



CHICAGO SCENE

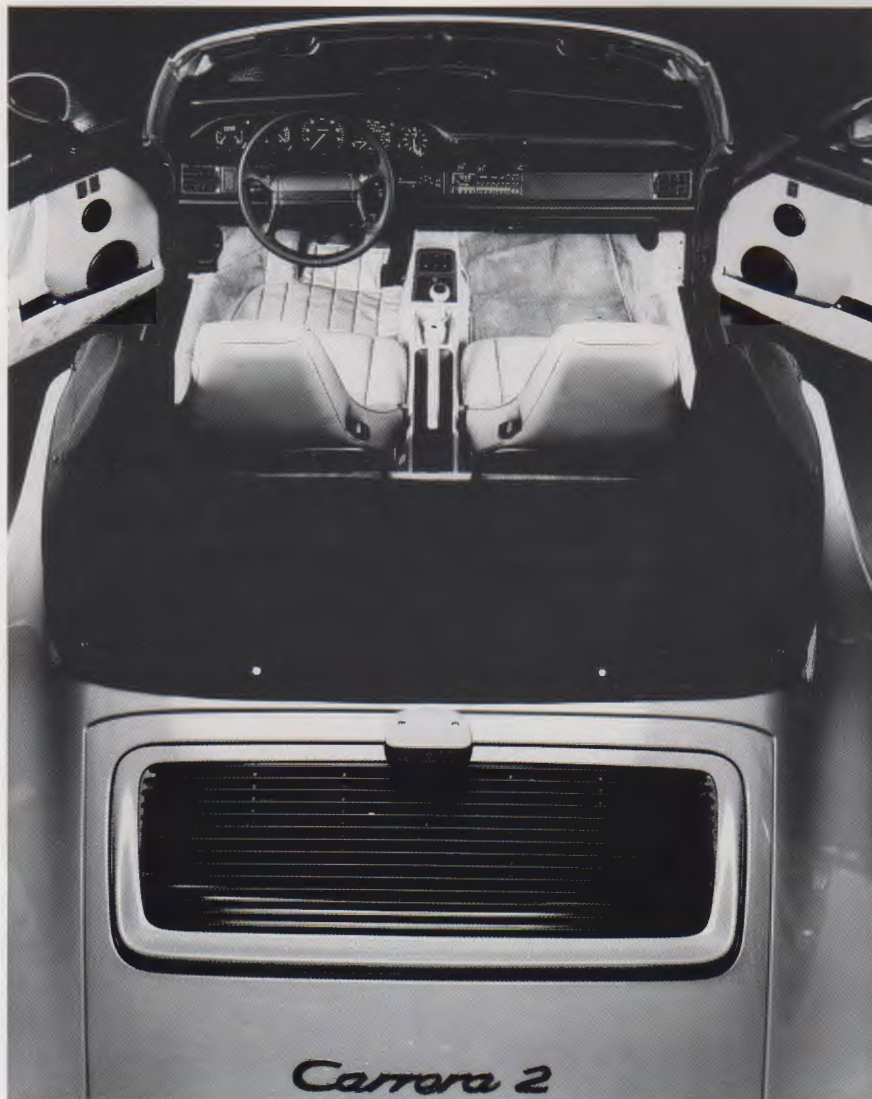


NOVEMBER 1994



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

WE LIKE TO THINK OF IT AS AIR PORSCHE



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

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

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

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

PORSCHE®

Bill Jacobs Motorsport

1564 W. OGDEN AVE. NAPERVILLE 708-357-1200



"CHICAGO SCENE"

is the monthly publication of the Porsche Club of America, Chicago Region, published at 1500 N. Farnsworth Avenue, P.O. Box 2850, Aurora, IL 60507-2850. 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: \$18.00 per year. Permission to reprint any material published herein is granted provided full credit is 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, 1500 N. Farnsworth Avenue, P.O. Box 2850, Aurora, IL 60507-2850.

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

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

ADVERTISING RATES:

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

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

CHICAGO SCENE

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



November 1994 Vol. 38, No. 11

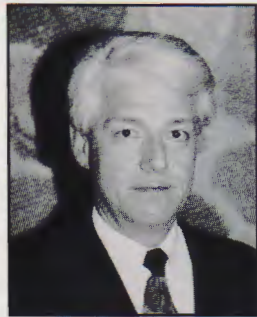
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On The Cover: Group 5 at Bill Jacob's Trac '94 Road America Challenge.

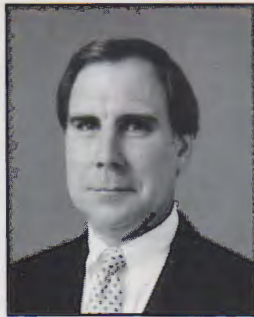
CHICAGO REGION 1994 CALENDAR OF EVENTS

January 23	Annual Membership Meeting
February 6	Indoor GoKart Racing
February 20	Restaurant Tour..Chef Karl
March 13	Restaurant Tour..Cafe 36
March 20	Indoor GoKart Racing
April 10	Concours School..Motorwerks
April 24	Drivers and Rallye School
May 1	Rallye
May 11	Blackhawk I
May 15	Autocross
May 28 & 29	Road America I
June 5	Concours with Ferrari
June 15	Blackhawk II
July 9 & 10	Rallye
July 13	Blackhawk III
July 17	Autocross
July 31	Potters Picnic and Concours
August 10	Blackhawk IV
August 14	Cuneo Estate (Brunch, Concour and Race Car Exhibition)
August 21	Utica Autocross
September 2, 3 & 4	PCA Club Race,
September 14	Road America II & Concours
September 18	Blackhawk V
September 25	Autocross
	Charity Event at Great America
	Autocross & Concour
October 1 & 2	Blackhawk Octoberfest
October 16	Dan's Spectacular Loop Rallye
October 30	Concours at Bill Jacobs
November 13	Mystery Dinner
December 4	Tech Session
December 17	Dinner Dance

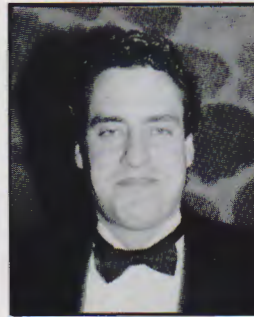
WHO'S WHO



PRESIDENT
Arnold Zann
(708) 386-2864



VICE PRESIDENT
John Ruther
(708) 639-1094



SECRETARY
Jeff Girard
(815) 725-0309



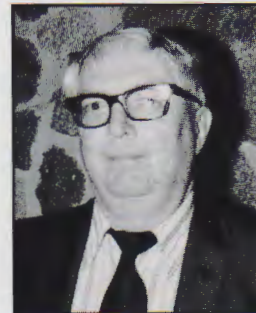
TREASURER
Chuck Bittman
(708) 246-9505

1994 COORDINATORS

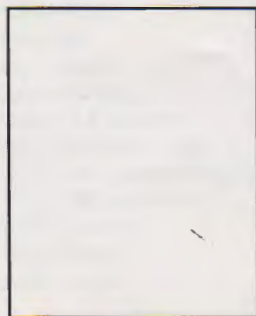
AUTOCROSS	
Greg Turek	(708) 961-2439
Bruce Clay	(708) 837-4754
CHEIF DRIVING INSTRUCTOR, TRACK EVENTS	
John Ruther	(708) 639-1094
PCA CLUB RACING	
Arnold Zann	(708) 639-1094
PCA CLUB RACE SPONSORSHIP	
Hari Matsuda	Home: (708) 475-4356 Office: (708) 677-3777
REGISTER TRACK EVENTS	
Bob & Nancy Neal	(708) 541-1527
TIMING & SCORING	
Ed Leed	(708) 382-6911
CONCOURS	
Chuck Will	(708) 303-5835
CHARITY EVENT	
Bernard & Holly Lakemaker	(312) 587-9506
GOODIE STORE	
Linda Patterson	(708) 740-3562
RALLYE	
David O'Bryan	(312) 929-1943
SAFETY	
Jeff Girard	(815) 725-0309
SOCIAL	
Peggy Gallagher	(312) 616-1416
MEMBERSHIP	
Mike Mullins	(815) 967-0017
24 Hr. Member Info.	(312) 769-8193
TECH CREW	
George Weathered	(708) 357-4033
Keith Clark	(708) 690-3381
"SCENE" EDITOR & ADVERTISING MGR.	
Kristen George	(708) 820-5834
	FAX (708) 820-0870
CONTRIBUTING EDITOR	
David O'Bryan	(312) 929-1943
PHOTOGRAPHER	
Chris Inglot	(708) 559-1126
PRINTER	
GPI-George Printing Inc.	(708) 820-1770



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



Director
Bruce Janeczek
(708) 361-8421



Director
Keith Clark
(708) 690-3381



Director
Marla Turek
(708) 961-2439



Director
Linda Patterson
(708) 740-3562



Director
Bill Garvy
(312) 973-3938

ON TRACK WITH ZANN

I would like to thank all of the Chicago Region PCA members who participated in this year's charity event at Great America. With the help of all of those members who attended, this years charity event was a success. Bernard and Holly Lakemaker really worked their butts off to make this event a lot of fun for all. The members and their families were able to have a beautiful and fun day at Great America because of the discount tickets. The autocross and the concour were a great success and looked like a lot of fun. There were numerous and wonderful products for all of us to bid on during the raffle, but also there was over \$7000.00 raised for the neonatal incubator. The Board of Directors has proposed and approved the donation of the additional funds necessary to purchase the incubator. I really like the idea of multiple activities at our events. It's great fun for us all.

Dan and Peggy Gallagher staged their 4th Annual Loop Rallye on a gorgeous fall day. This rallye was really a blast...and the first time that I didn't get lost.

Don't forget that two of our best social events are coming up soon. The first is the Mystery Dinner on November 13th. This will be fun for all you great detectives out there. Next on the calendar is the Annual Dinner Dance and Awards Banquet. This is going to be a very special night, so register early and I hope to see lots of our members there.

Talking about the calendar, I am starting to work on the '95 calendar and if anyone has an idea for an event and would like to chair it, drop me a note or fax me at 708/386-2865. I hope to have the calendar completed in a few weeks.

Hi Cindy!!!!!!!!!!!!!!

See Ya Out There..... Arnold

1995 DIRECTORY UPDATE

1995 IS QUICKLY APPROACHING AND THE DIRECTORY WILL GO TO PRESS IN DECEMBER

If you would like to make any changes to the way your name, address and phone number appears please speak up now.

Name _____

Affiliate Member _____

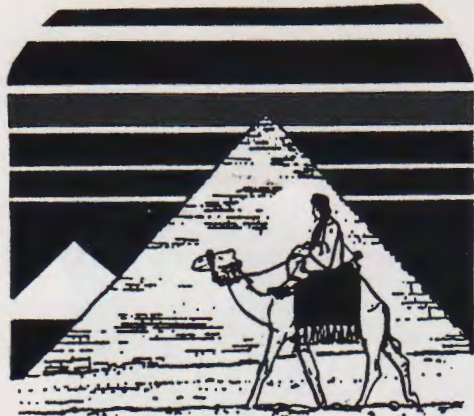
Address _____

1st Phone _____

2nd Phone _____

Please mail to: Ed & Debbie Leed, 37 Lakeview Dr., Barrington, IL 60010

MYSTERY DINNER THEATRE



DEATH BENEATH THE SPHINX

QUESTIONS?????? PEGGY GALLAGHER
(312) 616-1416

We guarantee this will be an evening of fun and excitement by witnessing action sequences that will put you in the middle of a murder mystery, titled "DEATH BENEATH THE SPHINX". The mystery is designed so each guest plays either a murder suspect, witness or detective.

DATE: Sunday, November 13, 1994
 PLACE: Sears Family Mansion - built in 1939
 Currently: Country Squire Restaurant
 19133 W. Highway 120 (Route 120 & 45)
 Grayslake, Illinois (708) 223-0121
 TIME: 4:00 PM - 5:00 PM cocktail hour
 5:00 PM - 7:00 PM complete dinner
 PRICE: \$65.00 per person includes complimentary cocktail hour, wine, entertainment, complete dinner, tax and tip.
 (Private Room for PCA Members & Guests)

MENU

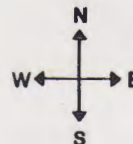
- French Onion Soup
- Tossed Salad
- Chicken Kiev
- Special Twiced Baked Potatoe
- California Blend Vegetable
- Strawberry Cheesecake
- Complimentary Wine and Coffee

LISTS OF SUSPECTS

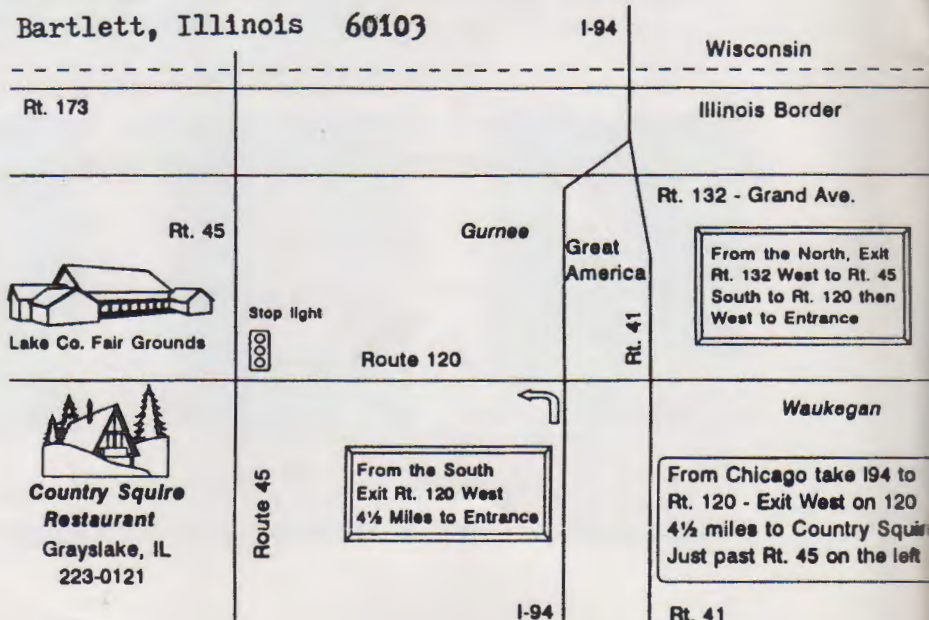
- | | |
|--|---|
| 1. Mr. Gold- Pres. 1st Nat'l Bank-Europe | 12. Mr. Bagadan- Wealthy Oil Mogul |
| 2. Ms. Brush-Art Collector | 13. Ms. Telall- Syndicated reporter |
| 3. Ms. Sarah Ka- Relative of Pharaoh's Queen | 14. Vinnie Bennitto- Italian Politician |
| 4. Armadeus Schultz- Egyptologist | 15. Dr. Janice Tuck- Plastic Surgeon |
| 5. Mr. E. Lies- Attorney | |
| 6. Mrs. Wordy- Rich & Famous Author | |
| 7. Mr. Ye Hia- Owner of Egyptian Travel Agency | |
| 8. Mr. Abu Smith- Accountant & Nephew of Mr. Hia | |
| 9. Mrs. Granite- Wife of deceased Dr. Granite | |
| 10. Mr. Granite, Jr.- Son of Dr. & Mrs. Granite | |
| 11. Ms. Margo Channel- Spiritual Advisor | |

Mail checks payable to PCA/Chicago Region to:

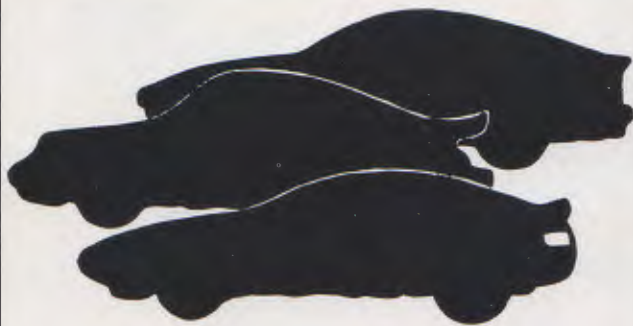
Lu Lu Clay, 781 Duxbury Lane, Bartlett, Illinois 60103



Name: _____
 Telephone: _____
 Number Attending: _____
 Amount Enclosed: _____




Country Squire Restaurant
 Grayslake, IL
 223-0121



midwest EUROSPORT

- AUTHORIZED RECARO DEALER
- AFFORDABLE, ACCURATE, PERFORMANCE ENGINEERING
- RACE CAR PREP. & EQUIPMENT
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- 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.

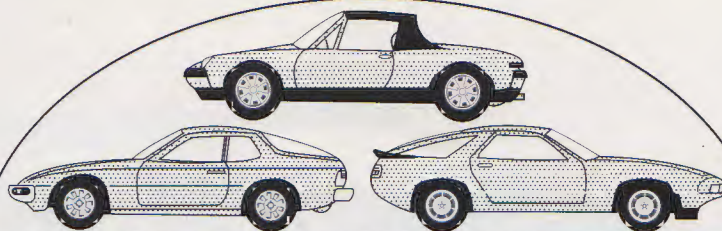


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914 CONVERSION SERIES™ Exclusive! Protect Your Investment!



The 914 Conversion Series consist 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 Conversion Series is designed for the serious 914 owner and collector who wishes to maintain and preserve his car and investment.

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

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

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

PART WERKS OF CHICAGO

1-800-366-9147 815-462-3000 815-462-3004
(Order Line) (In Illinois) (Customer Service)

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*Certain limitations on special orders. Call or see invoice for conditions. All refunds are for purchase price only.

MINTEX
brake pads

HIGH PERFORMANCE RANGE

BAKE SALE

Actually, aunt Martha's brownies have a fairly high coefficient of friction, but they smell terrible when they get overheated.

Whether your favorite stopping power is Mintex, Cool Carbon, or Performance Friction, call Bake Limit for the best prices.

Also great prices on Roll Cages, Racing Seats, Bell Helmets (SA90 Snell), Window Nets, Halon, nomex underwear (you'll need that 2nd layer), steel lugnuts, and dual circuit electric cutoff switches.

Brake Limit has your PCA racing requirements covered. Give us a call.

FIRE SALE on 2.5lb Halon Extinguishers.

Move on up to HIGH PERFORMANCE with
BRAKE LIMIT 708/438-7813

PERFORMANCE FRICTION
Carbon Metallic

Cool Carbon

The Chicago Region PCA Presents the 1994 Dinner Dance and Awards

HOLIDAY FANTASY

Black Tie Optional

Join your Porsche friends in the spacious Riverside Country Club ballroom for an elegant evening of appetizing food, spirits and dancing. All to this the year end awards, ice sculptures of a few favorite Porsches and chances to win many outstanding Porsche related 'goodies' compliments of the Chicago Region PCA.

DATE: Saturday, December 17, 1994

LOCATION: Riverside Golf Club
Desplaines at 26th Street (entrance on Desplaines)
North Riverside, IL 60546
708/447-3700

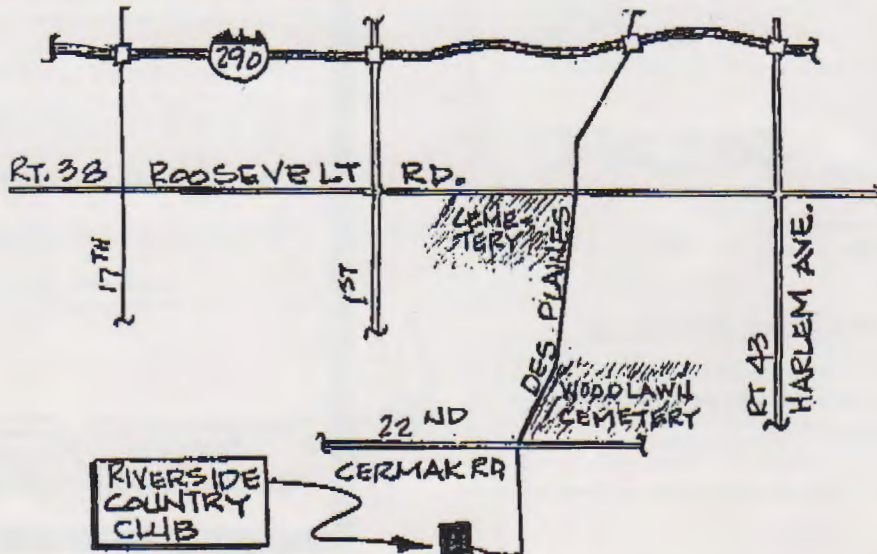
PRICE: \$45.00 per person. Members and guests invited

TIME: 6:00 pm Cocktails and Hors d'oeuvres (open bar)
7:00 pm Dinner
8:30 pm Trophy Presentation
9:00 pm Dancing to 'What The World Needs Now'

MENU: Choice of: Chateaubriand with Bernaise Sauce
Salmon stuffed with crabmeat in Avacado Sauce
Baked Chicken Breast stuffed with spinach and mozzarella

Each entree will be accompanied by the following courses: chicken tortellini soup, caesars salad, passion fruit sorbet, oven roasted potatoes, fresh green beans with julienne carrots. Also, a special dessert of chocolate crepe with white chocolate mousse set in raspberry sauce and fresh berries.

Overnight accommodations available at the Oakbrook Marriott, Oakbrook Hyatt, Oakbrook Hill Hotel, Stouffer Oakbrook Hotel and The Hampton Inn Westchester (the closest at 22st & Wolf)





HOLIDAY FANTASY RESERVATION FORM



Reservations must be received no later than December 5, 1994.
Make checks payable to PCA Chicago Region.

MAIL TO: Pat Sanda, 4741 Central Avenue, Western Springs, IL 60558
QUESTIONS: Please telephone Patt Sanda (708) 246-1937
Jeannie Rutherford (708) 639-1094

All reservations must include a seating preference as everyone will have a table number assignment. Table cards will be found at the entrance to the ballroom (just like a wedding). This system will insure that each person will receive the proper 'hot' menu selection at the same time. TABLES SEAT 10 PERSONS.

NAME(S) _____

Check is enclosed for _____ reservations at \$45.00 per person.

PLEASE SELECT ENTREE FOR EACH RESERVATION

_____ Chateaubriand _____ Salmon _____ Chicken

Names of other persons seated at your table _____

No preference (a table # will be assigned) _____

Please indicate: Non-smoking table _____ Smoking table _____ No preference _____

WELCOME

TO OUR NEW MEMBERS

By Mike Mullins

Nick & Christine Weber
Oak Forest
1979 911 Carrera

Theodore & Diretha
Dolton
1987 928 S4 Coupe

Gary & Beth Kay
Buffalo Grove
1989 911 Carrera Cabriolet

John & Ilona Dobek
Chicago
1986 944 Turbo Coupe

Thomas & Bev DePagter
Sheboygan Falls, WI
1979 930

Mark & Georgia Paulson
Barrington
1987 911 Carrera

Peter Ehrmantraut
Naperville
1989 944 Turbo

Bob Pasek & P. Pujals
Deerfield
1986 911 Targa

Bob & Rita Burnham
Elburn
356

Dean Christy & George Christy
Chicago
1990 C-2 Cabriolet

Jerry & Michelle Isaacson
Buffalo Grove
1991 911 Turbo

Arthur & Roselyn Don
Wilmette
1976 914 Targa

David Finch
Ann Arbor, MI
1988 944S

Dan & Nancy Jacob
Waterloo, IA
1987 911 Coupe

Brian & Kelly Hart
Rockford
1974 914 2.0

Bradley Siegal
Deerfield
1975 914 Targa

James & Sandra DuBois
Elmhurst
1990 C4 Coupe

Bryan Kuzuhara
Long Grove
1984 944 Coupe

Douglas & Terri Scherer
Coal Valley
1993 911 Coupe

Michael Seedman
Deerfield
1995 993 Cabriolet

Karen & Richard Evers
Lake Zurich
1987 944 Turbo

Steven Kacel
Highland Park
1987 944 Carrera Coupe

David & Patty Taylor
Lake Forest
1986 911 Coupe

Vytautas Barcas
Downers Grove
1989 928 Coupe

Steven Bowman & Karen Ashley
Chicago
1987 911 Coupe

Austin Mansur & Barry Mansur
Chicago
1991 911 C-2

Jeffrey & Lora Mantelman
Highland Park
1995 993 Cabriolet

Gordan & Linda Jennings
Hawthorne Woods
1976 911 Coupe

WELCOME TO OUR NEWEST PCAER

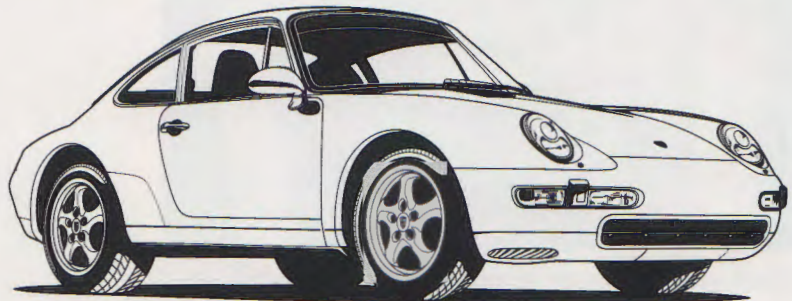
**Nicole Alina Ingot was born 9/26/94 at 12:41 PM
8 lb 2 1/2 oz, 20 1/4" long
Mother and Daughter are home and doing well!
Chris**

WIN A NEW 993 FOR FIFTY BUCKS!

The Chicago Athletic Association, a not-for-profit organization, is raffling a new 1995 Porsche 993 Coupe as part of a fund raising activity to restore their landmark building on Michigan Avenue in Chicago. The drawing will be held at 12:01 a.m. on January 1, 1995. The Porsche is fully loaded and a factory order will be placed with Bill Jacob's Motor Sport so the winner can specify color for Spring delivery.

For tickets at \$50 each contact Pat Yanahan at work or home:

Patrick Yanahan
7754 South County Line Road
Burr Ridge, Illinois 60521
Home: 708/920-1929
Work: 312/444-9570



State Farm Insurance Companies



October 4, 1994

Illinois Office
2702 Ireland Grove Road
Bloomington, Illinois 61709-0001

GERALD & HARRIETT BAUMAN
2940 W FARWELL
CHICAGO IL 60645-2926

POLICY NUMBER
868 3094-E05-13A
1984 Porsche

Dear Mr. & Mrs. Bauman:

I'm writing about the surcharge for high performance applied to your 1984 Porsche. It's reflected on a statement being mailed separately, and applies to the premium for Bodily Injury and Property Damage Liability, Medical Payments, Comprehensive and Collision coverages.

Many factors contribute to the price of your insurance protection. They include: The cost of claims in the area you live; the driving characteristics of policyholders in a similar age group; and how often the vehicle is driven.

Similarly, the 25% surcharge applied to your vehicle reflects the performance characteristics of your car--that is, its ability to accelerate quickly and achieve high speeds. It does not say the vehicle will be driven in a certain manner. It simply reflects the exceptional power of this vehicle when compared to other autos.

Thank you for insuring with State Farm. We're pleased for this opportunity to explain important features of your auto insurance premium.

Sincerely,

A handwritten signature in cursive script that reads "Brenda Toland".

Brenda Toland
Senior Underwriter
State Farm Mutual Automobile Insurance Company

cc: Paul J Malyszek, 1890

Do other drivers drive you mad?

(A quiz to test your tolerance level on the road)

Your ability to cope with other motorists can have a direct bearing on your chance of surviving the threat of an accident or stress attack. For each of the following situations, answer "A", "B" or "C." Be absolutely honest, then refer to the bottom of the page to evaluate your unofficial tolerance level.

- 1** You're going 35 mph on a country road with a 55 mph speed limit. A car behind begins to tailgate. Do you:
(A) Speed up to the speed limit, or beyond?
(B) Pull over and let him/her pass?
(C) Slow down to 25 mph and stay there?
- 2** A car with high beams on is approaching. Do you:
(A) Flash your high beams repeatedly?
(B) Flash your high beams once and avert your eyes?
(C) Put on your high beams?
- 3** A car cuts sharply in front of you. No signal. Do you:
(A) Use hand gestures or horn?
(B) Ignore the act completely?
(C) Do the same thing to him as soon as possible?
- 4** You come to a 4-way-stop intersection. You stop but the car from your right only slows down. Do you:
(A) Move forward to challenge him to stop?
(B) Let him/her go?
(C) Floor the accelerator and beat the car across?
- 5** You are at a stop sign waiting for cross traffic. The driver behind you leans on the horn. Do you:
(A) Move forward to acknowledge his/her presence?
(B) Ignore the noise until it's clear?
(C) Make the car wait even after traffic clears?
- 6** You observe a motorist weaving dangerously in front of you. Do you:
(A) Blow your horn to get the driver's attention?
(B) Wait for a chance to pass safely?
(C) Try to force the other car off the road?
- 7** You're waiting to merge onto a freeway in traffic. A motorist behind you begins to cut across the solid white line to enter. Do you:
(A) Accelerate to merge in front?
(B) Let him/her go and wait for another chance?
(C) Beat him in by immediately merging?
- 8** A motorist tries to pass you in a no-passing zone. Do You:
(A) Yell or gesture at him as the car passes?
(B) Move right and slow down slightly?
(C) Speed up to prevent his re-entry to your lane?
- 9** A driver in front of you stops to chat with someone across the street. Do you:
(A) Blow your horn long and loud to announce your presence?
(B) Wait patiently until he/she is through?
(C) Zip into the oncoming lane and pass immediately?
- 10** A car full of "spirited" people are yelling at you for attention. Do you:
(A) Yell back and note the license plate number?
(B) Ignore them until they quit?
(C) Exceed the speed limit to get away from them?

Score yourself 10 points for every "B" answer, 5 points for every "A" answer and 0 points for every "C" answer. 85 to 100 shows remarkable tolerance. 70-80 suggests you're normal, but should be careful. At 65 or less, reevaluate your survival instincts.



Brandon Clark at 18 months



Laura Arbetman, granddaughter of Harriett & Jerry Bauman

PETE'S POINTERS

Ring, Ring: "Pete's place. Pete speaking. Pete's presently disposed upon a purposive pilgrimage pursuing potential remedies for Putt-Putt Phenomenon. Please speak after the peep. Pace Tua." PEEP

Pete: Pete, it's Pete.

Phone is picked up. Pete: "Pete, it's Pete."

Pete: "Pete, what's shakin'?"

Pete: "Pete, don't panic. I've travelled on a pantoffle's parsang poco a poco for what seems a parsec to parley and palter with pygmies, paguns, pythonesses, puritans, pundits, pukkas, and punchinellos with picklehaubes on their pates. Presently I'm pooped, but I plan to prepare my pandect on Putt-Putt Phenomenon in the near phuture."

Pete: "Pete, where have you been?"

Pete: "Prussia, Pago-Pago, Prague, Pasadena, Portugal, Poland, Uppsala, Polynesia, Persia, Panama, the pampas puna plateau's of Peru, Palestine, Palatine, Pluto, and the Porsche factory.

Pete: "Pete, phill me in upon your completed recoup."

Pete: "Party on, Pete."

Pete: "May Pete be with you."

Click. Click.

Dear Pete,

Where have you been? The club has been at a great loss without your guidance and direction. This isn't to say that my presidency is faltering. Putt-Putt is on the decline. If re-elected president, I will do my best to rid the Chicago Region of this terrible affliction. Do you think more high speed driving events would help cure the region of Putt-Putt forever?

Sincerely,

Arnie

Dear President Arnie,

Pete apologizes for his prolonged absence. You have put proper priority on Putt-Putt by placing it at the pinnacle of your campaign platform. Putt-Putt may be on the decline, but plenty of prime examples still persist (past pres Dan Gallagher still has not beat son Mike's GTI at an autocross).

During Pete's extensive travels to far away places and all points beyond, Pete researched potential panaceas of the plaguing problem known as Putt-Putt Phenomenon. Pete's persistence in pursuing possible cures to placate the ills of Putt-Putt paid off. Pete compiled a plethora of postulates passed to Pete by reputed pundits and Pukkas in the field of Putt-Putt therapy. Pete has included a partial list of purported tip-top cures for Putt-Putt Phenomenon for your perusal.

The therapy which presented the most positive results was perplexingly posed by Peking born Porschephile and philosopher Petefucious. Pete found Petefucious racing his Porsche near the Pakistani city of Peshawar high up in the Pamir mountains north of Punjab. Petefucious say, "You must practice balance in all things Porsche. The prurient pursuit of speed alone is purblind." Before riding his palanguin down the mountain, Pete thanked Petefucious and promised Petefucious that he would public spiritedly promulgate this provoking insight upon his pursuivant.

Pete then flew to Peru where he proceeded south across the Puna, through the Pampas and into the Padagonia mountains of Argentina. There he found Panamanian Professor of Panpsychism, Dr. Juare D. Elami piloting his Porsche in a pavement pas de deux. As Dr. Elami paused at a checkpoint, Pete, without expressing pyrrhonism, asked him to explain the puzzling proverb of Petefucious.

Dr. Juare D. Elami explained, "RRacing rrequires more than a rrapid carr. RRememberring the courrse and rreacting to changing conditions is crritical. A rracer must utilize the abilities of his brrain as much as that of his carr. Therefore, rrallying is a key component of rreadying the rracer to rrace."

Pondering Dr. Juare D. Elami's prescription, Pete hypothesized that the pusillanimous state of the racer's pate was pursuant

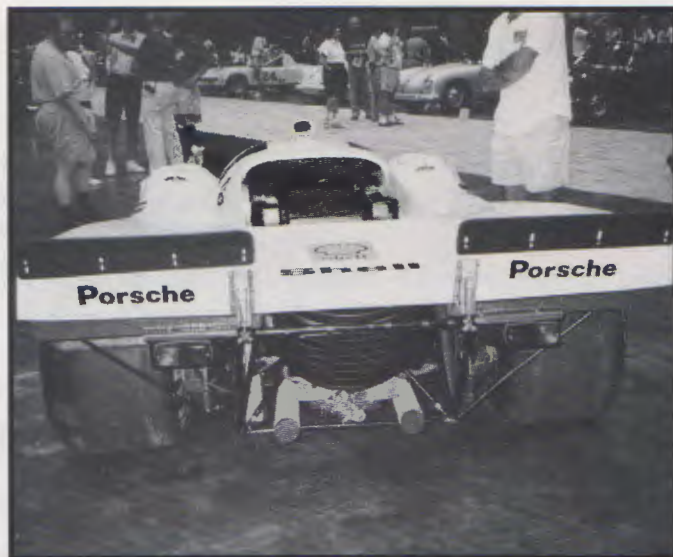
to poor rallye participation and could only be improved with practice.

Pete left Padagonia to travel by paddlewheel across the Atlantic to Perpignan, France. Pete pounded over the Pyrenees to Pico de Anteo, the highest peak in the Pyrenees (on the Spanish side). There Pete met Parisian Guy Micar Esklein, to parley about Putt-Putt, as Guy polished the pruinose from his pristine 911S.

According to Guy, the provocateur of Putt-Putt is sloppiness, "Ah Pete, you just missed Roger Penske. De fastest razer iz often the one who drives the cleanest race. But, to learn how to drive cleanly, one must first learn how to lovingly clean the car. Oh, look at my S car go." Pete agreed, Guy's 911 was no snail. Pete postulated that passionately polishing your Porsche to purge unwanted putrid pollutants would contribute to properly preparing the Porsche racer.

Pete pedalled his Peugeot road race bicycle to the Porsche factory, where he presented his findings on Putt-Putt to Peter Porsche. After a few practice laps around Weissach in a purple 928, Pete and Peter Porsche agreed to cooperatively publish a pamphlet titled "A Pandect on Putt-Putt Therapy" for the PCA. Portions of the pamphlet will be published in upcoming periodicals.

The expert advice produced by the three previously mentioned pukkas proves a balanced approach to PCA participation is the best therapy for stomping out Putt-Putt.



Pete with a very potent 917



Pete and Peter Porsche at Weissach



Pete setting the auto timer on his Pentax at the factory



Pete (with back to camera) putting in his two cents worth at the factory

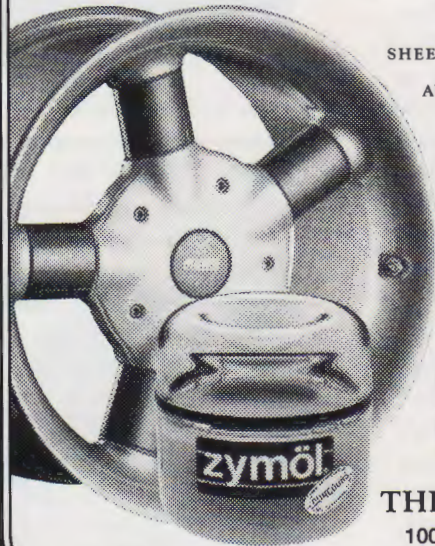
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Ford Probe GT
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Maserati-all models
Mitsubishi 3000GT
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Plymouth Laser RS Turbo
Pontiac Firebird Formula
Pontiac Trans Am GTA
Porsche-all models
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CHICAGO REGION TROPHIES AT TOPEKA!

By Bob Neal

The Club Racing season was coming to a close. The need for one more run was heavy on five of the Region's Club Racers. So the decision was made, and we hit the road for Heartland Park.

Guy Gardner, Gerry Petroskey, and Bo KroczeK arrived on Thursday night. They wanted to take advantage of the practice day on Friday. Phil Collin and Lance Flynn arrived on Friday. The Friday practice went well. George Weathered used the time to change every jet in Bo's Webers, a million times, trying to get just the right combination.

On Lance's second practice run, the car broke loose and he rear ended the wall. He was OK, and able to drive the car back to the paddock, but the car was out for the event. We were all surveying the damage when Sue and Lane pulled up. When Lane, the number one timer and crew chief, walked around the car, I had to walk away. The look on his face said it all. We soon composed ourselves, and helped load the car and they were on the way back to Chicago. Family, team effort, and a great attitude, like the Flynn's, make this sport worth the effort.

Saturday afternoon, Gerry decided to buy the entire team a round at the local saloon. Due to circumstances beyond our control, we were unable to finish the round, and adjourned to the parking lot of the motel. It was decided that the next time, Bo would select the bar. Saturday night we enjoyed a Bar-B-Que dinner with the organizers of the event. Following the dinner, we stopped off at the local Go-Kart track. Guy and Lory took us through the pits, and explained the ins and outs of Karting. If you want to know about Karts, ask Guy or Lory. They both race and have 18 of these machines.

The rest of the Chicago team managed with luck to avoid the recurring carnage on the track. The first surprise, and well earned, Phil Collin broke the "Normal Aspirated" track record, during one of his heat races.

Sunday involved 2 heat races and 1 main event for each class. During Gerry's 2nd heat race, he broke the shifter connector. As he climbed out of the wounded machine, he mouthed those familiar words we have heard since February, at Sebring---"Where's George?" As could be suspected, no spares could be found at the track. However, Martin Snow did have a TIG welder, but was out on the track, and was the only one in his crew that knew how to operate the machine. After his heat race, Martin opened his Semi--welded the casting--and we were able to get Number 99 in place just 5 seconds before the Grid closed.

The results of the event were as follows:

Driver	Class Position	Overall Position	Crew	Technical Advisor
Guy Gardner Weathered	1	1	Lory Gardner	George
Phil Collin	3	3	Sol Snyderman	Sol Snyderman
Gerry Petroskey	3	12	Paul Kijak	George Weathered
Bo KroczeK	3	9	Bob Neal	George Weathered

Timing and general assistance was provided by George Weathered, Jr. He also made sure that Dad was on good behavior during the event, which save the rest of us a lot of worry. This has been a great year for Club Racing, so start planning now, and we will all meet in Sebring in February.

Bill Jacob's Motorsports

TRAC 95

The Road America Challenge

TRAC 95—The Legend Lives On

October brings about the new fall season with football in full swing, hockey in a sputter and the world series only a memory. But that's not as bad as October bringing on the end of the racing/driving season for another six months. I've already talked to a number of PCA members who have shown symptoms of withdrawal. You know, there's that ever present twitch, with the right foot stomping and the left foot doing a double flick. Then you see that distant stare—always to the right as if they were looking for the apex at turn on. Oh well, this happens every six months, and they all seem to pull through it all right, although you do hear of a few flying to Florida, California or Arizona for a quick two-day fix.

For those of you who can get by with promises, we are already planning for TRAC 95 and Bill Jacob's Motorsports has signed up to be our primary sponsor again. As many of you know, we had an incredible 263 cars attend TRAC 94, and the 3 day weekend was absolutely incredible with everyone getting about 5 hours of track time. The concour group also showed their best stuff. This event was, by far, the biggest PCA race event and TRAC 95 promises to

be even bigger. TRAC (The Road America Challenge) has become and will be the major PCA race event of the year.

I want to thank all the sponsors for their involvement in TRAC 94 and hope that they will join again for TRAC 95. We will be running a similar format as last year with sponsors being mentioned every month for as many months as possible--so the early bird gets the proverbial worm by way of the most exposure. If you know you would like to be a sponsor, call NOW. We plan to start writing articles and putting sponsor names in print immediately.

TRAC 94 Sponsors: ←

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Audi, BMW and Range Rover**
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Don't let the withdrawal get you down. Get in your garage and get that car ready for next year. There's always another second or two to work for. And while your working on your speed fix, think about how our 1994 sponsors may be of assistance. The more you patronize them—the better position they'll be in to assist us in having even more fun at TRAC 95!

For more information on sponsorship, contact:
Hari Matsuda at
(708)677-3777(days)

REAR VIEW MIRROR

PCA Club Race and Concours September 2,3 & 4

by Keith Clark
F-N Flying, Inc.

The Labor Day weekend at Road America is now history, not only on the calendar, but also as the largest event ever held by the club.

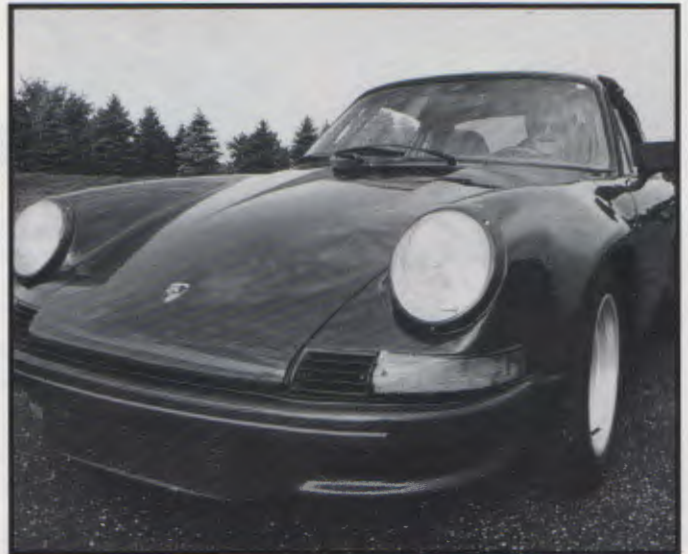
To make a simple statement of what this event was...take 100 of the finest lapping Porsches, 150 of the finest racing Porsches and mix in 258 concourse Porsches and you can draw only one conclusion, EXCELLENCE. This mixture made the weekend non stop excitement for everyone. You can't beat 800 plus people assembled in on spot with one common interest, "PORSCHE"!

As I walked (drove) around the grounds of the track filling out my '94 Christmas list (Note: putting my wife on the verge of a nervous breakdown) I was overwhelmed by the size of this event, a true candy store for Porsche fanatics. For the three days, no matter where you were, you saw that great word "Porsche", not just on cars. Porsche was on hats, shirts, pins, socks, flags, kids, you get the picture. My wife made me take off the socks. GO FIGURE?

Some of the best times over the weekend, were spent eating and drinking with old and new friends. Of course, everyone you talked to had a story or a plan about running their fine auto's at Road America. Some of the stories were questionable, some of the plans doubtful, but always FUN to listen to. This really was a fun family weekend that everyone should try for next year.

I want to acknowledge all of the families, friends and members for all their hard work during this weekend, the event could not have happened without your support.

Thank- You!



Tony Koufos's autocrossing 911



Greg Turek



Bill Jacob's pace car leads cars down pit row



The front straight



Qualifying start



Arnie and Bjorn lead the pack



#35 Martin Snow in turn 13



#6 Jim Oppenheimer in his 1973 911 RSR

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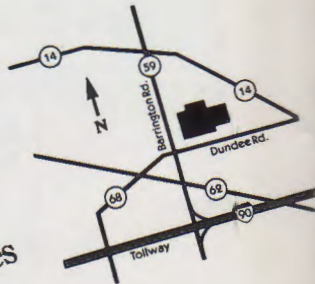
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#51 Hank Godfredson & #651 Chuck Schank



Loose tires in Canada corner



#77 Hari Matsuda passes #222 Tim McGlynn



#3 Steve Alarcon chases #08 Jennifer Bretzel



Rush hour at Elkhart Lake



Winners outside Bill Jacob's hospitality tent



"No wonder Dad is smiling..his pants are ripped"



Chuck Schank "Happiest trophy winner of Trac '94"



Owen Johnson, "The Hoosier Rocket"



#16 Owen Johnson makes an inside move



"I hope my insurance agent isn't here"



#193 Leon Steinberg's 1970 914-6



Timing & Scoring plays an integral part of club racing



#910 Bob White leads cars through Canada corner



#49 David Ordway



#07 Joe Hish



#43 Chris Ellis makes a move at Canada corner



#75 Scott Sanda enters turn 13

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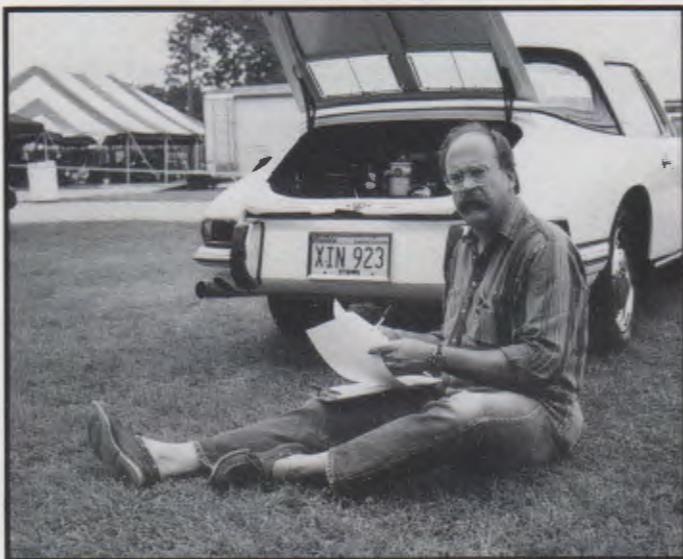
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ROAD AMERICA CONCOURS September 3, 1994

<u>CLASS & RANK</u>	<u>NAME</u>	<u>YEAR</u>	<u>MODEL</u>	<u>TOTALPOINTS</u>
A1	Mike & Dan Gallagher	1967	912 Targa	301.0
		Count=1		Average=301
B1	Bill Garvy	1965	356 C Coupe	236.0
B2	Chuck Will	1973	911 RS Carrera	233.0
		Count=2		Average=234.5
C1	Myron Walters	1986	911 Carrera	185.5
C2	David O'Bryan	1977	911 S Coupe	168.0
		Count=2		Average=176.8
D1	Todd Marohl	1983	911 SC	137.5
D2	Bill Knighton	1972	914	129.5
D3	Mike Mullins	1983	911 Cab	127.5
D3	Carl Berg	1974	911 Carrera	127.5
D4	Chuck Fausel	1987	928 S	125.5
D5	Dan Gallagher	1979	930 Turbo	121.0
		Count=6		Average=128.1

Judge's Choice Myron Walter 1986 911 Carrera

People's Choice Howard Yefsky 1994 RS America (Exhibition Class)



Bill Garvy pains for a calculator



Chuck Will & Fred Howard judge a concours 914

Road America Concours II or Confessions of a Concours Junkie September 3, 1994

by Bill Garvy

The results speak for themselves-the rain did not stop until I had passed the northern suburbs of Milwaukee! I managed to leave home at 7:30 that morning, and pulled into the sunny, warm Road America paddock by 10:00; not bad for a 29 year old-the car, not me. Phillip is now totally convinced of my insanity, watching me wash the 356 in the rain. He walked away muttering something about the coupe being cleaner than his room. I'm worried about what I tell him when he asks to take the car the prom, but I digress.

Aside from the weather being perfect once I arrived, the only other thing I had to worry about was electricity. Ask me why I carried 150 feet of extension cord in my trunk all the way to Wisconsin. Honestly, the "lengths" I go to keeping Chuck Will happy. Regardless, we managed to have plenty of power, now if we can only "generate" some interest among our racing brethren. I take that back, David O'Bryan did show his car, but he was unable to clean the alloys. Something about them being too hot from his last 130 mph+ run. I didn't realize concours cars were that fast, as I usually see them standing still. We managed to judge his car, and get him back on the track in plenty of time.

This concours was a nice blend of old-timers, the entrants not the cars this time, and some fresh new faces. I hope Chuck Will continues to bring his shaggy dog to more concours events. The weather stayed perfect, and everyone went home with a trophy plaque commemorating this event. Wait until next year as we plan to have the Road America Concours III as part of the dinner celebration at Siebkens. Instead of extension cords I'll be providing flashlights to the judges.



Howard gives "CHIRRRP" a bird bath



The license plates say it all

REAR VIEW MIRROR

Hawthorne II, The Sequel

Sunday, September 18, 1994

By: Chuck Bittman

It's amazing what happens when the weather is perfect. Apparently all you need to guarantee a successful autocross is to schedule good weather.

Well, maybe you need more than that. Thanks to all the people who came out to drive, and all the help I received, it could only have been a fun event. Just add some friendly competition and you can't go wrong.

First and most importantly, I would like to thank all the volunteers who helped with every aspect of the event. I'd like to thank Amy Murrin and my wife Bridget for handling registration. Also, Jeff Girard, Jill Krohn, John Mueller and Nick Brenkus were some of the first people to arrive to design and set up the course. As with most events, Keith Clark, Bill Murrin and Bruce Clay were on the scene to tech all participating cars.

Once the event was underway there were many people who made the event run smoothly. Susan Brenkus, Amy Murrin and the other volunteers were so efficient in the timing trailer that all the participants were able to get 6 runs. Also I must thank everyone who volunteered to work corners or start cars.

We had 43 drivers for the event, each getting 6 runs, which totals approximately 258 timed runs. With an average run time of roughly 55 seconds that's almost 4 hours of driving.

The fastest time of day was set by Tony Koufos with a time of 45.182. The fastest lady of the day was Marla Turek; her time was 49.494.

Rip Patterson won class P1 beating me by less than 3/10 of a second. Normally I wouldn't mention it but this is the closest we've been in the five years we've been competing against each other. Rip's time was a 51.042 which was good for 15th place overall (OA). In class P2 Jeff Girard won for the 4th straight time this year with a time of 48.465, 7th OA. Nick Brenkus dominated P4 with a time of 47.614, 4th OA. Paul Schiller took the honors in P6 with a time of 45.834, 2nd OA. In M1 Ricardo Gonzales took first place with a time of 47.254, 3rd OA.

Jill Krohn won P2L with a 49.857, 9th OA. Jeannette Russo was first in P3L with a time of 53.980, 24th OA. Susan Brenkus' time was a 55.476 which won P4L, 31st OA. In P6L Kim Starai won with a 53.751, 23rd OA.

In class X (lesser vehicles) David O'Bryan flew with a time of 50.926 beating 4 other VW drivers and Bruce Clay's Fiat X1/9.

Thanks again to the many people who came out to enjoy the weather and helped make this event truly enjoyable for everyone.



Mike Gallagher speeds in VROOMM



#402 William Linhares "nice car" (for a rookie)



Ricardo Landscapes a few pylons



#409 Edward Raymond



Don Larson grins in approval



#414 Mark LiPuma

Official Results
Hawthorne Two - The Sequel
Event Chairman: Chuck Bittman Hawthorne Racetrack
September 18, 1994

OA	CP	NO.	Class	Region	Driver	Car Desc.									
15	1	64	P1	CHO	Rip Patterson	'64 356SC									
		R1			57.679 R2 (DNF)	53.690 R3	53.226 R4	53.593 R5	51.678 R6	51.042*					
17	2	24	P1 /	CHO	Chuck Bittman	'80 924									
		R1			54.752 R2	52.994 R3	53.415 R4 (DNF)	54.113 R5	53.314 R6	51.283*					
30	3	409	P1	CHO	Edward Raymond	'73 914									
		R1			57.447 R2	54.867 R3	54.453*								
42	4	024	P1	GST	Emre Kandemir	80 924									
		R1			1:19.188 R2	1:07.844 R3	1:13.125 R4	1:06.115 R5	1:05.904 R6	1:04.903*					
43	5	410	P1	GST	Tom Gardner	'73 914									
		R1			1:05.681* R2 (DNF)	1:02.002 R3 (DNF)	1:01.933								
7	1	713	P2	CHO	Jeff Girard	'85 944									
		R1 (DNF)			49.350 R2	51.018 R3 (DNF)	50.360 R4	49.166 R5	49.179 R6	48.465*					
11	2	74	P2	CHO	Keith Clark	'87 944S									
		R1			53.549 R2	51.777 R3 (DNF)	1:09.195 R4	52.181 R5	50.394 R6	50.334*					
32	3	403	P2	CHO	Mark Squitieri	'87 944 S									
		R1 (DNF)			58.427 R2 (DNF)	54.987 R3	55.962 R4 (DNF)	57.732 R5	55.684* R6 (DNF)	55.401					
41	4	134	P2	CHO	John Mueller	'83 944									
		R1			1:05.968 R2	1:06.429 R3	1:03.375 R4	1:02.512 R5	1:01.271* R6	1:13.148					
9	1	712	P2L	CHO	Jill Krohn	'85 944									
		R1 (DNF)			52.055 R2 (DNF)	51.222 R3	55.978 R4	49.857* R5 (DNF)	51.101 R6 (DNF)	49.541					
26	1	411	P3	CHO	Michael O'Meara	'72 911									
		R1			59.125 R2 (DNF)	1:04.335 R3 (DNF)	57.424 R4	56.115 R5	54.068* R6 (DNF)						
24	1	59	P3L	CHO	Jeannette Russo	'70 911S									
		R1 (DNF)			58.315 R2 (DNF)	54.439 R3 (DNF)	53.436 R4 (DNF)	54.025 R5	1:02.681 R6	53.980*					
4	1	7	P4	CHO	Nick Brenkus	'89 944 S2									
		R1 (DNF)			51.401 R2 (DNF)	51.061 R3	49.785 R4	49.157 R5 (DNF)	48.937 R6	47.614*					
12	2	28	P4	CHO	Chris Ingot	'91 944S2									
		R1			55.025 R2	52.685 R3	51.899 R4	50.441 R5	50.555 R6	50.421*					
16	3	44	P4	CHO	Lee Lichtenstein	'88 944 Turbo S									
		R1			52.297 R2 (DNF)	52.942 R3	52.762 R4	51.132* R5 (DNF)	51.648 R6	52.420					
18	4	251	P4	CHO	Richard Grottemeyer	'89 944									
		R1			53.000 R2	55.395 R3	53.626 R4	52.686 R5	52.649 R6	51.732*					
27	5	157	P4	CHO	Bob Mitchell	'94 968									
		R1			57.930 R2 (DNF)	58.083 R3	55.823 R4	55.152 R5	54.108* R6	54.369					
33	6	839	P4	CHO	Don Larson	'87 930									
		R1 (DNF)			59.211 R2 (DNF)	55.159 R3 (DNF)	56.379 R4 (DNF)	55.117 R5 (DNF)	55.735 R6	55.900*					
34	7	402	P4	CHO	William Linhares	'94 911T									
		R1			1:00.895 R2	59.313 R3	58.525 R4	58.273 R5	55.923* R6	57.898					
37	8	91	P4	CHO	Bill Murrin	'93 968									
		R1 (DNF)			1:00.214 R2	1:00.784 R3	1:00.135 R4	58.720 R5	58.331 R6	57.918*					

OA	CP NO.	Class	Region	Driver	Car Desc.										
31	1 17	P4L	CHO	Sue Brenkus	'89 944 S2										
	R1	(DNF)		59.397 R2 (DNF)	57.456 R3		55.476* R4		55.536 R5		55.597 R6	(DNF)		54.475	
29	1 616	P5	CHO	Anthony Lisanti	'74 911										
	R1	(DNF)		58.157 R2 (DNF)	55.998 R3 (DNF)		54.227 R4		54.283 R5		54.253* R6			1:01.569	
2	1 408	P6	CHO	Paul Schiller	'90 C4										
	R1			47.509 R2 (DNF)	47.568 R3		46.369 R4		47.094 R5		45.834* R6	(DNF)		45.346	
6	2 5	P6	CHO	Greg Turek	'91 C2										
	R1			49.098 R2 (DNF)	48.899 R3		48.449* R4		49.366 R5 (DNF)		48.262 R6 (DNF)			47.348	
13	3 8	P6	CHO	Jim Starai	'87 911										
	R1			55.063 R2 (DNF)	53.659 R3		50.719* R4 (DNF)		51.674 R5 (DNF)		2:00.000 R6			51.820	
19	4 0	P6	CHO	Bruce Janecek	'93 911RS										
	R1			1:03.169 R2 (DNF)	55.763 R3		54.061 R4 (DNF)		58.750 R5		54.349 R6			52.285*	
35	5 404	P6	CHO	Donn York	'89 911										
	R1			1:03.356 R2	59.628 R3 (DNF)		1:10.334 R4 (DNF)		57.558 R5		56.437* R6			56.504	
36	6 414	P6	CHO	Mark LiPuma	'85 911										
	R1			1:02.138 R2	57.184* R3 (DNF)		1:03.489								
39	7 401	P6	CHO	Jerry Cohen	'90 C-4										
	R1			1:07.927 R2	1:02.244 R3		1:02.125 R4		1:00.437 R5		59.435 R6			58.944*	
8	1 15	P6L	CHO	Marla Turek	'91 C2 LFTD										
	R1			52.686 R2	51.993 R3		51.878 R4		51.216 R5		50.157 R6			49.494*	
23	2 18	P6L	CHO	Kim Starai	'87 911										
	R1	(DNF)		1:00.244 R2	59.297 R3		56.608 R4		55.206 R5		53.751* R6 (DNF)			54.884	
1	1 98	M1	CHO	Tony Koufos	'70 911 FTD										
	R1	(DNF)		47.576 R2	45.648 R3 (DNF)		46.510 R4 (DNF)		47.075 R5		45.624 R6			45.182*	
3	2 92	M1	CHO	Ricardo Gonzales	'69 911										
	R1	(DNF)		59.638 R2 (DNF)	46.237 R3 (DNF)				47.254* R5 (DNF)		45.786 R6 (DNF)			46.232	
5	3 901	M1	CHO	David O'Bryan	'77 911										
	R1	(DNF)		49.567 R2	49.840 R3 (DNF)		48.232 R4		48.531 R5		47.889* R6			48.538	
10	4 406	M1	CHO	Mike Gallagher	'77 911										
	R1			55.631 R2	52.111 R3		53.658 R4		51.073 R5		49.871*				
25	5 412	M1	CHO	Joe Purpura	'73 911										
	R1			55.680 R2	55.063 R3 (DNF)		54.480 R4		53.988* R5 (DNF)		1:02.709 R6 (DNF)			52.332	
28	6 45	M1	CHO	Mike Gray	'71 911										
	R1			57.595 R2	55.114 R3		54.222* R4		54.396 R5 (DNF)		53.961 R6 (DNF)			52.906	
14	1 407	X	CHO	David O'Bryan	'87 VW GTI										
	R1	(DNF)		50.946 R2	51.272 R3 (DNF)		50.984 R4		50.926* R5		51.633 R6			51.114	
20	2 881	X	CHO	Arnie Zann	'87 VW GTI										
	R1			55.298 R2	53.834 R3		53.146 R4		53.008 R5		52.425* R6			52.748	
21	3 117	X	CHO	Mike Gallagher	'87 VW GTI										
	R1	(DNF)		51.811 R2	54.190 R3		53.652 R4		53.060 R5 (DNF)		51.671 R6			52.497*	
22	4 41	X	CHO	Bruce Clay	Fiat X19										
	R1			55.943 R2 (DNF)	1:01.404 R3 (DNF)		57.932 R4		54.284 R5		54.349 R6			53.505*	
38	5 405	X	CHO	Edmund Badel	'92 VW										
	R1			1:00.569 R2	58.689 R3		59.058 R4		58.286* R5		59.555 R6			59.273	
40	6 188	X	CHO	Andy Zann	'87 VW GTI										
	R1			1:12.157 R2 (DNF)	1:06.365 R3 (DNF)		58.419 R4 (DNF)		1:10.841 R5		1:01.521 R6			59.275*	

**CHARITY EVENT AT GREAT AMERICA
AUTOCROSS & CONCOUR
September 25, 1994**

The PCA Chicago Region would like to thank the following sponsors for their generous contributions to the Charity Event held on September 25, 1994.

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David Klima @ Stoddard Imported Cars

Dan & Linda Bacin @ Bella Vista

Lee Lichtenstein

Bruce Janecek

Arnold Zann & rest of the Chicago Region Board

A special Thank-You to Bruce Semersky at The Porsche Exchange for sponsoring the Beer/Wine/Hors d'oeuvres service during the auction.

Lost and Found-Red, white & Black medium sized jacket with "Bulls" patch on left breast with an "Eddie Bauer" thermometer on the zipper. Call Holly & Bernard Lakemaker at 312/587-9506.



Why is Louise smiling?



The Beach Boys



Bruce: "I don't understand this walkie talkie thing."
Amy: "It's a girl thing"



Chairperson Holly registering



David & Mike eyein' the competition



So much to do...so little time



The Baksha Family



Keith: "Ya-Hoo!"



The Rohners and Wiese's



Bernard cuts in front of Dan



Jeff To Himself: "I love this car"
Jill To Herself: "I love this car"



Dan: "Will somebody bid on this damned umbrella!"

Charity Event Concours September 25, 1994

Class A

1st Mike & Dan Gallagher '67 912 289

Class B

1st John Brandt '82 928 235.5

2nd Bill Garvy '65 356C 228.5

Class C

1st Myron Walters '86 911 183

2nd Bill Browne '78 911 181

Class D

1st Dino Pilizzi '89 911 131

Judge's Choice Dino Pilizzi



Peggy: "Please excuse yourself!"
Lad: "No Peg, that was me and my amplit."



Bernard: "You need an older car and topsiders to go really fast, Mike."

Official Results
Charity Autocross
Chairs: Greg Turek & Bruce Clay Great America, Gurnee, IL
September 25, 1994

OA	CP NO.	Class	Region	Driver	Car Desc.								
18	1 24	P1	CHO	Chuck Bittman	'80 924								
		R1		1:12.474 R2	1:11.242 R3	(DNF)	1:11.364 R4	1:11.574 R5	1:11.566 R6	1:10.085*			
23	2 64	P1	CHO	Rip Patterson	'64 356SC								
		R1		1:12.295 R2	1:14.831 R3		1:13.400 R4	1:12.341 R5	1:12.369 R6	1:11.299*			
35	3 29	P1	CHO	Mike Mullins	'75 914								
		R1		1:30.253 R2	1:19.160 R3		1:17.297 R4	1:16.033 R5	1:15.302 R6	1:14.227*			
39	4 158	P1	CHI	Bernard Lakemaker	'58 356A								
		R1		1:21.905 R2	1:19.163 R3		1:17.209 R4	1:15.461* R5	(DNF) 1:22.249 R6	1:31.184			
6	1 713	P2	CHO	Jeff Girard	'85 944								
		R1	(DNF)	1:08.347 R2	1:07.350 R3		1:06.132 R4	1:06.447 R5	1:14.597 R6	1:06.014*			
12	2 74	P2	CHO	Keith Clark	'87 944S								
		R1	(DNF)	2:11.405 R2	1:13.577 R3		1:10.102 R4	1:07.760* R5	1:08.566 R6	1:08.281			
24	3 400	P2	CHI	Michael Reich	'?? 944								
		R1		1:14.861 R2	(DNF) 1:13.622 R3		1:12.991 R4	(DNF) 1:19.643 R5	1:12.260 R6	1:11.430*			
27	4 11	P2	CHO	Dan Gallagher	Modified 944S								
		R1		1:14.316 R2	1:14.426 R3		1:14.195 R4	1:13.027 R5	1:12.163 R6	1:11.973*			
30	5 63	P2	CHO	Karl Oestreich	'83 944								
		R1		1:19.090 R2	1:14.494 R3		1:15.293 R4	(DNF) 1:13.943 R5	1:12.364* R6	1:14.997			
13	1 712	P2L	CHO	Jill Krohn	'85 944 LFTD								
		R1	(DNF)	1:13.754 R2	1:11.110 R3		1:10.549 R4	1:10.926 R5	(DNF) 1:08.931 R6	1:08.136*			
31	1 408	P3	CHI	Michael O'Meara	'72 911								
		R1		1:18.016 R2	1:14.266 R3		1:14.159 R4	1:12.394* R5	1:21.879 R6	(DNF) 1:15.411			
45	2 10	P3	CHO	Harold Beach	'73 911T								
		R1		1:26.818 R2	(DNF) 1:22.768 R3	(DNF)	1:29.160 R4	1:23.940 R5	1:20.882 R6	1:20.816*			
32	1 59	P3L	CHO	Jeannette Russo	'70 911S								
		R1	(DNF)	1:17.107 R2	1:17.114 R3		1:15.770 R4	1:14.333 R5	1:12.671* R6	1:29.165			
2	1 7	P4	CHO	Nick Brenkus	'89 944 S2								
		R1		1:08.538 R2	1:05.359 R3		1:04.642 R4	(DNF) 1:09.192 R5	1:04.127 R6	1:03.304*			
16	2 44	P4	CHO	Lee Lichtenstein	'88 944 Turbo S								
		R1		1:13.550 R2	1:11.648 R3		1:11.095 R4	1:11.292 R5	1:09.071* R6	1:09.744			
19	3 251	P4	CHO	Richard Grotemeyer	'89 944								
		R1		1:12.215 R2	(DNF) 1:12.781 R3		1:12.735 R4	(DNF) 1:14.349 R5	1:11.470 R6	1:10.258*			
21	4 741	P4	CHI	Keith Clark	'79 930								
		R1	(DNF)	1:16.810 R2	1:11.119 R3		1:10.967* R4	1:16.883 R5	1:11.723 R6	1:13.652			
29	5 118	P4	GST	Andy Discher	'86 944 Turbo								
		R1		1:45.736 R2	(DNF) 1:13.257 R3		1:12.246* R4	1:12.991 R5	(DNF) 1:11.094 R6	1:12.246			
37	6 54	P4	CHO	Bruce Rohner	'89 944 Turbo S								
		R1		1:23.230 R2	1:19.774 R3		1:17.161 R4	1:18.185 R5	1:14.481* R6	1:15.415			
38	7 91	P4	CHO	Bill Murrin	'93 968								
		R1	(DNF)	1:17.509 R2	1:17.622 R3		1:16.506 R4	1:16.616 R5	1:15.937 R6	1:15.397*			
40	8 1	P4	CHO	Dan Gallagher	'79 930								
		R1		1:17.274 R2	(DNF) 1:23.148 R3		1:16.502 R4	1:19.136 R5	(DNF) 1:08.472 R6	1:15.864*			
42	9 981	P4	CHO	Troy Piper	'?? 944 Turbo S								
		R1		1:21.332 R2	1:20.327 R3		1:21.484 R4	1:17.837 R5	1:16.987*				
44	10 402	P4	CHI	John Dabek	'?? 944 Turbo								
		R1		1:32.068 R2	1:21.929 R3		1:19.675 R4	1:20.034 R5	1:19.340* R6	(DNF) 1:17.964			

OA	CP NO.	Class	Region	Driver	Car Desc.								
22	1	17 P4L	CHO	Sue Brenkus	'89 944 S2								
		R1		1:16.160 R2	1:12.859 R3	1:11.403 R4	(DNF)	1:13.114 R5	1:12.047 R6	1:11.071*			
47	2	411 P4L	CHI	Ilona Dabek	'86 944 Turbo								
		R1		1:36.192* R2	(DNF) 1:49.160 R3	1:40.801							
20	1	410 P5	CHI	Chuck Will	'73 911								
		R1	(DNF)	1:18.507 R2	(DNF) 1:25.082 R3	(DNF) 1:14.992 R4		1:10.406* R5	1:12.572 R6	(DNF)	1:17.140		
25	2	401 P5	CHI	Marshall Campbell	'?? 911S								
		R1		1:15.385 R2	1:12.827 R3	(DNF) 1:19.486 R4		1:11.441* R5	1:11.647 R6		1:24.208		
36	3	469 P5	CHO	Edmund Badel	'74 911								
		R1		1:19.683 R2	1:16.768 R3	1:14.710 R4		1:15.856 R5	1:14.287* R6		1:16.750		
3	1	5 P6	CHO	Greg Turek	'91 C2								
		R1		1:06.383 R2	(DNF) 1:04.259 R3	(DNF) 1:06.390 R4	(DNF)	1:04.043 R5	1:03.347* R6		1:03.521		
5	2	481 P6	CHO	Paul Schiller	'90 C4								
		R1	(DNF)	1:05.920 R2	(DNF) 1:04.558 R3	1:04.496* R4		1:05.150 R5	(DNF) 1:04.293 R6		1:08.717		
7	3	41 P6	CHO	Bruce Clay	'91 C2								
		R1		1:15.444 R2	1:11.655 R3	1:10.235 R4		1:08.957 R5	1:08.298 R6		1:06.693*		
8	4	8 P6	CHO	Jim Starai	'87 911								
		R1		1:12.729 R2	1:09.135 R3	1:08.141 R4	(DNF)	1:08.998 R5	1:07.091* R6		1:08.210		
9	5	25 P6	CHI	Mark Gadbois	'84 911								
		R1	(DNF)	1:11.673 R2	1:10.553 R3	1:09.828 R4		1:09.791 R5	1:08.122 R6		1:07.426*		
14	6	209 P6	CHI	Keith Olcha	'93 C2								
		R1		1:12.668 R2	1:08.773* R3	(DNF) 1:09.091							
34	7	80 P6	CHI	Dennis Grollo	'84 911								
		R1	(DNF)	1:22.482 R2	1:22.131 R3	1:15.995 R4	(DNF)	1:13.642 R5	(DNF) 1:14.934 R6		1:13.776*		
43	8	404 P6	CHI	Jerry Cohen	'90 C4								
		R1		1:25.454 R2	1:22.099 R3	1:22.200 R4	(DNF)	1:20.258 R5	1:21.634 R6		1:17.083*		
17	1	15 P6L	CHO	Marla Turek	'91 C2								
		R1	(DNF)	1:11.067 R2	(DNF) 1:09.476 R3	1:09.160* R4		1:09.652 R5	1:09.395 R6	(DNF)	1:05.795		
26	2	18 P6L	CHO	Kim Starai	'87 911								
		R1		1:13.019 R2	1:14.728 R3	1:14.169 R4		1:14.089 R5	1:11.809* R6		1:12.331		
33	1	405 I2	CHI	Joe Baksha, Sr.	'?? 911								
		R1	(DNF)	1:23.105 R2	1:17.675 R3	1:15.130 R4		1:14.149 R5	1:13.745* R6		1:13.959		
41	2	406 I2	CHI	Joe Baksha, Jr.	'?? 911								
		R1		1:29.740 R2	1:20.429 R3	1:19.141 R4		1:16.476* R5	1:28.255 R6	(DNF)	1:15.736		
46	3	407 I2L	CHI	Brooke Kevnally	'?? 911								
		R1		1:41.242 R2	1:33.746* R3	(DNF) 3:04.549							
1	1	98 M1	CHO	Tony Koufos	'70 911 FTD								
		R1	(DNF)	1:03.950 R2	1:04.152 R3	1:03.567 R4		1:09.390 R5	(DNF) 1:03.372 R6		1:02.837*		
4	2	901 M1	CHO	David O'Bryan	'77 911								
		R1		1:08.446 R2	1:05.876 R3	1:04.856 R4		1:05.859 R5	1:03.763* R6	(DNF)	1:05.043		
10	3	409 M1	CHI	Mike Gallagher	'77 911 (VK7om)								
		R1		1:10.744 R2	1:08.814 R3	(DNF) 1:28.466 R4		1:07.830 R5	1:07.698 R6		1:07.602*		
15	4	476 M1	CHO	Joe Purpura	'73 911								
		R1		1:15.393 R2	1:11.084 R3	(DNF) 1:13.454 R4	(DNF)	1:10.562 R5	9:19.315 R6		1:08.832*		
11	1	403 X	CHI	David O'Bryan	'87 VW GTI								
		R1		1:10.723 R2	1:07.985 R3	1:07.821 R4	(DNF)	1:09.020 R5	(DNF) 1:07.311 R6		1:07.603*		
28	2	117 X	CHO	Mike Gallagher	'87 VW GTI								
		R1	(DNF)	1:16.877 R2	1:16.216 R3	1:19.424 R4		1:12.625 R5	1:12.409 R6		1:12.125*		

TIMED ELECTRONICALLY WITH THE CHRONOMIX CC737 - Software by RJK Systems
Event Timing - Chuck Bittman Ed Leed - Timing & Scoring Chairman

4th Gallagher Loop Rallye "Re-Pete With The Iron Duke" October 16, 1994

by Mike Gallagher

Some time has passed since June and I rallied the "Iron Duke", '86 Olds. Plenty of dinners, dances, parties, and speeches have followed since winning the third annual Loop Rallye. People who win rallies are in huge demand at social events! Last year all seemed to go well. The 912 won a few concours, I was fourteenth fastest out of 44 with my GTI at the charity autocross (faster than a plethora of Porsches and the pesty O'Bryan) and won the rallye. It had been a good year! I was in the "zone".

Winter must have affected my zone. The "Duke" picked up some rust, SoftT (912) was dented in storage and my summer time for racing became non-existent due to the Graduate Admission Exam Test (GMAT).

June and I decided to accept the challenge of participating in the fourth annual Loop Rallye. Re-Peeting in this event was our goal. With the encouragement of others (especially the event chairman) we were looking for the chance of winning again (Duke basketball, The Bulls, Cowboys).

Peter Butzi Carrera Schultz encouraged us to follow the same rigorous training program as last year. Practice rallies were run with David (FN Flying) O'Bryan. He told June and me that all car events are about "direction" & "concentration". (These guys know rallies.) The night before the big event Howard "Electronic" Yefsky showed June and I videos of Oldsmobiles '86 World Rallye Championship (along with Jurassic Park). Howard pointed out (on his 45 inch screen) that the "Duke" was perfect for short city events. We were further advised by Pedro de A. Senna Palma that winning is not everything but enjoying oneself is (bless him).

On the morning of the Rallye the Duke started right up (always does). Rolling the simple window down reminded me of the last drive in the "old mans" 1959 Convertible D. The beauty of these two cars is they are both so simple & straight forward, 4 cylinder motors, roll down windows, simple gauges, little gizmos, and cute looks. Basic interiors complement both cars in order to save weight. The "dukes"

windows even leak but unlike the 356 the "dukes" heat works well (so much for the "D"). In a recent Road & Track issue, editor Les UnderSteer, said, "the Olds slides less than the 356 and has less tendency to lift it's rear tire than our previous slalom winner, the 16VGTI." (Patterson's 356 was equal to both the Olds and the GTI).

The day of the rallye was perfect (Gallagher weather) for driving your Porsche or your father's Oldsmobile. After a quick car wash at the Amoco (where Dan and I take SoftT). June and I headed towards Jimbo's where the event would start. We participated with over 30 cars, including a plethora of Porsches and one 1100 CC motor cycle. My bother Dan, now cleaning two Porsches with strong solvents and potent chemicals, decided to once again partake in the rallye on two wheels with co-pilot Schweee Peee Susanna. It was very exciting to see the city, drive down the mag mile and see all the Porsches (one very loud black one set off a car alarm).

After two legs June and I were aiming for the top place (only 34 seconds off the second leg). David, Schultz, Howard and Pedro were right, we had an advantage with the "Duke". The cop suspension, cop motor, shocks, and cop tires were working well. Her close turning ratio allowed for quick turns (U-turns) and easy maneuvers in and out of traffic (Slashing through cars like OJ). We could do things that only Porsche drivers could dream of (speed). With the Duke you just blend in traffic and don't stand out like a big banana (Yellow RS, Did someone yell taxi)??

We started out the third leg with hopes of winning. After a small cat fight we were still in contention when a taxi cab cut us off. As smooth as Keith Clark, I told the cabbie to stick it and zoomed past him. At a highrate of speed I failed to notice the U-turn permitted sign and arrived at the third check point early. (It is more challenging to turn on no U-Turn permitted signs).

Overall the rallye was a lot of fun. Everyone who participated was a winner and received a trophy. Dan & Peggy ran a great event. It is a classic already!

Chuck Bittman, Bob Neal and other event workers also did a fine job. Dan Jr. and I both finished in the top ten (Dad was proud). Nick and Sue Brenkus were the overall winners. After dinner I was left with the impression that everyone who participated actually won. To dwell or to be upset over a rallye is preposterous. To be upset over who won a rallye is even worse. As the owner of a yellow RS America, black SC Coupe, Silver 911S, etc., etc., said, "In terms of your life, this rallye is just like a pimple on an elephant's ass. Whether you win or not, it is still a joyful situation."

When Danny won the first loop rallye, the event chairman cried tears of joy. Last year when June and I won, Dad said it was better than the day he picked up his 930 "Wahoo" from the dealer.

On the way home I began to ponder how Nick and Sue won the rallye and how just the week before Nick turned another fastest time of the day at the past autocross. Do they parallel? Is a fast driver a good rallyist?

I called Pete Schultz and explained how David O'Bryan was putting my old GTI (120,000 miles) ahead of me and others at the last autocross (11th fastest). Pete recommended that I see his friend Prof. Wayne Victor Vander Wagon for advise. I assured Mr. Schultz that I was not suffering from Putt-Putt syndrome. Prof. Vander Wagon, a Volkswagen specialist, studied my driving habits. He said it was puzzling to see how Mr. O'Bryan "Unser" was beating me this year. The Professor assembled a team of experts which included Wasone Sofastsky, a Polish Porsche champ, P.J. Jones, Pedro Lami, Jonathon Palmer, and Alian Prost. The experts agreed that David, who visited The Elf Winfield Racing School in Paris, was driving brilliantly. My driving was good but something was missing (even Mansell had an off year).

Two additional experts joined Prof. Vander Wagons research team, Bob White & George Gutman. Bob, with the help of his computer noticed I was slower on pylon courses versus race tracks (Damn Pylons). He pointed out that I looked lost, not to the point of suffering from senility, but only for a second or two in areas where many pylons were present. Could this weakness be linked to my Re-Pete falling short on this years Loop Rallye? I was clearly shown on super VHS (Howards) that I was lifting my right foot and turning my head during certain sections of the past autocross. Thus, the answer to my driving problem

had been solved.

Dr. Pedro de Palma said by partaking in rallies I would strengthen my driving skills. It is all about direction. Brenkus, who won plenty of this years events in a front engine car, told me that it is the horse that pulls the chariot. He agreed that you must focus on what's in front of you, not what's behind you!

Last week Peter Schultz pushed me to partake in all Porsche events. He said they are all linked together. Even a concour winner (Chuck Will) can do well in a autocross. (He won his class in his first autocross). This principal applies to other Porsche Pushers and car nuts. Partake and support all events.



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