

AGENDA



I Was Hoping For An Elgin Rallye 5

Sebring 1982 6

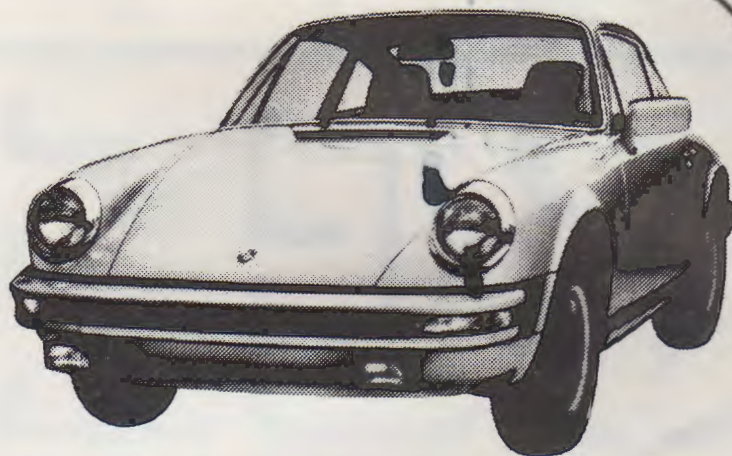
1982 Reno Parade 8

Septemberfest Charity Challenge 11

Motor City Grand Prix 24

August 1982





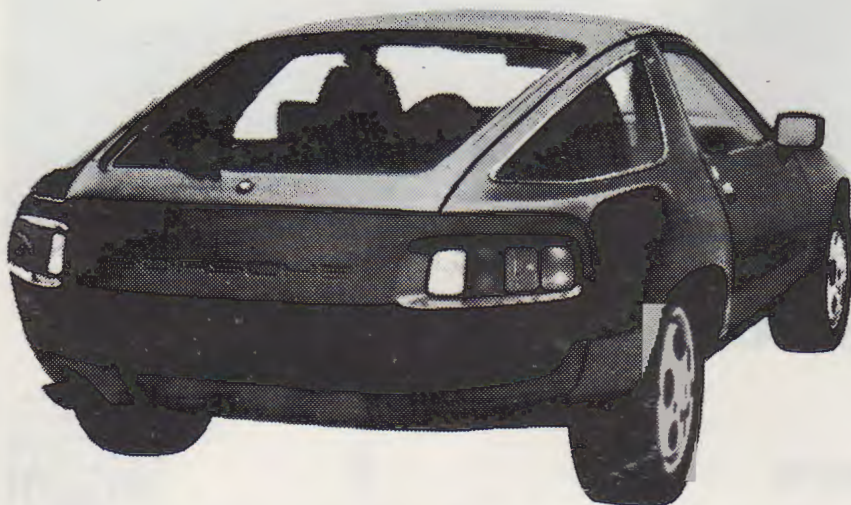
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FRONT PORCH



THE PORSCHE MAN'S

By
Jerry
Quebe

I'm sure you've heard of them. Probably, like myself you have even tried some (or all) of them. There are those with interesting names like The Hollywood and The Scarsdale. There are those named after the food, The Ice Cream, The Egg, The Grapefruit. There are even those which seem to be named after vices like The Cheating Man's and the Drinking Man's.

To this latter group, there is now another. To be sure, it is intended to appear only to that special, small but select, group with one of the most intensive vices of all, the love of the Porsche automobile.

What is it you say? Why, of course, it is the latest of fad diets to surface in this weight concious society of ours.

"Society" may be a bit of an overstatement. Actually, it started in (and so far has been limited to) the Quebe household in Arlington Heights, Illinois. Finally, I, Jerry L. Quebe, can lay claim to an "invention" of my own! Through my generosity (not to mention my extreme skill and cunning) I'm letting you in on the ground floor so you will be the first to hear of it before it spreads through the multitudes. I suspect that sales of the Porsche automobile will pick up as here-tofore non-Porsche enthusiasts take up the vice to jump on board. Just imagine, we may see the last of the "wrap your ass in glass" bumper stickers.

What I'm talking about folks is a good old American tradition, the diet, with

a German twist.

If you, like me, may be suffering from that 911 phenomenon known as "rear heavy" weight distribution. If you suffer from severe oversteer as you round (no pun intended) the kitchen entry, de-accelerating, on your way to the refrigerator, this one's for you. The "Porsche Man's Diet" (please ladies no letters, this is all in good fun, Porsche Persons just didn't sound catchy).

Briefly, this is how the diet works. First, you have to admit to being disgusted with yourself. Fess up, did you make a fool of yourself at the "munch-a-brunch"? But if weight loss alone isn't enough reward, think of something you really crave. This is the way it worked (up till now) for me.

First, I set a weight goal to lose by a specific date. Seventeen (count'em-17) pounds from January 3 until we left with Joyce Gunther for Austria (February 26). But as an incentive, throw in a bonus. How about that sport steering wheel, sport exhaust or those polished rims. Something! Anything! Just so you have a little "extravagance" to treat yourself to as a bonus. In my case, it was an extra camera to take to Austria. That shot of Julie trying to stuff a 911 engine in her purse made that a worthwhile investment! Unfortunately, the engine is still in Germany.

The real key, however, is keeping the weight off. In my case that has always been a problem. I felt that if I could keep it off for a period of time, than the chance of long term success would be good.

Hence, the climaxing element to the diet. If I am at my new weight goal at the end of each month, for the next fifteen months, a 944 with a bonus of European delivery (if the exchange rate stays favorable). How's that for incentive? Seeing the factory and numerous 944's around it hasn't hurt my motivation much, I confess.

How am I doing? Well, I met my weight loss goal by February 16. I gained seven pounds in Austria (must have been the beer!), but was at my goal again by the end of March, April, and May. I think this Porsche Man's Diet may just do it for me.

If psychology is your bag and you are interested in how I'm doing, just ask. If you are serious about participating in the diet however, remember this diet has more than the usual amount of hazards. Seek advice from your banker and then your physician.



DRIVING SCHOOL

Achtung!

BLACKHAWK 8 HOURS AGAIN
Wednesday, August 4, 1982
Blackhawk Farms Race Track
South Beloit, Il.

Registration 8:30 A.M. to Noon
(No one admitted after noon)

A great opportunity to warm up for Elkhart on this winding 1.8 mile track. No timing, just lots of practice and instruction if you desire.

To get to Blackhawk, take the Northwest Tollway (I-90) north to Il. Hwy. 75 (just south of the Wisconsin line), West on 75 to T (Blackhawk Rd.), right to Shirland Ave., left on Shirland to Fisher Rd., left on Fisher to T (Rockton Rd.), left on Rockton to Blackhawk Farms entrance on the right.

SCHUTZ-COMPOSER

(EDITOR'S NOTE: The following was written by Peter Schutz and attempted as a duet by Mr. Schutz and PCA president Hank Malter at the Reno Parade. When that failed, Mr. Schutz proceeded alone and then lead the entire assembly in singing his composition.)

To be sung to the tune of "Old Shanty Town"

"ONLY A PORSCHE"

By Peter W. Schutz

T'was only a Porsche, that drove into town
with fenders so droopy, they touched to the ground
just a broken down hack
with the engine in back
like a millionaire's chariot, kept calling be back;
I gave up my money, my spare time and things
t'was worth more than money
t'was my everything
now I'm riding in style, as I smile all the while,
in my Porsche my bells really ring!

That li'l ole' Porsche came to town one day
a beat up mess I heard people say,
just a hopeless case with the tires flat
the engine shot looking like a rat
but t'was love at first sight
and I soon made it right
as I started to restore with all of my might.
Now that li'l ole' Porsche outshines them all
and to drive it is to have a ball,
the engine runs real strong and loud
and the envious stares sure make me proud,
it's more than O.K.
I have joined P.C.A.
and my Porsche's in the Porsche Parade!



The 'O'val Office

1982 Parade - WOW!
by Bob Ostholthoff

This year's Parade in Reno was my first ever. Personally it was a disaster, but I'd rather not talk about it. The 7300 miles (that's not a misprint - 7300) I travelled in 10 days still upset me when I painfully recall them - each mile by hot mile. Besides, I'm sure this "rag" will do plenty to give you all the gory details.

So, let's talk about something more exciting, and that's exciting with a capital E. The 1982 Parade spotlighted Chicago in probably its finest hour and it was fantastic to experience it.

Monday, June 21, was the first awards banquet. This acts as a formal beginning to the week's activities with guest speakers from Porsche, VW of America, and PCA National. The concours awards from that day's event are given as well as the "Big 4": Enthusiast of the Year, Family of the Year, Region of the Year, and awarding of the 1984 Parade.

We already knew of Jim Dorfman's and Julie and Jerry Quebe's excellent concours scores which garnered a 7th place for Jim (in a very competitive class) and a 3rd place trophy for the Quebes. So, we were already excited for them.

Then it happened. Ready for this?

Enthusiast of the Year - 17 nominees including Wilma White. Winner: Wilma White - Chicago Region

Family of the Year - No Chicago nominees. Winners: The Zaccone family - Golden Gate Region

Region of the Year - 8 nominees including Chicago Region. Winner: Chicago Region

1984 Parade - 3 bidding regions including Chicago Region. 1984 Parade awarded to: Chicago Region

I've never heard 31 people make so much noise cheering in my life. We were going nuts! That's the first time I ever stood on a chair in a coat and tie waving a dinner napkin over my head screaming at the top of my lungs. Let me tell you, I loved every minute of it.

It was such a neat feeling being in that banquet hall with 1,000 PCA members representing 114 regions and hearing Chicago Region's name called for those awards. I shocked myself with the amount of pride I felt. Also, as current president I was privileged to co-accept the Region of the Year trophy with Wilma - an honor I won't forget.



REGION-OF-THE-YEAR

We've all shown the country who we are and we can be damned proud of our awards. We've said for a long time that we're the best. Now everyone knows it. And we'll have our hour again in 1984 when we host the Parade in Appleton. PCA members will be treated to the best Parade in history. That's our goal and we will achieve it.

I'm sure you all join me in congratulating our many individual Parade trophy winners (listed elsewhere in this issue), Wilma White for Enthusiast of the Year, Neil Holleb for the successful Parade bid, and yourselves for making this the best Porsche Club of America region for 1981.

Chicago Region - WOW!



Insight

YOU REALLY WANT TO RALLY(E)?

By George Melford

Our two previous articles have dealt with some of the basics of TSD rallying. We'd now like to give you some of the "nitty gritty" traps rallye-masters may use to test your course following and/or timing ability. It's avoidance of such traps that makes rallying interesting and wins trophies. We'll deal with some of the more commonly used traps by giving examples of how they may appear in your route instructions and what you should, or shouldn't, do if and when you encounter such instructions.

Instructions Containing A Specified Distance.

Example: 27. Left on Welda Rd. Watch for loose gravel on pavement for 1.5 miles. 28. Right at crossroad.

Trap: General instructions normally state an instruction must be executed in its entirety before you can consider the next instruction. For this reason, after you've turned left on Welda Rd., you cannot consider instruction 28 until you've driven 1.5 miles (whether or not you encounter loose gravel).

Mileaged Instructions (a route instruction preceded by an ORM - Official Rallye Mileage)

Example: 14.20 17. Right at Minato Lane.

Trap: Earlier route instructions may lead you past Minato Lane before you've driven the 14.20 ORM - if so, you cannot execute this instruction until you drive the 14.20 ORM - press on as you will encounter Minato Lane at 14.20 ORM.

Premarkers - Officially Erected Road Signs - That Don't Meet Rallye Conditions

Example: 41. Left at crossroad.

Trap: While working on this instruction you may encounter a premarker (sign) for a crossroad.



Look to your right before executing

your left; for, by your general instructions, if the road to the right is dead end, closed, no outlet or unpaved, it does not exist and you must continue on until you find a 'valid' crossroad.

Misquoted Signs

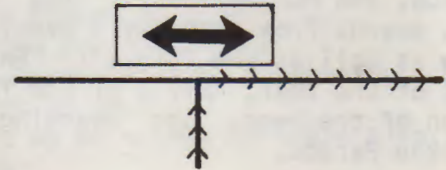
Example: 9. Pause 2 minutes at "Cattle Crossing"

Trap: General instructions normally state referenced signs must be spelled exactly as they appear in your route instructions. Should you encounter a "Cattle Xing" sign while attempting to execute route instruction 9, you would not pause at that sign. A similar trap is misspelling; Example: "Pause 3 minutes at Kruger Rd." Don't pause if you should encounter a Kreuger Rd.

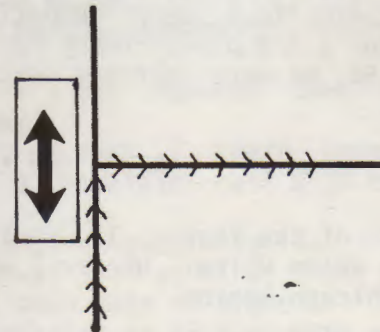
Signs Parallel To Your Direction Of Travel

Example: 31. Right at double arrow

Trap: We're normally used to this sign occurring ahead of us at a tee intersection



It can also be found parallel to rallye traffic at side roads.



Instructions With A Precondition

Example: 6. Left on Harwood Rd. after barber shop.

Trap: To correctly execute route instruction 6., you must pass a barber shop before turning left on Harwood Rd. Similar to the mileage instruction, earlier instruction may take you past Harwood Rd without meeting the precondition of passing a barber shop.

Route Instructions Out of Numerical Order

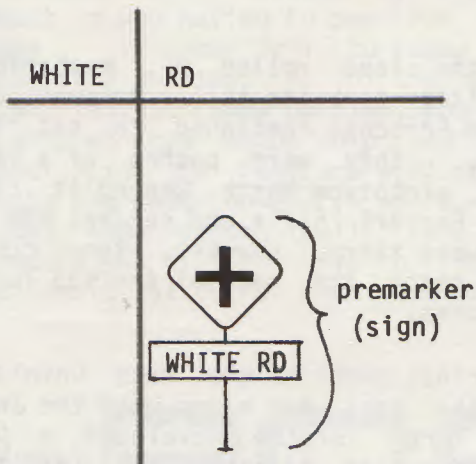
Example: 16. Right at Meyer Rd. 15. Left on Gutmann Hwy.

Trap: General instructions state that route instructions must be executed in ascending numerical order. A little used but deadly trap. Though route instruction 16 appears before 15, you must execute the left on Gutmann Hwy before executing the right at Meyer Rd (look over your route instructions when you get them for this trap).

Signs vs. Landmarks

Example: 21. Right after "White Rd."

Trap: Material contained within quotation marks refer to sign - if not within quotes, the instruction refers to the actual landmark itself:



Route instruction 21 is correctly executed by turning right on White Rd as it is after the sign "White Rd" on the premarker. If White Rd were not in quotes, you would pass the landmark, the road itself, and execute the right turn at the next valid opportunity.

Cast Changes

Example: 52. Left at Bangert Rd cast 40. 53. Left at Patterson Rd. reduce cast by 1/2.

Trap: General instructions normally state casts - rallye speeds - are given in miles per hour. After executing the left (turn) at Patterson Rd you Change Average Speed To 39 MPH not 20 MPH. Though hardly all inclusive, these are commonly used traps you may encounter on PCA or mini rallyes, try to watch for them and your finish position should improve.

While not necessarily traps in themselves, also be aware of and and or instructions.

AND

Example 36. Pause 50 minutes after RR crossing and left on Gallagher Blvd.

By your general instructions, the word AND separates two individual actions both of which must be executed. A trap may occur in encountering Gallagher Blvd before the RR crossing. Some rallyists may 'trap' themselves by executing the pause and forgetting to turn left on Gallagher Blvd.

OR

Example 63. Right at Ostholthoff OR Allman.

By your general instructions, the word OR separates two individual actions. You are to perform whichever one occurs first and cancel (disregard) the remainder of route instructions 63 and go on to 64. A trap here could lie in simply confirming, or verifying, passing Allman Rd, which could be a crossroad or sideroad, as you are not instructed, after the word or, what action to take at Allman.

Sounds like fun, huh?



Outmarker

ARE YOU READY?

By Walter and Mae Minato

While you are recuperating from the "Summer Sun and Fun Rallye", circle October 10th on your calendar for the next rallye. Yes, it's the "I Was Hoping For An Elgin" rallye. Get ready for the Fall Tour through the woodlands west of Elgin and east of Iowa. You'll view those well-known rustic locations of Plato Center, Udina, Bowes, Pingree Grove and McQueens.

Whoopee! Endeavor to restrain yourself for another month--more exciting information is forthcoming.



SEBRING 1982

By Donald W. Lyddon, Jr., M.D.

In March, I was fortunate enough to receive an invitation to serve as a volunteer race physician at Sebring. Our airplane arrived over the Sebring, Florida, airport late in the afternoon on Thursday before the race. The airport was still being used by the cars for practice in preparation for the race. Fortunately, my fuel state was such that we could circle overhead for 45 minutes and watch the cars practice while waiting for the airport to open. The overhead view of many cars racing around the track is an entirely different perspective. The north-south and east-west runways formed long straightways, which permitted the development of considerable speed. These runways are connected by roads to make up the course. As the last car cleared the track, we were advised that the airport was open. Since I was already lined up with the north-south runway, I was the first of the planes waiting overhead to land at the airport.

Upon shutting down the engines, my wife and I were immediately met by Dr. Paul Wallace, the Chief Physician at Sebring. We were whisked back to the Medical Headquarters, where a barbecue was in progress. I was given an assignment for the night practice session. After familiarization with the track during the night practice session, additional assignments were given for the practice, the vintage race, and the 200-kilometer Champion Spark Plug RS Race the following day.

The vintage and classic car races provided an opportunity to see Porsche 356's, Speedsters, RS-60 Spiders, 904's, 906's, 907's, 908's, 910's, and 917's run. They acquitted themselves very well.

After warming up with the practice and the preliminary races, the final 12-hour Sebring Endurance Race began at 11 AM on Saturday, March 20th. Fortunately, we were all recovered from the preceding evening's social events. My assignment for the first two hours

of the race was at the No. 6 hairpin turn. From the beginning, it was apparent that Porsche would dominate the race with 935's, 934's, 911's, and 924 Carreras in abundance.

John Fitzpatrick was leading early in the race when a rear suspension member broke as he was coming up on the hairpin turn. This caused his Turbo Porsche to spin out of control and come to rest upside down, right near our position. Fortunately, he was not hurt - only angry. This speaks well for the internal bracing, restraint mechanisms, and safety equipment worn by the drivers. Fortunately, John Fitzpatrick was able to re-enter the race later, driving another car, even though his Porsche was done for the day.

As the laps rolled by, mechanical attrition took its toll. However, the Turbo Porsches continued to set the pace. They were pushed by a very fast, prototype March Chevrolet car. Two Ferrari 512's and several BMW M-1's were there. However, they could not match the pace of the 935 Turbo Porsches.


The final drama of the race unfolded in the last two hours when the John Paul Turbo Porsche developed a bad cylinder and finished the last two hours of the race as a five-cylinder Porsche. The John Paul No. 18 car was closely pursued by the March Chevrolet prototype car, which was also dogged with mechanical problems, in the form of a gearbox problem. John Paul, Sr. and Jr. were able to keep their five-cylinder car running and finish 12 hours of Sebring as the leader. They averaged 105.401 miles per hour and completed 244 laps (1,268.8 miles). The third place finisher was also a Paul-owned Turbo Porsche driven by M. L. Speer, Charles Mendez, and Terry Wolters. Fourth place went to the top GTO Division car, a Porsche Carrera driven by Diego Febles, Tato Ferrer, and Chiqui Soldevila. Another Porsche 935, driven by Hurley Haywood, Al Holbert, and Bruce Leven, finished fifth.

The Twelve Hours of Sebring is a

racing spectacle synonymous with "sports cars" in the United States. The privilege of seeing this race close up, while serving as a volunteer race physician, is an unforgettable experience. The fire, roar, and smoke of the race is overwhelming, not to mention the dust and dirt that sticks to one while standing at the track side. The best thing about the race from my standpoint, however, was the fact that no participant was seriously injured. This was a tribute to the skill of the drivers, the safety precautions, and the design of the cars. ✓

Did You Know That ?

A recent policy change by PCA may result in you having to pay for Panorama if you fail to renew your membership on time. As in the past, if you fail to renew on time, you will be dropped from membership and your subscription to Panorama will cease. Unlike the past however, where back issues were automatically sent upon payment, you will now have to request and remit \$1.00 for each such issue.

OHIO VALLEY REGION

PORSCHE CLUB of AMERICA

FOR IMMEDIATE RELEASE

ZONE 4 Octoberfest October 8-9-10

Newsletter Editors: Please include the following in your Calendar of Events:


Ohio Valley Region PCA, is host to this year's Multi-region OCTOBERFEST 82, October 8-9-10 in a tradition only Cincinnati's rich German heritage can offer!

Headquarters for this fun weekend will be in the historic Mariemont Inn. Festivities will begin on Friday evening with a social event. Saturday will offer a morning concours, lunch, and an afternoon rally through southern Ohio.

An authentic German banquet in the Mariemont Inn will conclude Saturday's events.

King's Island Amusement Park's 50 acre parking lot will be the location for the fast paced autocross on Sunday.

Circle your calendar now for Ohio Valley Region's Octoberfest 82 in Cincinnati. Call or write Registrar, Jan Garvey, 928 Ravine Dr., Villa Hills, Kentucky 41016, 606-331-8810.



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BY APPOINTMENT ONLY

1982 Reno Parade

GEORGE ORWELL HERE WE COME...OR RENO
AND BACK BUT NO DIVORCE

By George Gutmann

Anyone who missed the Parade in Reno really missed one of Chicago Region's finest hours. We were triumphant. Can you believe it, we had 31 Chicago Region members who made the 2000 mile trip to Reno, Nevada, at 55 MPH? Well, if you don't believe it, ask Dan Bacin, Dean & Milly Bangert, John Bohlander, Phil & Ann Byrd, Jimmy Dorfman, George & Linda Gutmann, Tom & Phyllis Harwood, Pat Heigho, Neil & Judy Holleb, Tom Larson, Jerry, Helga & Heidi Meyer, Walter & Mae Minato, Bob & Jim Ostholthoff, Jerry & Julie Quebe, Ralph & Lolly Richardson, Ed & Roseanne Vallone, Mike Wenkus, or Bob & Wilma White.

Even before the events started, we were setting records. The Byrds got to Reno in 22 driving hours (I didn't know Milwaukee was that much closer to Reno than Chicago is), almost without a ticket. If only Ann hadn't laughed at the officer. On Sunday, while some of us were renewing old acquaintances, the Quebes and Jim Dorfman, with the able assistance of Ralph & Lolly Richardson were preparing for the Concours at the Civic Center. Yes folks, it was an indoor concours, great if your car is any color but red. The beautiful Porsche red ends up as an icky orange under fluorescent lights.

Monday started out the hardcore events. Out of all those people, we only had two dumb smart enough to enter the Concours. Ah, yes, all that work is great for the car. The Quebes got a third in their class and were also third in their division. They had one of the highest raw scores for a driven car.

Monday night's dinner and awards were held in the hotel banquet room. They also displayed for us a cutaway model of the 944 just outside the banquet room, where cocktails were being served. We were almost late for dinner, because the Protest Committee,

of which Linda was a member, was meeting to resolve the protests. Thanks to Mae Minato and Phyllis Harwood, we all sat together in the middle of the room. At this dinner, they gave out the awards for long-distance, newsletter, and Family of the Year. With those out of the way, we got down to the nitty-gritty.

All the regions that had nominated themselves for Region of the Year were announced, and the winner was..CHICAGO REGION. Our usually calm reserved president almost ran across the tables to receive the award along with last year's president, Wilma White. Next important award was for Enthusiast of the Year. I know how much of an honor this one is, having been a prior recipient. All former winners of this award were called to stand in the front of the room, while the names of the 17 nominees were read. Because they were read alphabetically, Wilma White was the last name read. And to no one's surprise, because we all know how enthusiastic she was last year, the winner was...WILMA WHITE. Wow,



what a night! There was only one thing left to complete the triple crown, we were waiting for the announcement of which region would be putting on the 1984 Parade. It was between Florida, Los Angeles, and Chicago. We knew Neil Holleb had done a superb job on the bid, but we were all waiting. And the winner was..CHICAGO REGION! Yes, we had done it! Look out world, here we come. We were hopeful. Everyone from the Region had brought a Parade T-shirt with to

dinner in the hopes that we could wear them. When the announcement was made, we jumped up, made a lot of noise (how unlike us), and put our T-shirts over dresses, shirts and ties.

The shirts were so instantly popular, that some guy bought Neil's right off his back. After dinner, we went to our room for a celebration and rallye school. After a champagne toast, our president, Bob Ostholthoff had to leave to get his car ready for a trip to Arizona, to visit Joe Ratschen. It seems Bob had a problem with his engine on the way to Reno. The pistons met the valves about 75 miles out. He was able to borrow a trailer from Mark Eskuche of Milwaukee Region and a truck to pull it from Jim Dorfman. Tuesday morning, he was on his way.

For the rest of us, Tuesday was the rallye. It was 165 miles long, about 8 hours of rallying, which is about 3 1/2 hours too much. It was a clean rallye, but too much of a gimmick rallye mixed in with the TSD. That's the way they do things there, off course controls and all. We did manage to take some of the hardware home. Linda & I were 7th in equipped class, of course they only gave six trophies. In trophy position in the unequipped class were Mae & Walter Minato, 2nd; Bob & Wilma White, 4th; John Bohlander picked up a driver from California and took 21st; Dean & Milly Bangert, 28th. That's out of almost 200 cars, no easy feat.

Wednesday, Thursday, and Friday were the autocross days. The autocross was in one section of the parking lot at the MGM Grand Hotel. If you had a room on the correct side, you could watch it from your room. It was like a mini-road course completely laid out with pylons and white lines, challenging, yet fun. The entire three days went quite smoothly. Each day was finished on time, or even early. It was one of the best run autocrosses, especially at a Parade. My hat's off to the organizers. We, of course, took our share of the awards here too. Dean Bangert was 2nd in his class; Phil Byrd was also 2nd; John

Bohlander was 5th; Jim Dorfman was 4th; Walter Minato was 3rd; Julie Quebe was 2nd. Congratulations to our hot shoes.

While all of this was going on, there were also social events. There was an art show in which you could enter any type of art work so long as it was Porsche related. I took 4th for a stained glass Porsche crest and Jerry Quebe took 2nd in the photography class. We didn't have too many people enter into the social events, we seem to make our own social events. However, Linda did enter the bowling contest. The organizers paired up people who entered. Linda didn't even know her partner until they met at the bowling alley. Yes, there is a 50 lane bowling alley right in the hotel. Wednesday being somewhat of a free day for us, Linda and her partner, Carol Upmeyer from Seattle decided to bowl at 9:00 AM. Now, the bowling alley is not real crowded at that time, in fact, they were the only ones bowling on 50 lanes. Talk about quiet bowling. It was a combination of three games, with a total score for both bowlers counting towards their position.

The first game was scotch doubles, they bowled a 169. Next game was called 3-6-9. Linda bowled a 202, Carol a 165. The last game was called a no tap. If you got nine or ten pins on the first ball, it was a strike. Linda bowled a 278, Carol a 188. When all the games were totalled, Linda and Carol had a total of 1002 pins for 5 games, good enough for 1st overall in the bowling contest.

Saturday was the tech quiz. As usual, Linda was telling all the girls to take it, even if they thought they could not win. Sometimes there's only one girl in a class, so everyone should take the quiz. Normally she feels that she can make an educated guess, as most of the questions are of the true-false, or multiple guess type. However, this time she got faked out, there were a lot of fill-in-the-blank type questions. Well, she filled in an answer for every question, but talk about guessing! I guess it was good

enough though, because our region shone again. Walter Minato was 4th in his class; I was 8th in my class; John Bohlander and Linda Gutmann not only took 1st in their classes, they also both took 1st overall.

All in all, it was a great week, both individually and for the region as a whole. We had a fantastic time. For those of you who have never been to a Parade, I highly recommend next year's Parade in the Ozarks. It's not too long a trip, and it might give you some idea of what to expect in 1984, when the best Parade ever will be put on by the best region ever...CHICAGO!!



Did You Know That ?

PCA has a valuation committee chaired by Phillip Reese whose purpose is to establish values on Porsches. This is primarily intended to help members establish a value on their Porsche when buying insurance. It is not intended for purposes of sale. Consult Panorama for Mr. Reese's address.

Dinner Dance Calendar Change

By James Dorfman

The committee for the annual Dinner-/Dance would like to make everyone aware that the date for the event has been changed from December 4, Saturday to December 11, Saturday; because of the complications created by the holidays.

The evenings' entertainment will be held at Zum Deutschen Eck at 2924 North Southport Avenue, just off of Fullerton in Chicago. Plans are now being finalized to make this the best year end event ever, and yes, there is ample parking in the restaurant's well-lighted lot.

See you there, Saturday, December 11 at 7:00 PM. Cocktails, dinner to follow at 8:00 PM.



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MINUTES MINUTES MINU

By Helga Meyer

The April 9, 1982, Chicago Region board meeting was held at the home of Judy & Neil Holleb.

Bob O. reminded board members to keep up efforts on the buddy system. George Gutmann informed the board of the results of last year's newsletter contest: we were 1 point away from third place because we had no technical articles!

Oscar Alvarado from Mexico was approved for membership.

Doris Beach is handling registration for the April 17 silver anniversary dinner. Gummows & Janaceks are in charge of the program.

Milwaukee Region has been invited to our May 16 wine tour in Cedarburg. Neil Holleb and Wilma White are still working on the 1984 Parade bid. Any nominations for national officers are being accepted by Burt Misevic; nominations for annual awards go to Bob O.

Chicago Region's large timing inverter has been lost; Neil Holleb will check into getting a new one.

\$65 September Elkhart Lake entry fee will be refunded to Paul Binek (Nordstern).

There was a discussion about purchasing a button making machine. Bruce Morser, winner of the Parade logo contest, gets a free entry to the May Elkhart event.

Bill Scholar, 1st PCA President, died March 8. Ginny Gummow will be contacted to write an article.

The May 4, 1982 Chicago Region board meeting was held at the home of Julie & George Rudawsky.

Bob O. appointed Wilma White to be Chicago Region's historian.

Bob Law has advertised the June 13 autocross in the Chicago Tribune's 'Weekend on the Go'.

George Rudawsky reported that the Ed Mathieu Safety Lane was well run and beneficial.

We have 3 timing heads (6 clocks capable of timing 6 cars at once) thanks to Neil Holleb.

These applicants were approved for PCA membership: Bruce & Michael Dandrew,

Charles LePedus, Doug Phinney and Kerry Springer, and Jon Steging. Neil Holleb bought a new 200 Watt inverter.

There was a discussion about purchasing rallye clocks and a button making machine.

Double-car autocross entries were also discussed.

Joe Hill is purchasing new tripods for the timing equipment.

A deposit has been made for the Blackhawk midweek event and for the band at the dinner dance.



Outmarker

SEPTEMBERFEST CHARITY CHALLENGE

By John Gustavson

Yes Virginia! There is a motorsport life after Elkhart. In fact, right here in the Chicago area you can show your stuff at a medium speed slalom on Sunday, September 26 (MARK IT DOWN NOW).

This is our annual benefit event for the Sally Potter School for the Multiply Physically Handicapped. It is a fun event and our fun and generous support and contributions help the school immensely. Last year we contributed over \$2,100 that allowed the school to purchase an electric wheelchair and a prone/standing board and to overhaul their Amigo, an ambulatory cart, among other things.

We will have raffles, door prizes, challenges and sidebets, all for this worthy cause.

Incidentally, if you or your friends and neighbors can contribute some product or service for a prize, the gift will be noted and appreciated.

So plan to have some fun, drive your car fast and support an organization that has long and close ties to the Porsche Club. Plan on being at the event on Sunday, September 26th.



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IN-BOX

The following was received by Jack Bushmeyer. Diane White is the wife of Lee White, crew chief for the B.F. Goodrich 924 Turbo team of Herman & Miller.

"Hello, guess where we are? Lee has been here since May 12th with the car. I came June 4th. He has been working at the factory preparing the car for LeMans. We have been able to go touring Austria, Switzerland, and Italy. It has been quite an experience. Tomorrow they test both cars at Weissach. They have new #'s 86, 87. We leave for France Saturday AM. We are going thru the Black Forest and on to Paris. BFG is doing a movie after the race; so we are not coming home till the 25th. Maybe we can get together later in the summer. Taking lots of pictures. Diane"

Bob O. received a letter from Charles Kurtz of Rocky Mountain Region soliciting our help in finding him some material on his car. Seems Mr. Kurtz purchased a yellow Carrera 2 Cabriolet from one of our members (he didn't say who) in 1971.

He heard that the same car was loaned to Dr. Porsche for his personal use during Chicago Region's Parade in 1964. Mr. Kurtz is hoping someone from our region who attended the Parade may have taken a photo of Dr. Porsche driving the car. If so, he would love to have it for his collection. If any one can help, please contact Mr. Kurtz. Charles Kurtz, 210 University Blvd., #810, Denver, Colorado, 80206. (303) 761-5809 (Evenings - collect)



REAR VIEW MIRROR

NON-UNGO BOX DRIVING EVENT

By Anonymous

Jack and Sheryl Bushmeyer, huh? They're relatively new in the Region but I figured I'd give them a fair shake at chairing their first auto-cross - it's not all that easy. Besides, if the Board had faith in them I guess I could. But what the hell was a Non-Ungo Box? I looked all over for one with no success. Tech didn't even know what it was.

A good site was chosen. A smart move drawing on experience from Jack's key helper, Bob Law. Now for the course. Kind of short, I thought. We get two laps per run? Bushmeyer, you're okay. Coupled with plenty of practice time I was able to get in mucho laps. I liked it, I liked it!

Registration was smooth as silk with Mae Minato and Sheryl keeping tabs of everything.

The event ran like clockwork at the site. Very impressive for first-timers. Jack better keep an eye on Sheryl, though. She's super-fast, as long as she doesn't kill the engine after over-cooking it into a turn. Tsk, tsk. On to dinner.

I personally don't eat much lamb but thought a little adventure wouldn't hurt. Lambs Farm turned out to be a real treat with a wonderful sandwich buffet (no lamb - guess it wasn't a Greek establishment after all) served by their extremely capable staff of mentally handicapped.

The day was capped off with the trophy presentations to all the hot shoes who deserved them. Sharp looking steins!

Thanks to Jack and Sheryl Bushmeyer and all who helped them. Run another event soon, okay?

RESULTS

NONUNGO BOX DRIVING EVENT

Class 1

Terryl Johnson	56.70	1T
Bob Gamble	59.90	2T
Jim Kutill	65.44	3

Class 2

Ed Russ	56.25	1T
Ed Raymond	57.30	2T
Chuck Peterson	57.55	3T
Jim Peterson	57.80	4T
Bruce Janacek	57.86	5
Hokey	58.81	6
Rip Petterson	59.63	7
Tom Beverly	60.77	8
Rich Smiejek	64.48	9

Class 3 (bump to 4)

Class 4

John Bohlander	55.77	1T
George Rudawsky	57.45	2T
Harold Beach	58.61	3T
Dean Bangert	58.84	4
Bill Samp (appl)	60.23	5
Tom Harwood	62.46	6

Class 5

Bob Law	56.72	1T
Joel Crabtree	58.23	2T
Vic Harris	58.32	3

Class 6

Todd Kaitis	54.70	FTD
Jack Bushmeyer	55.21	1T
Dean Bangert	56.23	2
Ed Leed	56.83	3T
Paul Canale (appl)	56.90	4
Chris Jensen	56.98	5T
Tom Thompson	57.60	6T
Bill Walser	58.67	7
George Estrada	60.47	8

LADIES

Class 2 (bump to LFTD)

Randee Beverly	60.76	T
----------------	-------	---

Class 4 (bump to 6 LFTD)

Doris Beach	66.44	4
-------------	-------	---

Class 5 (bump to LFTD)

Class 6

Jean Galuska	57.51	LFTD
Sheryl Bushmeyer	57.69	1
Eve Estrada	61.82	3

PHOTOGRAPHS

NONUNGO BOX DRIVING EVENT
By John Bohlander and Bob
Ostholthoff



Is that really the Event Chairman's wife stalled on the course?



Eve - "Howard, can George borrow your curb feelers for Blackhawk?"



Ronnie's new wife taught him this!



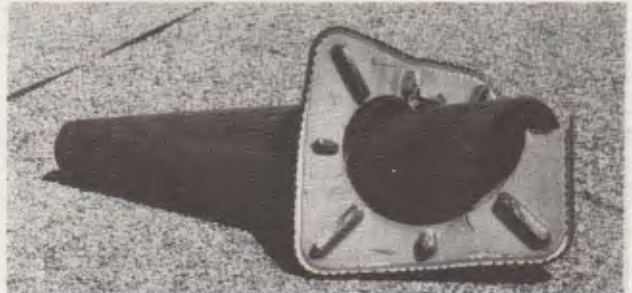
Terryl - "They told me after my first run I better push it more."



Hokey looking foot loose and fancy free.



Can you name these seven dwarfs?



Pylon - "Somebody hand me the waiver."



Peter Corti hoping the third time is a charm



Ma'am, the Monza class doesn't run yet!



Jack - "Is there anything you two do slowly?"



Cindy - "Brandon, do you want to grow up to be like your dad?"
Brandon - "No! I want to grow up to be like the Dirty Dozen."



Lovely timing ladies



Tom, I didn't know you had to pedal a 914



Ed Leed's morning practice was in vain.

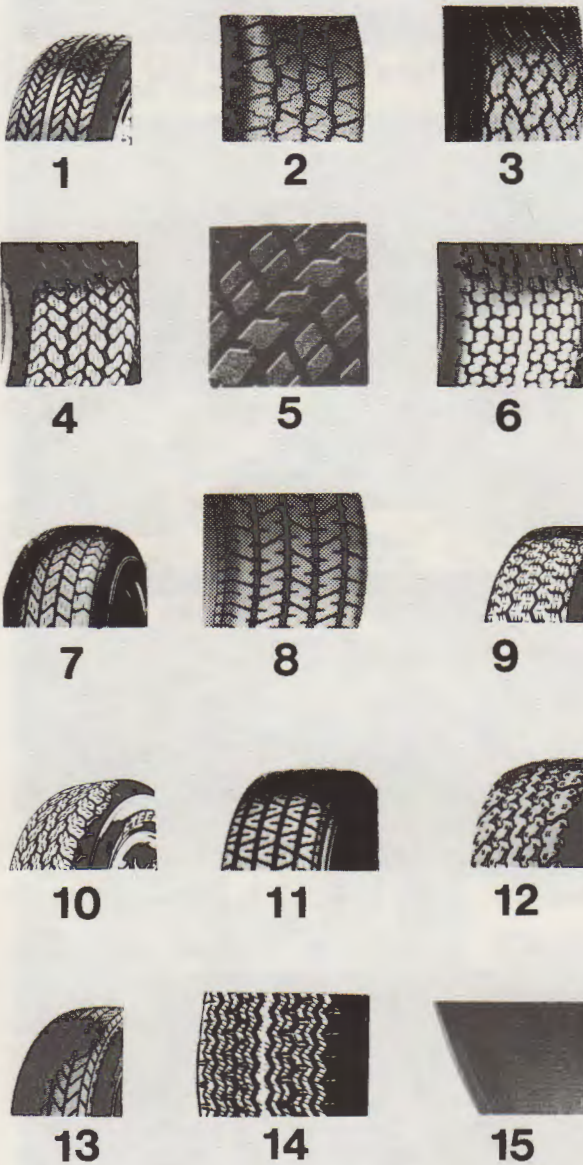


Applicants wondering about this group. Trophy Winners



"TIRE TEST"

Here is the Chicago Scene version of "Tire Tests". All you hot shoes who each month pour thru the magazine ads in search of the "best buy", test your recall skills. Name all tires successfully and win an all expense paid weekend in the Quebe garage cleaning brake rotors. Second place is two weekends.



Answers:

1. Pirelli, P-7 2. Phoenix, 3011 3. Michelin, XM 4. Dunlop, D3 5. Firestone, HPR 6. Dunlop, D4 7. Pirelli, P-6 8. Goodyear, Eagle NCT 9. Semperit, M501 10. Bridgestone,

RD 207 11. Michelin, TRX 12. K1e-ber, V12GT 13. Pirelli, P-77 14. Bandag, Retreads 15. Tiebreaker - Goodyear, Racing Eagle

We assumed that someone would yell "foul!" because we mounted the tie-breaker upside-down, but we wanted to make it difficult. Shame on you if you didn't recognize the most famous racing tire in the sport today.



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Half Page	\$40/MO.	\$30/MO.
Quarter Page	\$25/MO.	\$15/MO.

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

Gnu Maim Bears

By Walter and Mae Minato

The following applicants were approved for PCA membership:

GERALD (Gerry) GLEASON
MIMI ALSCHULER
1227 W. Winnemac
Chicago, Il. 60640
Home (312) 334-7806
Business (312) 539-8200
1973 Black 914 1.7

Gerry is a computer programmer at Victor Business Products in Chicago. His car is best remembered as the intermittent black (primered) 914 at Road America in May

DONALD (Don) W. LYDDON, JR., M.D.
VIRGINIA (Ginny) LYDDON
4114 Landstrom Road
Rockford, Il. 61111
Home (815) 877-0754
Business (815) 397-6723
1980 Black Metallic 928

Don is a surgeon with the Lundholm Surgical Group in Rockford. His 928 proved to be an adequate wine carrier at the Cedarburg Wine Tour (see July Scene, page 5). Ginny's red 924 is more than adequate for grocery shopping.

RICHARD (Dick) SATTLER
ANNETTE SATTLER
3018 W. Celeste Court
Mequon, Wi. 53092
Home (414) 242-0245
Business (414) 964-2700
1981 Wine Metallic 911SC Targa

The Sattlers met the Chicago Wine tourers at the Cedarburg winery, which is just a short distance from their Mequon home. It was easier to have the Chicago Region come to them rather than vice versa. Dick's car is the 12,407th 911SC in the region.

GREGORY VRABLIK
RICHARD VRABLIK
241 Leith Way
Cary, Il. 60013
Home (312) 639-1130
Business (312) 639-7090

1982 Red 911SC Targa

Gregory is a management consultant with The Presidents Forum. This car is the 12,408th 911SC in the region and the 48,232nd RED Porsche.

JAMES JOHNSON
1120 Sterling Avenue #113
Palatine, Il. 60067

A transfer from the Milwaukee region.

ALAN AND GABRIELE WALTER
c/o DRESSER
4201 N. Wolf Road
Franklin Park, Il. 60131

Transfers from Connecticut Valley region.



PICNIC/CONCOURS

Achtung!

POTTER'S PICNIC
August 15, 1982
11:00 A.M. - 1:00 P.M.
Potter's Farm, Grayslake, Illinois
Concours Preparation
Noon - 5:30 P.M.
Picnic

Come out and join our "356 Registry" friends for a day of food, fun, and frolic. Don't forget, this is also your opportunity to enter a concours in the class of your choice.

See registration form this issue.

METRIC CRESCENT ?

...Ain't Elkhart great? It's one of those "peak experiences" you read about in psychology books that rejuvenate the spirit. Driving on a big time, pro track; the speed; the apprehension; the excitement; the good times from being with friends old and new were present at Elkhart once again (as was the PCA training program for Siebkens new dining room crew this first weekend of summer).

The fun of the driving was reinforced by the reaction of some new folks. One guy, who hitched a ride with me, was excited as can be by the whole thing. He was smiling ear to ear; talking a mile a minute about cars, turns, G's - I don't go that fast - and enjoying himself immensely. It was also fun watching Mike Zuricks, an applicant member go through the learning curve and begin piling up mileage. His wine colored SC was in the chase line all day going for top mileage honors. He won, had fun and I'm glad because I did too.

...Miracles of modern technology department: Sorry to hear about our short president Bob O. lurching his engine on the way out to the Reno Parade. The culprit was a chain tensioner, of course, about which our debonair friend from Michigan, Lew Moorman, knows everything. Lew spent the whole Elkhart weekend in the pits field stripping his Porsche and getting intimate with these marvels of German engineering.

...Lots of wedding bells in the club. Grand Rapids was the scene for Frank Wagner and Jan Langdon making their infatuation official in June. Ronnie Starkey is exchanging rings in August. Bill Elliot convinced his good looking girl Carol to take his name in June and Bob Gamble and Chris will merge in August.

...Hey, Walter Minato! How fast was that Weber grill going when it ran into your car?

...Our SCCA racing contingent had some bad luck at the June sprints. Dick

Granes hit some oil and spun, Alice was T-boned by another car and Chuck Shank was de-bugging a new suspension and still managed to finish 7th in class.

...Did you get a look at Black Bart's (well known adrenalin junkie) new toy? He bought his TURBO motorcycle to Elkhart.

His next toy will probably come from NASA.

...Congratulations to the Chicago Region for all PCA Parade honors received in Reno.

I hope you're not getting bored with all the Reno Parade articles this month, but by now you probably have realized what a great time we all had. Bob O.'s brother Jim O. said he had an exceptionally good time. This was Jim's first Parade and he had not anticipated all the exciting side trips and attractions his brother showed him. Some of the unexpected attractions Jim took in were:

1. a fuel line leak
2. running out of gas
3. breaking down 60 miles from Reno (this gave Jim an opportunity (4+ hours) to see a sunrise in the desert and have a rock throwing contest with ...who, Jim?)
4. trailoring the car to Phoenix
5. taking the trailer back to Reno
6. spending a couple of days at the MGM Grand sleeping
7. driving to Salt Lake City then to Phoenix again..he spilled a malt in who's Porsche?
8. took a 4 hr. tour of Las Vegas airport while little brother flew back to Reno to get forgotten plane tickets

Although Bob O. and Jim O. missed the Rallye and the Autocross, they really had fun and were glad to have had the opportunity to spend some time alone together. I asked Jim O. if he was looking forward to the '83 Parade in the Ozarks. He walked away mumbling something about the next Parade and hell freezing over.

...A James Dorfman quote: "I never abuse my Porsche's, thats why I never drive slow."

...A lot of donations were given in the name of the Department of Transportation, mostly in the states of Wyoming, Utah and Nebraska. The best one I heard was Neil Holleb getting stopped 300 ft. short of the exit he was going to take to stop for the night. That-a-way-to-go Neil, if you hadn't been in such a hurry to go to bed.

...Speaking of Mr. Holleb, he should be commended for the fine presentation he made to the Parade committee to get us the '84 Parade. No folks, he didn't have to expose himself to the committee to get the bid, he did that at the Concours and if you don't believe me, send me \$5.00 and I'll send you an 8x10 black & white glossy.

...Dan Bacin sure has his problems with chipmunks. He spent quite a few days limping around Reno after being tripped by one. I also heard he saw one up at Elkhart on the track and drove into the guard rail to miss it. Is that right, Dan?

...Rick Riley from WMR was adopted by the Chicago Region while in Reno. He rooted for us and we rooted for him when he picked up his 1st Place Auto-cross trophy. The guy has a lot going for him, personality, good looks, a Turbo, no wonder he picks up such good looking girls. More than I can say about some of our own, but I won't mention names, Bob, Jim & Dan.

...Are those rumors true? Did George Estrada really take delivery on a Cabriolet at Blackhawk?

...Finally, we need a new gymkhana site so bug your friends for use of their parking lots and also call me with some news. I'm at 368-0995 days or 441-5876 at home.

Trike tyke beats Porsche owner

SEATTLE (AP)—A college student who sued 2-year-old Nelson Moore for allegedly smacking a tricycle into his 1976 Porsche 914 has lost a bid for \$200 in damages in Small Claims Court.

Mark Hagen, 23, of Seattle Sunday said he may take the case to a federal court.



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Insight

AUTOCROSSING - PCA

By Bob Law

In case you are all wondering about the title, well, PCA doesn't stand for you know what, but...Porsche's Class Act. That's right, our autocrossing is a number one class act. The other day, Howard Yefsky and myself were standing around at Blackhawk Farms discussing what might be of interest for this article. I was commenting that my technical skills in autocrossing were limited and what could I possibly tell that Bohlander, White, Johnson, Peterson, et. al., didn't already know. Howard and I were fortunate enough to partake in three different car club events at Blackhawk Farms this year.

The first two events were hosted by the Joliet Sports Car Club and Lake Forest Sports Cars, a dealership in my neck of the woods. Having gone to half a dozen or so Gallagher-Rudawsky mid-week events and heaven knows how many Road America and parking lot events over the past several years, I have come to expect as standard, the quality of autocrossing event we put on. All too often, I have heard complaints as to how an event has been run. Let me go on record and applaud people like the Gallaghers, Whites, Meyers, Ostholthoff, and Russ who time and time again put on the most impressive autocrossing possible. A special hand goes out to all those autocrossing chairmen who have put on the short crossing events as well.

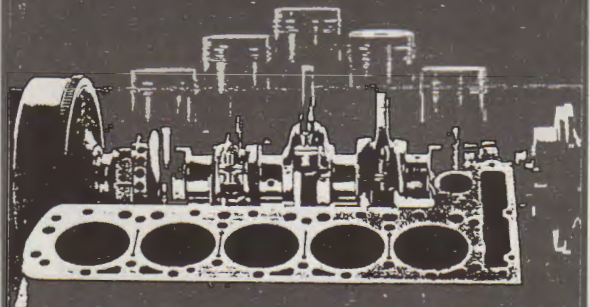
Granted, we have gained from years of experience, but let's not take away from our organizational skills and quality talent we have within our club. At the Joliet event, about a dozen PCA'ers turned out to witness one of the loosest, unsafe days of high speed driving I have ever witnessed. Would you care to pass? Pick a side right or left, it doesn't matter, and would it be more fun to do it on the turns? I could go on, but that's not the point. What is important for all of you to realize is the superior quality of our club, both in its participating members and those putting on the event.

I think we all take too much for granted when we go month after month, not just to our autocrosses, but all activities put on by the club. What we accept as norm is in fact, very outstanding.

Now, to pat ourselves on the back further, I have to comment on the Marque itself. For the first time ever, I was able to run my Porsche against a variety of other sports cars ranging from Datsuns to Ferraris. In my humble opinion, the Porsche stands far above any other sports car represented on the track on those two days. Now, if I only had a few more horses to get around (instead of just keeping up with) that 454 Vette on the straight, I could gain another 10 car lengths in the turns. Oh well, I'd just be on his bumper again in a few more minutes. The more I drive my Porsche, the more I realize what a class act we've got.



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WEISS TIRE

AUTOCROSS RULES CLARIFICATION

Double car autocross entries - the following was approved by the board:
Short Course autocross fees = one full fee + 1/2 fee for each additional car &/or class entered. Only one car may be run for trophy; this car must be designated prior to timed runs and that car/class must be run first. 2nd car/class timed runs would be interspersed throughout the rest of the event.

Long Course autocross fees = one full fee + \$25 each additional car &/or class. Procedure is same as for short course.

On limited entries: 2nd car not allowed if it would prohibit someone else from entering.

COVER CREDITS

Jackpot in Reno!! The cover photo was taken on John Bohlander's camera by someone (I forget who) who was helping us celebrate. The photo was taken in the elevator lobby outside Jim Dorfman's room just prior to the After Banquet Celebration Party.

The fortunes of the Chicago Region continued right through to the very end of the Parade. As we were gathering the group and it's hardware for the photo, the elevator door opened (having stopped on the wrong floor) and there was Peter Porsche, alone. Some quick thinker abducted him and he joined us for the photo. That is him in the center of the photo behind the Region-of-the-Year trophy.

PSSST !!

WANNA BUY A ?

FOR SALE: 4 - alloy wheels from 1974 911S 6x15, with 185/70 VR 15 Dunlop SP sport super tires, \$400. Jay R. Novick, 725 Becker Road, Glenview, Il. 60026, 724-7161.

FOR SALE: 1971 911S Coupe, 9111300622 Silver/blk, paint and interior all original. No rust, lowered, aligned, recarro sport seats, factory sport muffler, Racemark steering wheel, XWX tires on factory mags, European H-1 (twin bulb) headlights, European tail lens, A.C., Pioneer AM-FM cassette w/rear speakers. Less than 29,000 original miles, car cover, nose mask, no accidents, no winters. Car has factory aluminum engine lid and rear body panel. Very fast and strong. \$17,500.00, price is firm, no bargain hunters, please. Needs another good home. Call Frank Wagner, 1545 Philadelphia S.E., Grand Rapids, Mich. 49507. (616) 245-0981. No collect calls.

FOR SALE: Winnebago Motorhome, 15', Sportsman's Den, loaded, 11,500 miles. Sleeps 4, generator, AC, AM/FM 8 track, cruise control, TV antenna, CB, trailer hitch, many extras. Good mileage (350 Chevrolet engine), uses regular gas. Like new. \$15,500 or best offer. Call Karen Zarinsky (201) 574-5942 (days)

FOR SALE: 911 ATS cookie cutter wheels, 2 in good but not perfect condition. \$80 each or best offer. Terry Clark, 312/962-8686.

WANTED: Original equipment radio and door speakers for 1974 911. Call Jerry Quebe 870-0543.

FOR SALE: 1974 911S coupe #9114300660 Gemini blue, sunroof, pwr. windows, rear defog, alloys, Blaupunkt AM/FM cass stereo, Konis, XWX's, fogs, original owner. 42,200 miles. Best reasonable offer or would like to trade up to 928 plus cash. Lets deal. Rich Ward 739 Cumnock Rd., Olympia Fields, Il. 60461. 312/799-4800.

WANTED: Parts 914 2.0 liter 1975 heat exchanges, flapper boxes, muffler, or earlier year 914 muffler. Good quality tires for street and track, maybe wheels. Terry Clark, 2801 King Drive, Chicago, 312/842-5169 home; 312/962-8686 office.

FOR SALE: Porsche 914 parts: 73 side transmission with linkage - \$350. 1970-71 black seats and back panel - excellent cond. - \$125. Some front and rear suspension parts (calipers, rotors, struts) - \$25/\$75. Driver's side torsion bar - \$60. 1.7 ltr. engines complete or parts - \$25/\$200. Early model transmission - \$160. Headlight assemblies - \$45. Front fenders in good cond. - \$40. Front & rear deck lids - \$100 each. Call Frank Koronkiewicz 222-9020 weekdays, 445-0410 weeknights, 929-3857 week-ends.

FOR SALE: 1972 914/4 4722920034 1.7 eng. Car currently disassembled, body has rust in rocker/sail area, chalon kit, 5 cromodora 14 x 6 mags new, fiberglas rear deck w/spoiler, no time to finish project, will sell complete \$3,500 or consider separating/parting out kit, mags, eng., trans, chrome bumpers, etc. Call evenings. Steven Zailyk 17 W 360 Stone, Bensenville, Il 60106, (312) 834-6227

FOR SALE: 1976 911S - Signature Edition. 51,000 miles. External oil cooler, '74 SS heat exchangers, twin pipe sport muffler, big torsion bars, lowered, bump-steer kit, short-shifter, de-smogged, 205/50 P7's on 7" all around, Clover rear shelf enclosure with 4x11" Pioneers, tensioner guards, cross-drilled rotors, Marchal QI's, front spoiler, shock tower brace, bra, mats. Charlie Dunn 616/247-2850 (days), 616/243-8065 (nights)

FOR SALE: Luggage Straps for 356 A/B/C. Absolute perfect reproduction of the original item; correct in detail and construction; leather quality superior to original but same appearance. The most soughtafter option is now available in original black or natural/brown. \$62 post paid. Everett Singer, RFD 1682, Laurel Hollow, NY 11791.

FOR SALE: Now you can find out what makes Bob O's 914 go. '73 2.0 with stainless heaters, short springs, Momo steering wheel, AM/FM stereo. Two sets wheels included: Steel with very good Tiempos and alloys (5) with AutoX XWX's on 4. Car needs work but it's worth it. \$1,999.95.

911 wheels. 4 - 7x15 replica factory mags. Blk center/polished rims. Exec. cond. \$250 (\$400 new) Bob Ostholthoff, Day 332-2052, Eve. 251-8907

FOR SALE: (2) 7" round sealed beams, LO-HI, (2) 5 3/4" round sealed beams LO-HI, (2) 5 3/4" sealed beams, HI only, (2) 4"x6" rectangular sealed beams LO-HI, (1) original 911 Hirshman automatic antenna AM-FM, (1) Harada automatic antenna (broken mast), (2) 205/55-16 P7's (low speed autocross tires), (2) 225/50-16 P7's (high speed autocross tires), (1) stock 911SC exhaust system ('78-'79), (1) 911 luggage straps, (1) pair 15" tire chains, (1) bike carrier (rustproof & scratchproof), (1) overhead ski rack for sedans. All items reasonably priced and negotiable. Will seriously consider a 944 in trade. Walter Minato, day 961-5700, night 259-7334.

FOR SALE: 1976 Turbo Carrera 930. Very beautiful, mechanically sound, black w/camel full leather interior, \$32,500 firm. B. Sadock (312) 642-2800, 9 to 5 Mon-Fri.

FOR SALE: Porsche 1959 356A Coupe, red w/sun roof. California car original owner. Original tech & repair manuals. Car is in excellent cond., located in Winthrop Harbor, Il. (near Waukegan). Call Herb Kallusch, (312) 746-9140



Did You Know That

The rubber compound in new tires can take air pressure of about 35 pounds per square inch, up from 24 pounds a decade ago. That increase reduces rolling resistance by about 20% which translates to about 4% better gas mileage. Tires and wheels also account for approximately 7% of a car's wind resistance at highway speeds.

AUTOCROSS/CONCOURS

Achtung!

A Guy with his Porsche
from Chi
Said, "Hey, I'm sure gonna try
I'll pick up my girl
To Wisconsin we'll whirl
And really end up on a high."

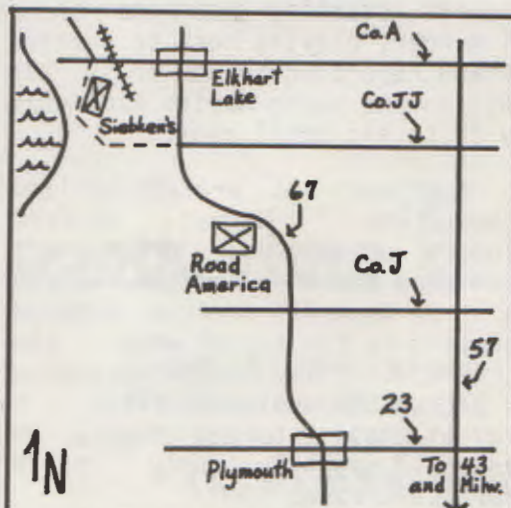
Road America's
Better Than Any
Lime Rick

September 3,4, and 5, 1982
Road America
Elkhart Lake, Wisconsin

This is your last chance in 1982 to test your skills and try to match yourself with the potential of your Porsche. "You can't go back again".

There is also the second concours event of the year combined to occur on Saturday morning.

If that isn't enough, there is the First Annual Limerick Contest on Friday.



Motor City Grand Prix

By Tim Bosanoz

Grand Prix Formula One racing cars roaring through the city streets between high rises, under plazas, and past churches, in the Midwest, in Detroit, in my hometown. A boyhood dream realized.

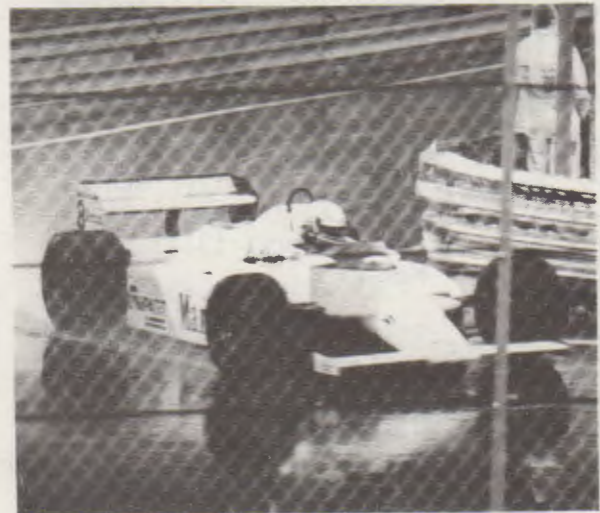
The inaugural Detroit Grand Prix began in frustration, for the organizers, race workers, teams, and the spectators. The weekend ended in success for Detroit and John Watson of the McLaren Team. The circuit was not in satisfactory readiness for "The Grand Prix Circus". More tire barriers relocated flag stations, and numerous other items would satisfy drivers and officials. When all was in readiness, the rains came and washed out any serious attempts for fast laps for qualifying. The rain on Saturday before the race, did allow the faithful spectators attending to witness Niki Lauda's expert driving of a new race circuit, not under optimum conditions. Before the rain arrived on Saturday morning, Alain Prost, in his turbo-charged Renault was able to set a fast enough time for the Pole on Sunday. Williams, Alfa Romeo, and Ferrari repeated their ability to challenge the Renaults speed. Handling problems for Lauda's McLaren, and a minor mishap to Watson's, put the McLaren team well back in the field for Sunday's race. Watson seemed to take his seventeenth starting position in a casual manner, playing host to several ladies and reporting to the press his interest in the porno movies available on pay TV in his hotel room.

Lauda retained his professionalism throughout. The German Manfred Winkelhock unexpectedly placed his ATS in good position for the start. Andrea de Cesaris wrecked another Alfa chassis in the tunnel under the Hart Plaza. The Alfa mechanics simply packed the whole mess into it's air freight crate Saturday night, de Cesaris would use his only spare car for the race.

Watson then began reeling in Rosberg who had replaced the faltering Renault of Prost. Despite an excellent drive by Rosberg in his Williams, he was no match for the inspired Watson. Watson's performance made the previous frustrations of the event worthwhile, passing 17 cars to take the Checker, certainly an outstanding performance on any Grand Prix circuit. A McLaren-Porsche team should be a powerful force on the Grand Prix circuits next year.

Jerrill Rice won the Saturday afternoon rain soaked Super Vee race. Mike Andretti wasn't able to continue his winning streak, despite the efforts of his father and the Alfa team mechanics to sort out Mike's problems. Andretti lost the lead in the race during a duel with Rice early on.

The race day on Sunday began with a vintage car race. The following Renault Cup race for LeCars preceded the main event, the Grand Prix.



The start of the Grand Prix was a clean one, except for some minor shunts causing the early retirement of Boesel and Baldi and Alboreto. De Cesaris managed to eliminate himself from competition. Prost kept his turbo Renault out in front of the field, with Keke Rosberg in hot pursuit. Another minor incident caused Patrese to slide into a tire barrier. A brake duct began to burn and a conservative red flag stopped the race. On the re-start, Prost pulled ahead, Rosberg continued the chase and a

great battle developed between Pironi's Ferrari, Cheever in the Talbot-Liger and Giacomelli in the remaining Alfa. Lauda followed this group with precise, intense driving, on lap 33 a fast moving Watson seemed to do the impossible by passing Lauda, Pironi, and Cheever, all in the same lap.



The McLaren team was accompanied by Hans Merger of Porsche. He seemed to take avid interest in everything going on, I'm sure the reports to Stuttgart will be well detailed. The Porsche turbo engine development is moving at full speed. Porsche and their suppliers are working through traditional European summer holiday period, in order to begin testing in September. The McLaren chassis and organization will be well suited for Porsche power in 1983.



NOTABLE QUOTES

Peter Schutz, while addressing the attendees of the final awards banquet at the Parade, spoke of the on-going development of the 911 engine. He indicated that some version of the 911, probably a 930 replacement, will be coming into the U.S. in the new future. Among other features, it will have the 944 type computerized ignition system and undoubtedly some form of turbocharging. According to Mr. Schutz, it will be a "real goin' Jesse!"

CHICAGO REGION GOODY STORE ITEMS

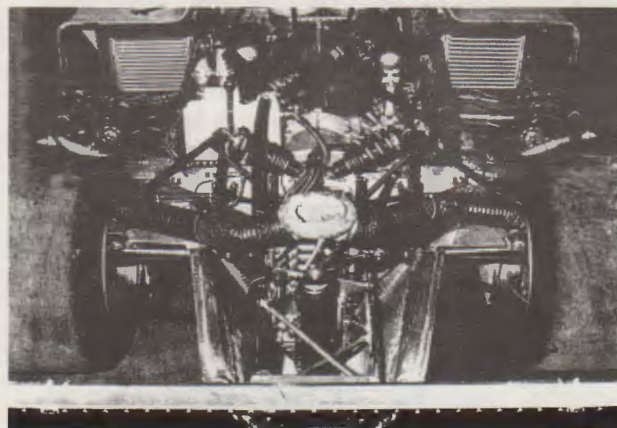
Chicago Region Car Badges	6.00
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Bumper Stickers	1.00
Buttons "Porsche Uber Alles"	.25
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PCA 1" Flats	2.00
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Porsche "Sex" Patches	1.00
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Porsche Neckties	15.00

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Porsche Racing News



(Left) Peter Falk (right), Director of Motorsport for Porsche AG, oversees the testing of the new Group C Porsche 956. (Right) the rear suspension/transaxle layout of the 956. Group C cars are also being built by Ford, Peugeot, Lola, March, Rondeau, Mirage, Sauber, Dome, Dart, URD and Cougar.



(Left) The 956 features Porsche's first monocoque race chassis. (Right) The front suspension of the car. This year the World Championship of Makes and the World Endurance Drivers titles will be contested by the Group C cars which are also eligible to run in the SCCA's Budweiser/Seven-11 Can-Am.



Trans-Am winner! Doc Bundy drove the Holbert/Escort Porsche Carrera Turbo to its first CRC Chemicals Trans-Am victory of the season at Sears Point. A Porsche 911SC took third in the contest.

REGISTRATION

ROAD AMERICA'S BETTER THAN ANY LIME RICK

September 3, 4, 5 1982

NAME _____ REGION _____ MEMBER _____ APPL. _____ GUEST _____
2ND DRIVER _____ REGION _____ MEMBER _____ APPL. _____ GUEST _____
PORSCHÉ MODEL _____ TYPE _____ YEAR _____

TIRES: Street or Racing? _____ 60 profile and lower, specify size and manufacturer.
When was the last time you autocrossed at Road America? _____

List all modifications. Failure to do so may be reason for disqualification. Enclose separate sheet if necessary.

Concours Class: _____ A (Interior, exterior, trunks, engine, bottom)
_____ B (Interior, exterior, trunks, engine)
_____ C (Interior, exterior, trunks)
_____ D (Interior, exterior)

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 or older. All registrations will be acknowledged. Requests for refunds must be received by August 30. If your registration is received after August 30, add \$5.00 late registration fee.

Any one willing to help with timing or otherwise, please indicate _____.
Make checks payable to PCA/Chicago Region

Mail To:
Wilma White
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Urbana, Il. 61801
(217) 367-0356

WEEKEND \$65 _____ SAT. ONLY \$45 _____ SUN. ONLY \$45 _____ CONCOURSE ONLY \$15 _____

REGISTRATION FOR SIEBKEN'S RESORT
PCA/CHICAGO REGION, SEPTEMBER 3, 4, 5, 1982

NAME _____
ADDRESS _____

Please reserve a (single) (double) room for _____ night(s), September _____
at the special Porsche Club rate.

NO. OF DINNERS FOR SATURDAY NIGHT _____ NO. OF BUFFETS SUNDAY AFTERNOON _____
_____ Duck) _____ @ \$8.00 each
_____ Prime Rib) @ \$14.75 each _____
_____ Wienerschnitzel)

ROOM AND MEAL RESERVATIONS MUST BE RECEIVED BY SEPTEMBER 1, 1982. MEALS MUST BE PRE-PAID. ROOM DEPOSIT OF \$35.00 IS REQUIRED

Enclosed is my check for _____ meals and room deposit.

_____ Room deposit
_____ Meals
_____ Total

Mail To: Siebken's Resort
Elkhart Lake, Wisconsin 53020
(414) 876-2600

REGISTRATION

POTTERS PICNIC 1982
August 15, 1982

Dear Linda:

I have my _____ car clean (check all three) and am on my way!
_____ appetite whetted
_____ sneakers on

NAME _____ MEMBER _____

APPLICANT _____ GUEST _____ 356r _____

No. of Adults @ \$6.00 each _____

No. of children @ \$2.00 each _____ (under 3 years FREE)

Make checks payable to PCA/Chicago Region

Mail To:
Linda Patterson
18218 West Twin Lakes
Wildwood, Il. 60030

BLACKHAWK 8 HOURS AGAIN
August 4, 1982

Dear George: Once is never enough! Sign me up!

NAME _____
ADDRESS _____
MEMBER _____ APPLICANT _____ GUEST _____
PORSCHÉ MODEL _____ COLOR _____ WANT INSTRUCTION _____

Registration Fee: \$35.00 before August 2nd
\$37.50 after August 2nd or at line

Dinners:
Adult Prime Rib \$8.50 _____
Adult Buffet \$5.50 _____
Child Prime Rib \$7.00 _____
Child Buffet \$4.00 _____
TOTAL _____

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The Chicago Scene is the official publication of the Porsche Club of America, Chicago Region, and is published monthly.

Material must be received by the Scene editor no later than the tenth of the month to be published in the next issue. Contributions will be published on a space available basis. The editor reserves the right to edit, as necessary, all material submitted for publication.

Statements appearing in the Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

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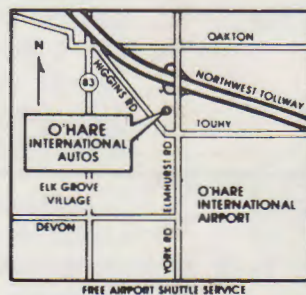
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