

CHICAGO SCENE

APRIL

1980

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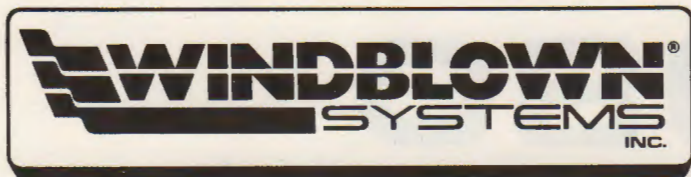
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REAR VIEW MIRROR

OVERHEARD AT THE RECENT TECH SESSION

by Jean & Bruce Janecek

She: This certainly is a beautiful factory. Out of which door do all the new cars come?

He: This facility is a "people place" for the training of V.W. mechanics. Once they become experts, we sit at their feet and do as we're told.

She: Can you imagine? All this beer and munchies too, for only a dollar! How do they do it?

He: Our club has many friends at V.O.A. to help us this way. Al Herte is one of the best.

He: "Rip" Patterson really knows how to present his subject matter. Seeing his slides is just like being there. I wonder what it would cost to fix my bottom?

She: Not so fast, buster. This is the age of equality, remember? I demand equal dollars on my body restoration or you can go rust while I sag.

He: Watching Brian & "Rip" do their magic is quite exciting. As plastic surgeons at work on the operating table, they're cutting, patching, billing.

She: Could we say that they are very good at C.P.R.? Champion Porsche Restoration

He: Wouldn't it be great to live in the same neighborhood with these guys? It sure would be convenient.

She: Oh, yeah!!!!

Later that afternoon, at the eating spot:

He: Say, this restaurant is decorated just like a bavarian lodge!

She: Hans figured it would go well with the sign outside. I agree.

He: My roast beef is just right. How is your chicken?

She: This chicken is so good even Harold Beach would like it!!!!

Body Werks of Barrington

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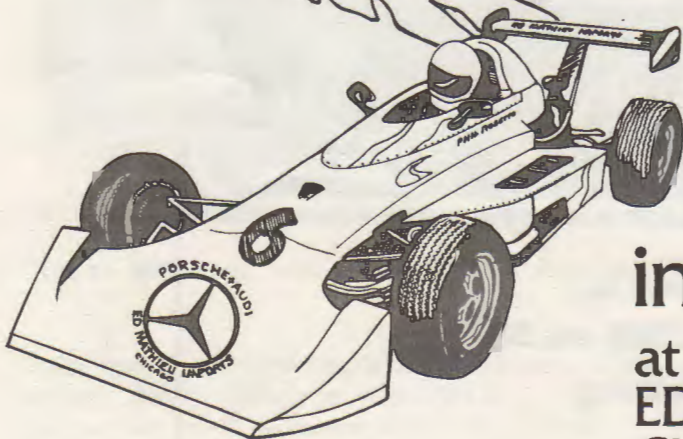
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Nick: How much are you asking for this car?

Brian: I'll never sell this one.



Rip: Have you ever seen a really nice 356?

Bill: Are you kidding, I did the pre-delivery inspections on them.

Rip: I didn't realize you were that old.

Bill: I was a child prodigy.



Wilma: This is so exciting, I can hardly stand it.

Bob: If you think this is exciting, you should come into my hermetically sealed trailer.



Tom checking for originality.



Paul: Got any hints about the rallye?

Walter: It'll take more than a beer to unseal my lips.



Wayne: Where do you keep all your Porsches?

Howard: In a fire proof garage.



Rip: Did you learn anything about restoration?

Bill: Not that I could use on an A.C. Cobra.

George: Not for the kind of bodies I like to work on.



Joe: I don't need any of that stuff, my body's in great shape.

Hokey: Yeah, but your brain's rusty.

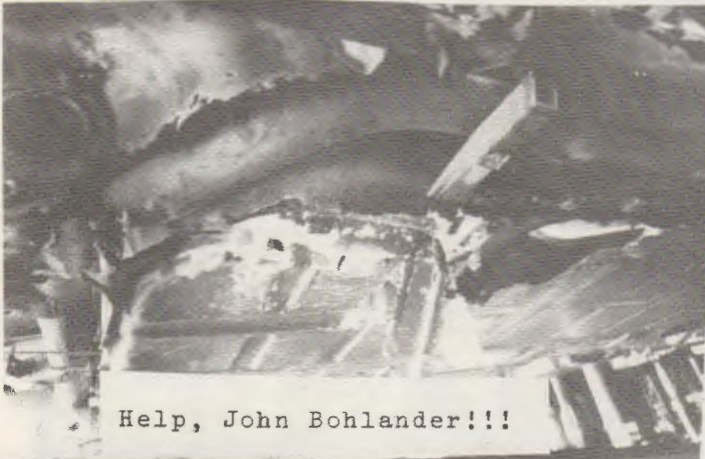
Tom: That's beyond restoration!



George: It's good to see you back, looking so good.
Ray: Now I drop my pants without even trying.



Gene: Gaby and I have decided it is more fun to drive our Porsche than to Concoct it.
Bob: Ginny and I agree.



Help, John Bohlander!!!



Owen Johnson demonstrating proper hand position for flying your Porsche as shown to him by John Pichler at M.I.S.



Harold: Now, this is the kind of chicken I like.
Wilma: It shows you have good taste.
Bruce: But Starkist doesn't want tunas with good taste.



John: Wow, isn't it amazing what happens to our bottoms!
Tom H.: That's nothing, you should see some of the bottoms I work on.
Tom M.: I'd never touch a rusty bottom!

Kusay - Ward - Kusay

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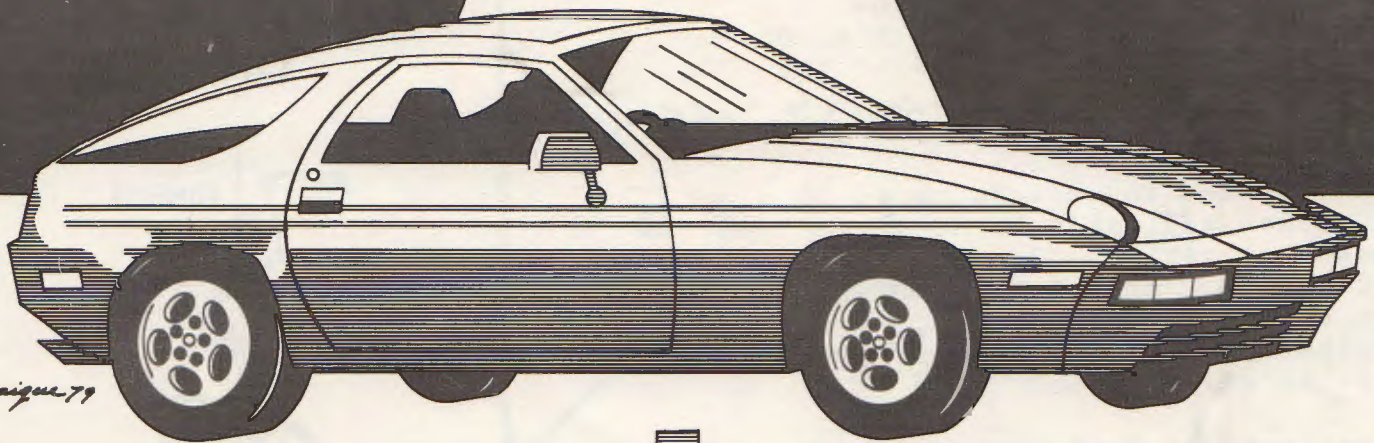
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UP AND COMING

1980 SCHOOL FOR DRIVERS

Date: Sunday, April 20, 1980
Time: 10a.m. registration and first class
Place: Scott's Restaurant
175th and Center
Hazelcrest, Ill.

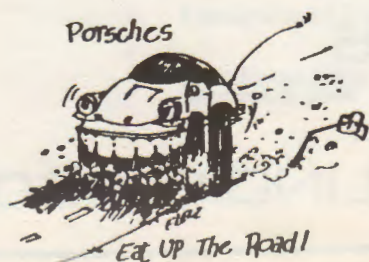
Directions: Get to route 80 & Halsted Street (Harvey, Ill). Take Halsted north to first stop light. West past Holiday Inn to Center Street (first cross road). South to 175th street. You are there. Exercise due restraint while driving after leaving Rte. 80. East Hazelcrest derives 75% of the city revenue from speeding ticket fines.

Meals: Coffee and doughnuts at 10 a.m. Sandwiches available at noon as added cost option. Open bar after hectic day of school. Smorgasbord with beef tips and noodles, salad, veggies, dessert, and coffee after attitude adjustment.

Miscellaneous: Wear thin-soled shoes and clothes comfortable to drive in. Bring your helmet. One of your classes will be tech, but play Boy Scout and be prepared. Tech your car Saturday with the list on the next page. Get a good night's sleep on Saturday and be ready to listen and learn. Fill out and mail registration form today.

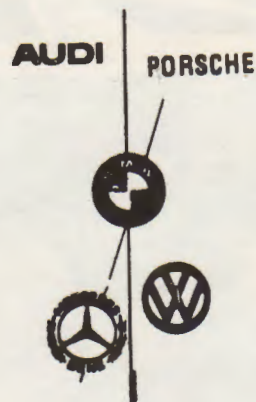
See ya at Sunday School.

Black Bart & Tom Riley



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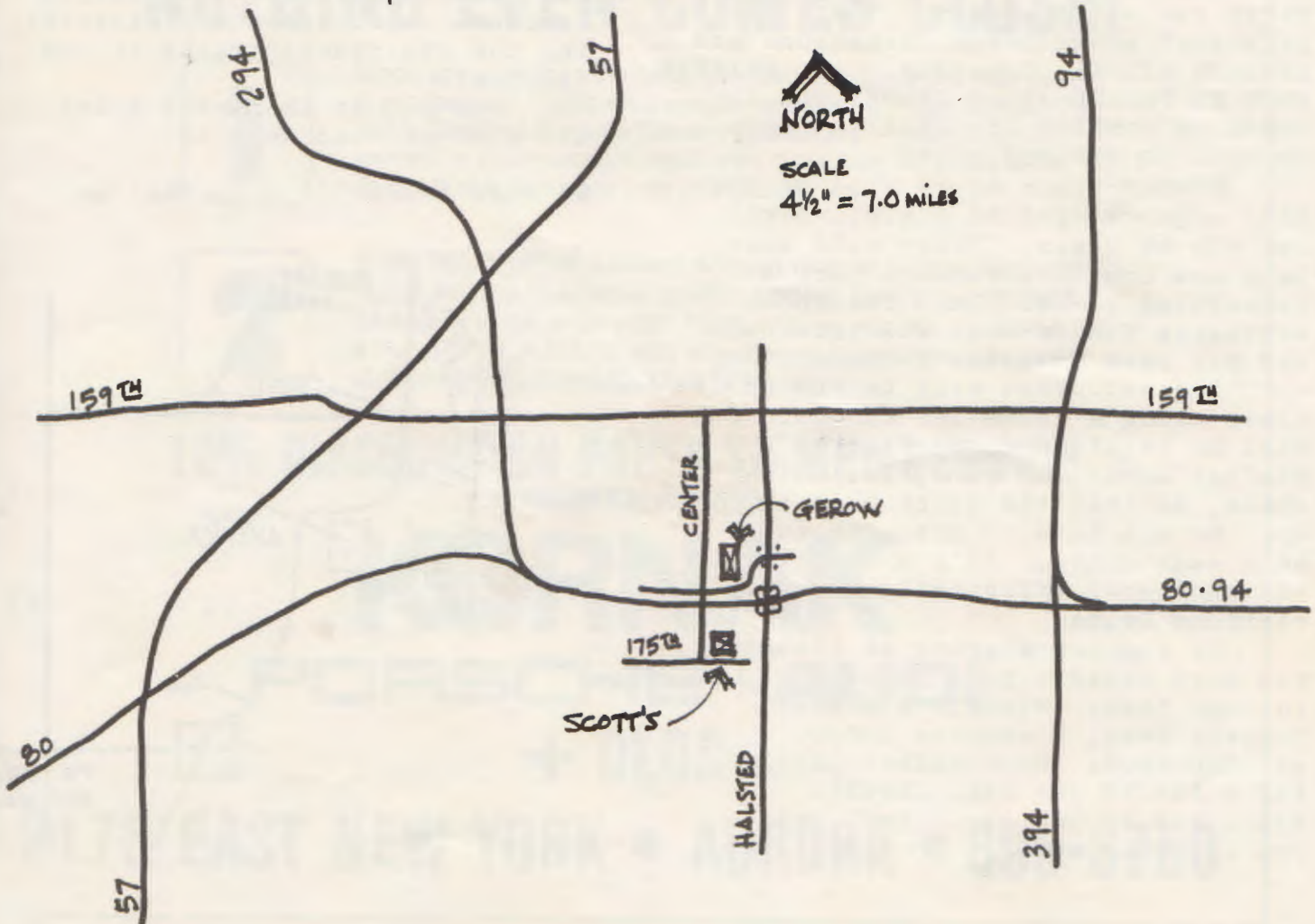
Weekdays 8:00am to 5:00 pm - Sat. By Appointment

To be completed by Tech Inspector prior to first run:

- ___ Seat Belts, 2 pair - original factory installation or:
 - ___ large diameter washers on both sides of floor mounting holes
 - ___ swivels have eyes welded closed
- ___ Steering not excessively loose
- ___ Rear suspension not excessively loose
- ___ Front suspension not excessively loose
- ___ No positive camber on rear suspension
- ___ Brakes do not fade or pedal stick on return; Hard
- ___ Brakes - straight rolling stop - no pull holding steering wheel
- ___ Brake fluid up

- ___ Tires - tread at least 2/32"
- ___ Tires - sidewalls free of visible breaks
- ___ Wheels - all lug nuts tight and fully engaged (Hubcaps removed)
- ___ No cracks in wheels
- ___ No leakage of any fluids (carbs and fuel lines)
- ___ Engine - odd sounds - leaks
- ___ Exhaust satisfactory
- ___ Stop lights - turn signals
- ___ Battery (s) secure
- ___ Spare tire in place for safety
- ___ All loose items within car removed (includes coco mats)

MAP TO SUNDAY SCHOOL



DRIVER'S ED 201

Date: May 24 & 25, 1980
Place: Road America,
Elkhart Lake, Wisconsin

Here are the details of our first track event of the year. We remind you that this will be a recap and continuation of the April driver's school. You would be well advised to study the booklet you received at the April school and to practice in your Porsche before you arrive at Elkhart. Everything you learn can apply to and be practiced under normal driving conditions.

For those of you arriving Friday night (which we advise so that you are fresh Saturday morning), we will have registration and early tech at Siebkin's Resort (see map). This will save us a lot of trouble and you a lot of valuable track time on Saturday.

Saturday the track gates (see map for location) will open at 8 a.m., first car out at 9 a.m. There will be formal instruction (classroom and in-car) all day Saturday. ALL DRIVERS MUST BE PASSED BY AN INSTRUCTOR IN ORDER TO COMPETE IN SUNDAY'S AUTO-CROSS - NO EXCEPTIONS!!!

Sunday track hours will be the same - gates open at 8 a.m., first car out at 9 a.m. There will also be a one hour instruction period (scheduled 9 - 10 a.m.) for those attending Sunday only and those who did not pass Saturday's school.

The autocross will be run by class using a chase car system. You will be required to perform a minimal amount of work, including chase, so that the event runs smoothly. We all have to pitch in and help each other. It's a big track and runs most efficiently when everyone helps.

If you are staying at Siebkin's, you must reserve your room(s) through them. Siebkin's Resort, Elkhart Lake, Wisconsin 53020. 414/876-2600. Room rates: Single - \$32 - \$34.50 per day. Double - \$36 - \$38.50 per day. Tell them you are with PCA.

If you plan on staying elsewhere, contact your favorite motel directly or you can contact the Elkhart Lake Chamber of Commerce, Elkhart Lake, Wisconsin 53020, 414/876-2922 for suggestions. This is Memorial Day weekend, so you might want to stay over on Sunday night as well and take your time driving home Monday.

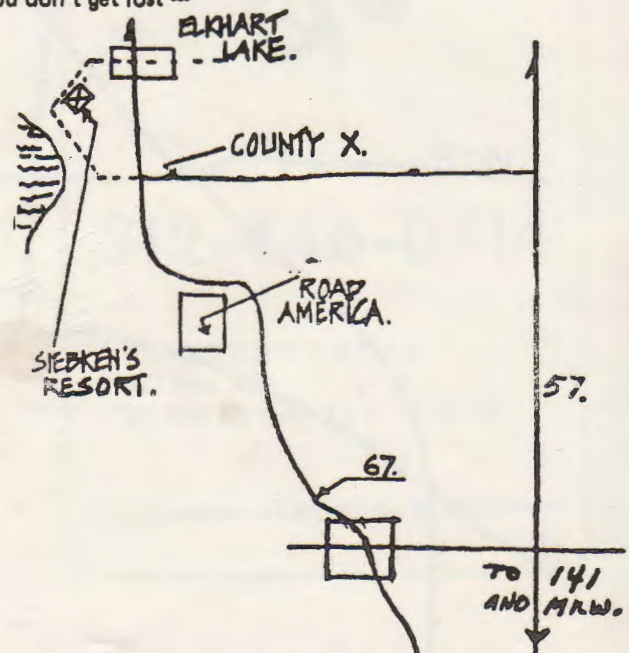
The event dinner will be on Saturday evening (see registration form). All other meals will be on your own. Siebkin's has great sandwiches and have agreed to prepare them for those who order the evening before each day. The restaurant will also be open for breakfast and dinner.

It's going to be a great Porsche weekend. Danny "On-the-Gas" will be representing us at Indy, and we'll have a radio hooked up to follow his progress. What could be better than having Porsches simultaneously circulating the two finest tracks in the country!?

See you at the April School and then at Road America.

Ed Russ & Bob "O" - co-chairmen

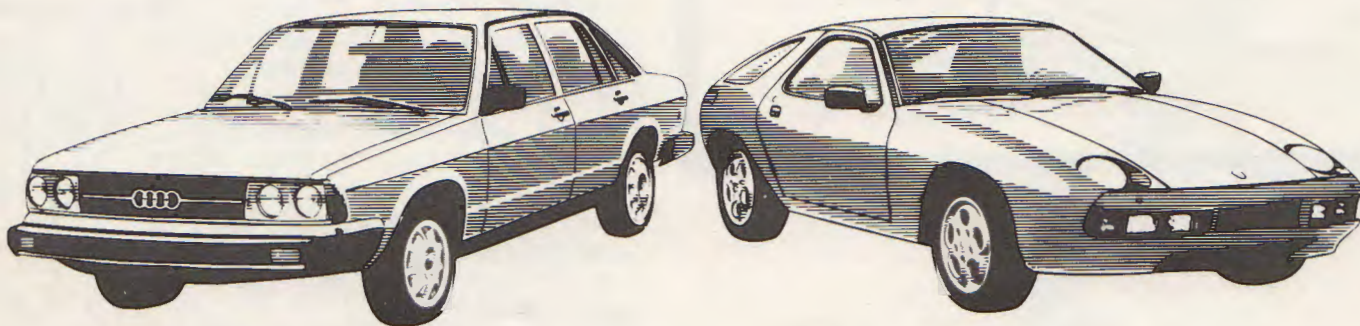
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CHICAGO REGION
1980 CALENDAR OF EVENTS

Drivers' School	April 20
Road America/ Elkhart Lake	May 24-25
Gymkhana	June 15
Midweek at Blackhawk	July 9
Rallye	July 19
Midweek at Blackhawk	August 6
Potter's Picnic & Concours	August 17
Road America/ Elkhart Lake	September 5-7
Rallye	October 5
Autocross	November 2
Concours	November 16
Dinner Dance	December 6



NOVICE RALLYE SERIES

The Four Forwards Sports Car Club and the Concours Plaines Rallye Team are conducting their second Mini-Series of Rallyes. The Mini-Series are excellent Time-Speed-Distance (TSD) rallyes geared for novice or less experienced participants. Each low pressure event concentrates on several rallye concepts and traps. The series is a great learning experience and serves to "improve the breed".

Mini i through Mini iv will be twilight rallyes on Saturdays. Registration will begin at 6:00 p.m., with the first car embarking at 7:01 p.m. Mini v will be run on a Sunday afternoon. The rallye dates are the following:

Mini I	May 17
Mini II	June 21
Mini III	July 19*
Mini IV	August 16
Mini V	September 21

*conflicts with Chicago Region rallye

Keep watching the Chicago Scene for further details.

Walter Minato

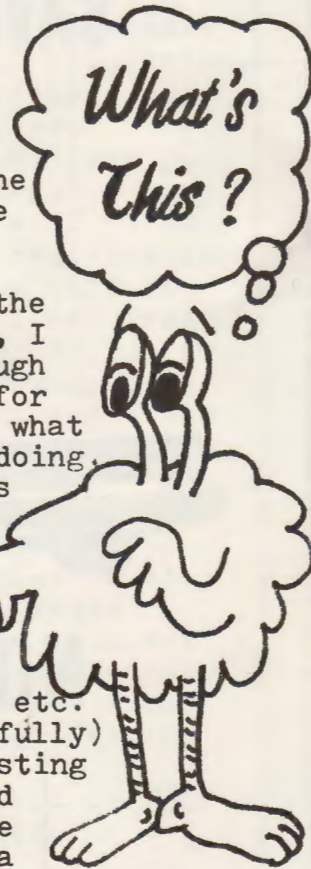


SUE-CIALLY
SPEAKING

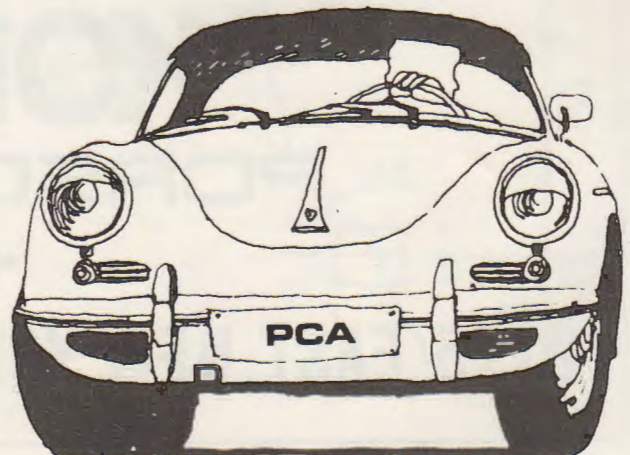
Many members have expressed an interest in non-competitive social events and as one of the survivors of the Aspen Parade Ladies Luncheon, I was the obvious choice to get the ball rolling. However, I need your help. Although I have loads of ideas for events, I need to know what you are interested in doing. Some of the suggestions I've already received are Scotch doubles bowling (or for those who don't like scotch perhaps gin or vodka), roller skating party, brunch, etc.

This summer (hopefully) I'm planning an interesting high seas adventure and of course what could be more appropriate than a good ole Oktoberfest in the fall.

So come on Porsche Pushers let me know what you'd like to do. Talk to me at events or call me at 564-0557. Wow, now all the calls won't be for Brian.



Lusan



* LINDATORIAL

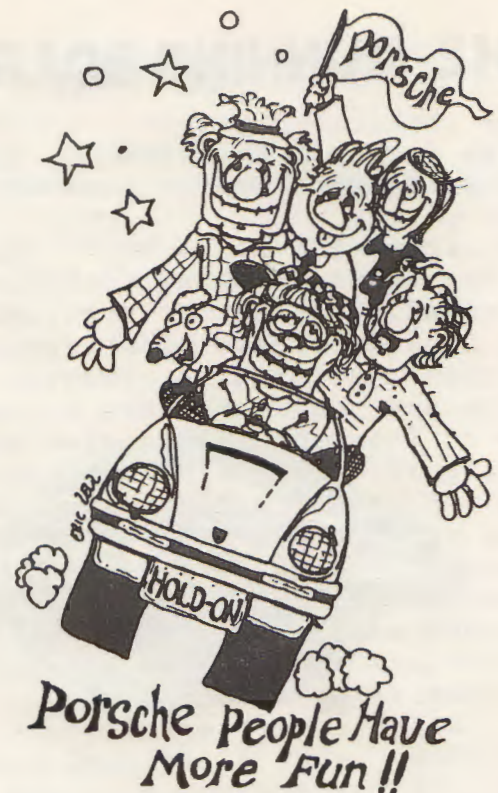
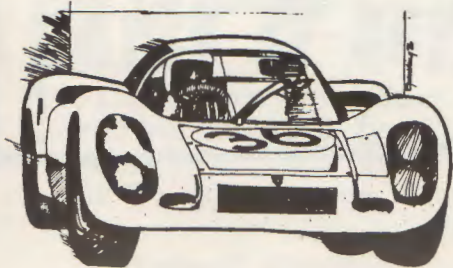
It has come to my attention that the name of Peter Fischer was inadvertently left off the list of contributors to our annual Dinner-Dance. We're sorry for the omission, but we appreciated your donation just as much as the rest. Thank you, Peter Fischer.

If the turnout at the March rallye can be used as any indication of the months to come, we should be looking forward to a fantastic year. We had 40 cars out for a rallye in March, even though there was a threat of snow. They were not all Porsches, but it was most gratifying to see so many people come out of hibernation. There were a lot of new people, a lot of applicants, and some old-timers. In fact, one old-timer was heard to ask if this was the Chicago Region, because he didn't recognize a lot of people. The event went well, just the usual minor problems, but the people who attended the dinner were in good spirits, and lots of them. Everyone appreciated George's beautiful stained glass 911's that we gave as trophies. All in all, the event was a success, for which we thank all of you who participated and those who worked.

Let's see even more people out for the next events, this could be our biggest year ever. As you can see by her article, Susan Allman is the new Social Coordinator, so if you have any requests or ideas, give her a call. I think it will be great to see some of you folks more than at the one competitive event each month. Let's get together.

See you soon,

Linda



NOTICE TO CONCOURS "NUTS"

This year the Chicago Region is going to use the National PCR's as the format for concours judging. The old format, it was felt, placed point emphasis differently than the national format and could put local concours "nuts" at a disadvantage when competing at the Parade.

While this simplifies the point allocation problem, it does present a new twist to our local concours. The national format stresses originality (sorry Mr. Gummow!). There is a penalty percentage deducted from specific area points if non-original parts or finishes are used.

To compromise, the Chicago Region is proposing that one of this year's three concours be an originality concours leaving the other two the familiar old Chicago Region type. There will still be classes as usual.

I would appreciate comments from the members and volunteers for judging originality. Give me a call.

Tom Masles 312/382-2659

THE RUNNING BOARD

Date: February 15, 1980

Place: Home of George Gutmann

President Wilma White reported on the National Board meeting she attended. Bob Gelles reported that the insurance rate will remain station. Wilma also reported that there are two committees being formed. One on insurance evaluation called "State of Value Insurance" in which you can get three estimates on your car to present to your own insurance agent. The second committee being formed is to collect Porsche paraphernalia to create a historical sanction of all sorts of Porsche related information.

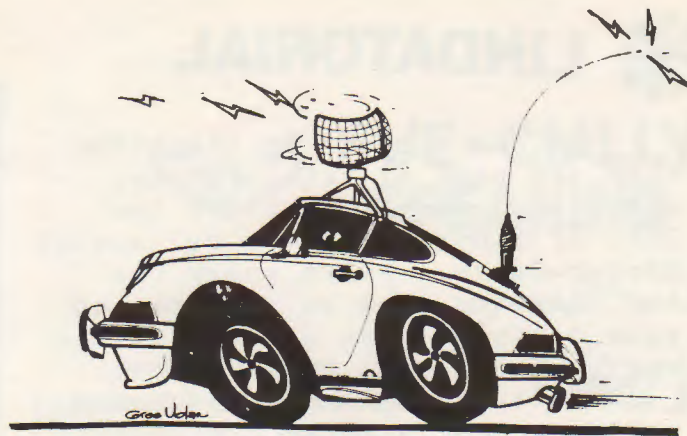
Wilma suggested a November autocross as an additional event to the wine tasting and concours event. November 2 was chosen as the date for the autocross. Soldiers Field was suggested as a possible site.

A general outline was given as to the rising costs of events over the past years. It was decided for autocrosses other than Elkhart and Blackhawk the first and second drivers will pay the \$8.00 drivers fee.

The general feeling on overall trophies was that they didn't stimulate enough participants and the cost was too steep. It was passed that we do away with overall awards with the exception of one trophy for first place in each of the individual events.

It was decided we need more knowledgeable guide lines for tech inspectors to follow. We should also train people to be tech inspectors. Frank Wagner is presently working on this and looking for someone knowledgeable to teach tech. He is looking for input.

Wilma White reported that the National Nominating Committee (Bob Rassa) is looking for recommendations for anyone as national officers. The recommendation does not have to come from within your own region. Wilma suggested Bob Gelles.



55 Miles Per Hour Opinion Poll

So you don't like the 55 m.p.h. national speed limit? Or you say you do like it? Well now voice your opinion to the U.S. government. In the April, 1980 "Road & Track" magazine you can tell Uncle Sam what you think of his 55 m.p.h. law. I know, I know what good will that do, right? Well at least Sam will know that someone out there either loves or is unhappy with him. All this will take is a stamp, envelope and about ten minutes of your time. Of course you will have to get a copy of "Road & Track" also. Inside the magazine they have a questionnaire that is easy to fill out and has Road & Track's address at the top of it. All you have to do is check the squares, add a few statements (if you wish) and drop it in the mail to them. Road & Track will collect the information and forward it to our "Big Brother" in Washington. Believe it or not, it just might make a difference in future law making decisions. We all know that once government has something, they don't give it back. But at least I'd like to give a yell or two of protest and let them know there are people out here that disapprove of their actions taken against our automobiles. Did you know that Uncle Neil's new Turbo will not go over 85 m.p.h.? That's what his speedometer says anyway.

If you just purchased a new or used Porsche and can't afford a copy of "Road & Track" anymore, then call me at work, 237-2220, and I'll mail you a copy of the questionnaire.

Frank Wagner

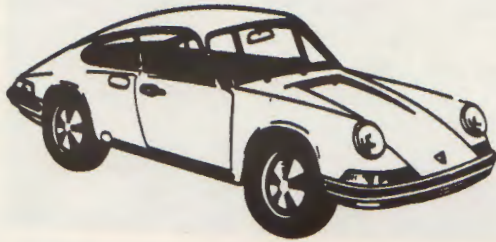
THE MART



FOR SALE: Porsche 911L, 1968. Metallic green, 2 liter, Koni's, alloys, Pirelli CN36 tires (185 x 14), Webbers - rebuilt, hidden CB radio, new battery. Excellent condition inside and out, coco mats, AM-FM 8 track, stored winters, sport muffler, new headliner, car cover. Call days: 346-7980, Dave, for appointment. Evenings: 359-3813. \$6500.00

FOR SALE: 2 light brown leather seats from 1972 911. Excellent condition. \$400. Tom Masles 312/382-2659

FOR SALE: 924 ski carrier \$10; H4 rectangular headlights for Audi 4000/5000 etc., \$25; bra for '74 or newer 911 \$35. John Welda 312/359-5485.



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THANK YOU:

Sincere thanks to Mindy's many friends in the Chicago Region who were really there with prayers, calls, cards and visits during her serious illness. We all certainly needed this much appreciated support.

Dianne and John Welda



CORRECTIONS

As many of you may have already found out, there were a few errors in the clues. I'll print the corrections this month, with the answers to follow next month.

Across

- 14. Of sound mind
- 107. To stare
- 109. Porsche racedriver, "A L" to his friends.

Down

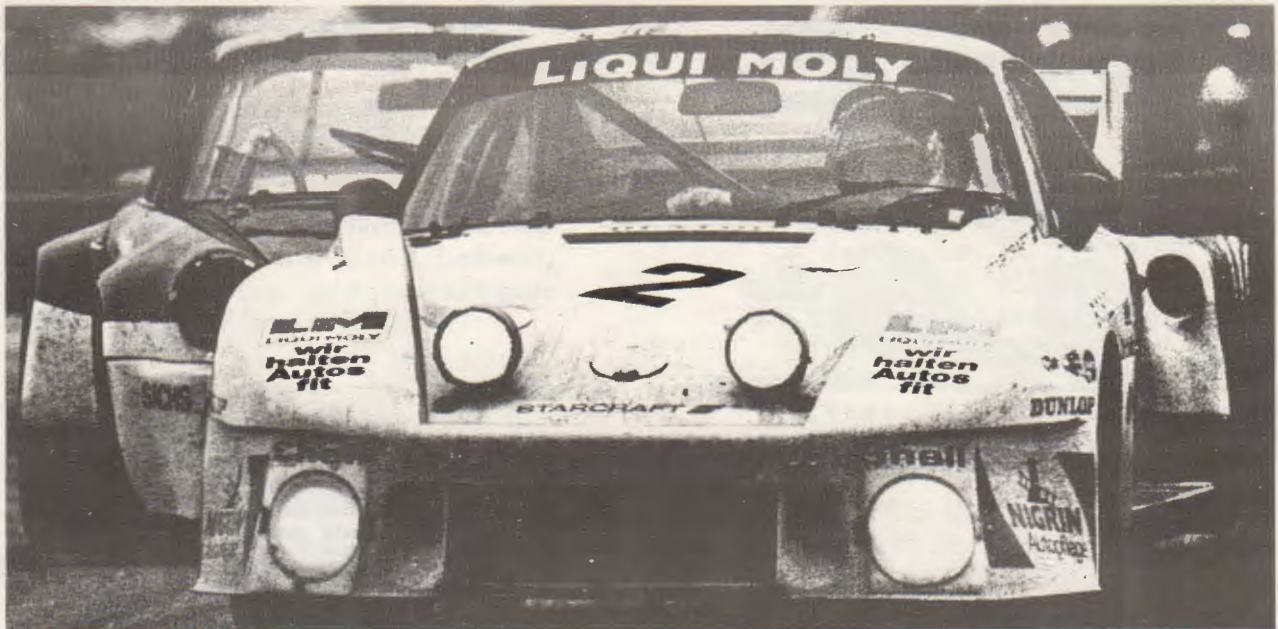
- 6. should be racetrack
- 37. _____ goes the weasel!
- A full 24 hours of racing should be 41 down instead of 40.
- 59. Another shock absorber
- 92. _____ Florio
- The square immediately following 101 should be numbered 102.

My apologies for the errors - better next time! Sorry, but you get what you pay for!!!

Bonnie

Ed. note: Errors and all, we appreciate all the time and effort that Bonnie put into this. On behalf of all the members who thoroughly enjoyed the puzzle, thank you.

Linda



Daytona winner. The Liqui Moly/Starcraft RV Porsche 935 Turbo of Rolf Stommelen, Reinhold Jöst and Volkert Merl shows the strain of competition as it heads for victory in the final laps.

DOLLARS FOR PORSCHE 924 DRIVERS

The SCCA's Porsche 924 drivers are in for a big boost: The Porsche+Audi Special Vehicles Department has announced a more than \$100,000 contingency awards program for those participating in the SCCA's national championship racing series.

The amount for 1980 not only includes the continuation of last year's \$50,000 fund available to customer drivers of 924s in SCCA's Showroom Stock A category, but embraces for the first time a similar bonus system for 924 D Production participants.

Volkswagen of America's Special Vehicles Manager, Josef Hoppen, noting that the 924 is Porsche+Audi's race car of the future, stated that he was pleased to be able to announce the contingency fund. "Porsche+Audi plans increasing support for those who race our products, and this is one concrete step along the way," he said.

For those winning a race in either Showroom Stock or D Production at an SCCA bonus national, a \$500 check will be waiting, while a national victory will be worth \$300. Second-place bonus national finishers will earn \$300, with national runners-up eligible for \$200. In addition, those finishing third in D Production at a bonus national will receive \$200, with a third-place national posting worth \$100.

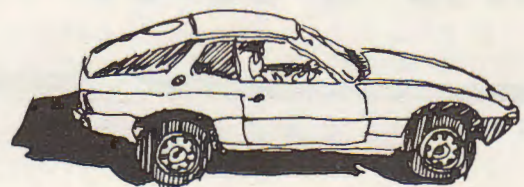
Moreover, the top-placing DP 924 at a bonus national (if not within the first three finishers) will receive \$250, while the top DP 924 at a regular national will pocket \$150.

Beyond this, Porsche+Audi will award drivers winning SCCA divisional titles in either SSA or DP \$1000 each. In addition, a driver winning a national championship at the annual Road Atlanta runoffs will receive \$3000, with second place being worth \$2000 and third, \$1000.

Finally, any 924 driver capturing a pole position at Road Atlanta will pocket an extra \$500, with the outside front row in D Production worth \$300.

Race teams wishing to compete for the Porsche+Audi prize fund are asked to register with the Porsche+Audi Special Vehicles Department, Volkswagen of America, Inc., 818 Sylvan Avenue, Englewood Cliffs, N.J. 07632. Teams should also be prepared to confirm their race results within 14 days of each event.

(Reprinted from Competition Newsletter, February, 1980)



924'S: THEY'RE OFF AND WINNING

Porsche 924 drivers have returned to Showroom Stock action and wasted no time in capturing several of 1980's first checkered flags.

At the initial national race of the season, at Riverside, Calif., Bruce Swanbom set a qualifying lap record, took the pole position by two seconds and then went on to win the race. Swanbom, who is Sales Manager of Park Porsche+

Audi in Buena Park, defeated a Mazda RX-7 and Datsun 280-Z, among others.

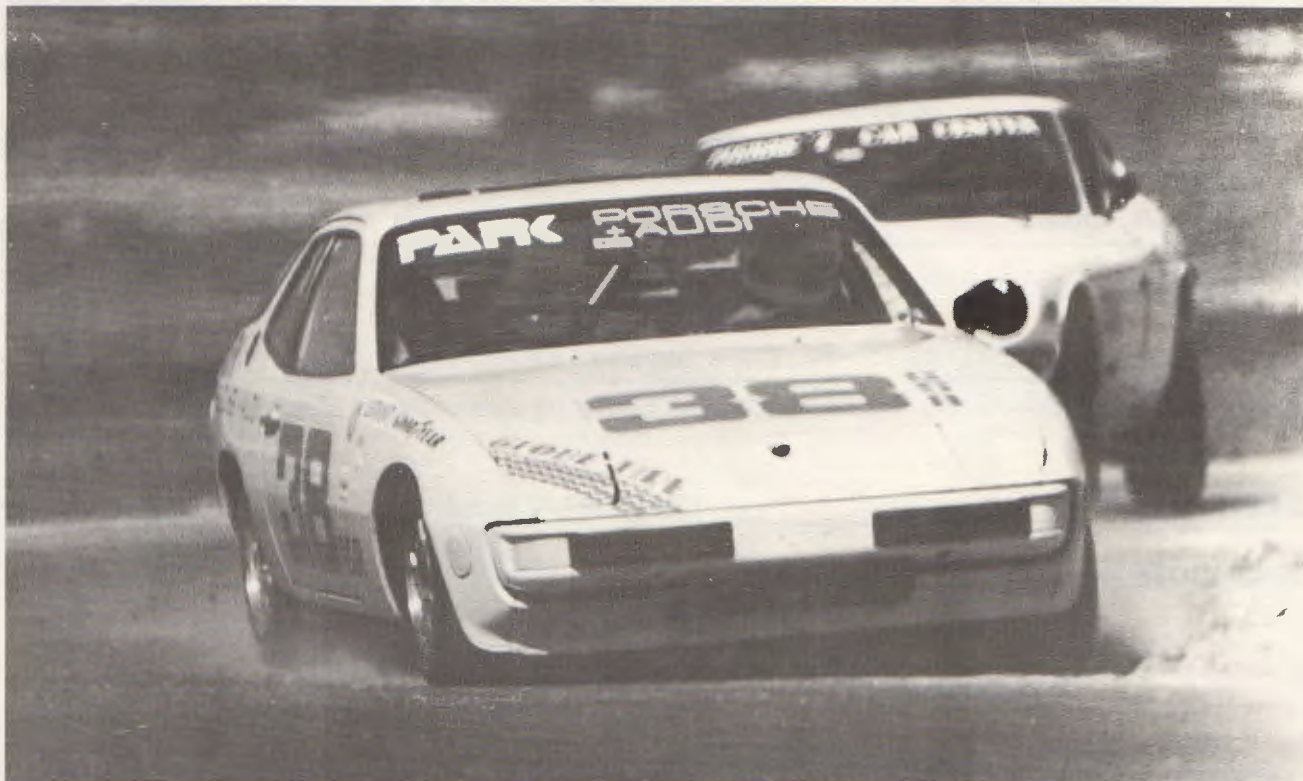
Placing third behind Swanbom was Lee Mitchell in the Don Sharp P+A 924. Earlier in January, Mitchell won two back-to-back regional races at Holtville.

Meanwhile, in those parts of the country where racing has not yet resumed, several drivers who did well last season are also preparing to re-enter the action. For Jerry Drummond and Ken Williams, both from Texas, that means the end of February in a regional race at Greater Southwest Raceway in Dallas.

Drummond, who was last year's Southwest Division champion, plans to campaign the North Free-way P+A 924.

He'll face strong competition, however, from Williams, who was Southwest Division SSA runner-up. Williams will return in the Bob Miller P+A 924, hopefully with additional sponsorship from Goodyear, and plans to capture the 1980 divisional SSA championship in five races before June.

Dale Fazekas, 1978 SSA national champion and polesitter at last year's runoffs, plans a full-season assault on the 1980 SSA championship in a 1979 924.



The Park P+A 924 of Bruce Swanbom (top) captured the opening SCCA Showroom Stock A national championship race of the season at Riverside. Lee Mitchell (below) took third in the Don Sharp P+A 924.

REGISTRATION FORM

1980 SCHOOL FOR DRIVERS

DRIVER _____

2nd DRIVER _____

REGION _____

MEMBER _____ APPLICANT _____ GUEST _____

CAR: MODEL _____ BODY STYLE _____ COLOR _____

YEAR _____ DISPLACEMENT _____

TIRES: STREET WITH LOTS OF TREAD _____
LITTLE TREAD _____
P-7's _____
RACE TIRES _____

WHEEL SIZE _____

MODIFICATIONS _____

FEE: DRIVER \$8⁰⁰ _____ 2nd DRIVER \$8⁰⁰ _____

(PREREGISTRATION CLOSES APRIL 18, 1980. AT EVENT, ADD \$2⁰⁰)

_____ Dinners at \$8⁵⁰ _____

_____ Child Dinners at 3⁵⁰ _____

Total included _____

Make checks payable to: PCA / CHICAGO REGION

Mail Registration to: Arlene Vander Werff
430 Beverly Drive
Wilmette, IL 60091

REGISTRATION FORM

DRIVER'S ED 201

Dear Terri,

Wow! Elkhart twice in one year. I can't wait. Sign me up.

NAME _____ 2nd DRIVER _____

REGION _____ SAT. SUN. BOTH DAYS (circle one)

MEMBER _____ APPLICANT _____ GUEST _____

MAKE OF CAR _____ COLOR _____ MODEL _____

YEAR _____ BODY STYLE _____ DISPLACEMENT _____ (2.0,2.2,etc.)

STREET OR RACE TIRES _____ (Specify, i.e. P7's etc.)

WHEEL SIZE _____ MODIFICATIONS _____
(List all - Use Back if necessary)

1979 PCR classes and autocross rules will be used for this event.
No open exhaust allowed except on factory built or SCCA approved
race cars.

FEEES:	BOTH DAYS	1st Driver	\$ 45.00	_____
		2nd Driver	\$ 5.00	_____
	ONE DAY	1st Driver	\$ 35.00	_____
		2nd Driver	\$ 5.00	_____

DINNERS (Sat. night)

_____	Wiemerschnitzel @	\$ 12.50	_____
_____	Prime Rib @	\$ 12.50	_____
_____	Duck @	\$ 12.50	_____

TOTAL ENCLOSED _____

Make checks payable to PCA/CHICAGO REGION

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