

C H I C A G O

BOBENE



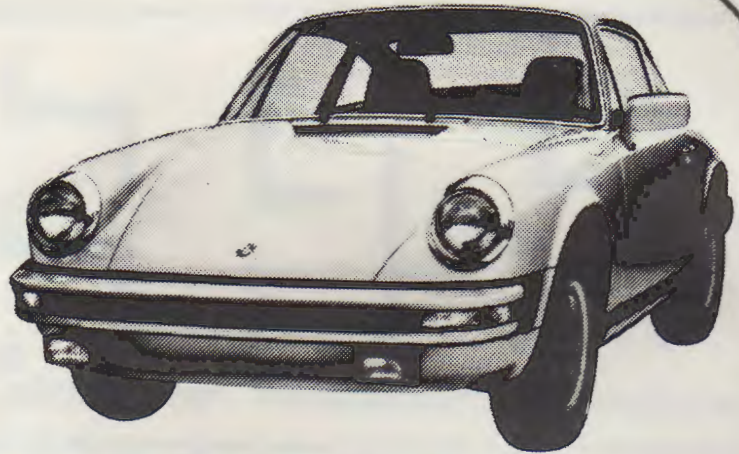
CHICAGO
REGION

SILVER

ANNIVERSARY



April 1982



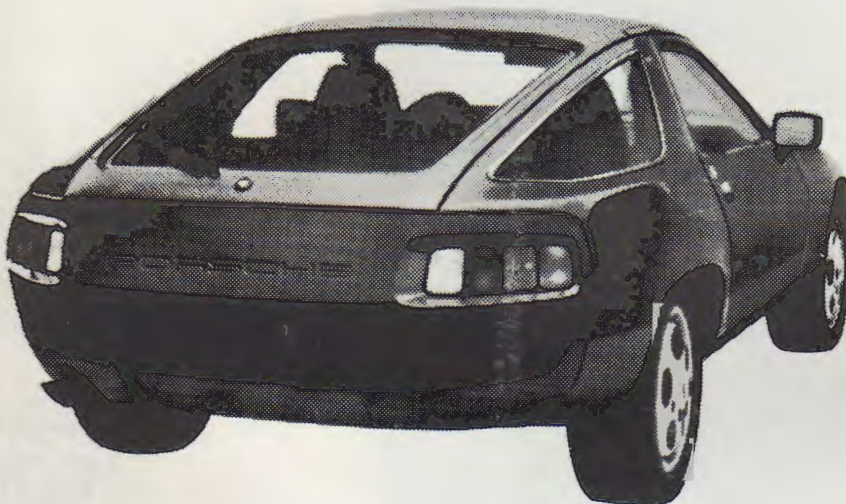
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FRONT PORCH



AMERICAN
CAN IT
COME CLOSE
By Jerry Quebe

It all started out very innocently. The desire to replace a Toyota pickup truck with a car; a concern for the American economy; a touch of national pride; and a belief that maybe quality is job one. Where I went wrong was a personal vow that I would not buy another car until I could justify buying an American car (we haven't owned one since Julie's 1974 Vega which rusted away in three years although give the body credit, it outlasted two engines in its 30,000 mile life). With that experience on top of others you would have thought that I would have learned to be more careful before making such a rash vow. Please understand, however, that I grew up in an era that "Made is USA" was the standard of quality in the world and "Made in Japan" was just the opposite.

After several weeks of debate over the type of car that would replace our

two-year old truck (which hasn't had a single warranty claim) we settled on a medium size station wagon. Further investigation sent us towards Chrysler products because of front wheel drive availability and gas mileage claims. I also reasoned that a manufacturer in as much trouble as Chrysler and claiming to place an emphasis on quality couldn't afford to produce a marginal product, much less a bad one.

Julie was the first to experience American quality. On a test drive with a salesman in the front seat and Dana checking out the back, the air conditioning hose became uncoupled. Loose clamp the salesman reasoned. Suspicious workmanship or one of those "Friday" cars we reasoned.

Undaunted by this small symptom, but now more alert, I visited yet another dealer. The car looked about ideal, basic, no frills, good size and gas mileage which I was unused to in my former American car ownership days. As I walked around the outside of the car and under the bright showroom lights, however, something caught my eye. Dust particles embedded in the paint! How can this be? This is a factory paint job! I didn't expect a Porsche finish, but I certainly didn't expect dust in the paint. Now lest you think I'm making a big thing out of a little dust particle, I'm not talking about a little dust particle. They averaged several particles per square foot.

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While in the same showroom, which also sported Mazdas as well as Chryslers, I decided to investigate further. The Mazdas were excellent finish. A minimum of orange peel (I did forget to mention that on the Plymouth) and not a dust particle to be found.

I also checked out the top of the line Chrysler. After all, that should be flawless. Low and behold, dust particles at least as bad as the Plymouth. I motioned to Julie to round up Dana to leave. I was too disappointed to stay longer and I didn't want a salesman to confront me. After all, I had made a vow to myself and I was beginning to feel that I had backed myself into a corner. As we left, dragging the palm of my hand along the front fender of the Chrysler, I was suddenly aghast. I could actually feel a flaw in the paint. Looking down I was confronted with the final blow. Imbedded in the paint of this top of the line Chrysler, was a hair or similar appearing fiber.

Since that experience, I have made a point to check out paint finishes on products of this "quality oriented" American manufacturer. As I travel to other parts of the country, I have yet to find one without numerous dust particles embedded in the paint and some of them surprisingly frequent and large. Fibers, I find, are not an unusual occurrence either.

I do not profess to know what effect this has on the life of the paint or the metal it protects, but I cannot believe it to be positive. Likewise, this may not be an indication of the quality of the design, engineering or manufacture of less visible components. It is certainly enough however, to cast doubts in one's mind.

Fortunately, however, all of this may result in a positive ending for me. A vow is a vow and requires significant rationalization to alter. But what is more rational than a Porsche? With our love for our former 924 still warm, a 944 sounds more rational every day. Porsche - Nothing Even Comes Close.



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IMPRESSIONS

By Bob Ostholthoff

As the snow melts and carries the road salt with it down the drain, the thought of our Porsches resurrecting becomes keen indeed. Many members drive their Porsches year round (more power to 'em) and have the pleasure of operating those wonderful machines every day. Some use their "other car" for inclement weather and crank up the Porsche at the sign of the first robin. For them the daily pleasure of their Porsche was missing for several months but the pleasure may actually be heightened by reacquainting themselves with the car's features.

Regardless of your situation, we all develop a more intense attitude about driving our Porsches as the roads dry and the temperatures rise. Once again the car can be taken to its maximum potential.


This is where we as Porsche drivers and PCA members must put our best foot (feet?) forward. I often recall Reinhard Seiffert's editorial in Christophorus (Oct. 1980) regarding the responsibilities of driving a Porsche and how it affects others' opinions of the marque. He spoke of the image that the everyday motorist has of sports car drivers in general and Porsche drivers specifically. We must all be extremely aware that we drive a highly visible automobile that is "on stage" (i.e. on trial) all the time. It only takes one bad move (a risky passing maneuver, overly-spirited cornering, etc.) to blackball the Porsche in the minds of others. Additionally, Porsche has honored PCA (as I look at it) by cooperating in our membership drive at the factory level. We must respond to their faith in us with appropriate behavior.

As PCA members, this goes one step further. Many of us have badges, decals, etc. showing our affiliation with PCA and must remember this. People are watching us. It is our job to be sure they form a positive impression. Please don't think I'm

preaching, I'm not. I am simply pointing out some tough realities we must consider.

My impression of Porsche drivers is favorable for the most part and I've always seen every courtesy extended by PCA drivers to other motorists. But when I occasionally see a Porsche driver acting like a wild man on the expressway I cringe in embarrassment which quickly turns to anger. Can you imagine what the man and woman in the Olds 88 next to me are thinking? There are times and places for "pushing your Porsche" and there are areas where you shouldn't.

I'm all for eliminating regulations that unnecessarily stifle auto enthusiasts from enjoying their machines. However, until a more lenient attitude prevails we must abide by the rules that are in force. Otherwise, we jeopardize not only our image but the chance of changing the laws that might one day give us the "pre 55" driving freedom we once enjoyed.

Let's get ready for a fun, spirited, and enjoyable summer of Porsche driving that will earn us the freedom and reputation we all deserve. 

Did You Know That ?

While in Austria on the Joyce Gunther Ski Trip, we picked up a copy of a German auto magazine Auto Zeitung. It contained list prices of all cars sold in Europe. Thought you would like to see what Europeans pay for their Porsches without 5mph bumpers and power robbing EPA requirements.

924	\$14,600
924 Turbo	\$19,900
924 Carrera GTS	\$49,500
944	\$18,200
911 SC	\$24,100
911 Cabrio	\$25,200
911 SC Targa	\$25,500
Turbo	\$41,800
928	\$29,200
928 S	\$36,800

Insight

PRELIMINARY PORSCHE PREPARATION

By Tom Beverly

Admit it! Few of you took my advice to utilize those winter months to begin concours preparation for the upcoming year. You're probably in a panic and are asking yourself, "Now how am I going to get my hands on that beautiful silver trophy (short of stealing it from Ed & Debbie Leed)?" Here are a few suggestions to aid your quest.

Preparation actually begins far in advance of the concours season with preventative maintenance. A primary step involves reading "Cleaning Your Porsche" in the Owner's Manual. (They know what they're talking about!) Learn how to properly care for the interior and exterior surfaces. Know where dirt and water can accumulate. Drive your Porsche after each washing to thoroughly dry those recesses. Look at similar models to find potential trouble areas, i.e. rusty rocker panels of the 914. In other words, know your Porsche. "An ounce of prevention is worth a pound of cure."


Begin early in preparation for a specific event. Don't wait until the night before to do a majority of the cleaning. If you're pressed for time, you'll overlook areas that you would have seen had you started earlier. Working at night by artificial garage light doesn't compare favorably to several afternoons in natural sunlight.

Have fun. Make it a social event; coerce your spouse or friend to contribute. It helps to have a critic. Pour a glass of your favorite German beverage (but don't spill it) and listen to Beethoven or your favorite German punk rock group.

Learn from experience. Watch from a respectable distance as the judges evaluate your car. After judging is completed, ask where mistakes were made. As you become familiar with those problem spots, subsequent concours become easier and more enjoyable.

I must refute the statement in the February "Insight" article by coordinator Bob Law that autocrossing is "the most exciting part of our region's activities." After all, what serious concours freak doesn't get a "rush" from the aesthetics of the sun glistening on a well-prepared classic Porsche? It is alleged that Dan Gallagher gets as much "boost" from preparing his 356 real Porsche as he does from the Turbo coming off the line at Road America. Also, unlike the serious autocrosser, the concours enthusiast need not invest in expensive modifications, equipment and tools. More on the specific concours "tools" and techniques at a later date.





1972 **1982**

10th Anniversary CONCOURS

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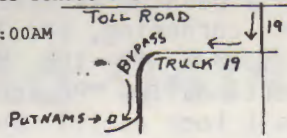
Concours Trophies (Top Only or Full Concours)

Porsche Display (No trophies)

944 ON DISPLAY!!!!

(No kidding! It will be Guards Red, have all the goodies, and will be for sale. This will be your first chance to fondle a real live 944.)

DATE: April 25 at 11:00AM
PLACE: Putnam Imports
2200 Bypass
Elkhart, In.



Porsche in the 80's

By Al Herte

Porsche, the man that just celebrated 50 years, 1931-1981. Porsche, the man who revolutionized the auto industry in the early age, an inventor, a designer, a consultant actually since 1931 (Porsche just celebrated its 50th anniversary in 1981, 1931-1981). A small family operated automobile manufacturer that started after World War II. And you all know how he started, the 356, the 911, the 914, 924 and of course the recent baby the 928. Of course there are also many race cars produced, which are too many to mention here. In today's age of the difficulties the other industries have, Porsche is no exception.

Last year Peter Schutz took the helm at Porsche. There are many reasons why Peter Schutz was picked, as you know he is an American, who brings along a very strong background of modern management combined with his engineering experience, with firms like Cummings Diesel here in this country. With Schutz at the helm, large scale policy changes have been made, especially in the business philosophy at Porsche.

Porsche is determined to thrive as an independent producer of special vehicles. They build fast, expensive, and highly mechanically advanced sports cars. But in addition, and this is a major change, the company will go back to its roots as an engineering and consulting firm, to sell technology and know-how to whatever industry desires their services. Here is where the Weissach research and development center comes in.

Major steps have actually already taken place to achieve this objective. Porsche last year reinvested \$35 million to become more competitive in this area. This compares to \$7 million which have been spent annually at Weissach since 1972 when the research and development center was built. As Porsche tells us, this is just the beginning. Office space in Weissach

will double in the future and new assembly halls are right now under construction. The present staff of some 1200 employees, of which 600 to 700 are engineers, will increase to 1600 and more by 1985.

Now if you ask me a question, "Who are Porsche's customers?" I must say Porsche is quite secret about that subject. I can tell you some of them that are known and one of them is the European NATO. As you know, Porsche developed the current NATO tank. There is another customer, Harley-Davidson. The USSR is another customer. Porsche has provided development work on their passenger car. I've seen it personally in the research center. There are of course many others that they don't speak about.

However, one point I would like to make clear, Porsche has had more customers in the past in the research and development area than they could handle so they feel this is a new business that they haven't fully realized and are really investing in that area.

(EDITOR'S NOTE: Al Herte is with the Porsche-Audi division of Volkswagen of America. This article is an edited transcript of a portion of his presentation to the Chicago Region Tech Session in January. Additional articles from Mr. Herte's presentation and other speaker's presentations will be included in future editions.)

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CHICAGO AUTO SHOW

By Chet Szerlag

For Porsche enthusiasts, the 1982 Auto Show was not extraordinary. This is primarily because the new Type 944 was not debuted, nor was the new Type 911 convertible. This probably speaks more about the focus of the Chicago Auto Show than of the significance of these new Porsche models.

I, for one was surprised that the new models were not shown, considering their imminent introduction to U.S. dealers in a few weeks. It would have made good public relations and marketing sense to have displayed the Type 944 and Type 911 convertible, given the current economic slump and the lagging auto sales. Alternatively, it could be said that these two new models need no introduction among the initiated.



For those that did not get a chance to attend the Chicago Auto Show, the Porsche display emphasized only the current model offerings. The exhibit's displays included 911SC coupe, 911 SC Targa, 928S, Weissach 928, and a 924 Turbo. For extra pizzazz, the LeMans winning Porsche 936 "Jules" was also on display. The 936 attracted a lot of admiring glances, despite a deflated right rear tire!

The sales representative at the Porsche display were also using a marketing technique designed to generate local showroom traffic. They were displaying a racing poster of "Jules", with the promise that you could obtain an identical poster, free for the asking, at your local Porsche dealer.

I guess it would have been too simple to have the poster available at the Porsche display.

I did go to my local dealer, but the poster shipment had not yet arrived.



1982 Type 930 Turbo was also on display at the Chicago Auto Show, but not at the Porsche exhibit. The Type 930 could be found in the AMG exhibit, on the lower level. I found the AMG exhibit extraordinary in regards to the megabuck models on display. For those of you who've noticed the AMG classified advertisement in Autoweek, I can safely say that they brought their ad to life! Their models on display included an AC Cobra mkIV, Ferrari 308GTRI, Mercedes 500 SEL, Mercedes 500 SEC, and Mercedes 500SL. As one could expect, the most exciting aspects of the show were the specialty makes. Other European models that were represented included Aston Martin, Rolls Royce, Alfa Romeo, Jaguar, and DeLorean.

Overall, the foreign auto makers did a more sophisticated job of displaying their wares than the American firms. Volkswagen for example, provided an excellent technical talk on vehicle aerodynamic principles. BMW had their M1 racer on display, while Mercedes highlighted their engineering excellence via a chromed cut-away engine, plus audio-visual presentations on automotive safety and other significant features of their products.

In contrast, the American exhibitors used a combination of female bosoms, derrieres, and vaudeville-style acts to draw the audiences to their displays. This, of course, is a time-

honored technique and it's not limited to selling automobiles.

The American approach struck me as being somehow "out-of-sync" with today's automotive priorities, given the concentrated re-engineering and re-tooling that has been forced upon the American manufacturers in order that they continue to be competitive.

One would hope that in developing new automotive products, that the American automakers would also refine their approach in marketing those new products. It's easy to see how they got into trouble in the first place.

I noticed upon leaving the Chicago Auto Show that many individuals were displaying symptoms of that new syndrome known as "sticker shock": dilated pupils, dropped chins, and reflexive clutching of their billfolds and purses.



TREFFEN

Achtung!

TREFFEN '82

SEPTEMBER, 1982

Tour the Weissach Research and Development Center. Have cocktails with the Porsche AG Management. Dine with members of the Porsche family. Drive thru the Black Forest and visit the Rhine Falls. Tour Switzerland and visit the Swiss Transport Museum.

If you have wanted to attend the Treffen, there's no time like the present. The February issue of Porsche Panorama carried mention of the trip and where to send for information.

MINUTES MINUTES MINU

By Helga Meyer

The January 8, 1982 Chicago Region Board meeting was held at the home of Walter & Mae Minato.

New president Bob Ostholthoff outlined his objectives for 1982: that the club ran efficiently and work on retaining members.

The Board approved applicant Michael Hestermann from Australia for membership. He is a friend of Chicago Region member John Dare, also from Australia.

1982 calendars/directories are being mailed to active members who didn't get one at the Dinner Dance or Tech Session.

Our last charity event was so successful, we'll have another one this year. The survey conducted at the Dinner Dance showed autocross to be the most popular event and Tech Sessions the least popular event.

The Board approved Wilma White to carry Chicago Region's vote to the National Board meeting in California on February 13, 1982.

The February 19, 1982 Chicago Region Board meeting was held at the home of Tom & Phyllis Harwood.

Linda Patterson agreed to audit the 1981 Treasurer's books.

The National membership count for Chicago Region is 279 members as of December, 81.

The Board approved these applicants for membership: Fred Bartlett, Frank Koronkiewicz, and Barry Stinick. The Executive Council accepted our invitation to hold its meeting in Chicago in conjunction with Chicago Region's 25th anniversary celebration. Dick Gunther has agreed to do the overall scoring again.

Wilma White reported on the National Board meeting. "Up-Fixin der Porsche", Vol. I, II, & III will be reprinted.

There was a misprint in the calendar: children over age 6 in a rallye car place that car in the equipped class. A motion to allow women to compete with men at speed events was presented and defeated



Insight

YOU REALLY WANT TO RALLY(E)?

By George Melford

Although some of our region's more experienced rallyists could always use a little sharpening up with a new rallye season about to start, I'd like to give some of the never-done-its some suggestions on how not to be overwhelmed by this type of driving event.

Our region's Time Speed Distance rallyes lead the competing driver and navigator teams from a known start point, over an unknown (to the contestants) route, to a known end point at given SAFE (and legal) speeds. The "map" for following this route is the General and Route Instructions for the rallye. The General Instructions provide the rallye procedure, definitions, and concepts governing the event. The Route Instructions define the actual rallye route and thus the rallye Distance. Time and Speed are checked at undisclosed "checkpoint" locations along the rallye route. Contestants are obliged to stop at these timing stations, where in addition to their times, they may receive other pertinent rallye information such as CAST (speed) changes or the next instruction to be executed. Because contestants are penalized for both early or late arrival at checkpoint, a rallye is not a road race. Checkpoint procedure is normally spelled out in the General Instructions for the rallye.

Specifically, some of the things that a first-time rallyist should do before or on the day of that first rallye include the following. Pre-register; it makes things easier for both the contestants and for the people putting on the event.

Know where the start point is and when registration begins; contestants can't start a rallye from the wrong place or after everyone has left. Allow enough time to arrive at the start point as close as possible to the start of registration and with a full tank of gas. Sign the waiver and place the car

number that is received at registration on the car as instructed. Read the general instructions very carefully. Ask questions about points that aren't clear; veteran rallyists or the rallyemaster(s) are always happy to help and encourage newcomers; however, don't ask the registration people, who have enough to do otherwise. Set a good watch according to official rallye time; official rallye time is normally found somewhere in the immediate area of registration. Attend the drivers' meeting, if one is called approximately 15 minutes before the departure of the first car; the rallyemaster may use this meeting to make clarifications or answer last minute questions. Take care of last minute incidentals (potty stop, munchies for the drive, gas, etc.) in advance of obtaining the Route Instructions. Get the Route Instructions as soon as they are available; this may be as much as 10 or 15 minutes before the start time for a car. Check the Route Instructions for clarity and completeness; a page could be missing or smudged. Leave if ready; it is often better to try the Route Instructions and wait at the end of the odometer leg than at the start point. (The odometer leg is a part of the rallye which permits the contestants to calibrate their odometers to that of the rallyemaster and does not contain any checkpoints.)

The first-time rallyist should bring the following essential items: a few sharpened pencils, scratch paper, clipboard, and an accurate watch. The clipboard helps keep the General and Route Instructions, score card and scratch paper accessible.

The watch need not be a stopwatch but should have a sweep second hand or constant second display. Other helpful items include (hi-lighter) pens, magic markers, masking and/or cellophane tape, and index cards. These items can be used to underline important information or to place it prominently in the car. In this same vein, a clear head doesn't hurt either; rallying with a hangover can be a pain (no pun). The car's speedometer and odometer should be in good working order; mileage turns without

a working odometer are exceedingly difficult to guess. For safety's sake, lights, horns, wipers, seat belts, etc. should be working and may be tech checked at registration. (This information may be redundant to Porsche owners.)

The novice rallyist should concentrate on course following and not get lost in timing calculations while running the rallye. By driving 3 to 4 mph over the given rallye CASTs (if legal), the driver can keep the car nearly on time without the navigator's calculating. Depending upon the difficulty of the rallye, the course-following may be more or less straight forward. Even in the more difficult rallyes, the Region's rallyemasters loop them so that the contestants will reach the checkpoints even if they are off course; the contestants who are off course are penalized by arriving early or later at the timing station. The first rule for novice rallyists is DON'T follow other rallye cars; they could be off course or on the same stretch of road but on another leg of the rallye. Checkpoint workers are usually conscripted and most likely have not seen the rallye route; so normally, they aren't able to give you directions. In the very unlikely event that you should become totally lost, don't fight it. Use pick-up points, if they are given, to get back on course; sometimes it is possible to recognize a particular intersection in the route instructions even if it isn't given as a pick-up point.

If all else fails, go to the endpoint; it will always be given and it is not necessary to follow the Route Instructions to get there. A second rule for novice rallyists is LEAVE checkpoints at the assigned out time, not before or after. This is why a decent watch is necessary. If the watch is a minute different than official time, it may mean a minute's worth of penalty. Finally, a third rule is to DRIVE SAFELY. Local police are usually aware of rallyes in their area and people usually become aware of unusually large number of Porsches in their neighborhood quickly. (Contestants cited for a moving traffic violation will normally be dis-

qualified regardless of how well they may finish.)

At the end point, score cards are completed and turned in, scores are checked, results are announced and trophies awarded. It is also a time to 'compare notes' with other rallyists, find out where errors may have been committed, hear others tales of victory or woe and a good time to learn more about the art of rallying. While doing all this, contestants enjoy the camaraderie of the Club, a meal and the chance for a thirst quencher. Enjoyment and Safety are the aims of the driving events chair-people, please participate with this in mind.



IN-BOX

Grattan Raceway will again be open May 8, 1982 for one day to all PCA members. This event is open to all sport type automobiles owned and operated by PCA members. This is a Saturday event only.

Grattan is located about thirty miles northeast of Grand Rapids, Michigan. Its 1.8 miles long and a very challenging course. Registration should be sent to: Janet Langdon, 1545 Philadelphia S.E., Grand Rapids, Mich. 49507.

All checks or Money Orders made payable to Western Michigan Region PCA, pre-registration is \$35.00, late gate registration is \$45.00. Second driver in one car is \$10.00 if family or affiliate member. For further information, contact Frank Wagner, 1545 Philadelphia S.E., Grand Rapids, Mich., 49507. 616/245-0981 weekends and 312/237-2220, 9:00 - 4:00 weekdays.

George Melford forwarded us information on a track event at Blackhawk Farms May 23, 1982. It sounds similar to our events at Blackhawk. Could be a good warm-up for Elkhart. If you are interested, call Kim Joiner at 312/397-3408. The event is sponsored by the Joliet Sports Car Club. Pre-registration is recommended as only 60 cars will be allowed.



Outmarker

"KEEP OFF THE GRASS" AUTOCROSS

By Ed Russ

ROAD AMERICA, ELKHART LAKE, WISCONSIN
May 29 - 30, 1982

Can you believe it? Memorial Day is almost here again. The Road America crew will soon be mowing the grass and painting the lines to prepare the track for another great racing season.

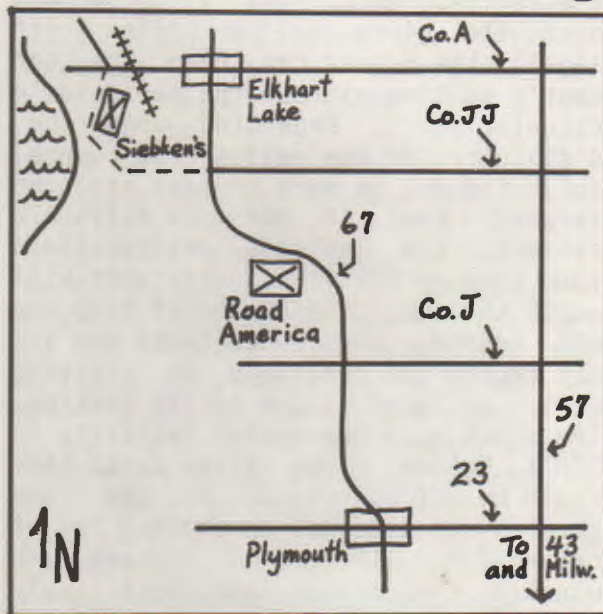
Once again Chicago Region will be one of the track's opening acts. Our 2-day autocross will stress safety, speed, and track time. There aren't many places you can find all that in one place, so join us for a great weekend. And Monday's a holiday so you can stay over and enjoy Elkhart Lake or, if you're from out of the region, take a leisurely drive home. Limit 100 cars, so register now! Prices are the same as last year!

Entry fee: \$48 1st driver, \$10 2nd driver (family or associate) One day only: \$35 and \$8 respectively Dinner at Siebken's (Sat. night): \$14.75/-person (choice of entree) Lodging:

Siebken's Resort
Elkhart Lake, Wi 53030
(414) 876-2600

Contact Siebken's directly. Tell them you are with the PCA - rates: Single - \$35-37; double \$42-44 Other lodging available through:

Elkhart Lake Chamber of Commerce
Elkhart Lake, Wisconsin 53020
(414) 876-2922



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So. Holland, Ill.

312-333-6606
Manny Shoshoo

BY APPOINTMENT ONLY

Gnu Maim Bears

By Walter and Mae Minato

The following applicants were approved for PCA membership:

FRED & PAT BARTLETT
745 Wilson Lane
Hinsdale, Il. 60521
Home (312) 655-0749
Business (312) 586-8200
1980 Silver/Dolomite 924 Turbo
Fred is an executive at Bartlett Lifting Devices, Inc. in Chicago. He is a lifetime member of the Auburn-Cord-Duesenburg Museum. The Bartletts attended the January Tech Session and the February Slide Show.

FRANK KORONKIEWICZ
11124 South Hoyne Avenue
Chicago, Il. 60643
Home (312) 445-0410
Business (312) 222-9020
1970 Platinum 914 with 2.0 liter 4 cylinder turbo motor
Frank works at Griswold, Heckel & Kelly Associates, Inc. in Chicago and is a member in the Porsche Owners Club. He also attended the January Tech Session and the February Slide Show.

BARRY SITNICK
1660 N. La Salle Street #2705
Chicago, Il. 60614
Home (312) 951-5765
Business (312) 427-0504
1982 Guards Red 911SC Targa
Barry is self-employed at Zonne Bookbinders, Inc. in Chicago. He attended the January Tech Session and helped at registration for the February slide show. Barry's car is the 527th red car and the 8923rd 911SC in the region. (✓)

CALENDAR ERRATA

The 1982 calendar in the section entitled "Car Classes for Rallies", last paragraph, incorrectly stated that children 9 and under would be allowed before the rallye team would be classed as equipped or ineligible for a trophy. The correct age should be 6 and under.

SAFETY'S FIRST

By George Rudawsky

This year a new position has been created by the region, that of Safety Chairman. National has asked all regions to appoint a person to help oversee the safety aspects of our events, and I will be serving in that capacity this year.

The PCA National and Chicago Region have had an excellent safety record in the past and strive to continue this tradition in the future. We can all be proud of our safety record, but can't afford to become complacent to issues of safety at our events. Event chairmen do their best to design safe courses, the Dirty Dozen looks for mechanical problems, and our membership trains itself at driver's schools and our other events, so why do we need a Safety Chairman since everyone else is doing their part? The Board and National feels that such a position is there to help and guide any event chairman or members in matters of safety. Since speeds at our high-speed events are often similar to those found in SCCA and other racing events, the need for an awareness of the safety aspects becomes quite apparent, and since our rallyes are held on public roads, the need to maintain a safe conduct is vital to our club's interests (and insurance premiums).

The Safety Chairman will thus act as a watchdog and a sounding board for any members that have suggestions or questions about the safety aspects of our events. It is in everybody's interest to spot and correct any problems before they occur, and with everyone's help, we can continue our fine safety record. (✓)

Did You Know That ?

Maim Bear Gnus - The Chicago Region concluded 1981 with a total of 281 members. This is up from 253 in 1980, an increase of 28 members.

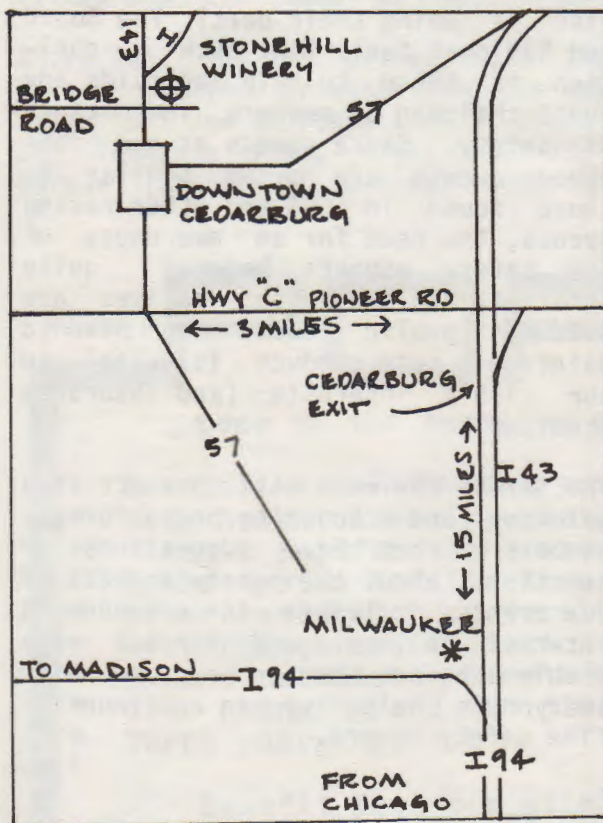
Sve-cially Speaking

SPRING WINE TOUR

By Susan Allman

What do legs, sheets, body and trifle foxy all have in common? No, guess again! If you ask any oenophile he'll tell you they all refer to wine. Really! Now whether you're a wine connoisseur or just enjoy a glass of the grape now and then, you'll love our wine tour to Stone Mill Winery.

Located about 15 miles north of Milwaukee in historic Cedar Creek settlement, the winery produces a premium cherry wine. Our tour, which begins at 2:00, will take us through the winery to view the ancient methods of winification with a sampling afterward. The winery also has a museum that displays antique American and European wine making tools.



After our tour you'll want to spend some time browsing through the various antique and craft shops that make up the rest of the settlement. The cost of the wine tour is \$1.50 per person and kids under 18 are free. You must pre-register by Wednesday, May 12 to

be included in the Porsche group tour. If you're not pre-registered you're on your own and may not be in our group. I haven't planned a dinner after the tour but I will have restaurant suggestions for those interested.

Lets get those taste buds tuned up for some luscious cherry wine. Now mark May 16 on your calendar and plan to spend a leisurely day sipping, shopping and sightseeing. Cheers!

Date: Sunday, May 16

Time: 2:00 P.M.

Place: Stone Mill Winery
Cedarburg, Wisc. (see Map)



Parade Logo Results

By Neil Holleb

The Parade Logo selection committee for the 1984 Parade Bid, met on Sunday, February 21, at the Sterlingworth Motor Inn on Lauderdale Lakes, Elkhorn, Wisconsin. That committee consisted of Bert Sadock, Ginny Gummow, Walter Minato, Harold Beach, and Neil Holleb.

The committee reviewed logos submitted by Terry Boy, Jim Dorfman, Bob Ostholthoff, Jerry Quebe, and Bruce Morser. The winner of the Logo Contest was Bruce Morser.

I would like to thank, on behalf of the Chicago Region, the creative efforts of those who submitted logos for selection by the committee. I would also like to thank the committee for their time and effort in making this selection.

I would also like to announce at this time that Wilma White will be the Vice-Chairman of the Parade Bid Committee. She will also be the Vice-Chairman of the 1984 Parade Committee, if the Chicago Region wins the Parade for 1984.



REAR VIEW MIRROR

ICE GYMKHANA

By Tom Thompson

A few years ago, after I cancelled the second Ice Gymkhana that I was suppose to run, I asked the PCA Board to move the event to February. It had seemed at the time to be a good move, since the previous January had been either too warm or too much snow.

Now, there I was in 1982 and on my to Sterlingworth, the weatherman kept mentioning the possibility that the temperature might go to 50 degrees by Sunday. The fact that SCCA had cancelled their event the week before on the same lake haunted me as Joe Hill explained over a Big Mac, "you may just have to run this for a fifth time". No way!

Well history proves that where there is a will, there is a way. Saturday dawned bright and sunny with the temp hovering at 40 degrees. The good people at Sterlingworth were not too sure things would come off, but we all thought a try would be in order. After all, with the night before in the bar at Sterlingworth, we had alot of rest. Seems the local women there all went to Omar the Tent Maker for their clothes. Even the natives were restless.

With the help of Joe Hill, the Mietlickis, the Flores, and the Hollebs, a course was completed by 3:00 PM on Saturday, which left much time for rest and relaxation around the pool or at the bar. The only problem became one of water.

Sunday was beautiful and 30 people showed up to drive (along with other guests). However, the hole in the ice we had dug up in laying out the course was now bubbling over with water creating a vast lake on the main straight. No change in the course could be done now, so I decided to go ahead with the event only re-naming it Carwash 1982!

Everyone had a great time walking through slush and zipping through the

water. Dean and Tyler Bangert won the award for the biggest splash, while Doris and Harold Beach took honors with the most amount of rear end movement in their Mazda RX-7. Only three people had problems negotiating the 10 inches of water. Rich Zand's X1-9 stalled twice while Rich Lottesta's Chrysler stalled after finishing. Herbert McMahon came flying back after stalling during practice, and came in 5th in Non-Porsche.

My statement about historic repeating came true in the finishing as Ben and Dolly Hursh came in first in Mens-Womens Porsche, respectively. Now, if I can only do something about those 4 wheel drive Ostholthoffs!

All in all, I think a fun time was had by all and again, I would like to thank the Hollebs, the Flores, the Mietlickis, Joe Hill, and Sterlingworth for the assistance they provided.



GYMKHANA

Achtung!

PORSCHE

LAKEFRONT

REGATTA

10:00 A.M. Sunday
April 25, 1982
Soldiers Field, Chicago

First car off will be at 12:00 noon, so don't be late. Pre-registration will assure you a place at the start line and the finish line (Columbia Yacht Club). See registration form this issue.

RESULTS

ICE GYMKHANA RESULTS

Porsche

Womens

1. Dolly Hursh (914) 45.94

Mens

1. Ben Hursh (914) 45.94
 2. Tom Larsen (356) 49.42
 3. Jose Flores (924) 52.56
 4. J. Bohlander (911) 54.26
 5. Bill Larsen (911) 57.67

Non-Porsche

Womens

1. M. Ostholthoff (Subaru) 45.72
 2. Doris Beach (Mazda) 49.70
 3. Lyn Isaacson (Buick) 51.66
 4. B. Davalle (Chrysler)
 5. V. Gummow (Audi)

Mens

1. B. Ostholthoff (Subaru) 40.90
 2. J. Ostholthoff (Subaru) 41.93
 3. T. Bangert (Jeep) 43.62
 4. C. Ritz (Audi) 44.04
 5. H. McMahon (Sirocco) 46.36
 6. Rich Lotesta (Chrysler)
 7. Harold Beach (Mazda RZ-7)
 8. Neil Holleb (Buick Sta. Wgn)
 9. Phil Zand (Fiat X1/9)
 10. Dean Bangert (Jeep)
 11. Tom Larsen (Rabbit)
 12. Vince Mietlicki (Oldsmobile)
 13. Bob Gummow (Audi)
 14. Norm Studier (Honda)
 15. Walter Minato (Dodge Colt)
 16. Frank Isaacson (Buick)
 17. Tom Thompson (BMW)
 18. Bruce Janacek (BMW)
 19. Richard Zand (Fiat X1/9)

Did You Know That ?

The 85 mph speedometer requirement has been rescinded. You will once again see 150 mph speedometers in Porsches without an aftermarket installation. That is - after Porsche uses up their stock of 85 mph types.

PHOTOGRAPHS

By John Bohlander



Brad - "Don't you think two slide shows in one month is a bit much?"



Tom Thompson - "Running the Ice Gymkhana is a good way to 'get your feet wet' as an event chairman."



Enough said



Harold - "Laugh at my helmet if you like, but it keeps my nose warm."



FTD car at the hands of Jim O.



Bruce - "These events getting to you Norm?"

Norm - "As soon as I finish these two I should be all right."



Our friends from Autowerks of Rockford celebrating their successful Audi 5000 entry.



Dean - "I got mine at a Russian army surplus. How about yours Bob?"



Isaacsons - "We know how to stay warm at an Ice Gymkhana, don't we."



Joe - "Where do you get your hair done. I'm having another picture taken for the Scene."



U.S.S. Oldsmobile



Porsche Class Winners

THE Tech Inspection

SO YOU REALLY WANT TO RUN AT ELKHART?
.....READ ON!
By Ron Starkey

Whoever wrote the phrase "In spring a young man's fancy turns to thoughts of love" didn't know the half of it. In the case of us die hard autocrossers, just about every moment of spring fever has just one thought in mind-ELKHART LAKE. I've caught myself daydreaming more than once about brakepoints, what gear to be in at what point on the course, and the rush I get while driving that course; not to mention all the sights, sounds, and beer that make it all complete.

No doubt about it, your mental attitude can be too good. During all that daydreaming you can easily develop a superman complex and get into trouble out there. Remember, it's a long winter with little or no practice and just one Gymkhana as a warm-up. That's why we have driving instructors at each event. It is their job to see that you have the right attitude when you go out there.

But before you have your turn on the track, there is another test you will have to pass - THE TECH INSPECTION. Most of us have been through it before and therefore know just what Hell it can be. Actually, it is just a group of checks to make reasonably sure your car is safe. BIG DEAL HUH? Well it is a big deal if you get all the way to Elkhart then find out your car fails because of a short in your electrical system that won't let your brake lights work. Serious speeds are attained at these events and serious preparations should be made for them.

The following is a list of the checks your tech team will conduct on your car. Save this issue and run through these checks at least a week before each event - SERIOUSLY. These are simple checks that will take less than 10 minutes - BUT DO THEM!!

- *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.
- *Wheel bearings not excessively loose.
- *Rear suspension not excessively loose.
- *Front suspension not excessively loose.
- *No positive camber on rear suspension.
- *Brake pedal does not stick on return: firm.
- * Brake fluid up. (Must show in reservoir.) Fluid not dark in color.
- *Tires - Prefer at least 2/32" tread. (If your tires are bald enough that cord shows, you will fail.)
- *Wheels sidewalls free of visible breaks.
- *Wheels - all lugs nuts tight (90-92 Lbs) and fully engaged. (hubcaps removed)
- *Wheels - no cracks.
- *No leakage of any fluids. Leaks noted:
- *Engine - odd sound.
- *Exhaust satisfactory.
- *Stop lights - turn signals.
- *Battery(s) secure.
- *Spare tire in place and secure. If not secure, then remove.
- *All loose items within car removed (includes coco mats)
- Check under the seat for beer cans.
- *Throttle return.
- *Hoses and U-belts tightened.
- *Car number displayed in proper place.

HAVE FUN THIS SEASON!!



COVER CREDITS

The cover photo was provided by Jim and Bonnie Gladish. It seemed especially appropriate for the Chicago Region Silver Anniversary to depict the 25 year old, 1957 356. The photo was taken on the way to the 1960 Parade in Aspen, Colorado. It is a scene near Twin Lake Colorado on the eastern approach to the Continental Divide.

Harold Beach provided the black and white print from the slide original. The half tone for offset printing was provided by Tapco Graphics.

Porsche Racing News

Porsche Formula One Engine

In November 1981, almost exactly 20 years after their only victory, Porsche reported its return to Formula One racing. McLaren, in cooperation with Porsche and financed by sponsor, Marlboro, will be meshing Porsches new engine with McLaren's MPS carbon fiber Monocoque. The cost to Marlboro for Porsches efforts will be 4.5 million dollars in 1982 alone. It is expected that the engines will cost \$45,000 each. (The Cosworth V-8 presently sells for \$36,000)

The aluminum (block & head) combined with the carbon fiber chasis is expected to provide a 110 pound weight advantage over other turbo charged rivals.

The engine is a water cooled V-6 of 1485 cc displacement. Its two banks of cylinders are slanted at 80 de-

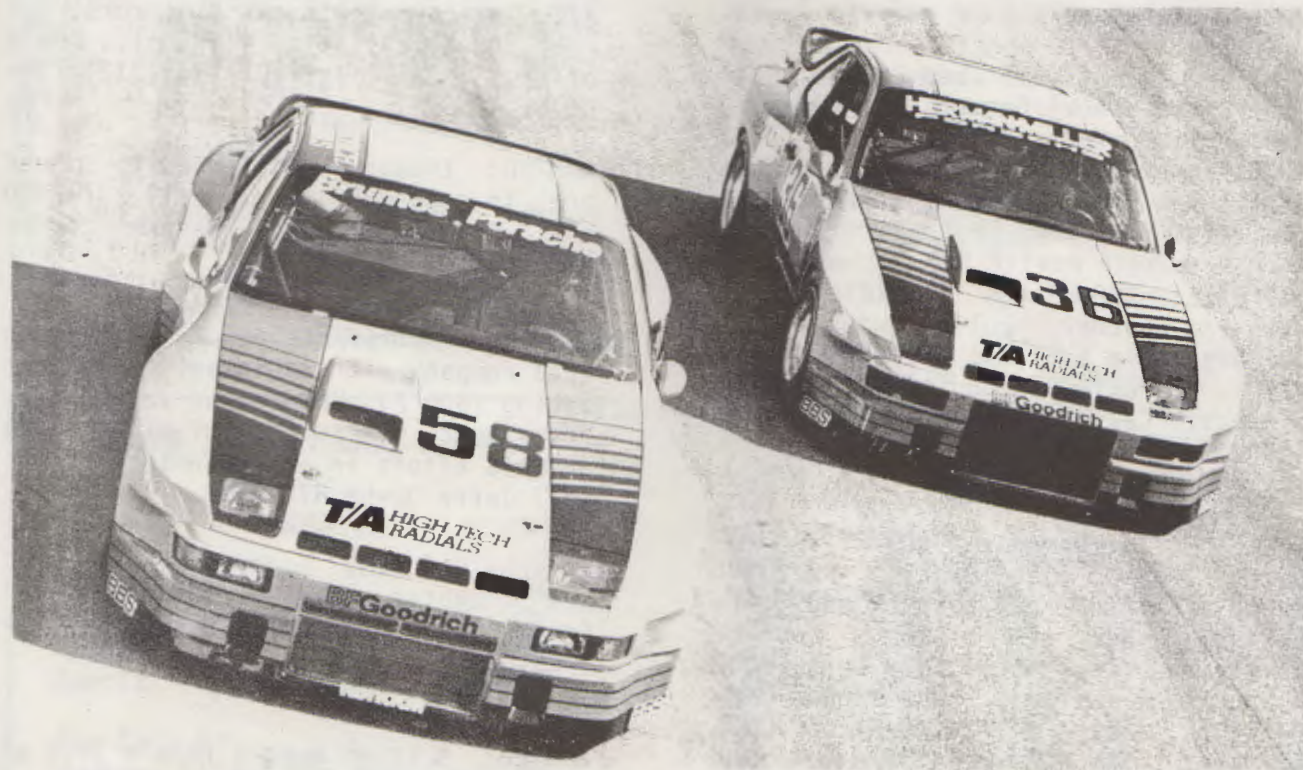
grees. A turbocharger is positioned at the rear of each bank. The design is expected to provide an output of close to 600 bhp. An unusual detail of the engine is its heat resistant ceramic coating or engine parts susceptible to high temperatures. The engine is also expected to be provided with a digital engine electronic system.

With the debut of the Formula One engine and the R & D going into it, wouldn't you expect the reintroduction of the 930 to benefit. Could it be a V-6? Twin turbocharged? Digital engine electronics?



Did You Know That ?

SCCA has taken recent action to open the Can-Am series to Group C cars. Look for Porsches Group C car to begin appearing on American circuits in the series.



These Porsche 924 Carrera Turbos from Brumos Porsche Audi and Herman+Miller will run in four major endurance races this season using Goodrich Comp T/A radials.

Porsche+Audi Competition Newsletter

PSSST !!

WANNA BUY A . . . ?

FOR SALE: (4) 6x15 Porsche Cookie Cutter alloy wheels. Perf. cond., \$280. (1) pair black leather seats for 911-912 '74 up, 924, 928 perfect \$500 pr. (1) pair red leather seats with matching rears. Concours! Complete \$700. Complete left hand power mirror for 911-912. Painted lite blue. Used but in very good condition. \$100. (1) pair VERY RARE steel RS rear bumpers. These would be used to match an 8" flare (Carrera, SC) on an early bumper configuration 911-912. They are used, but have been glass-beaded and are in perfect condition. If you intend to flare your '73 or earlier 911-912, these are the correct factory part. Perhaps the last known pair in the US. \$400 FIRM (They were much more than that when new) (1) tan leatherette center console for 911-912 ('74 and up) used but in new condition \$75. (1) used Pirelli CN36 185/70/15 less than 10% worn \$40. European speedo (KM) fits all 911-912-914 with mechanical drive. 00767 KM showing! Like new condition and hard to find! \$80 Call Brian 272-0114 after 7 PM.

WANTED: 105/50x15 used P-7's. Call Larry (its stock) Grover, 219/291-3112 ext. 361, Mon-Fri, 10am-4pm, 219/255-6576, home or Frank Wagner 312/237-2220, 9am-4pm, Mon-Fri, 616/245-0981 weekends.

FOR SALE: 1980 Targa Metallic black with tan leather. Fully equipped with all available options. 11,800 careful miles. Perfect condition, stored winters. Call Chuck Deets at 656-8900.

FOR SALE: 57 Speedster #82741 - rebuilt engine (Bob Hubert) #932064. White with new red vinyl and carpeting. New seats, top, tonneau cover, and floor mats. New trim, body rubber and strips. New Webber Carburetors, chrome 4 1/2 wheels. 80% restored. \$12,000 - out of a job! Bob Wagner, 607 Cobblestone Lane, Buffalo Grove, Il., 60090. (312) 459-6350.

FOR SALE: 914 battery box, orig. \$40. 5-14" original mags w/P-6 tires mounted. One P-6 is like new, 3 are only fair, 1 needs adjustment but has excellent tread, only 1,000 miles on this tire. Package deal only. \$525, offer? Frank Wagner 237-2220, 9-5 weekdays, or 616-245-0981 weekends.

WANTED: 1-15" factory 6" wide mag, five spoker only. Must be straight and cheap. This is going to "6 Paks" 1982 Auto-X Campaign. We need all the help we can get. Probably tax deductible. Frank Wagner 237-2220, 9-5 weekdays, or 616-245-0981, weekends.

FOR SALE: 1980 Audi 5000T Turbo, 1 month left on warranty, like new condition, many options, low miles, \$13,000, would trade for Audi 4000. Call Neil 887-9895 office, 893-2221 home.

FOR SALE: 914 2.0, 1974, silver, 1981 IROC class champion, 195-60 Pirelli P-6's, sway bars, ready for auto-crossing. \$4,500 or best offer. Call Dave Kramer, days (616) 957-0600, nights and weekends (616) 245-3841.

FOR SALE: 1981- 924, 5 speed silver, A/C, electric windows & mirrors, sun roof, AM-FM cassette, 4,000 mi., best offer. Call Teri Goslin (312) 771-6678.

WANTED: 165x15 M-401 Semperit. Need one in good condition. Call 237-2220 ask for Frank, no obscene calls, please!

WANTED: Identification of a Chicago area company with equipment capable of baking (600 F) VHT paint on heater boxes, etc. If successful will report on this effort in an upcoming Scene. Call Jerry Quebe 870-0543.

Porsche 914 2.0, Andrea Kaprice our new daughter says we have to sell. Concours condition, sharp 312/961-9621.

WANTED: 4 steel wheels from a 1975 or 1976, 914. Call Rich (312) 496-8600, 9 to 5 pm.



WEISS TIRE CO.
 534 GREEN BAY ROAD
 KENILWORTH, ILLINOIS 60043
 312 - 251-5766



Dear Member:

When you pick up your phone to speak to your tire man, does he offer you a choice of over a dozen import brands? We do. Does he offer you technical information? We do. Does he offer you a special Porsche Club of America discount? We do. So! Pick up your phone and dial one of our specialists. Our experts are ready to offer facts and useful suggestions. You'll find them courteous, interested and surprisingly helpful.

Respectfully;
 The Folks at
 WEISS TIRE

FOR SALE: 1971 911T/5 Coupe. The last carbureted Porsche. Burgundy/Black, Colorado car with no rust, S instruments, CN36 on 15" factory alloys, all original, 69,500 miles with 1,000 since rebuild. Stored in heated garage last 4 years, car has concours potential but I don't; going racing. \$8,400. Larry W. Baker, Schaumburg, Il., 312/882-8882.

FOR SALE: 1979 924 Porsche. Mocha black, gold trim with saddle colored leather interior. AM/FM stereo, sun roof, rustproofed, 24,000 miles, \$13,000. Terry Beverley, 263-2800 ext. 660.

1982 Advertising Rates

	QUARTERLY	YEARLY
Rear Cover	-	\$90/MO.
Full Page	\$75/MO.	\$60/MO.
Half Page	\$40/MO.	\$30/MO.
Quarter Page	\$25/MO.	\$15/MO.

For Sale Ads:
 Members Free - Non-Members \$5/MO.

Did You Know That ?

Porsche Audi has a European delivery program which enables you to buy a Porsche thru your local dealer, but take delivery at the factory in Stuttgart. In addition to the memories such an experience can bring, it can be amplified by the use of the car for a European vacation and significant savings in cost of purchase. If interested, contact your dealer or write Porsche Audi Delivery in Europe Department, 818 Sylvan Avenue, Englewood Cliffs, New Jersey 07632.

The European Delivery program now being promoted by Porsche-Audi has a new wrinkle not yet being published. At least two Porsche representatives reported to our ski tour group that the vehicle delivered at the factory will not contain all the U.S. performance reducing requirements for importation to this country. Instead you can enjoy a free breathing vehicle which will be brought to U.S. specs after you return it to the factory for transportation home. We only got snickers when suggesting that the "used" European parts accompany the vehicle to these shores.

REFLECTIONS

NOW AND THEN

By Jim Gladish

Were the "Good Ol' Days" of the late 50's really better than what we have now? Have the Chicago Region PCA and its members changed? Since Porsches have improved so much, how good were the 356's of 25 years ago? These are interesting and fun questions. I feel the Chicago Region PCA club itself has not really changed much over the last almost quarter of a century. It has successfully continued to provide the monthly gathering of friendly competitive people from varied backgrounds with the common interest in the Porsche automobile. The events then and now have used much the same format - a planned variety during the year of rallye, concours, auto-cross, gymkhana, social and technical programs to help educate and provide fun and competition for the members. Importantly, most events were and are geared for a couple in one way or another. While this has helped the stability of the club, it may have destroyed a few romances. (Don't rallye with your wife)

The club newsletter has become larger and more professional. It continues to be the main communication to the members and their good write-ups and captioned pictures of past events provide enthusiasm for upcoming activities. It is a most valuable asset to the club.

The club's directions have kept the Chicago Region PCA financially solvent, allowing the purchase of equipment necessary to operate events as demanding as 100 plus car fields with triple runs on the four mile Road America course.

The Regional club has accepted its responsibility to the National organization providing now, as in the past, National Committee heads and officers and hosting the National Porsche Parade in 1959, 1964, 1972. Plans for the bid for the 1984 Parade are well underway.

The Club membership locally has not increased proportionally to the number of Porsches sold in the Chicago area. A broader interest group apparently now buys Porsches. When I bought my 1957 Coupe the club dues were added directly to the bill of sale. (I think the salesman may have been the PCA membership chairman that year) The average age of the PCA member I believe is now lower, possibly due to the mid 1970's 914 models. It seems to me the affluence of club members has increased, although I think the average amount of money spent now on an "average" Porsche compared to one's wages is not greatly different from the ratio of that 25 years ago.

Back in the "Good Ol' Days" a greater closeness between Porsche drivers existed, partially out of necessity. Due to the uncommonness of a Porsche, any Porsche on the side of the road was never passed without an offer of help. (Once I found the driver was only relieving himself - Porsches go farther than humans) Another change over the years is simply due to the increased number of Porsches on the roads today - the headlight blink "hello" has all but disappeared. In the past, every encounter of another Porsche prompted a "hello". Some Porsche owners would even blink at an oncoming Porsche from their Buick. Everyone understood. Well, almost everyone.

A newer PCA'er may ask how can one possibly compare the tremendous acceleration of a turbo with any Porsche of the 1950's? Was there anything in the "older days" to compare with the riding comfort and safety of a 928? I feel the answer to these is simply "yes" - everything is relative. We were impressed by the performance and comfort then, just as we are now.

Too many of the earlier Porsche's remain more fun to drive. You could 'wish' them around curves easier (not necessarily faster) than the current heavier powerful models. While all cars have their idiosyncrasies, I think the 356 models had more 'personality' with resultant 'attachment' by their owners. This may be because the 356's were much simpler. They

evoked the desire to be understood and many were successfully repaired by do-it-yourselfers. If a failure did occur on a trip, literally a thousand miles from a dealer, most often the Porsche was repaired by available, functional, obviously non-authorized means in an old Shelly station with a tall glass-topped pump. Now, dealers are closer but the 'pioneer' spirit is diminished due to a variety of reasons, not the least of which is the vast increase in the complexity of the electronics of the current Porsche.

The comparison between 25 years ago and today: The Porsche automobiles are today, as before, the excellent example of craftsmanship and engineering providing performance, dependability, comfort and safety/ The PCA people are just as much dedicated to sharing a good time with their Porsche/ The Chicago Region PCA club has not changed a great deal. The type and caliber of events are standing the test of time. They were and are successful. Good things last. Thankfully.

SILVER ANNIVERSARY

25 YEARS

Chicago Region celebrates its SILVER ANNIVERSARY this year and, as you read last month, we have a special event scheduled on April 17. This gala affair will be held at the lively, new Hamilton Hotel in Itasca.

Our program will include cocktails, dinner, music, entertainment (by some of our favorite members), Porsche displays and special presentations by National President, Hank Malter. The entire National Executive Council will also be attending.

Make no mistake--this is a BIG EVENT! We are expecting a sizeable turnout (we have almost 50 people signed up already), so please register early with Doris Beach.

Reservations accepted until April 12th
Cocktail hour begins at 7:00 PM.

Directions to The Hamilton:
Take 290/53 to Thorndale Road, east.
You can't miss it from there.

Body Werks of Barrington

For the Finest in
PORSCHE, MERCEDES and BMW
Work and Painting



Cycle Works
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DESI VINCZEN • 126 Cook Street • Barrington, IL
381-9144

METRIC CRESCENT ?

On January 1st, this year, the wonderful State of Illinois enacted a tough drunk driving law. If you get caught, you get nailed (not a bad idea incidentally, considering the statistics). I want all my friends to avoid this famous roadside dialogue. Officer: (with mock respect) "Sir, are you drunk?"

Driver: "We'll offisher, you'd be drunk too if you'd been drinking as mush as I have all day."

I have on occasion seen a few of you sip a couple of Sparkling Budweisers after one of this organizations stellar events (or for the hard core, several Sparkling Budweisers). And I understand. Completely. After the driving events, you need something to dilute the adrenalin. (Blackhawk or Elkhart, sunshine, 100 miles of track time). After the rallyes you need something to calm you down so that you can once again speak to your driver/navigator/future ex-wife/former friend/etc. and after the concours you need something to wash down the cotton from all the Q-tips.

With all this in mind, Metric Cresent wants to give everybody some guidelines so you know where you are in the realm of sobriety. Here then, as a public service, are Mankinds Ten Stages of Drunkenness, shamelessly plagiarized from Dan Jenkin's book, 'Baja, Oklahoma.'

Mankinds Ten Stages of Drunkenness:

1. Witty and Charming
2. Rich and powerful
3. Benevolent
4. Clairvoyant
5. The heck with dinner
6. Patriotic
7. Crank up the Enola Gay
8. Witty and charming - Part II
9. Invisible
10. Bulletproof

Number 10 is certain to end a marriage or lose your license. So be sociable, develop personality and get cute but watch it on the road.

....By the way, our old 356 driving friend and California convert, Lotus Land Larry Chumura entered a brand X (Mazda) car in the 24 hours of Daytona, qualified, ran 119 laps and had a 53rd place finish.

Not impressed? He finished ahead of some guys with names like Fields, Heimrack, Overby and Ongais....

....Continuing saga department..our new short president finally found a meaningful relationship with a lady who works for Nieman-Marcus. But (cupid interruptus) she moved to Dallas for training at NM headquarters, and by the time J.R. Ewing get ahold of her.....

....Can it be true that the same short president, in a fit of depression from striking out in yet another language, (or was it the 'all you can drink' Tyrolean dinner) actually commandeered a tour bus with 50 passengers? Using his best Lawrence Welk impersonation (while creating an international incident with the Canadian passengers) he single handedly diverted the bus from conveniently dropping everyone off at their hotels, to a mass discharge in the heart of Innsbruck. As Bob walked home alone (again), he was heard to say "de herdan minde de blinken blinken".....

....It is rumored that Todd Kaitis and Jean Galuska had such a good time in Austria they intend to go there on their honeymoon next year. They said Todd would take his wife and Jean, her husband. Don't bet this means two couples.....

....Dick Gunther revealed while on the Austrian Ski Trip that he is pursuing the purchase of a 944 and wants to be the first one on his block to own one. Those of you who know Dick, however, know that he has to be careful of what he buys. Dick's concerns are over now. At dinner in Stuttgart, Tony LaPine assured Dick that the seat of the 944 could be installed with large enough blocks for him to see over the steering wheel....



PHOTOGRAPHS

SLIDE SHOW
by John Bohlander



Brian - "Let me see. Is it supposed to be upside down and backwards or....."



Bob - "I gave that to you? I thought I was engaged to Chris Diccaro."



Judy - "So you enjoy writing for the Scene?"

Chet - "Yes, but I shouldn't have let it show. Now they have me writing for Pano also."



Jean - "Do you really think they believed those slides were of a Tahitian Rallye?"

Bruce - "You mean you don't believe me either?"



Dean - "I understand your Tech Session was a big success."

Howard - "Not bad, considering how unaccustomed I am to....."



Bill & Pat Ferris - "Our baby has been keeping us up at night. Why do you ask?"



Bill - "Why did I let you talk me into joining?"

Mae - "Because I threatened to break both your legs."

MINI SERIES RALLYES

By George and Sara Melford

The MINI RALLYES are a series of 5 TSD novice orientated - teaching - fun rallyes put on by Four Forwards Sports Car Club and Concours Plaines Rallye Team. MINIS I thru IV will be held the 2nd Saturday night of May, June, July and August, MINI V will be the 2nd Sunday afternoon of September. The registration and start point for these rallyes is the J. C. Penney Auto Center at Woodfield Mall in Schaumburg. The Saturday evening rallyes begin with 6:00 PM registration, the Sunday afternoon event in September will probably start with registration at noon, will advise definite time and location of start point later. While the MINIS are definitely novice orientated this year, the rallyemasters are adding an experienced class to allow those people who, because of their overall finish standings in past years, were eliminated from MINI competition. This will give the beginning rallyists a chance to learn about the basics of rallying and the veterans the opportunity to stay 'shaped up' for our own Club rallyes.

Having competed in and worked the MINIS for several seasons we've found them to be very well thought out, low pressure, safe and enjoyable events. Its almost impossible not to finish a MINI and the routes are such that you'll normally see all the checkpoints (whether on time or not is another question). The Saturday evening rallyes are usually about 80 miles ending at a northwest suburban restaurant where you order a meal or refreshments of your choice (or nothing at all if you don't feel like it) while awaiting the announcement of results and trophy presentation. The Sunday afternoon rallye will be about 100 miles, again ending at an eatery in the northwest suburbs.

At this final event, trophies are also awarded for overall series competition and club competition (more on this below). You'll find members of the sponsoring clubs at the endpoints are always very willing to answer ques-

tions and discuss rallying in general for those who want to learn more about this sport.

Though the Saturday evening MINIS will obviously be run in part after dark, there is no need for supplemental lighting for your car. You will want to have sufficient interior lighting to be able to read your route instructions and not create a vision problem for the driver. 95% of the cars compete successfully with stock tungsten headlights. Rallye speeds are such that there is no danger in maintaining CAST's after dark and all rallye roads, in daylight and dark, are paved.

For MINI SERIES competition within PCA overall trophies will be awarded based on the following rules:

1. CLASSES: Novice and Experienced. Class cannot be changed during the series.

2. OVERALL SCORING: Final finish position will be based on participation in 3 of the 5 MINIS. You may participate in all 5 MINIS but, only your best 3 finishes will be counted toward overall scoring.

3. FINISH POSITION POINTS: Points will be awarded to competing PCA teams in each MINI based on that teams finish position relative to other PCA teams. 1st Place - 10 points, 2nd Place - 7 points, 3rd Place - 5 points, 4th Place - 4 points, 5th Place - 3 points, 6th Place - 2 points, 7th Place and beyond - 1 point. Separate point tallies will be kept for Novice and Experienced classes and trophies awarded in each class.

4. COMPETITION VEHICLE: You may compete in any make of automobile but, in good weather it would be nice to see your Porsche in MINI competition.

5. RALLYE TEAMS: For competition within the MINI SERIES, a team will be a driver and a navigator, who may reverse or alternate these roles during the series but, will be the same team members for each MINI in which overall points are sought.

Children aged 9 years and under may accompany a rallye team without penalty.

6. REGISTRATION & FEE: At each MINI in which you compete, advise the PCA representative at registration that you are competing (they may not recognize you without your Porsche). An entry fee of \$2.00 per team per MINI will be collected by the PCA representative at the event to cover awards expense. This is in addition to the MINI entry fee which goes to the sponsoring clubs.

7. AWARDS: Trophies for overall scoring in the MINI SERIES will be awarded at the annual PCA Banquet. Trophies for individual MINI finishes and overall MINI SERIES competition are also awarded by the sponsoring clubs, Four Forwards Sports Car Club and Concours Plaines Rallye Team.

In addition to individual team competition, the sponsoring clubs have had a Club Competition for the past two years. Members of various marque and rallye clubs earn competition points for their clubs and a trophy is awarded to the club with the best overall standing for the MINI SERIES at the final event. Windy City Chapter of BMW Car Club of America has won this trophy both years but, for those of you with dual club affiliation, you can request points be given to two clubs.

The MINIS are a fun, safe and excellent learning experience for those who want to find out what TSD rallying is all about. At the same time, enough thought goes into each MINI that veteran rallyists will have to pay attention or they may find themselves at the checkpoints a bit early or a bit late. Come out and try it this season, you can only earn points for both yourself and PCA regardless of your finish position. Maybe PCA can take the Club Trophy away from BMW this year. If you don't believe the good things I've told you about the MINIS ask the Harwoods, Minatos or Weldas, they earned points for PCA in the Club Competition for the past couple of years.



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MISC. MUMBLINGS FROM THE
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There it was, the dreaded sound. Although I never heard it before, I knew right away that it was the death rattle of a failed chain tensioner. Fortunately for the checkbook of the owner, the 911 had been equipped with chainguards. Not the chainguard that keeps your pants leg out of the chain, the kind that keeps your 911's valve train in one piece.

I won't belabor the evolution of 911 chain tensioners; a lot of words have gone before (see volume V "Up-Fixin der Porsche" pg. 18-23). Failure is usually sudden and inopportune. My first exposure to chain tensioners was watching a fellow 911 owner change one in a parking lot in Sun Valley during the Parade.

This article is about chain guards, cam guards, or tensioner guards, whatever you call them. Anyway, these

little pieces of aftermarket magic can save your engine, your bank balance and in some cases, your marriage. And, believe it or not, you can install them yourself. The payback on the 4 hours of work could be \$4,000. \$1,000 per hour is even more than your dealer charges for work.

Now, how do you go about installing these goodies? Simply stated:

1. Remove muffler
2. Remove rear tin works & hose
3. Remove cam covers
4. Install guards
5. Replace all removed parts

If you are serious about doing the deed, call me and I'll go over the details with you.

Seriously, it's an easy job that is worth doing. Of course, you are probably thinking that if it is so great, why doesn't the factory install them. Well, I'm only writing from experience. I don't answer for the factory.



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DRIVER _____ MODEL _____

CO-DRIVER _____ LAST YEARS CLASS _____

HOW MANY BURGERS? _____ MODIFICATIONS _____

REGISTRATION STARTS AT 10:00 A.M. WITH FIRST CAR OFF AT NOON.

Enclose check for \$9.00 each driver and \$6 for each hamurger ordered. Early registration will assure you of a place in our first autocross. Event will be \$10.00 at the line and I cannot guarantee meals ordered later than April 20th.

Make checks payable to PCA/Chicago Region Mail To: "Commodore" Dick Gunther
5433 West Suffield Terrace
Skokie, Illinois 60077
(312) 966-5195

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NAME _____

Adults \$1.50 _____

Children free but please indicate for my count _____.

Make checks payable to PCA/Chicago Region Mail To: Susan Allman
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SILVER 25****SILVER 25****

NAME _____

NO. OF PERSONS _____ @ \$17.50 each

(Price includes everything but the cash bar cocktail hour or any alcoholic beverages with your dinner)

TOTAL ENCLOSED _____

Make all checks payable to PCA/Chicago Region Mail to: Doris Beach
2429 12th Avenue
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REGISTRATION

"KEEP OFF THE GRASS" AUTOCROSS - May 29 & 30, 1981

Dear Julie & Jerry:

I can't wait to improve my driving skills and 'Keep Off the Grass'. Sign me up!

Please Print!
FIRST DRIVER

_____ Last Name First Name M.I.
Member _____, Applicant _____, or Guest _____ (Check One) Region _____

Have you ever autocrossed at Road America before? Yes No (circle one)

Car Series _____ Year _____ Body Style _____ Color _____

Engine Displacement _____ Race Tires? Yes No (circle one)

If other than stock tires & rims, specify size & mfr. _____

List all modifications _____

2ND DRIVER _____ Last Name First Name M.I.

Member _____, Applicant _____, or Guest _____ (Check one) Region _____

Have you ever autocrossed at Road America before? Yes No (circle one)

1981 PCR classes will be used for this event. No open exhaust allowed except on factory built or SCCA approved race cars. No alcoholic beverages may be consumed at any time on the premises. This includes guests. All drivers must hold valid drivers license and be 18 years old or older. Pits will be assigned to the first 50 registrants. No refunds for cancellations will be given after May 24. Sandwiches are available upon request through Seibken's for delivery at the track on Saturday & Sunday noon.

FEES:

Both days: 1st Driver @\$48.00 _____
2nd Driver @\$10.00 _____ Sub-Total _____

One Day Only: 1st Driver @\$35.00 _____
2nd Driver @\$ 8.00 _____ Sub-Total _____

Dinners (Saturday Evening) Reservations must be in by May 24.

	Quantity			
Wienerschnitzel @ \$14.75 ea.	x _____	=	_____	
Prime Rib @ \$14.75 ea.	x _____	=	_____	
Duck @ \$14.75 ea.	x _____	=	_____	

Sub-Total _____
Make check payable to PCA/Chicago TOTAL AMOUNT ENCLOSED \$ _____

Mail to: Julie & Jerry Quebe, 1207 E. Olive, Arlington Heights, IL. 60004
Is your spouse/friend willing to work timing? YES NAME _____



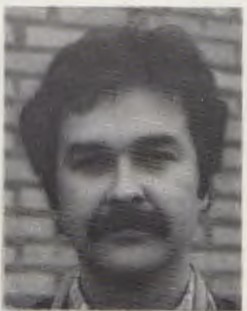
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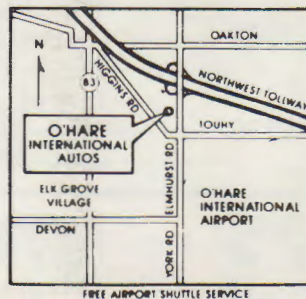
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