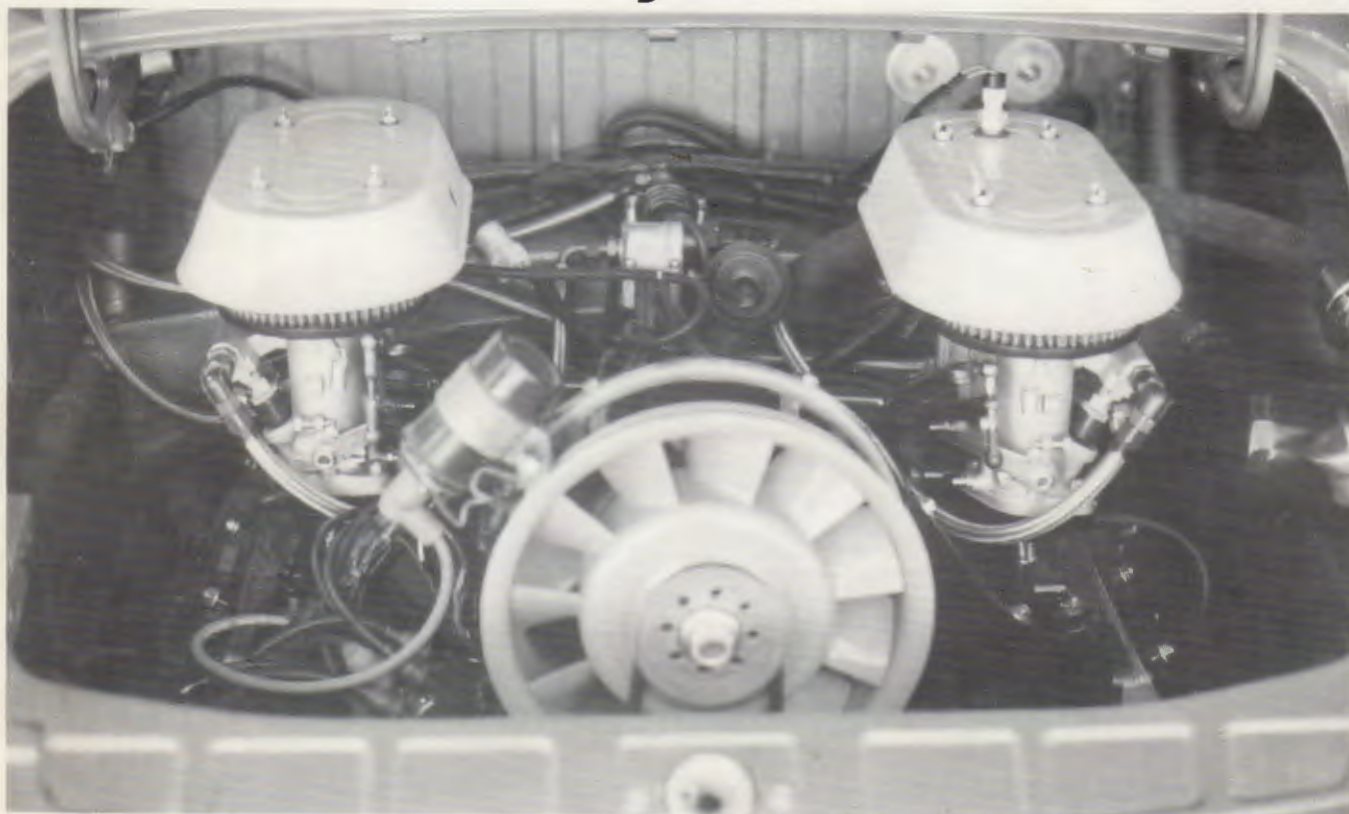
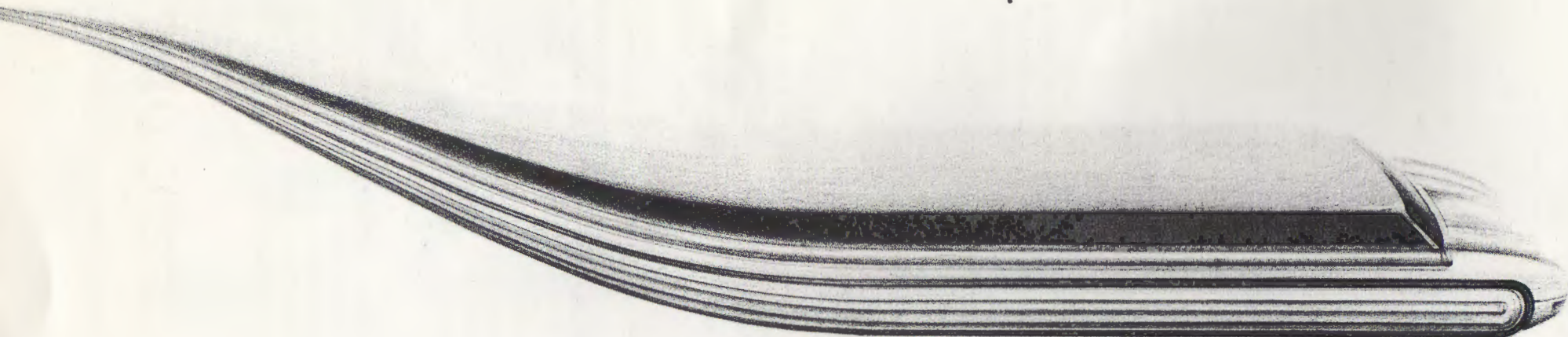




*May 1996*



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



***SEE IT WHEN THE COLOR HAS A CHANCE TO CATCH UP.***

---

Some dealers handle Porsche. Bill Jacobs Motorsport lives Porsche.

What else could explain the incredible commitment they have made. To the finest Porsche technicians in the world. To the highest-quality parts in the world. To the latest diagnostic technology in the world. Just call 708-357-1200 for an appointment today.

Sure, you could go to a dealer who merely sells Porsche. But, somehow, they lack color.

**PORSCHE®**

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

1564 W. Ogden Ave. Naperville



# Chicago Scene

May 1996  
Volume 40, Number 5

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

**POSTMASTER:** Send address changes to: *Chicago Scene*, 1133 West Patterson #1, Chicago, IL 60613.

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

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

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

Chicago Scene  
1133 West Patterson #1  
Chicago, IL 60613

Phone: (312) 929-1943 (6-9 PM central), Fax:  
(312) 296-9418, e-mail: vroommg11@aol.com

## Index

3	In Gallagher's Gear
4	Letters
31	The Mart

On The Cover: The engine of our Tech Coordinator, Mike Gray at the Tech and Chili event.

## Chicago Region 1996 Calendar

January 7	Annual Meeting
January 21	Rest. Tour - Bella Vista
February 4	Toboggan Time
February 11	Go-Kart Racing
February 18	Workers' Party Chef Karl's
March 3	Tech Session - Chili
March 24	Rallye School and Social
April 14	Rallye 1 / Concours 1
April 28	Driver's School
May 5	Region Concours School
May 15	Blackhawk 1
May 19	Autocross 1
May 25, 26	Road America 1
June 8, 9	Zone Concours 2
June 12	Blackhawk 2
June 23	Rallye 2
June 30	Autocross 2
July 7	Odyssey Cruise brunch
July 10	Blackhawk 3
July 14	Autocross 3
July 28	Potter's Picnic - Concours 3
August 3, 4	Gingerman Raceway
August 11	Utica - Autocross 4
Aug. 31 - Sept. 1, 2	RA - Club Race/Concours 4
September 8	Rallye 3
September 11	Blackhawk 4
September 14-21	Oklahoma Parade
September 29	Autocross 5
October 5, 6	Two day Rallye 4, 5
October 12, 13	Blackhawk Octoberfest
October 27	Bill Jacob's Concours 5
November 10	Tech/Social
December 7	Dinner Dance



# Who's Who



**PRESIDENT**  
Dan Gallagher  
(708)784-0784



**DIRECTOR**  
John Ruther  
(708)639-1094



**VICE PRESIDENT**  
Bruce Janecek  
(708)361-8421



**DIRECTOR**  
Jeff Girard  
(708)985-6739



**SECRETARY**  
David O'Bryan  
(312)929-1943



**DIRECTOR**  
Bill Murrin  
(708)352-5719



**TREASURER**  
Keith Clark  
(708)690-3381



**DIRECTOR**  
Chuck Bittman  
(708)352-9505



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



**DIRECTOR**  
Susan Brenkus  
(708)766-4734

## Coordinators

### MEMBERSHIP

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

### AUTOCROSS

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

### CONCOURS

Patrick Yanahan, (708)887-7605

### RALLYE

Stephen Rashbaum/Susan Shire,  
(708)673-5218

### SOCIAL

Peggy Gallagher, (708)784-0784

### PCA CLUB RACING

Arnold Zann, (708)386-2864

### PCA CLUB RACE SPONSORSHIP

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

### CHIEF DRIVING INSTRUCTOR

John Ruther, (708)639-1094

### RACE TIMING & SCORING

Ed Leed, (708)382-6911

### AUTOCROSS TIMING & SCORING

Susan Brenkus, (708)766-4734

### GOODIE STORE

Linda Patterson, (708)740-3562

### SAFETY

Greg Turek, (708)961-2439

### CHARITY

Ken Pesavento, (708)668-1170

### TECH

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

### "CHICAGO SCENE" CO-EDITORS

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

### ADVERTISING MANAGER

Nick Brenkus, (708)766-4734

### CHIEF PHOTOGRAPHER

Jim Jacisin, (708)279-4835

### PRINTER

CopyCo Printing, (708)824-4425

### DATABASE MANAGER

Debby Leed, (708)382-6911



## In Gallagher's Gear

Surprise! I did survive David and Heather's wedding. Not by much, I am still a little hung over, but what a blast! My beloved bride really had a great time. We all wish our newsletter editors much happiness and I want to hear how the honeymoon to Germany and the Porsche Factory was.

As David and Heather are leaving for the land of beer and great cars, they moved the newsletter deadline up so I really don't have much to update you about. The only event between the April issue and now was the Shire and Rashbaum Rallye School. The event was very informative, particularly for the beginning rallyist. Some sixty or so of us showed up for the school and libations at Hackneys. I hop that by this great showing it means that our rallyes will have increased attendance this year. The job of rallyemaster is one of the hardest and least appreciated. Peggy and I are looking forward to Myron's rallye on the fourteenth of April.

It may seem a bit early, but I have already appointed the nominating committee for 1997. Arnie Zann will serve as chairman with Peggy Gallagher, Nick Brenkus, Bob Cook, and Bill Murrin. If you want to serve as an officer or director, please contact one of the above either at Elkhart or one of our other summer events.

As I said earlier, there is really not a lot to report. So I will see you Blackhawk or Elkhart.

Gallagher

### Club Racing Rules and Scrutineering by Harry Hall, PCA Club Racing Tech Chair

The 1996 PCA Club Racing rule book is now complete, delayed by some late facts and figures from PCNA. We've also added some of the models missing from our stock class list and horsepower-to-weight pages and we've formalized the process to be followed in making future revisions of the rules including published deadlines for input to the PCA Club Racing Committee.

If you plan to participate in the club racing program, you'll need to contact Ruth Harte at the national PCA office, (703) 922-9300, for application materials which includes a copy of the rule book. Take time to read the rule book carefully before preparing your car. If you have any questions the rule book doesn't answer, just ask me. Email is the best way to contact me (hhall@strauss.udel.edu); fax, the next best way at 302/831-6321; snail-mail the next best at 491 Blake Road, Elkton, MD 21921; and the least likely way to get me is by phone, 410/398-8784.

*Stock Classes*

## Vroomm Voice of ...



Dan is right... not much to report at this point. However, as you will see by the plethora of registration forms in this issue, the season is upon us!

I just had to move Vroomm to its summer garage due to the baseball season. Dan and I went to the Cubs' opener on April Fool's Day. I think we were the fools - it was too cold to drink beer. Luckily, I had some Heine's in the fridge and we adjourned to my couch for the 9th and 10th innings.

Heather and I will have missed the April 14th Concour/Rallye - too bad, I always like Myron's Rallyes - I hope a new member wins and keeps Gallaghers and Brenkus' out of the running. See you soon.

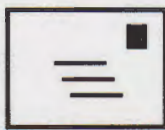
Heather and Dave

We are frequently asked why a car in one of the stock classes has to have a particular interior piece if it makes the weight requirement without it. The short answer is; every car in a stock class must have every piece of original equipment that the stock class rules require. The only body-panels that can be replaced with non-factory, different material, pieces are bumpers and spoilers. The only interior pieces that can be replaced are the seats. The only interior pieces that can be removed are panels that physically interfere with the roll bar/cage (the removal should be done so that what remains doesn't look "stripped" or "gutted" -- that is, the "aesthetically pleasing" provision of the rules still applies), the driver's side front carpet, and loose pieces such as floor mats (which must be removed). This is what "stock" in the stock classes means. It has nothing to do with weight. Even if your car is 500 lbs. over the required minimum weight, it still must have all of the required pieces on it.

Weight is a separate issue. The stock classification system is driven in large part by power-to-weight ratios, and the car must conform to the weights used to calculate those ratios. These weights are listed for all the stock class cars by year and model in the back of the rule book. Whether it has been "prepared" up into a higher class or is still in its original stock class, every car racing in classes C through K has to make the minimum weight specified for its year and model at the completion of any club race. This may mean, for some cars, that ballast must be bolted into the driver's compartment or that the car must be raced with a full tank of gas, especially if many lighter-than-stock components have been used to replace

*(Continued on page 32)*





# Letters & e-mails



## Sparking 944S

by Douglas Bullard, Ogden, Utah

My 1987 944S was running poorly at low RPM. It idled just fine, revved fine with no load, but it hesitated and sputtered with normal driving. At higher RPMs, it would suddenly zoom along just great.

I tried several things, and then a friend told me to look under the hood at night with no lights on. Sure enough, sparks were dancing all over the plug wires, shorting to the engine block and each other.

I found a new set of plug wires and five minutes later it was running like new. Sometimes it's the simple things....

## Autocrossing -

### A Woman's Point Of View

by Janice Witteried, Cal-Inland Region  
(from Cal-Inland Winding Roads)

During the years we have been members of PCA, my husband, David, who is into autocrossing took me to several events (BORING). After he finished one of his runs I thought, "Boy, that looks easy." Then I said jokingly, "I can do that." David said, "Guess what? I signed you up and paid your entry fee."

My heart skipped two beats. No turning back now. Soon I was sitting in the car, seat belt extra tight and a helmet mashed down on my head. David had to remove the sun visor because I needed the seat all the way forward and

the helmet was hitting it. My instructor came over and climbed in next to me. The cars inched forward slowly as each driver took their turn. In no time I was the first in line. Palms sweating and heart pounding (thud-a-thud-a-thud), I thought, "What the heck am I doing here? Am I crazy?" The starter waved the green flag and I zoomed off the starting line, slowly. The next thing I knew there were a bunch of cones in front of me. "Which way do I go? Which way do I go?"

My instructor patiently pointed out the right directions to go and after several runs I finally went fast, even knocking down a few cones. What fun! The racing bug has bit me and my husband will never see his car again. Now, when we go to an autocross, I get to take the car out first (he says, to warm up the tires). But really, I just can't wait for him.

If you ever get the opportunity to autocross, give it a try. It's lots of fun and you can't hurt your precious toy.

## The Secrets of a TSD Rally

by Ken Geiger (Excerpted from NNJR/PCA  
PorscheForus)

Each year, our Rally Chairpersons devote a lot of effort to try to nurture participation in our rally events. Every year they conduct a "rally school" or an "instructional rally". Rallying is not difficult, it does not have to be stressful, and it can be a lot of fun.

The following dissertation is being published in an attempt to "de-mystify" rallying. If you have never tried rallying, you don't know "how to do it", therefore you may be afraid to "try it" because you don't want to "look stupid". If you understand the following information, you should have no problem in placing well at any rally.

When you register at a TSD rally, you will be given a copy of the General Instructions (Generals) for that rally. The Generals explain the rules of the game. Prior to departing from the starting point, you will be given a copy of the Route Instructions. The Route Instructions tell you how to get from the starting point to the ending point. You execute the Route Instructions in sequence - the way you execute each Route Instruction is governed by the rules (Generals).

TSD stands for Time - Speed - Distance. Along the route of a TSD rally, you will pass several checkpoints where your arrival time will be measured and recorded (Time). The Route Instructions for a TSD rally will specify the CAST (Speed) that you should attempt to drive at over each section of the route (Distance). The "error" between the time you actually pass a checkpoint and the time you should have passed that checkpoint is what determines your score. For each 0.01 minute (0.6 second) that you are early (fast) or late (slow) at each checkpoint, you receive one point. Each "leg" (the section between two checkpoints) is scored independently - you begin each leg on-time. In other words, being early or late at a checkpoint does not mean that you carry over that error to the next leg - you begin each leg with no error. At the end of the route, each team's score over each leg is added together - the team with the lowest score wins.

### A. Speedometer and Odometer Error

Before beginning any events, fill your gas tank and check your tire pressure. (Tire pressure can have a big effect on your odometer reading.) As you proceed along the ODO check, check the readings on your odometer against the official mileages - most likely, they will not agree. The ODO check is just that - a leg to allow you to "calibrate" your car's odometer against the "official" odometer in the



car that was used to set-up the rally. As you pass each mileage reference point, write down your odometer mileage on your route instructions. Then, solve this equation:

odometer correction factor =

Your Odometer Reading at the end of the ODO check

-----  
Official Mileage at the end of the Odo check

To adjust the official mileage to your odometer, multiply by this factor. To adjust your odometer reading to the official mileage, divide by this factor.

## B. Lost Time

If stuck behind local traffic, do you: a) give up; b) do something stupid; or c) curse out loud? Well, a good rallyist never resorts to a), knows that b) is totally unacceptable, and tries to keep c) to a minimum. Do not exhibit "Type A" behavior. Relax and keep your cool. Estimate how many MPH slower you are running than the CAST you should be at, and time how long the situation lasts. When the situation clears, run faster than the CAST for a time that corresponds to the time that you ran slow and you will be back on time. Remember, at no time should you exceed the posted speed limit on any rally road! If you can't run the full amount faster (due to speed limits, weather conditions, etc.), run half the amount faster for twice as long or one-third the amount faster for three times as long, etc. It does work!

Stop signs and traffic lights are handled the same as above, except that your speed has decreased to zero, and you are remaining stationary for some period of time. Time the deceleration, acceleration and the interval that you are stopped. The times during which you come to a stop and then accelerate back up to CAST are treated as if you were averaging one-half of CAST. If possible, just go 50% faster for whatever time it took you to decelerate and accelerate (or 25% faster for twice the time, etc.) The time lost while standing still can be made up by going 50% faster for twice the time you were stopped. It is usually unwise and unsafe to travel at twice the CAST. Don't!

Twisting roads. Be careful . . . a small drop in CAST on each turn must be balanced by a small excess in CAST on each straight to avoid a surprisingly large late penalty at the next checkpoint. Remember, CAST are average speeds.

Off-course excursions (getting lost) may occur. Don't argue about who is at fault. Get back on course! For each minute lost (remember, that's going plus coming back) run

50% faster for 2 minutes or 33% faster for 3 minutes, etc. Don't "overdo" it and get ahead of schedule! Don't exceed the posted speed limits on any road or do something stupid . . . better you should "max" the leg than have an incident. Remember, each leg is independent - you can "max" a leg and still do quite well in a rally.

If you don't know how late you are, drive at a safe increased CAST until you think you are back on time. This indefinable and unteachable talent is called "navigating by the seat of your pants" and usually works pretty well. This technique certainly works better than doing nothing at all!

Remember this wise old saying: "It is better to be late, but sure you're on course, than to be on time, but on the wrong road." Try rallying. A fun day spent in the company of other Porsche lovers; some simple, mental exercise; a chance to see some sights that you may not know exist; and at the end, some great food! What more could you ask for?



## USED & NEW PORSCHE PARTS

30 Day  
Money Back  
Warranty on  
Used Parts\*

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

We rebuild engines,  
starters, alternators,  
and transmissions.  
Call for estimate.  
We Buy Parts Cars

OTHER NEW GERMAN PARTS ALSO AVAILABLE

**FREE** PORSCHE KEYCHAIN WITH ALL ORDERS

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

### 914 CONSERVATION SERIES™ Exclusive! Protect Your Investment!



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

- Part Works' exclusive Rear Support/Skidding Panels protect your car by restoring and increasing its structural integrity which was lost to the 914's corrosion "cancer". Heavy Duty \$195 per set, Super Heavy Duty: \$245 per set (will sell separately)
- Part Works' new, specially designed Backer Covers protect your 914 from the corrosive effects of moisture retaining dirt trapped by conventional rocker covers. \$45 per side
- Part Works' exclusive Fender Wall Liners protect your 914 from the corrosive effects of moisture retaining dirt trapped in the wheel wells of your cars. \$99.00 per set of four
- Part Works' new Parachute® May Center Cap Tool Set prevents damage to your original Porsche® 914 may center caps when they are being removed and reinstalled. \$19.95 per set
- Part Works' exclusive Battery Tray Liner protects your 914 from the corrosive effects of leaking battery acid. Made of the highest quality Lexan plastic at \$39.95 per kit

## PART WORKS OF CHICAGO

1-800-366-9147  
(Order Line)

815-462-3000  
(In Illinois)

815-462-3004  
(Customer Service)

Porsche is a registered trademark of Dr. Ing h.c.f. Porsche AG.  
\*Call or see invoice for terms and conditions. Certain limitations on special orders. Exchange only on used electrical parts. New part returns subject to returning the used part in-house credit only. No returns on new electrical parts or consumable parts. All returns are for purchase price only.



# National Parade Concours Judges and Participants Seminar

WITH

**DENNIS FRICK** PCA Parade Competition Rules Chairman  
and

**JOHN PATEREK** PCA Exteriors/Interiors Chairman

at MotorWerks

Saturday, MAY 4, 1996

From 12:30 p.m. to 4:30 p.m.

MotorWerks is located at the corner of Barrington and Dundee roads in Barrington.

This seminar is to educate and expand the number of qualified judges and participants with the Concours PCR changes that will go into affect at the 1996 Parade in Oklahoma in September. This seminar is open to anyone but is primarily directed to all members nationwide that may want to participate either as judges or entrants in future Parade Concours d'Eligence.

The three new groups, Preservation, Restoration and Preparation will be covered with emphasis on the Preservation group.

It would be helpful if you review the article in the November Panorama on the changes.

Event Coordinator: Myron Walters 1-708-690-3134

Accommodations: Pat Yanahan 1-708-920-1929

---

Fee: \$25.00 per person. Please make checks payable to: PCA Chicago Region

Name \_\_\_\_\_

Amount enclosed: \_\_\_\_\_

Name \_\_\_\_\_

MAIL TO: Myron Walters

Region \_\_\_\_\_

206 Lenox Ct.

A phone number: \_\_\_\_\_

Carol Stream, IL 60188-3056



# CONCOURS and RESTORATION CLINIC WITH JOHN PATEREK

THE PCA National Exteriors/Interiors Chairman  
at MotorWerks of Barrington  
Sunday, MAY 5, 1996

From 11:00 a.m. to 4:00 p.m. A light lunch will be provided by our host: MotorWerks.

MotorWerks is located at the corner of Dundee and Barrington roads in Barrington.

This will be the second time John Paterek has graciously consented to come to Chicago and put on a Concours and Restoration Clinic for us with the emphasis on Concours prep. The first time in April, 1993 attendance was about 125 members and guests. In 1993 John talked and DEMONSTRATED how to care for, protect and restore any Porsche, for 5 hours and he promises more of the same hands on demonstrations! If your were there you will be back and if you missed it for any reason DON'T MISS IT this time.!!

Have problems with paint, plating, seat color, decals and their placement, cleaning, scratched rear Cabriolet windows, finding original equipment, etc., John will either cover it in his presentation or answer your questions. John has been the Head Judge at numerous National Parade Concours. He restores and prepares Porsches professionally.

The highest honor I can pay John is that I have never met anyone that loved what they did more and shared their knowledge more freely with others than John Paterek.

Please register early so we can have an accurate count for lunch. THANK YOU! For those that register in advance there will be 2 drawings for a \$25 dollar gift certificate to the Goodie store during the Clinic!!

Event Coordinator: Myron Walters 1-708-690-3134

ARE YOU WILLING TO BRING A CAR TO BE USED IN DEMONSTRATIONS? PLEASE CALL.

Fee: \$15.00 per person. Please make checks payable to: PCA Chicago Region

Name(s) \_\_\_\_\_

Amount enclosed: \_\_\_\_\_

Name(s) \_\_\_\_\_

MAIL TO: Myron Walters

Name(s) \_\_\_\_\_

206 Lenox Ct.

A phone number: \_\_\_\_\_

Carol Stream, IL 60188-3056



# GET EQUIPPED...

with Brey-Krause stainless steel equipment for Porsches.



HARNESS GUIDE BARS

## Brace yourself !

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



STRUT TOWER BRACES

## Brace your car !

We have strut tower braces to fit all 944, 924, 911 C2, C4 and 993s. Simple designs that look right and do the job. Securing both strut towers together improves handling, while strut tower fatigue and excessive tire wear is reduced.



FIRE EXTINGUISHER MOUNTS

## Where there's smoke ...

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

Order through your performance parts dealer.

> Easy to install.

> No Holes To Drill!

Available at Kelly Moss Motorsports:  
Phone: (608) 274-5054 Fax: (608) 274-6252

Technical questions contact:  
Brey-Krause Mfg. Co.  
Phone (610) 867-1401 Fax (610) 866-1433  
Internet WEB Address: <http://www.enter.net/~breykrause>



## R. Fischer Motors, Inc.

Specializing In Repair of

Porsche ■ Mercedes Benz ■ BMW ■ Volkswagen ■ Audi

30 Year Factory - Trained Technicians

Competition Performance Service

Modifications on Suspension and Engines  
Featuring Hunter Wheel Alignments

908 S. Northwest Highway (Rte. 14)  
Between Lake Cook Road & Dundee Road  
Barrington, Illinois 60010  
(708) 304-8822 - 8823

Weekdays 8 AM - 5 PM

Saturday 8 AM - 1 PM



# Gymkhana!

## Hawthorne Race Track

(we'll use the paved parking lot)

Sunday, May 19th

Registration and Tech - 9:00 am

Driver's Meeting - 10:00 am

First off - 10:30 am

Come out and put what you learned at the Driving School in April to the test.

We will be using the East lot at Hawthorne -  
enter from Cicero Avenue.

Remember to bring an 85 Snell (or later) approved helmet for your head, long sleeve shirt for your back, and long pants for your other back. Also be sure to wear good shoes that cover your whole foot -  
i.e., no sandals for you grungers.

Make check payable to PCA - Chicago Region and deliver with registration form to:

Chris Ingot  
591 Greenwood Road  
Northbrook, IL 60062-2624

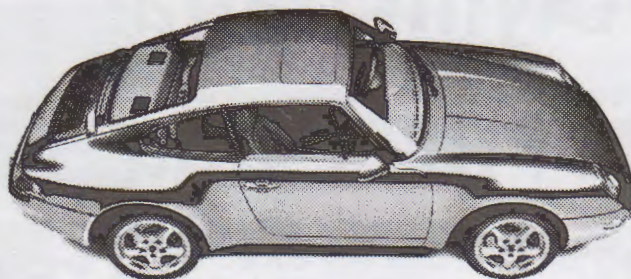
1st Driver: \_\_\_\_\_ \$20.00

2nd Driver: \_\_\_\_\_ \$10.00 (same car, family member)

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



# Help Drive Cystic Fibrosis Away!



**Retail Value**  
**\$75,891**

## **Win A 1997 Porsche 993 4S Coupe**

**ONLY 2500 TICKETS AT \$50 EACH WILL BE SOLD**

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

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

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

**To help sell tickets, please contact Ken Pesavento.**

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

---

**Make checks payable to: PCA Chicago Region Charity**

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

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

**PHONE:** \_\_\_\_\_

**Number Of Tickets:** \_\_\_\_\_ **Amount Enclosed:** \_\_\_\_\_

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

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



# Blackhawk XXVII

May 15, 1996

Here is your opportunity to practice all that you have learned in driver's school in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track that is located in South Beloit, just outside of Rockton, Illinois, close to the Northwest Tollway. Learn to drive your Porsche or other sporty vehicle at high speed in complete safety. At these events, we allow lesser cars to participate. We are not suggesting that you bring the family mini-van, but sports cars that pass tech inspection will be permitted.

The entrants will be divided into three classes so that slower cars and/or novice drivers will not be on the track at the same time as the faster cars. **Please remember that the club's insurance requires all drivers to wear long sleeved non-flammable shirts, long pants, and a Snell 85 (or later) helmet while on the track.** Driving suits are recommended.

Tech opens at 8:30 AM.

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

Remember-registration closes at 11:00 AM sharp.

Track closes 5:00 PM.

To save time at the track, you may bring a letter or completed tech form (found in this issue) signed by a recognized Porsche dealer or mechanic stating that your car has been prepared for the track.

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

Directions: Northwest Tollway (I90) North to IL 75 (just south of Wisconsin border), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left at T, about 1/4 mile to track entrance on right.

**Dinner will be immediately following at a site announced at the event -off the menu.**

## May 15th Blackhawk XXVII Registration Form

Mail to: Peggy Gallagher, Registrar  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

Questions: 708-784-0784  
Fax: 708-784-0785

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

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

Car Make: \_\_\_\_\_

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

Permanent Car #: \_\_\_\_\_

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

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

Fee: Payable to PCA - Chicago Region.  
\$110.00 Pre-registered  
\$125.00 At the gate  
Second driver free if family member



# Road America I

May 25 & 26, 1996

**Event Chairperson: Arnold Zann 708-366-9064**

**Registrars: Nick & Susan Brenkus 708-766-4734**

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

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

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

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

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

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

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

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

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

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

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

*(Continued on page 14)*



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

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

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

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

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

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:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

<b>Make checks payable to "PCA Chicago Region." Mail registration form and check to:</b>	
<b>Nick &amp; Susan Brenkus, 16W503 2nd Court, Bensenville, IL 60106</b>	
<b>Questions:</b> <b>Phone: (708) 766-4734 (6-9 pm)</b>	<b>E-mail: NBrenkus@aol.com</b>



## Road America I

May 25 & 26, 1996

(Continued from page 12)

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

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

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

### Places to stay:

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

Barefoot Bay  
Elkhart Lake, WI  
414-876-3323

Budgetel Inn  
Sheboygan, WI  
414-457-2321

The Osthoff  
Elkhart Lake, WI  
414-876-3399

Crest Hotel  
Plymouth, WI  
414-893-6111

Holiday Inn  
Manitowoc, WI  
414-682-6000

AmericInn  
Plymouth, WI  
414-892-2669

Super 8 Motel  
Sheboygan, WI  
414-458-8080

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



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

*Northstar Motorsports Ltd.*

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

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

PCA Members  
Since  
1974



## Adventures of a Track Junkie (part 2 of 2)

by John R. Mueller

Finally in February I saw an ad from a private party near Philadelphia. It was a dream come true, a '93 968 with M030 suspension and 1,300 miles on the odometer. I flew to Philadelphia to see the car. Am I obsessive or what? The owner was a very personable doctor named Tony Manos who picked me up at the airport. We drove to his home to see the car. The red with black 968 was in showroom condition. Tony kept the car like a work of art and only drove it on sunny days. He was caught out only once and then hurried home from a restaurant to bring the car back to the safe warm womb of the garage. The good Dr. Manos gave me the keys and I was off for a test drive on that cool sunny February morning. Rushing up to a stop sign I quickly applied the brakes. The car stopped short and straight with no evidence of nose dive. I moaned with delight and let my head fall back onto the headrest. Here was a stronger instrument to feed my addiction. On the hilly country roads of eastern Pennsylvania I could not find the cornering limits of the car. I didn't want to push it. With almost a hundred more horsepower than my 944, the 968's acceleration was strong even from the lowest speeds. The doctor and I executed our prearranged deal at Y-B-H Porsche, the local Porsche dealer who did the paperwork for us. I got the title and temporary Pennsie plates and I was off to Chicago before noon.

Accelerating up and around the ramp on to the Pennsylvania Turnpike the 968 seemed absolutely flat thanks to the stiff M030 suspension. I quickly shot up to 60 mph and start to cruise. I was sure the car could cruise all day at one hundred plus, but I would have to sit there like a couch potato in front of the tube, detached from the action, watching as the fields, forest and hills of the Keystone State slowly wind by. In Ohio I took a taste of the pleasure I had purchased. Putting my right foot to the floor I quickly passed a truck, zooming from 70 mph to one hundred and ten. The engine was still pulling strongly but I quickly backed off to legal speeds. Ohio also provided me with a free total body salt bath. It wasn't a pretty sight and I was glad Tony Manos wasn't there to see it. My new 968 needed a nickname. Let's see, she's fast, beautiful, smart (a computer controls everything under her hood) and red. I'll call her Vixen!

Vixen was better than Blitzen (my '83 944) in all categories, performance, luxury and styling. Yet, Blitzen had a certain charm going through a sweeping turn on a racetrack. The old silver car leaned lazily on the suspension, then you could feel the tires squirm and finally they'd scream. I got three warnings before the car would spin. I was spinning right and left in Vixen at the drivers school in April '95. The 968 with the M030 suspension was much tighter and only whispered her warnings once. I spun at the

May Blackhawk event, my first time at a track with the new car, after about four laps on a slightly wet track. In those few moments a driver has to reflect, after he's tried whatever he can to stop a spin and while he's a mere passenger, I said a little prayer for the preservation of my new shiny red fenders. "God, I'll be good from now on; I promise. And this time I mean it!" Fenders preserved, driving lesson learned and prayer forgotten I enjoyed the summer in the 968.

Labor Day at Road America was sunny and warm with a very friendly atmosphere. Between run groups the SCCA worker at corner 13 passed a small wand across a gentle breeze releasing a stream shiny silver bubbles into the air. With much help from my now familiar mount, I was one of the fastest in my run group and was able for the first time to round Road America in less than three minutes. Forgetting what I had told my friend Dave a year and a half ago about not wanting to pass people, I was having a blast closing in on and marching by 911s and 944 Turbos. I loved Road America and knew it well but occasionally I'd come up short on the brakes at the end of a straight and have to walk a tightrope around the next corner. I was missing something in my driving technique but I was still having a great time.

Fate was soon to intervene. Perhaps it was God getting back at me for forgetting my promise. A business trip prevented me from going to the September Blackhawk event and it was six weeks until the Octoberfest event at Blackhawk. I was facing a track junkie's worst nightmare, an extended period during the season without track time. I desperately searched around for a driving event. I found out the Badger Bimmers (the Wisconsin Chapter of the BMW Car Club of America) were going to be at Road America the week before the Octoberfest at Blackhawk.

The weather for the Badger Bimmers Fall Foliage events was just the opposite of that for the PCA event at Labor Day. Grey clouds sprinkled rain into a brisk cold wind. Yet spirits were high and rows of 3-series BMWs were ready on take on the damp track. BMW CCA runs their drivers schools with a set course of instruction that includes class room lessons, skid pad practice and track runs with restricting pylons. The pylons are arranged in three stages to make the course less restricted and faster as the student gains experience and confidence. I was with the group of most experienced driver and we were allowed the most track time and first crack at the faster course layouts. The stringline course, the most restrictive, was like a giant autocross with 14 second gear corners. I discovered a whole new fun course at Road America. The next course layout, the tight line, featured a gate at the

*(Continued on page 20)*



# ZONE 4 CONCOURS

PRESENT BY

CHICAGO REGION PCA AND WINDIGE STADT 356 KLUB  
AT OAK BROOK POLO CLUB

Sunday, JUNE 9, 1996

Honorary Chairman: Robert Gumrow

Cars arrive at site 10:00 a.m. Judges meeting 11:30 a.m. Judging will begin at 12:00 p.m. SHARP

Award presentations will be at 3:00 p.m. between polo matches and on the field with the winners of the first polo match.

Come out and enjoy the sports of kings: Porsches and Polo (interesting that they both start with a "P")! Exhibit the knowledge you learned from John Paterek (also starts with a "P") on May 5th at our Concours Clinic!! Compete against Porsches from 14 other regions from six states. Wash and wax your Porsche for the first Zone 4 Concours in memory. Come out and watch a chukker or two. Refreshments and food are available on sight.

Participant cars will be admitted to the display area next to the polo field. Spectators and trailers will be ask to park outside the gate. Members of the Porsche Club will be admitted free to the Polo matches.

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

## Classes:

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

Class B: Exterior, Interior, Trunk and Engine

Class C: Exterior, Interior and Trunk

Class D: Exterior and Interior

Exhibition: No entry fee!

Region Concours Coordinator and  
Out of town accommodations

Pat Yanahan

1-708-920-1929

Head Judge:

Myron Walters

1-708-690-3134



Fee: \$20 per car. Please make checks payable to: PCA Chicago Region

Name(s) \_\_\_\_\_

MAIL TO: Myron Walters

Region: \_\_\_\_\_

206 Lenox Ct.

Street \_\_\_\_\_

Carol Stream, IL 60188-3056

City/St/ZIP: \_\_\_\_\_

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

Evening phone number: \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_



## **ZONE 4 CONCOURS**

### **DIRECTIONS TO OAK BROOK POLO GROUNDS**

The Oak Brook Polo Grounds are located in the beautiful Oak Brook Sports Core. The main entrance is on Oak Brook Road (31st Street) just west of York Road. Ideally located near major expressways in Chicago's western suburbs, Oak Brook's fine hotels and fabulous shopping are only minutes away.



**FROM CHICAGO:** Eisenhower Expressway to Roosevelt Road, exit west. Roosevelt to York Road, then south on York to Oak Brook Road (31st Street). Turn Right to Polo Club entrance.

**FROM NORTH:** I-294 south to Cermak Road west. Cermak west to York, turn left (south) to Oak Brook Road (31st Street). Turn right on Oak Brook Road (31st Street) to Polo Club entrance.

**FROM SOUTH:** I-294 north to Ogden Avenue west. Ogden to York Road, turn right (north) and proceed to Oak Brook Road (31st Street) turn left (west) to Polo Club entrance.

**FROM WEST:** I-88 east to the York Road exit (just past toll booth). York Road south to Oak Brook Road (31st Street); turn right to Polo Club entrance.



## Blackhawk XXVII

June 12, 1996

Here is your opportunity to practice all that you have learned in driver's school in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track that is located in South Beloit, just outside of Rockton, Illinois, close to the Northwest Tollway. Learn to drive your Porsche or other sporty vehicle at high speed in complete safety. At these events, we allow lesser cars to participate. We are not suggesting that you bring the family mini-van, but sports cars that pass tech inspection will be permitted.

The entrants will be divided into three classes so that slower cars and/or novice drivers will not be on the track at the same time as the faster cars. **Please remember that the club's insurance requires all drivers to wear long sleeved non-flammable shirts, long pants, and a Snell 85 (or later) helmet while on the track.** Driving suits are recommended.

Tech opens at 8:30 AM.

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

Remember-registration closes at 11:00 AM sharp.

Track closes 5:00 PM.

To save time at the track, you may bring a letter or completed tech form (found in this issue) signed by a recognized Porsche dealer or mechanic stating that your car has been prepared for the track.

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

Directions: Northwest Tollway (I90) North to IL 75 (just south of Wisconsin border), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left at T, about 1/4 mile to track entrance on right.

**Dinner will be immediately following at a site to be announced in next issue.**

---

### June 12th Blackhawk XXVII Registration Form

Mail to: Peggy Gallagher, Registrar  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

Questions: 708-784-0784  
Fax: 708-784-0785

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

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

Car Make: \_\_\_\_\_

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

Permanent Car #: \_\_\_\_\_

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

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

Fee: Payable to PCA - Chicago Region.  
\$110.00 Pre-registered  
\$125.00 At the gate  
Second driver free if family member



# Kane County Cool Car Classic Caravan

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

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

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

Drivers Meeting: 11:00 am  
First Car Off: 12:01 pm

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

Susan & Nick:

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

Kane County Driver:

Kane County Navigator:

(Name) \_\_\_\_\_  
(Phone) \_\_\_\_\_

(Name) \_\_\_\_\_



Cool Car Type: \_\_\_\_\_ Classic Caravan Class: SOP \_\_\_\_\_  
Touring \_\_\_\_\_

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

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

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

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



apex of the corners and three cones at the track out point. It is a great way to learn the apexes. The cones at track out gave you a margin of safety keeping you away from the very edge of the track. I was amazed how easy it was to hit the apexes and how much speed you could get while giving away a yard of pavement a track out. For Sunday's runs the pylons would be completely removed for the final stage of instruction.

By the time my group was running the tight line course the track had dried. I was going faster and faster with each lap gathering together the rhythm I had at Labor Day. And it happened. My old problem sprung up and bit me. I came up short in braking into turn 12. I knew it the moment I touched the brakes. Oh Shit! I aimed for an early apex to gain more braking room. I went as deep as I could into the corner braking and then I had to try to make the turn. No Dice. I went sideways off the track and surfed across a wave of pea gravel. Looking out my driver's window a black wall of old tire filled my view. The car shoved into the tires, lazily roll over onto the roof and nestled upside-down in the gravel. My safety harness held me motionless relative to the car. I saw white gravel out the windshield and a little daylight out the driver's window like a rabbit peering out of his hole. I was fine and sat quietly waiting for the corner worker to get to me. After a bit I heard his footsteps crunching through the gravel. He stopped and all I could see were his white tennis shoes and socks and the very bottom of his pant legs. He asked nonchalantly, "Are you all right?". Out of my burrow I extended my hand and signaled "OK!". He relayed the information to control via his radio. I braced myself with one arm on the roof and flip the latch on my harness buckle. The five straps of the harness fall gently away. I rolled over onto my back and crawled out the driver's window and into the world of the surface dwellers.

The rest of the weekend was countless retellings of the crash to safety workers, event organizers, instructors and fellow drivers. Everyone, absolutely everyone, was most kind and helpful. I was not harmed at all. Vixen, my 968, was not so lucky with a crumpled right front fender, dented right door, dented right rear fender and dented roof. That night at dinner I talked about the events of the crash with one of the instructors. It turned out that I was not faithful to my braking markers often choosing a brake point by feel. The speeds at the end of the long straights don't allow for the luxury of time in choosing a braking point. By the time I decided, this is the place to brake, it was too late. On Sunday after extensive house cleaning I drove the car home. All the glass on the car was in place but the driver's window only went half way up. Sunny cool weather allowed me to get home with no problems.

Well, no time to dwell on the past. Next Saturday was Octoberfest at Blackhawk. Time to get the car checked out for track worthiness. I told you I was addicted to this stuff. Manfred Pfeiffer at H & M Autohaus popped

out a large dent in the door enabling the window to go up all the way. He cleaned out more gravel from the engine compartment and changed the brake fluid. Vixen got the clean bill of health to go racing again.

Octoberfest might have been better termed October-frost. The weather was windy, with temperatures in the forties, partly cloudy and some sprinkles of rain. Not an auspicious day to get back on the horse. I went out with first run group and managed to get the car around a cold slippery track. It was a relief to come off. Most of my track time that day was spent braking way too early and being regularly passed by other cars. I had no rhythm and little confidence. On Sunday I ran with a slower run group and felt much better. I was glad I came to Blackhawk but left with several unanswered questions, "Will I be able to go fast again? Will I enjoy doing this again?"

Months earlier I made plans to go to Road Atlanta in the middle of November for a Peachstate Region drivers ed. event. All the arrangements were made before my crash. So a month after Octoberfest I was heading south. There wasn't time to get estimates and have my 968 straightened before the trip. So with crumpled red fenders I left a cold gray Chicagoland and headed for Georgia. Georgia was a great change of scene. Red, brown, yellow and orange leaves decorated the tall trees that covered the hills which stood shoulder to shoulder beside the interstate highway. A low warm golden sun brought daytime temperatures up into the sixties.

Road Atlanta is a 2.5 mile circuit with so many turns and elevation changes that a good written description is impossible. I drove in a group of drivers with intermediate level skills. Being new to the track I started in the back of the group. I passed some slower cars and freely let anyone by who showed up behind me. I took things easy and didn't push it. My favorite part of the track was the back straightway. True to Road Atlanta it went up and down and bent left and right. Near the end of the straight was turn 10, "The Dip". The road plunged downhill and quickly up again. The apex was at the bottom of the hill in the dip. On the right line you can go through the dip flat out. I was going about 100 mph at turn nine on Saturday and I would hold the throttle constant to go through the dip. On Sunday I began to work up more speed through the dip. First I would keep the accelerator floored through turn nine adding a bit more speed. Next time round I'd keep the power on longer. And the next time needed to shift in to fifth gear at 105 mph before reaching turn ten. Over 105 mph acceleration falls off in the 968 but about half way down into the dip gravity makes up for what the engine has lost. Suddenly gravity kicks in like an afterburner and you're rocketing down the hill. Finally, with full throttle all the way through turns nine and ten I was flying up the hill toward turn eleven.

I had a great time with the folks at Road Atlanta

*(Continued on page 30)*

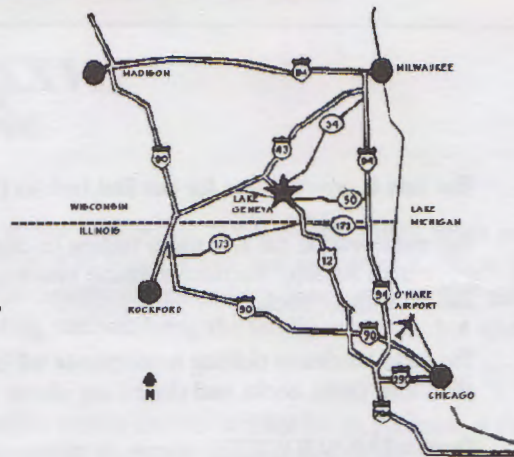


# LAKE GENEVA AUTOCROSS

DATE: SUNDAY, JUNE 30, 1996

PLACE: LAKE GENEVA SPEEDWAY  
1015 BLOOMFIELD ROAD  
LAKE GENEVA, WISCONSIN 53147

TIME: REGISTRATION AND TECH 9:30-10:30 a.m.  
DRIVERS' MEETING 10:30 a.m.  
FIRST CAR OFF 11:00 a.m.



Have you ever wondered what it's like to drive on a short-track banked oval? June 30 is your opportunity. For the second year the Chicago Region will be travelling to Lake Geneva Speedway for an autocross. Those who attended last year had a great time including watching a full-blown stock car running the same autocross course.

Like last year the course will be both challenging and fun. We will be utilizing both the banked oval and the level infield to provide varying styles of gates to challenge all drivers. The course will be carefully laid out to make it safe by keeping the cars away from any dangerous situations.

Concession stands and restrooms will be available at the track. See next months Scene for directions to the track.

Please remember that you will need a Snell 1985 or later helmet to drive. Non-Porsches driven by PCA members will be allowed to participate.

---

## LAKE GENEVA AUTOCROSS REGISTRATION

First Driver:  
Name \_\_\_\_\_  
Phone \_\_\_\_\_  
Member \_\_\_ Applicant \_\_\_ Guest \_\_\_

Second Driver:  
Name \_\_\_\_\_  
Phone \_\_\_\_\_  
Member \_\_\_ Applicant \_\_\_ Guest \_\_\_

Gymkhana Class (see back of 1996 calendar) \_\_\_\_\_  
Permanent Car Number (previously assigned) \_\_\_\_\_

Fees: \$20.00 First Driver, \$10.00 Second Driver  
Amount enclosed \$ \_\_\_\_\_

Please make checks payable to PCA-Chicago Region  
Please mail registration to: Chuck Bittman  
450 S. Park Road  
LaGrange, IL 60525.

Any questions, please call Chuck Bittman at (708)352-9505 or e-mail to "bman@mcs.net".



## GINGERMAN '96

The time is growing near for our first trek to the summer getaway in South Haven. I can't wait!

The event will be run in a similar fashion to other Chicago Region Driving Schools with 1/2 hour run groups of open-track lapping. Instructors will be available to novices or anyone wishing to learn the hot line around this new and challenging track.

The usual mandatory clothing requirements will be in place; a 1985 or newer Snell approved helmet, long sleeve shirt, long pants, socks, and closed-toe shoes, all made of non-synthetic material.

There will be MANDATORY drivers' meetings at the track at 8:00 a.m.

Also, due to the lack of in-town parking, the track premises will be open on Friday, August 2nd, so trailers, cars, and/or support vehicles can be left "without worry" at the track.

### GINGERMAN '96

Saturday & Sunday, August 3 - 4, 1996

Event Chairman: Jeff Girard

First Driver

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

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

City, State, Zip: \_\_\_\_\_

Day Phone: \_\_\_\_\_

Even Phone: \_\_\_\_\_

Member: YES ☐ NO ☐ Region \_\_\_\_\_

<Fastest Requested Run Group      Slowest >

Porsche Year, Model, Type Engine Size

Chicago Region Perm. Car Number: \_\_\_\_\_

Second Driver (MUST BE FAMILY MEMBER)

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

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

City, State, Zip: \_\_\_\_\_

Day Phone: \_\_\_\_\_

Even Phone: \_\_\_\_\_

Member: YES ☐ NO ☐ Region \_\_\_\_\_

<Fastest Requested Run Group      Slowest >

\*\*\*\*\* PCR CLASS \*\*\*\*\*

Production { } Improved { } Modified { }

Requested Car Number: \_\_\_\_\_

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 (1) Driver \$180.00, Two (2) Drivers \$220.00  
Checks made payable to: PCA Chicago Region

Mail Registration Form and Check to:

Jeff Girard  
8630 Lemont Road  
Darien, IL 60561

Questions ???????  
(708) 985-6739



## Blackhawk XXVII

July 10, 1996

Here is your opportunity to practice all that you have learned in driver's school in the complete safety of an enclosed high-speed track. Blackhawk is an eight turn 1.8 mile track that is located in South Beloit, just outside of Rockton, Illinois, close to the Northwest Tollway. Learn to drive your Porsche or other sporty vehicle at high speed in complete safety. At these events, we allow lesser cars to participate. We are not suggesting that you bring the family mini-van, but sports cars that pass tech inspection will be permitted.

The entrants will be divided into three classes so that slower cars and/or novice drivers will not be on the track at the same time as the faster cars. **Please remember that the club's insurance requires all drivers to wear long sleeved non-flammable shirts, long pants, and a Snell 85 (or later) helmet while on the track.** Driving suits are recommended.

Tech opens at 8:30 AM.

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

Remember-registration closes at 11:00 AM sharp.

Track closes 5:00 PM.

To save time at the track, you may bring a letter or completed tech form (found in this issue) signed by a recognized Porsche dealer or mechanic stating that your car has been prepared for the track.

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

Directions: Northwest Tollway (I90) North to IL 75 (just south of Wisconsin border), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left at T, about 1/4 mile to track entrance on right.

Dinner will be immediately following at a site to be announced in next issue.

### July 10th Blackhawk XXVII Registration Form

Mail to: Peggy Gallagher, Registrar  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

Questions: 708-784-0784  
Fax: 708-784-0785

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

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

Car Make: \_\_\_\_\_

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

Permanent Car #: \_\_\_\_\_

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

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

Fee: Payable to PCA - Chicago Region.  
\$110.00 Pre-registered  
\$125.00 At the gate  
Second driver free if family member



# ODYSSEY CRUISE

Sunday, July 7th, 1996

Climb aboard as the club cruises on the Odyssey for a Sunday Jazz  
Brunch from 11:45 am to 1:45 pm.

Boarding at 11:00 am - don't be late!

Boarding passes can be picked up at the ticket booth.

Parking is located at Navy Pier.

Smoking is allowed on the outside decks only. Cash bar.

MUST pre-register before June 5, 1996.

## Brunch

### *Choice of:*

*Roached Eggs on an English Muffin with Citrus Hollandaise*  
*Scrambled Eggs with Pancetta, Assorted Wild Mushrooms and Polenta*  
*Seasonal Fruit Pancakes*  
*Baked Chicken Pot Pie with Sage Gravy*

### *Buffet Selections*

*Freshly Baked Rolls, Muffins, Croissants and Scones*  
*Served with a Selection of Fresh Fruits,*  
*Assorted Cold Salads and Desserts*

Peggy, Please register me/us for the Odyssey Sunday Jazz Brunch on July 7th, 1996. Enclosed is a check made payable to PCA - Chicago Region for \$54.00 per person (kids under 12 are half price, \$27.00). See you on deck! Thank you. We love you Peggy!

Me: \_\_\_\_\_  
and \_\_\_\_\_  
Others I'm paying for: \_\_\_\_\_  
A phone number: \_\_\_\_\_  
\_\_\_\_\_

Mail to: Peggy Gallagher  
11156 Indian Woods Drive  
Indian Head Park, IL 60525

Questions: 708-784-0784  
Fax: 708-784-0785



## ROLEX 24 HOURS OF DAYTONA (part 2)

by John Ruthier

My next stint started at 11:45 p.m. and went to around 1:30 a.m.. As I went down pit road, I was concentrating so hard on pumping the brakes to get the pedal back (since we had just changed pads) that I didn't really notice that my left lap belt wasn't connected to the center buckle. I just kept trying to tighten the lap belts and shoulder harnesses, all the while doing a little over 170 through the tri-oval. This number was by our calculations and was verified by a radar gun-- believe me, I wasn't looking at the speedo!. Finally, I realized that my belt wasn't fastened so I called Ted, our crew chief, and told him. He said, "Try to fasten it, but if you can't, come in and we'll fix it." The biggest problem was it was dark and I couldn't see my lap with my helmet on. I tried several times in vain and finally we got a full course caution, which allowed me to slow down a bit, steer with my knee, and get the belt fastened. What a relief that was! I kept telling Ted on the radio, "I got it fixed, I got it fixed." I wanted to make sure IMSA heard it since they no doubt heard me when I said it wasn't buckled. Just before my stint our four auxiliary lights had quit working so I was trying to see with just normal head lights through a windshield that was covered with oil. My lap times were still okay and we were up to 15th at the end of my stint, but poor Phil who was next up just couldn't see, so in about 30 minutes he came in and handed the car over to Grady.

At this point I was back in the motor home sleeping, so this next bit is second hand from Jeannie, who was up most of the night with George Weathered doing timing. At one point our spotters (who spent 22 hours at the top of the main grandstand in the tri-oval) told Grady to move off-line to the left to let one of the Ferrari WSC cars through when entering one of the infield horseshoes. As he hit the brakes, while still off-line, he was on the damp part of the track and locked the wheels, then slid onto the grass and into the tire wall. The only body damage was a slightly dented front left and rear left quarter panels, but the left tail light assembly popped out. The wires touched and blew the brake light fuse. No real problem--we still had one tail light which was the requirement. A quick stop in the pits confirmed that, in fact, the tires weren't rubbing inside the fenders and he was on his way again. A while later the only real mechanical difficulty set in. The engine started acting like it was out of fuel, but he had only been out for less than an hour. Grady turned on the secondary fuel pump thinking that might be the problem. Finally, he pitted and thanks to our crew, George Weathered and Bruce Anderson, it was diagnosed as a clogged fuel filter. By the time the diagnosis was made, a new filter located and the repair made, we had lost some 40 minutes (approximately 20 laps). All the while

Grady sat in the car and unbeknownst to the crew--he was sound asleep! When they told him on the radio that it was fixed and to hit it, it startled him so much, he revved the engine, dropped the clutch, and painted two stripes of Yokohama down pit lane.

My next stint started around 6:30 a.m. in the dark and lasted until about 8:15 a.m.. As I blasted down pit road I wondered if it was ever going to get light again--this night seemed like a lifetime. About a half hour into my stint, while chasing the one remaining BMW, I thought I felt the car "cough" as I went through the chicane on the back straight. I thought, the car can't be out of fuel or else maybe I didn't start with a full tank? I decided to stay out since it only did it once--later I figured out what it was--in the chicane I hit the rumble strip hard enough that the car momentarily got airborne which allowed the engine to briefly hit the rev limiter. That's one I never had happen before. The BMW and I had a great dice for about five or six laps until he pitted. They were a little down on power with a clogged air filter, so I could pull him on the straight, but then when I hit the brakes he would whistle by at least another 100 feet before he put out the anchor, then I would lose a little more ground in the corner only to do it all over on the next straight. Boy, does that M-3 stop and corner--it's quite a car. About that time it began getting a little light--no real sunrise, but just a lightened sky. That was really weird--I had driven nearly six hours, it was just now getting light, and we still had over five hours to go. At this point we were back up to 17th place after having slipped back to 20th during our fuel filter problem.

We were able to repair the tail light/brake light problem during the next brake pad change around the 20-hour mark. Where does one get a 993 left tail light assembly at 10:00 a.m. on a Sunday morning in Daytona? Well, Doug also owns a 1995 993 Cabriolet which he brought along as a "parts car" and it was up on jack stands in the garage. At this point we were up to around 15th overall, so with around three and one-half hours to go, we decided to have Rick do a double stint to see what we could do about improving our position. With consistent laps of 2:02-2:03, he gained a bunch and that coupled with some of our competition experiencing mechanical problems during the morning, resulted in us moving up to 12th place by the end of his stints. We all decided, since it was Doug's car, that he should be the one to take the checkered flag. What a scene as he pulled into the pits, we were all hugging each other, and I honestly don't think there was a dry eye on our entire team. What a thrill!

When we decided to do this event, our goal was just to finish. Well finish we did--starting 51st out of 76 cars--we finished 11th overall and 5th in class GTS-2.



(Continued from page 25)

During the race we consumed nearly nine 55 gallon drums of 103 octane Exxon race gas at a cost of almost \$2,800 and 16 sets of right side tires and 10 sets of left side tires for a cost of approximately \$26,000.

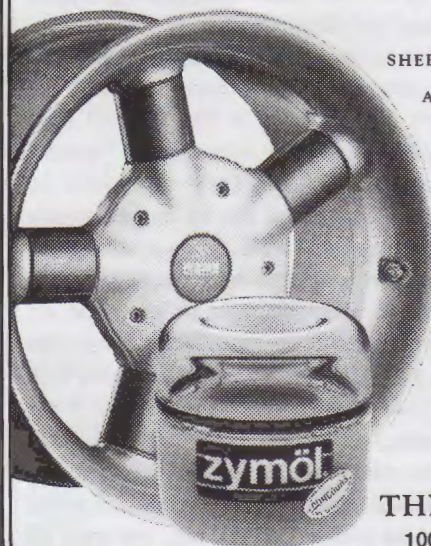
So what do we do for an encore? Sebring, of course. At the moment the car is featured on the Porsche display at the Toronto International Auto Show. The engine is being rebuilt by Andial, the gearbox has already been completely gone through, and as soon as the Auto Show is over, the front end will be repainted and the slight body damage will be repaired. We all arrive at Sebring on March 11 for a week of practice and qualifying before the race on March 16. The next one should be a bit easier since it's only half as long and we have all raced there before.

EMMONS

## COACHWORKS

Fine Motoring Accessories

"A candy store for anyone who loves cars"



SHEEPSKIN SEAT COVERS  
AUTO CARE PRODUCTS  
CUSTOM FLOOR MATS  
RADAR DETECTORS  
CAR COVERS  
STYLING KITS  
CLOTHING • SEATS  
KEY FOBS • MODELS

**708-832-1411**

(Outside Chicago Area-  
1-800-NOW-4-WAX)

**THE COURTYARD**

100 E. ROOSEVELT ROAD

10 to 6 Mon.-Fri. / 10 to 4 Sat. / 12 to 4 Sun. VILLA PARK, IL 60181



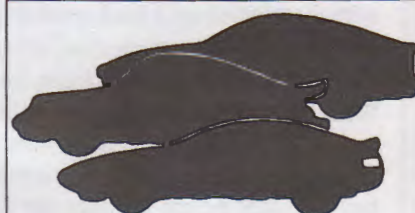
Don't fight the crowds in  
Door County this summer!  
Plan a trip to Elkhart Lake!

### EASTLAKE Rentals

Cottage, Condo, B&B Reservations  
Don't call around...call EASTLAKE

**(414) 876-2272**

111 S. East Street • Elkhart Lake, WI 53020



## midwest EUROSPORT

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

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



**RECARO®**

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

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



## Gingerman Raceway

August 3 and 4

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

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

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

**Old Harbour Inn \*/\*\***

515 Williams Street  
South Haven, Michigan  
Ph. 616-637-8480

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

**Econo Lodge \***

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

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

\* TWO (2) NIGHT MINIMUM REQUIRED

\*\* SUITES & MASTERSUITES ALSO AVAILABLE  
WITH JACUZZI AND/OR FIREPLACE - CONTACT  
HOTEL FOR PRICES AND AVAILABILITY.

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

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

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

Jeff and Jill Girard, 708-985-6739

## DOUBLE YOUR GARAGE SPACE



Harding-AFG CAR LIFT has an exclusive feature that allows us to stack two cars totaling in height more than the ceiling height.

**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.

**CIRCLE AFFILIATED SYSTEMS, INC.**

A Harding-AFG Dealer

P.O. Box 1729 • Palatine, IL 60078-1729  
1-800-447-7410 • FAX (708)359-9218



# WANTED:

## PCA Club Race Volunteers

We need your help to make the Chicago Region's PCA Club Race the best it can be. Your help in the past has done just that. Please help out again this year.

If you are interested, please send me your name, address and phone number.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

FAX \_\_\_\_\_

Arnie,

I'd be glad to help out! I've checked the box below next to the are I'm most interested in.

Timing ☐

Grid ☐

Start ☐

Tech ☐

Registration ☐

Anywhere you need me ☐

Volunteers are the guest of the Club at the Siebkens dinner.

Please mail to:

Arnold Zann  
310 Lathrop #300  
Forest Park, IL 60130

or fax to:

708-366-9065



# Rear View Mirror

Chili Tasting and Tech Session, March 3rd, 1996



Gosh is Chris Inglet excited about that chili.



Chuck Bittman and Amy Murrin cooperatively made a prize winning chili



Lots of Prize winners: Lee Lightenstein, Ginnie Gummow, and Todd and Jean Kaitis



Shirley and Bob Cook made a great chili too!!



Harold and Lois Beach are very proud of their chili!



Grand Prize winner!



Bill Murrin with his Positively Precious Porsche



Chris and Jim look on as Jeff loses his head.



Like father, like son  
Brandon and Keith Clark

Photos by Jim Jacisin



## Welcome! New Members

New members for March of 1996  
Bill Murrin, Membership Chairman

Edward Olinger, Glencoe, IL 93-911 Cab  
Brad Bell, Oak Park, IL 78-911SC  
Brian Gibbert, Buffalo Grove, IL 90-911C2  
Don Meyers, Bartlett, IL 88-911  
Gregg Johnson, Highland Park, IL 90-911C4  
Donald Michalek, Buffalo Grove, IL 95-993  
Russell Cole, Deerfield, IL 90-911C2 Targa  
Louis Natenshon, Highland Park, IL 54-356 and 73-914  
Fred Jolly, Elmhurst, IL 90-911C2  
Pat Pozzi, Bloomingdale, IL 96-993 Twin Turbo  
Dennis Drescher, Glencoe, IL 89-911 Cab  
Carl Harris, Willowbrook, IL 87-930  
Pete Johnsen, Naperville, IL 87-944  
Matthew Gryzlo, Inverness, IL 87-911  
Jim Sanger, Roscoe, IL 96-993 Twin Turbo  
Curt Banick, Berwyn, IL 86-944 Turbo  
Lorin Radtke, Chicago, IL 90-911 Targa  
Michael O'Neill, Glen Ellyn, IL 68-912  
Tony Neczet, S. Barrington, IL 91-911C4

Paul Burt, River Forest, IL 94-968  
Brian Rothermell, Machesney Park, IL 72-911T  
Jay Pearson, Barrington Hills, IL 81-911 Targa  
Daniel Bettcher, N. Aurora, IL 87-911  
John Clevenger, Chicago, IL 89-911 Cab

*(Continued from page 20)*

and proved to myself that I could still push my limits and that my crash at Road America was behind me. The mangled body work of my 968 had been a great conversation starter but I was getting tired of the look. Vixen went into the shop just after Thanksgiving and came out just before Christmas looking foxy as every. In the middle of February with the past season well behind and the new one far ahead I looked over all the tracks I had been at and the new ones I planned to drive in '96. I asked myself which one did I most want to drive and, after doing a few laps of the various tracks in my head, the answer was Road America!

## Shower Yourself With Porsche "Stuff"!!

Hundreds of PCA members in the Midwest already know that **Designs In MOTION** is their one source for quality and value. As Porsche owners, Greg and Debbie White seek only the finest available diecast models, and our exclusive line of embroidered clothing is second to none!

### **Porsche Apparel: Over 300 available style/design/color combinations!**

- **NEW!!** Sweatshirts w/Lg. Emb. Porsche Crest - Blk or Red w/Gold, Wht w/Blk.....\$50
- **NEW!!** Outer Banks Polo Shirts w/3" Emb. Porsche Crest - Red/Wht/Blk.....\$40
- T-Shirts w/Embroidered "PORSCHE" Script or Porsche Car Image.....\$18
- Hats w/Embroidered "PORSCHE" Script - Blk w/Red or Gold, **NEW** Green w/Gold..\$16
- **NEW!!** Norman Todd Jackets w/Porsche Crest Front, Script Back, Blk w/Red Trim..\$89

### **Diecast Porsche Cars: Nearly 200 Porsche models available. SAVE!!**

- Speedsters 356A/1600 by Kyosho, red or silver 1:18 - Superb, compare. at \$100+.....\$59
- Porsche Supercup Cars by Minichamps - 1:43 scale.....\$35.....Street Cars.....\$27
- Kremer 935 K3's by Quartzo - 18 models in authentic LeMans markings, 1:43.....\$20
- Plus: 1,200 Am. Muscle, European, F-1, Indy, DTM, Exotics in 1:18, 1:24, and 1:43 scale.

# Designs In MOTION

*Clothing and collectibles for the (PORSCHE) enthusiast.*

15941 Heather Glen Dr. Chesterfield, MO 63017

Phone (314) 519-1011 or (800) 250-8848



# THE MART



Members of the Chicago Region PCA are welcome to place ads of a non-commercial nature at no charge in "The Mart." Non-members fee for this service is \$5.00, payable to PCA - Chicago Region. Ad material must be received by the 10th of the month for inclusion in the next month's issue and will run for one month. Please limit ads to 75 words or less. Mail: Chicago Scene, 1133 West Patterson #1, Chicago, IL 60613. Fax: 312-296-9418. e-mail: VROOMM911@aol.com

## PORSCHEs

**1991 911 Turbo Coupe #WPOAA2961MS480192** - Black on Black, 6K, many extras, ltd slip, 1 bar wastegate spring, strut brace, complete sport exhaust (orig avail), lowered. Transferrable 70K warranty til 4/12/98. Fastest '91 street legal 911 Turbo in Chicago area. Car consistently one of fastest lappers at PCA Driving School at RA. All work by Midwest Eurosport. \$59,500. Dr. Tony Venezia, 653 Pheasant Trail, Frankfort, IL 60423, 815-469-9050 or 708-799-0060.

**1988 911 Turbo**, owned by famous Porsche club member "Turbo Bob". Must sell in order to buy a place to live and to pay off my ex-wife. Mechanically perfect, Fresh engine and trans overhaul. Also recent complete body restoration with photo documentation. Black with silver gray interior. All options including RUF wheels. \$35,500. Call Bob Turner at 847-364-6917.

**1987 911 Targa: WPOEB0910HS161301.** 49k as of 4/1. Black w/ tan leather; pwr leather seats, reconditioned targa top, Fuchs 16" alloys, 4k on tires, 4k on new clutch, G50 5-speed trans, recent major service. Phone and Alpine 6-CD changer installed. Runs great - looks great. Two kids starting private colleges forces sale. \$27,500. Roy Goldfarb, 312-942-4821 (days).

**1985 Carrera Cabriolet #WPOEB0914FS170158.** Blk/ Blk w/ Champagne lea. 24,500 mi., AC, PW, PL, alarm, Blaupunkt, cruise, custom mats F&R, new Dunlop Sport 8000 + align, southern car, non-smoker, covered w/htd. garage, like new \$27,900. Cyril C. Ling, 2815 Polo Rd., Bloomington, IL 61704, 309-663-7472.

**1978 Targa SC 911, Black/Black, 2nd car, from Florida.** No Rust. Factory lowered, 16" BBS gold rims/tyres, new. Gearbox new, steering etc. Maintained vehicle. Warranty offer may be considered. Includes spares, bar, cover, pounding stereo, ac, smog, alarms, 168k. Could use a handy detailer. Call 800-946-4646 #2489678 Barrington

**1970 914-6 Roadster #9140431523 Tangerine/black,** recent total restoration, extensive autocross & track mods guaranteed to put a smile on your face, lap after lap. Won't take much more to go Club racing. Now it's quick and pretty! \$14,900/obo. Bob Law, 609 E. Center Ave., Lake Bluff, IL 60044. 847-234-3387.

**1984 944 Sapphire metallic, BBS wheels, factory alarm, K+N, throttle cam, bra, cover, 120k.** Daily driver or strip to race. \$5,000 obo. Scott Kroclic (708) 469-4645 after 4:30 pm.

**1984 928S Porsche coupe Aztec Gold, 52k, garage kept.** Excellent condition. Blaupunkt telephone, Sony remote CD player. Full leather and more. Richard Frigo, Lake Forest, IL 847-680-8525. \$17,000

## PARTS

**911 Parts:** black cloth Recaro, cln. w/tracks \$425; SSI ht. exch., lk new, fits 83 SC and all 3.2; headers, excel. 2.0-2.4, \$225 pr.; dual inlet/dual outlet sport mufflers, two avail, one \$150, one \$225; 930 4sp trans., 12k, exc. cond., \$1700; used tachs for 911SC, 911E, 911T and Carrera, \$100-\$175. Also RUF 911SC tach, new, \$550; Several 6,7 and 9x16 Fuch avail. all straight, some cleaner than others, some with Yokohama, start at \$750 set of 4. Contact "Uncle" Frank, 708-2-2-FAST-6 or write 419 Wicks, Grayslake, IL 60030.

**914 parts:** all must go. Great deal, even better deal to fast talker. new fuel pump, fuel reg. and BOSch dist. for carb set up, \$50 obo, new C-V jt. \$50 or? clutch cables, new \$10 ea.; 2.0L eng. mounts, new, \$5 ea., 2.0 eng. gasket set, comp. \$5; OE front torsion bars, new, \$20; early front brake rotors, new, \$15 ea.; Textar 4263/64 rear pads, \$10 set; misc. exh. gaskets, other stuff call. Make offer on entire inventory and SAVE. Contact "Uncle" Frank, 708-2-2-FAST-6 or write 419 Wicks, Grayslake, IL 60030.

**911 racing parts:** Pair Wilwood front calipers (\$50),



# THE MART

Weltmeister 22mm rear sway assembly, \$175, Welt. 19mm front w/adj drop links \$275, Welt. shock tower brace \$125. One set Fuchs forged alloys (2-7x15 and 2-8x15 (\$750); One nearly new BFG road race tire 205-50x15 \$50, One set SS heat exchangers (\$500), One Fabcar roll cage (\$1500 obo. - \$3000 new). All prices flexible. Jerry Quebe 312-337-3062 eves or 312-755-4666 days.

911: 6x15 Fuchs w/ 205/55ZR15 Comp TA3, under 2k miles, excellent \$600. 2 front & 2 rear quarter panels w/bumper extensions, clean & straight \$500. Bosch CD box, works good, \$100. Buyer pays shipping. Marshall Campbell, 7415 Lynn Lane, Burlington, WI 53105 (414)539-2042 evenings.

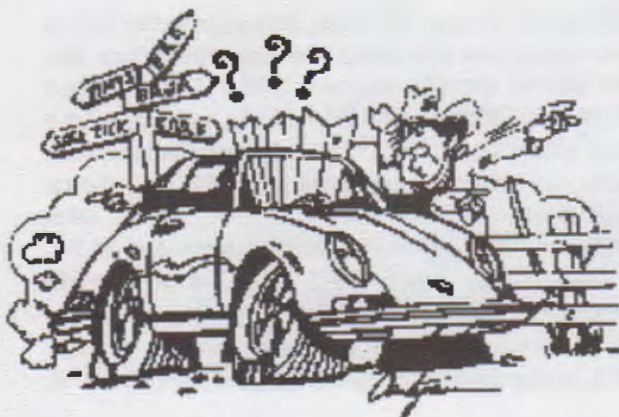
## WANTED

914 2.0 or 914-6. Street or some track mods. Must be running, complete & rust free. No projects or junk. Realistically priced. Kan Malo 847-381-3675.

Visit the PCA - Chicago Region  
Home Page on the World Wide Web

<http://www.mcs.net/~bman/pca.html>

and don't forget to compliment Chuck  
Bittman on his great work!



(Continued from page 3)

bumpers, spoilers and seats, or if the car has virtually none of the original optional equipment on it. In this context, optional means items that could be option-deleted by simply checking the appropriate box on the order sheet at the time of original purchase of the vehicle. It does not mean items that could be deleted by special order at the time of purchase.

## Scrutineering

I'd like explain how we check cars for compliance with club racing rules. In addition to spot checks during the initial technical inspection and throughout the weekend as time permits, impound is conducted after every club race. There have been very few exceptions in the past when time and resources were not available, but there will be no exceptions in the future. At a typical race event, several cars may be disqualified and several other drivers told prior to the race that they are racing for fun only and not for position. These penalties are handled quietly between the steward and the drivers involved, and they frequently do not show explicitly in the published race results.

Here are the tasks we do at impound. Cars in the stock classes are weighed, visually checked for the presence of required pieces; the proper brakes, induction system, wheel and tire size, visible tread, etc. -- all the things we can check quickly. In addition, either randomly or prompted by observation during the event, electronic control boxes are frequently opened and chips checked, wastegates checked for visible evidence of modification, turbos checked for size, and so on. In rare cases I have checked valve timing, compression, ring and pinion, gear ratios, boost pressure, wastegate springs, and internal turbo components. We cannot check comprehensively enough to make rules violations impossible, but we are sure the vast majority of our cars are "legal" as far as could be determined by reasonable inspection short of complete tear-down.

We don't have any purses, we aren't likely candidates for heavy sponsorship, and we don't have a series or national or regional championship. And, most of the time, the trophy for a race or class winner is no different than what every participant takes home from the event. We do, however, offer you the opportunity to gain satisfaction from having driven your car well enough to prevail over some of your friends with similar or better cars. The primary means of rules enforcement in club racing is peer-pressure. We have gotten sophisticated enough to appreciate the difference between fast driving and improbably fast hardware. Our respect and admiration is directed to the former, and our attention at impound to the latter.

Why not come out and join in the fun?





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



## The All New Boxster

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

All service includes at No Charge:

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

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

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

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

**ED NAPLETON**  
**PORSCHE**

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

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



Porsche  
Conversation  
Always on the  
Menu!



CONTEMPORARY ITALIAN CUISINE

*"The Best of the Informal Newcomers..."*

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

★★★ Food & Wine

*...One of Chicago's Best New Restaurants*

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

*This isn't your usual Italian Restaurant*

Chicago Magazine

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

Chicago Tribune

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

Chicago Sun Times

Valet Parking • Reservations Accepted

Private Party Rooms

Lunch • Dinner • Late Night

1001 West Belmont Avenue • Chicago • 312 404-0111

CHICAGO SCENE  
1133 WEST PATTERSON # 1  
CHICAGO, IL 60613

SECOND CLASS  
POSTAGE PAID  
AT AURORA, IL

DATED MATERIAL