

C H I C A G O

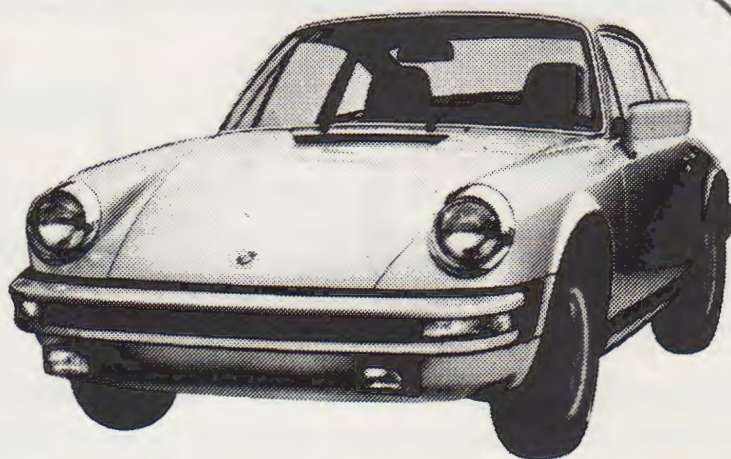
SCENE



Know Your Members	10
Mini Series Standings	12
Holiday Dinner Dance	12
Is Retirement Weiss ?	13
If I Only Had ...	16



December 1982



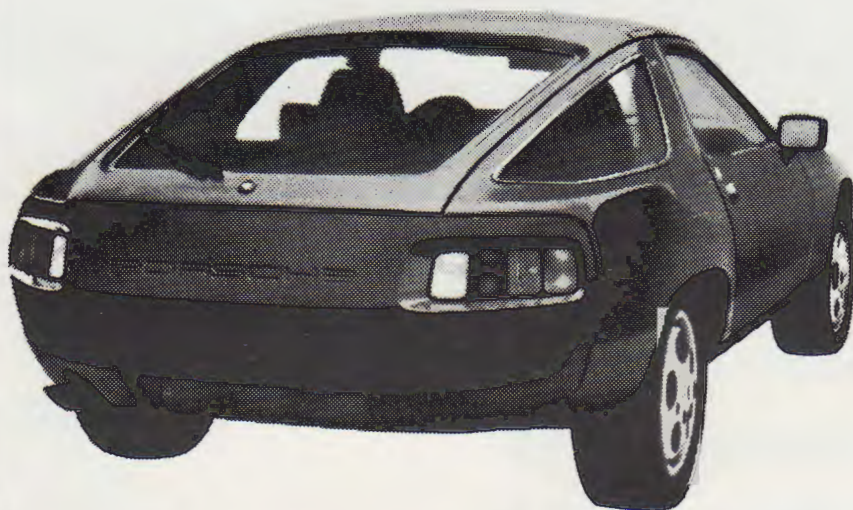
LEE KLINGER

PORSCHE + AUDI

1949 St. Johns Downtown Highland Park
(2 Blocks from the Northwestern R.R. Station)
(312) 432-5020

Service Hours: Mon-Fri 7:30-6:00
Parts hours: Mon-Fri 8:00-6:00
Sat. 9:00-3:00

parts & service



OPEN
SUNDAY

Direct Line Dial (312) P O R - S C H E

FRONT PORCH



THE CHANGING SCENE OF WINTER

By Julie Quebe

December can be a very depressing time of the year, if you let it. It's cold, you're being trampled in the stores by Christmas shoppers, your nose started running in November and you know from experience that it is not going to stop until June.

On the brighter side, you don't have to worry about your tan anymore; if your a concourser, your car is probably in storage and you won't have to clean that anymore; and if you're a newsletter editor, December is your last issue of the year.

Now we have to start looking at the next 12 issues. Jerry and I feel we can take some pride in our first 12 issues. We feel we've put out a fairly attractive, entertaining issue each month. When Bob O. used to be our friend and we took the job as editors, we didn't realize that it was going to be such a continuous job. We often find ourselves working on the next issue when the one we just finished is at the printers. But our hard work has been rewarded with many compliments and constructive critique offered by you.

These compliments and critiques have inspired us to continue our work and attempt to improve upon it. Our goals for the 1983 Scene are to improve it's appearance and its content by taking it further toward being educational and entertaining with more technical and feature articles. But, in doing this we don't want to increase the cost of production.

One change we are making to improve the appearance is to work with a larger camera ready layout that will be reduced to our normal 8 1/2"x11"

JANUARY												FEBRUARY											
2	3	4	5	6	7	8	9	10	11	12	13	1	2	3	4	5	6	7	8	9	10	11	
16	17	18	19	20	21	22	23	24	25	26	27	14	15	16	17	18	19	20	21	22	23	24	
28	29	30	31									27	28	29	30								
MARCH												APRIL											
6	7	8	9	10	11	12	13	14	15	16	17	3	4	5	6	7	8	9	10	11	12	13	
18	19	20	21	22	23	24	25	26	27	28	29	14	15	16	17	18	19	20	21	22	23	24	
30	31											25	26	27	28	29	30						
MAY												JUNE											
1	2	3	4	5	6	7	8	9	10	11	12	5	6	7	8	9	10	11	12	13	14	15	
13	14	15	16	17	18	19	20	21	22	23	24	16	17	18	19	20	21	22	23	24	25	26	
26	27	28	29	30	31							27	28	29	30								
JULY												AUGUST											
3	4	5	6	7	8	9	10	11	12	13	14	7	8	9	10	11	12	13	14	15	16	17	
16	17	18	19	20	21	22	23	24	25	26	27	18	19	20	21	22	23	24	25	26	27	28	
28	29	30	31									29	30	31									
SEPTEMBER												OCTOBER											
4	5	6	7	8	9	10	11	12	13	14	15	2	3	4	5	6	7	8	9	10	11	12	
17	18	19	20	21	22	23	24	25	26	27	28	13	14	15	16	17	18	19	20	21	22	23	
29	30											24	25	26	27	28	29	30					
NOVEMBER												DECEMBER											
6	7	8	9	10	11	12	13	14	15	16	17	4	5	6	7	8	9	10	11	12	13	14	
19	20	21	22	23	24	25	26	27	28	29	30	15	16	17	18	19	20	21	22	23	24	25	
27	28	29	30									26	27	28	29	30	31						

- Tech Session January 16
- Ice Gymkhana February 20
- Concours School and General Meeting March 27
- Rallye April 17
- Drivers School May 1
- Road America Autocross May 28,29
- Rallye June 11
- Boat Ride June 25
- Blackhawk Midweek June 29
- Ravinia July 10
- Potters' Picnic and Concours July 17
- Blackhawk Autocross July 20
- Parade July 31-August 6
- Blackhawk Midweek August 17
- Road America Autocross and Concours September 3,4
- Charity Gymkhana September 25
- Rallye-Tour Brunch October 8,9
- October 23
- Concours November 6
- Dinner Dance December 10

size which will at the same time reduce the number of pages, reducing printing costs and postage.

We have added to our staff to help take some of the pressure off of us (me) and add more variety to the newsletter. Val and Vic Harris are going to be assisting in the area of regular columns and event articles. John Bohlander is going to assist with our TLC column on technical tips. Tom Harwood is now actively pursuing advertisers, something that hasn't been done for some time. Jerry and I will continue looking for authors for feature articles.

One final thing, Jerry and I are going to work harder on is to increase the number of photographs. We feel the photographs can communicate the excitement and fun of an event better than the written article. Everyone seems to enjoy and comment on these more than anything else.

So it is December, the end of 1982 and 12 issues of the Scene. But on the brighter side we have 12 more new improved issues to look forward to. ...Oh Help!



TLC

FROZEN WINDSHIELD WIPERS
By the Munster Masher

With reasonable care and finesse you can get the windshield wiper arms off of any Porsche. Stop them in some convenient spot (by turning off the key) so you can get them back on exactly where they were.

There should be a plastic cap and perhaps a washer on the part that sticks up through the cowl. Remove that too. Now, slowly drip WD 40 or some such lubricant on the shaft that normally reciprocates. The object is to lubricate the stationary bushing and the moving shaft. Clean up your spilled oil and put everything back together. Run the wipers to check if they are on properly.

P.S. Take off your belt with the huge buckle before you do this job.



Manny's

PORSHOP

THE SAME HIGH QUALITY SERVICE AND SATISFACTION

WE HAVE PROVIDED OUR 911 DRIVERS OVER THE YEARS,

WHETHER FOR STREET OR COMPETITION EVENTS, IS NOW

BEING OFFERED TO ALL 944, 928 AND 924 DRIVERS.

16973 Vincennes
So. Holland, Il.

312-333-6606
Manny Shoshoo

BY APPOINTMENT ONLY

944

928

924

The 'O'val Office

SO, WHAT'S BEEN DONE?

By Bob Ostholthoff

It's natural at this time of the year for me to review the Region's current status and evaluate how it fared in 1982. That's part of my job.

We are a healthy Region of hard-working and very capable members and our Region reflects exactly what we (and I mean every member when I say "we") want it to be... There have been no drastic changes but that doesn't surprise me, given the established, not to mention successful, pattern that we have developed over the years.

There have been some subtle moods that I have noticed in 1982. Several individuals in the Region have felt the need for certain changes and the Board and I have listened in earnest to them all. Some are certainly no secret as they were public suggestions/criticisms put forth, among other places, in the Scene. I was pleased to see these people express their opinions.

Joe Flores' recent communication to the members is the most obvious that comes to mind. Joe feels a need for different approaches to events and club administration. He has a genuine interest in the Region and its operation.

Eve Estrada would like to see more and better driving instruction at events. In her two years as a member she has not received the formal instruction she feels this club is capable of giving her.

The 1983 Region Calendar will reflect what we hear the members telling us. In March we will hold a large, multi-category event including a General Meeting. This will be a chance for all members to meet with the officers, directors, and coordinators and discuss the plans that have been made for 1983. On May 1st we are holding a Drivers' School. This will be conducted with a classroom/driving-exercise format to best deal with fundamentals. Joe and Eve brought these

suggestions to our attention and they got results.

Earlier this year Heber MacMahon suggested we hold an autocross at Blackhawk for, what he felt was, a sizeable group who wanted more auto-crossing opportunities. After discussing it with him, I presented it to the Board. We covered every pro and con and finally decided to try it. There's a risk involved but the Board has enough confidence in all of us to give new ideas a chance.

An occasional pat on the back is nice to get, too. Bob Law's article about the quality of our events was a real confidence booster. His experience with other clubs' events gave him the insight to evaluate our performance, something many of us don't make a conscious effort to do. His comments inspire us to work even harder to stay at the best.

I receive direct feedback from members and I hear my share of rumors, too--some good, some bad. But I prefer not to approach any matter based on rumor. If I hear someone is unhappy about any aspect of the Region, that simply is not sufficient evidence upon which I can act. I must know directly what's on your mind and then I can work with you.

If you need or want something in this club, pick up the phone and tell me or any Board member. If it is a legitimate request/suggestion the Board will consider it. Joe Flores and Eve Estrada have proven that. Heber also talked to me in May about becoming more involved this year. He is 1983 Autocross Coordinator. Bob and Ginny Gummow called about chairing a rallye. They will head up the fall Rallye-Tour. Barry Sitnik, a new member this year, called to say he wanted to help in any way he can. He will co-chair a Blackhawk. As you can see, it's easy to accomplish things and become more involved in the direction of this club if you speak up.

I still have openings for next year's events. My phone numbers haven't changed and I'll listen to what you

say. Praising, complaining, or volunteering each demand the same thing. Someone should hear it--then do something about it. That's what you elect me and the rest of the Board to do, so try us.

P.S. Can you believe this is the December issue already? The holidays are upon us and the Dinner Dance will be the caper to a wonderful Chicago Region year. Kathy, Tom, and Jim are organizing a lovely event that none of us will want to miss.

Have a blessed Christmas!!!



**Twenty-eighth annual
Porsche Parade**

July 31-August 6, 1983



Ozarks '83

**Watch for registration form
in
January
PANORAMA**

CHICAGO REGION GOODY STORE ITEMS

Chicago Region Car Badges	6.00
" " License Plate Frames	2.50
" " Key Chains	1.50
" " Name Badges	2.00
" " Yearbooks	1.00
" " T-Shirts	5.00
" " Patches	1.50
Bumper Stickers	1.00
Buttons "Porsche Uber Alles"	.25
Porsche Belt Buckles	9.00
PCA Mylar Decals (interior & exterior)	1.00
PCA 2" Decals (interior)	.10
PCA 1" Flats	2.00
PCA 1/2" Flats	1.50
PCA Car Badges	12.00
PCA Emblem Patches (small)	1.50
PCA " " (large)	3.00
Porsche Decals (small)	.50
" " (medium)	.75
" " (large)	1.25
Porsche Stick Pins	.75
Porsche Cars	3.00 to 11.00
Porsche Patches (small)	1.00
Porsche "Sex" Patches	1.00
Porsche Underwear (o.s.f.a.)	4.00
Porsche Neckties	15.00

goody store



**Visit At Events
Or Contact:
Helga Meyer
(219) 838-9232**

Insight

RALLYING '82 - LOOKING BACK

By George Melford

Now that another season of rallye competition is behind us and we've complimented or cursed the rallye-masters and/or ourselves for what happened, here are a few ideas for the '83 rallye season. They may be especially helpful to those who only had a chance to run in one event or for those who hoped to have finished higher in the standings.

As I've said before, understanding your General Instructions should be rule number 1 before you leave the startpoint. It's OK to stand around and shoot the breeze with your friends after you've thoroughly read (and re-read) the Generals. Look for "flakey" definitions in the glossary; understand how the Main Road is defined; know Priorities in applying instructions and be familiar with the odometer correction.

When leaving the start point drive safely at all times. Stick to staying on course - getting involved in timing calculations at the expense of course following won't get you any trophies. At the checkpoints, read the critique of the leg you've just completed, any traps in the leg should be explained. Understand the "where, when, why and how" behind the trap - you may encounter the same trap again before the day is over. When you begin the new leg, start on your assigned out time, not early or later. You don't know where you'll find the next checkpoint. Also be sure you note the Instructions you're working on, your assigned CAST and any Special Instructions as you leave the checkpoint. It won't help to leave the checkpoint on time at the wrong speed or attempting to work the wrong instruction. Continue driving safely.

When you do reach the endpoint of the rallye, it makes it a lot easier for the rallyemaster if you complete your Score Sheet. If you don't know how to do so, ask someone to help you. Again, the idea of our Club is to

enjoy each others company but if you're at all serious about doing well at rallying the endpoint is an opportunity to discuss the days event with your friends. If you didn't finish as well as you had hoped to, this is the place to ask questions about the rallye. If you did finish well, share your experience with friends who may need your advice. To discuss the rallye, it's a good idea to have your General and Route Instructions and critique slips with you, not out in the car. Even reading through the rallye material after arriving home a day or two after the event should help you in the next rallye you try. Drive safely going home too.

Joe Hill will be our rallye coordinator for next year. For a more passive role in learning rallying you may want to contact Joe and offer to work in one of our next years' rallyes. The skill necessary for rallye workers are very quickly and easily learned and its a chance to pickup some additional insight on the sport. Joe can also give you more information on what the Mini Series of rallyes are all about if you'd be interested in trying these in '83.

Finally - for those who were not able to participate, you missed the best rallye of the season in Minato's October 10th event.



COVER CREDITS

Some of us have more fun driving in these conditions. Whether you drive your Porsche or store it, it's time to enjoy the winter snow in Chicago. Photograph by Robert Ostholthoff.

The graphic work on the photograph to prepare it for printing was donated by Tapco Graphics of Chicago.



REAR VIEW MIRROR

MUNCH-A-BRUNCH REVIEW

By Mike and Peggy Hamburg

We'd like to extend our condolences to those of you who did not attend the October 24th Munch-A-Brunch that was held at Nordic Hills Country Club.

What you really missed was terrific food, a beautiful setting, relaxed atmosphere and good conversation with good friends.

To say the least, the array of foods laid out before us was wonderfully tempting and as equally delicious as it was beautiful. There were tables upon tables of exciting creations to choose from. Aside from the basic breakfast foods of eggs, sausages & potatoes, there were ribs that could melt in your mouth, wonderfully seasoned chicken, roast beef, crepes and much more. This was all before you even got to the tables (yes-more than one) loaded with flakey pastries, puddings, pies, cakes, and even chocolate mousse.

Last year as new members we attended the brunch in Richmond, Illinois and were delighted to meet so many good people in such a pleasant way. I'm sorry to say that had this been our first Porsche event, we would not have met very many club members aside from the officers and spouses. On a day that turned out to be so beautifully pleasant, we had really anticipated more of a turn out.

All in all, the food, people, and weather were terrific and we can confidently say that no one left hungry.



"I'm glad we're joining Ron, now I don't have to cook breakfast."

PHOTOGRAPHS

By John Bohlander



Mike - "This food's great, isn't it?"
Peggy - "And it's easier on my arm than hang gliding."



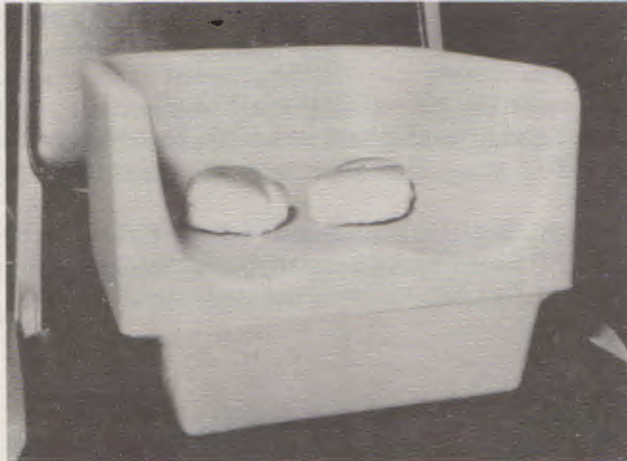
Mousse, eclaires, cream puffs - breakfast of champions?



Linda - "You've had enough dessert dear".
George - "What dessert?"



How's this for a brunch sandwich?



Doc Gunther - The factory has finally offered your 944 bun raiser.



Michael - "Want a ride in my Porsche, Dana?"



Jim & Laura - "Would you still be smiling if someone just cut 70 ft. off your yacht?"



Sandra - "See Bill, if we'd rallye more we could have gotten here on time."



This should be sufficient grounds for yet a 3rd ballot!



One of the Degens is still recalling the food on their Mexican trip. Guess which one!



Dennis and Jackie Raucci - "This is so much fun, let's go home and clean our car for the Concours."



METRIC CRESCENT ?

By Julie Quebe

...For those of you who didn't make the fall concours you missed what is being referred to as one of the best and most fun events held all year. Dan Bacin should receive the Entertainer-of-the-Year award. He put on a great show with the wine and cheese at the concours and as stand up comic at the Como Inn.

...Dan did have a few tense moments though. One of the hot spots in Chicago, Bacino's on Lincoln, got a bit too hot with an electrical fire that put its customers out on the street. That started Dan's week which continued with him misplacing his event package. Dan, you've got to get more organized.

...It is a good thing for Dean Bangert that as long as you own a Porsche it doesn't matter what your other cars are to be a member in the club. Corvettes are bad enough. But a baby blue Vette wagon?

...Why did Linda Patterson get so excited when it was suggested that Rip be overall scorer next year?

...Good news folks! George Rudawsky has committed himself to getting his car painted. After many hours of intense research, they even figured out which was the right color yellow to paint it.

...Congratulations to Diane and John Welda for the excellent performance in the Mini Series Rallies.

...An old member, Frank Wagner, is opening his own parts and accessories shop in Michigan under the name "Sixer Enterprises". Good luck Frank, we hope your business venture is more successful than past ventures.

...Is there a new 1660 faction surfacing in the club? Along with sharing an interest in autocrossing and concouring, Barry Sitnick, Heber MacMahon and Barry Paddor all live in

the same complex at 1660 North La Salle. I bet their parking lot is quiet.

...Happy 40th Birthday to Jerry Quebe from your loving wife Julie...GOTCHA!!

...Martina Navratilova ended Tracy Austin's four-year winning streak at the Filderstadt, West Germany, Grand Prix tournament with a 6-3, 6-3 victory that took 90 minutes. The Czech-born American, given the choice between \$22,000 or a new Porsche, picked the car without hesitation. "I saw the car in the hotel lobby every morning on my way to the courts", she said, "and that was enough inspiration for me."

...Gus would have written this article if he hadn't been painting. Lighten up Gail.



MINUTES MINUTES MINU

By Helga Meyer

The September 18, 1982 Chicago Region Board meeting was held at the home of Bob and Wilma White in Urbana, Illinois.

President Bob Ostholthoff has mailed a letter to the membership as an amendment to the Scene. In this letter, Bob listed the slate of officers for 1983 and explained procedures for other nominations. The official ballot will appear in the October Scene.

Bob Law has set up the Chicago Region, PCA, membership phone 1-312-769-8193. Three applicants were approved for membership: George and Peggy Bosek; Alvin and Martha Bothwell; and Manfred and Marlene Pfeiffer.

The Historian, Wilma White, had Chicago's 1981 Region of the Year trophy engraved and Chicago Region's charter and certificate of appreciation framed

1984 Parade Chairman Neil Holleb reported that the 1984 Parade is running on a profit basis, thanks to the T-shirt sales.

George Gutmann reported that rallye clocks with storage feature are no longer available for sale.

John Bohlander is taking care of getting PCA membership boards to all the current Chicago Porsche dealers.

The Board discussed Jim Dorfman's proposals for securing sponsorship for the Dinner Dance.

A motion was approved for Neil Holleb to send an address change mailing to the Chicago Region membership.

Potters' Picnic will be moved from August to July next year; it will be the 25th anniversary of the picnic.

Heber MacMahon's idea to use Blackhawk for an autocross at \$1500/day was considered cost prohibitive.

Proposals for 1983 PCR changes - 14" wheels on 356's can not have 60 series tires or lower.

Proposals for 1984 PCR changes: remove cleaning materials from concours site at time of judging; rallye lasts no longer than 4 1/2 hours; rallye competitors sign up for 1/2 hour slots.

After discussing Joe Flores' letter to the Board members, the Board concluded that there is a definite need to get more people involved in chairing or co-chairing events. The Board felt that by chairing an event and coming to Board meetings, a member can see how the Chicago Region operates.



Body Werks of Barrington

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



Cycle Works
Of Barrington

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

Know Your Members

OR HISTORICAL TRIVIA QUIZ

By Wilma White

1. Who joined Chicago Region in August 1976 with a 1955 grey Spyder and probably wishes he still owned it?
2. Who was a 1967 applicant with a 1966 green 912, but never left his restaurant and other business long enough to join Chicago Region?
3. Who joined Chicago Region in August 1971 and owned a raspberry colored 911 with a tan interior? He couldn't take the kidding and shortly moved to the Detroit area.
3. Who joined in May 1972, with a 1963 white 356R and probably also wishes he still had it?
5. What illustrious newsletter editor was quoted in April 19, 1974, Chicago Tribune Magazine article entitled, "Rallye 'round the Relish Dish", as saying, "I'm good, I'm really good..?"

7. What year was a very good year for future board members and workers? Walter and Mae Minato, Tom and Randee Beverly, John Bohlander all joined that year, as did Susan Blomquist our former Secretary. Rew Godow, our 1984 Parade Treasurer and Florence, re-joined that year as well.

The answers to these earthshaking questions appear at the end of the article. They are all based on facts gleaned from the Chicago Region archives.

In an unguarded moment immediately after the October Board meeting, the Club Historian (that's me) was cornered by Rob O, the Minatos, and the Gambles and was asked just what was to be done with all the old membership records which were getting out of hand.

After allowing as how I would haul them home, save the most recent years, and pitch the rest, John Bohlander was conned into lugging the large box of records out to the car (fortunately the Pontiac was the evening's trans-



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

poration, so there was space for all that stuff) and the box and I took off for parts south.

After going through the material the next day, it became apparent that here was a real "find" and nothing to be thrown out. There were Board minutes back to 1972 and membership records back to 1965, not to mention event reports, loose dust and scraps, correspondence, and a file labelled "Old Form Letters".

I volunteered not long ago to be Historian after getting involved in tracing the Region's history in connection with our 25th anniversary. Rob and I already have quite a complete set of Board minutes of our own, newsletters from way back, and other trivia. When other information was acquired last April it seemed only appropriate to keep it all somewhere, expand the collection, and make it useful to the Club. Recently a person here in Champaign gave Rob White a copy of the notes of the third and fourth meetings of Chicago-Milwaukee Region. Dan Gallagher unearthed newsletters from the late '60s and early '70s, and George Gutmann has promised us more. We are holding for safekeeping the Chicago Region Charter and Certificate of Recognition from National as well as that flashy, if not tasteful, trophy for Region of the Year which Chicago will retain until the 1983 Parade.

The Club now has a large amount of interesting material gathered in one spot where it will be carefully taken care of. If there is anyone out there reading this who would like to contribute memorabilia they may have in the basement, garage, or attic to the Region's archives it would be greatly appreciated.

This collection is not limited to minutes, newsletters, etc. Anything connected with Chicago Region would be welcome, from Parade(s) material to old calendars and membership lists. There are very few PCA Regions older than Chicago and very few Regions that have been as consistently active.

We have a good start on our historical collection; please add to it if you can.

ANSWERS: 1. Dean & Milly Bangert 2.
Joe Marchetti 3. Al Marmalad 4.
Frank Wagner 5. Dan Gallagher 6.
Jim Dorfman 7. 1978



PSSST !!

WANNA BUY A ?

FOR SALE: 911 SC Cat Conv replacement pipe, used 4000 mi., \$75; 2 7x16 and 2 8x16 911 alloy wheels with appropriate P-7's, superb cond., \$1500; 2 6x16 and 7x16 alloy wheels with appropriate NCT's, excellent cond., \$1000; late 911 jack, \$20; pair of Carrera RS (73) rear bumpers, sandblasted and perfect, \$200; PD watch, sable, NEW, \$400, red leather interior from 911 SC (door panels are power window version), perfect condition, removed from car at less than 2000 mi., complete less dash, \$600 (includes seats!); take out Porsche factory radio (from my SC), perfect, \$125; many other good used parts from older 911's. Call after 7 PM. Brian 382-5933.



FOR SALE: Complete air conditioning unit for 911 T. 1971 unit is new and includes condensor, compressor, hoses and brackets. Also two Porsche Tool kits, price is negotiable. Call 448-9477 or 389-3261.

FOR SALE: 356 parts: luggage rack, \$150; brand new windshield, \$110. For 356 conv. - new exhaust system (356B) \$100; rear deck lid w/vents and hinges, \$150; gauges tach speedo clock and many more parts? Call Terry at Lee Klinger. 432-5020, Days.



Mini Series Standings

By George Melford

While our turnout for this Mini Series wasn't overwhelming, we did have at least 2 cars participating in every Mini Rallye. Unfortunately, we never had more than 4 cars at an event and, as a consequence, for the 3rd year in a row BMW Club won 1st in club competition.

As for overall standings, Jon & Dianne Welda were unbeatable this year taking 1st place overall in PCA standings after Mini III. There were the 1st place PCA car in all but Mini V when a friend of mine from BMW Club and I ran in the experienced class (taped odometer) and finished on top. Jon & Dianne never finished lower than 6th place overall in any Mini series and were 1st overall in Mini III.

Second place overall could have been taken by either Bob O. or Norm Studier had Bob run one more event or had Norm not run with a different navigator in one of the three Minis he participated in.

As it ended, Joe Hill and Joni Molinari finished 2nd overall for their performance in Minis III, IV & V.

Final points were awarded as follows:

TEAMS, SERIES AND SERIES TOTAL

WELDA² - I - 1 (10); II - 1 (10);
III - 1 (10); IV - 1; V - 2; Total 30

HILL/MOLINARI - III - 3 (5); IV - 4
(4); V - 3 (5); Total 14

OSTHOLTHOFF² - I - 2 (7); II - 2
(7); Total 14

STUDIER/LEIGH - I - 3 (5); III - 2
(7); Total 12

MELFORD/CHRISTENSEN - V - 1 (10);
Total 10

ALLMAN² - IV - 3 (5); V - 4 (4);
Total 9

STUDIER/LARSON - IV - 2 (7); Total 7

The 1st number is the team's finish position in PCA competition. The number in paranthesis is points awarded for the individual events. Remember - overall scoring was based on participating in 3 Mini Rallyes as the same team.



Holiday Dinner Dance

Achtung!

*The Board of Directors, Officers,
and the Committee for the*

Holiday Dinner Dance

*would like to cordially
invite you to join them*

on December 11th at

Zum Deutschen Eck

*2924 N. Southport Avenue
(1400 West)*

Chicago, Illinois 60657

Cocktails: 7:00 p.m.

Dinner: 8:00 p.m.

\$50.00 per couple.

Black Tie Optional

Zum Deutschen Eck is located two blocks north of Diversey on Southport Avenue. Exit the Kennedy at Fullerton East bound. Make a left onto Southport and go six blocks or taking Lake Shore Drive, exit onto Fullerton West bound on to Southport.

Outmarker

WHEN IS RETIRE MENT WEISS...OR ALL ABOUT PORSCHEs AND TIRES!!!

By Bob White

The January event will be a technical type meeting aimed at providing a complete background on the tires Porsche's run on as well as other inferior vehicles which also populate the streets. The black rubber donuts that are taken for granted by the vast majority of the motoring public have a wide range of characteristics and costs and are one of the areas which is least understood and most talked about. The program is planned in three parts: 1. A discussion of tires, including their construction, their characteristics, and their relationship to the Porsche. Included are the effects of tire pressure, size, etc. 2. A discussion and presentation on the tire sizes, types, and manufacturers, and rim sizes which are compatible with your Porsche. 3. A panel discussion-question and answer session

on tires and your Porsche and possibly other cars.

A technical representative from one of the major radial tires companies has also been invited to participate. The presentations will be by Bob White and personnel of the Weiss Tire Company. The panel for the discussion-answer session will include Bob White, Jerry Weiss and other knowledgeable members of the Region.



So everything you wanted to know about tires but did not know who to ask along with the chance to socialize with all the Chicago Region members while your car waits out the salt and snow of January.

A site and time has not yet been determined, but mark your calendars and plan to attend. More definitive information and a registration form will be in the next issue of the Scene.



RACE ON OVER TO BACINO'S OUR STUFFED PIZZA IS A WINNER!

- Stuffed Spinach Pizza our Specialty
- Lunch & Dinner Menus
- Private Party Rooms
- Pizza to Go

BACINO'S™
STUFFED PIZZA

OUR STUFFED PIZZA IS NOW AVAILABLE AT
MARSHALL FIELD'S STATE STREET,
WATER TOWER & OLD ORCHARD STORES

2204 N. Lincoln Ave. • Chicago • 472-7400
75 E. Wacker Dr. • Chicago • 263-0070

REAR VIEW MIRROR

STUTT GART STALLIONS IN A FERRARI STABLE

By Tim Bosanoz

Ferrari aficionado Joe Marchetti's International Autos, Ltd. was the site of the fall concours d'elegance. The sexy Italian machines were an added attraction to the immaculately prepared German models. Note must be taken of a strange bastard vehicle outside the proceedings which appeared to be of American lineage. I never knew Corvettes came as station wagons.

Bread sticks, wine and cheese were served while the judges went to work. As the judging continued, the on-lookers inspected Mr. Marchetti's fine collection of Daytona's, a 275 GTB, even a rare 365 California Spyder.

After the completion of the judging, everyone "Porsche-Paraded" by foot to the Como Inn, for an excellent Italian buffet, and of course, more wine.

PHOTOGRAPHS

FALL CONCOURS

By John Bohlander



Gene - "This could be more fun than concouring!"



Sorry, Walter, they don't come in black.



Tim Bosanoz can't wait 'til his 914 is ready to concours.
"Soon folks, soon."



"Owning a Parade T-shirt gets you a better score."



Mark - "I understand you can't stay for dinner."

Howard - "I don't want to talk about it"



Jim - "Gee guys, I'm really glad I bought this car."

Jerry & Owen - "So are we!"



1980 Snell approved?



Bangert looking over a potential "customer" for his Corvette hearse



Todd - "Don't pay attention to her, Jean, she's probably from the Ferrari Club"



Rose - "Why do you cover your beer bottle?"
Ed - "Jus' tryin' ta class da joynt up a little, woman."



Dan - "Just one more verse, Dean, I've almost got his wallet."



RESULTS

CLASS A

Jerry & Julie Quebe 287 1st

CLASS B

Bruce Janecek 209.9 1st
Dennis & Jackie Raucci 208.3 (appl)
Ronald Peterson 207.7 (appl)
William & Sandra Frazier 192.5

CLASS C

Dan Bacin 170.3 1st
Barry Paddor (appl) 163.7
Howard Yefsky 157.2

CLASS D

Tom & Phyllis Harwood 130.0 1st
Todd Kaitis 124 2nd
Brian & Susan Allman 117 3rd
Bob Ostholthoff 116.5
E.T. & Rose Vallone 109
Barry Sitnick 101.5
Jim Becker (appl) 94.5
John Bohlander 94
Lucien Bruggeman 78



If I Only Had

IF I ONLY HAD A BACK-UP CAR...

Part II

By Phil Byrd

I arrived back at the track in 5 minutes into the session, and had the car ready to go 10 minutes later. Fred drove while I dressed. He pitted after 20 minutes. The car had been running and shifting well. It seemed to be faster than the other Carreras and a tad slower than the 934's. It looked promising.

I then took a couple of laps. The engine felt like it was missing, so I brought it back in and asked Fred to try it again. Fred took it out, and immediately ascertained that we were just short on gas. The problem was intermittent, so he continued on the rest of the lap. We looked for him to come into the pit, but he never showed.

Five minutes later we were notified that the car had been crashed at turn 11, and the Fred would be brought in by ambulance. We were pretty concerned about him, but couldn't find out immediately how bad off he was. After 15 or 20 anxious minutes, we were advised that he would be brought in at the end of the session since his injuries were minor, and stopping practice to retrieve him would not be necessary.

Our next thoughts were for the car. We knew that turn 11 was about the worse place to get off the track, since there was no where to go but either the dirt wall or the guardrail. Given a choice, I'd pick the dirt every time, but we were not afforded that luxury.

As we were later to learn from the corner workers report, and Fred's recollections, one of the other cars got into the corner a little too hot and was forced to use my car for brakes just as it passed the inside apex of the turn. My car shot straight off the track and plowed almost head-on into the guardrail at 40-50 mph.

Accelerating out of the slower turns (such as 5 and 14) was nerve wracking. I had no choice but to sit there and wait for something to happen. It was particularly frustrating when I would go in to a turn deeper to catch someone, brake later and harder, get the line through the corner, and then get dusted coming out of the turn on to the straight.

The other turns were bad enough, but I was finding that by judicious choice of the proper line, and precise use of the brakes and throttle, I was picking up on some of the competition. I was especially surprised when a 935 passed me at the end of the straight going into Canada Corner, hit his brakes, and found that he was getting passed back going into the turn by my car. I figured that he had a problem with his car, but found that I was picking up ground on most cars going into Canada Corner.

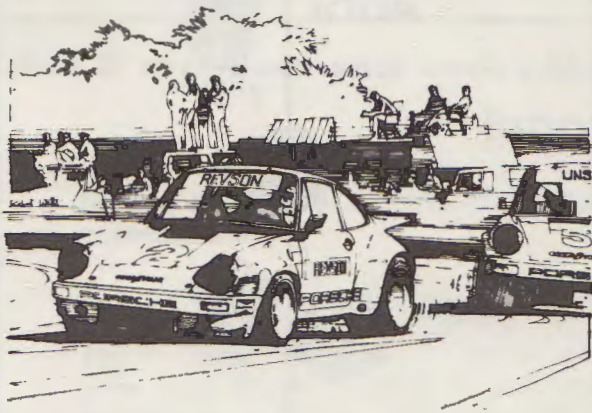
I guess that there is a moral to this story. It's nice to be working with a full box of gears, but if you're not, you should make every effort to utilize the gears you have as effectively as possible. In order to make time with only one gear, I had to go in as fast as possible on the best possible line, and maintain the fastest possible speed through the turn in order to attain some measure of acceleration upon exiting the turn. This is pretty obvious to almost everyone, but it is easy to lost sight of when you car has the potential to accelerate quickly.

Having figured this out (between turns 5 and 6 while I had nothing else to do), I determined that the main price paid for having only 3rd gear was the loss of top end speed on the R-A Straight, the Moraine Sweep, and the Kettle Bottoms, as well as the price paid in the aforementioned turns 5 and 14. The advantage was the time gained through the utilization of smoother, faster lines, and better braking going into the turns. This (amazingly) translated into 3 second laps better times.

I, of course, was unaware of the improved lap times, and had resigned

myself to keeping it on the track and finishing the race; but it was not to be. On lap 69 a cloud of smoke billowed out from underneath the car and I was forced to pit. The problem was obviously too serious to fix at track side, so we were forced to retire from the race. Final results showed us to be in 36th place overall at the completion of the race.

Later examination of the engine showed that 4 of the 6 bolts holding the flywheel onto the crankshaft had loosened up. One had backed out far enough to push on the clutch plate. This accounted for the difficulty in shifting. Because only the two remaining bolts held the flywheel onto the crank, a small amount of motion between the flywheel and crank caused a heat buildup sufficient enough to ruin the crankseal, allowing engine oil to run down onto the headers causing the smoke that signalled our withdrawal from the race. We didn't finish the race, but we had a good time trying, and learned a lot.



We got it back together for the following weekend at the Mid-Ohio PCA Drivers School. Our intentions were to use this event as practice for the Lumberman 6 hour race the following weekend at this same track. Additionally, I had borrowed some gears to use until the gears I had ordered from Germany arrived the following week. The new gears would be installed the week before the race. I wanted to be certain that the gearbox was right for this track.

My co-driver in the Lumberman 6 hour was to be Fred Baker, who is a past SCCA National Champion, and is currently competing against the likes of Jerry Hansen and Paul Newman for the GT-1 national championship. Fred had never driven the car, and was scheduled to get some time in it between his PCA instructor sessions that weekend. Fred got his sessions in the car, and was confident that it could be competitive the following weekend. Since Mid-Ohio is right in Don Sessler's back yard (so to speak) he dropped in and crewed for us. The gears selected proved to be good. Fred's practice times were excellent. We put 4 hours on the car that weekend with no component failures. Had the flywheel bolts not loosened up at Elkhart, the car probably would have finished the race.

After the PCA School, Fred took the car to Bedford P & A Motor Cars (the other dealer in the Cleveland area) where his guys (Fred is the service manager and part owner of Bedford P & A) installed the new gears and generally tightened everything up. I'm not sure what they did to the transmission, but it sure was smooth when they got done with it. It was nice to know that his regular crew would be working on my car during the race. They were fresh from their Porsche 944 World Endurance Championship victory at Nelson Ledges, and anxious to get their hands on a full-race car.

Friday morning was the first practice. Four laps into the practice session I put my foot into the throttle and tore the linkage off the slide valves. Apparently the throttle stop was out of adjustment, allowing me to overstress the linkage arm. I sat out the rest of the session in the infield. Fred's crew wouldn't arrive until the afternoon, so I headed to a welding shop with the car. I wanted to have it ready for the afternoon session.

Upon my arrival at turn 11, I found what only slightly resembled the car I had watched leave the pits. Sitting in the middle of scattered yellow and purple fiberglass debris was a car considerably shorter than any Por-

sche I had ever seen. The fuel cell had been rolled up into a ball, the left front wheel had made a serious effort to get into the cab, and the pedal cluster was inoperative in it's new location under the drivers seat. 80% of the components forward of the firewall were history. The passenger door was buckled, but the drive train looked good. The right-rear wheel was smashed, but amazingly, the trailing arm looked O.K. One C-V joint was ruined. Bad news for the good guys.

We (Fred, his crew, and I) are now putting it back together, and hope to be ready for the season finale at Daytona the end of November. We've had some bad luck along the way, but then, nobody said it was going to be easy. My luck is bound to change. Which reminds me...I've got to get back to Reno - I'm due for a break out there too. If I could have stayed another week, I'd have cleaned up! Speaking of Reno, if I could have gotten one more run on the autocross course, Rick wouldn't have beat me.... if...if...if...

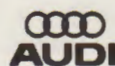


Did You Know That ?

It has been reported that Jo Hoppen has been bypassed in Porsche sales of the 956 Group C race car. Porsche will deal direct to customers rather than thru Mr. Hoppen. The same report suggested that this might possibly open the door for IMSA approval of the car in the Camel GT series.

Peter Fischer Import Motors Inc.

**SPECIALIZING
IN COMPLETE
MAINTENANCE
AND REPAIR
ON**



312-446-0414

1015 TOWER ROAD
P.O. Box 373
WINNETKA, ILL. 60093

Weekdays 8:00 am to 6:00pm Sat. by Appt.

**This Space Available
for
ADVERTISEMENT**

**If you are aware of any business that would benefit from an ad
in the Scene, contact the editors at (312) 870-0543**

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.

**Has it ever been your desire to be thought of as clever, original,
innovative ???**

Here's something to help you obtain that image in a painless, inexpensive way.

The Chicago Region 1984 Parade committee has produced a logo that shows the city of Chicago at it's best and adds the status of the name Porsche. It is being put on shirts that come in all adult crew neck sizes, ladies French cut, and all children's sizes including a tiny 2-4 for that new one in anyone's family. Beautiful shirt colors enhance the logo; e.g. lilac, jade, silver, marigold, hot pink, fuscia to name a few.

Here's that perfect Christmas gift for the person who has everything or that bread and butter gift for your out of town host or overseas friend. How about that teenager relative that's so hard to please, or that favorite teacher or special mother-in-law who would adore being thought of as younger than springtime in the lilac French-cut?

Shirts are a mere \$7.00 for adults and \$6.00 for children. They'll be available at most events or call Bruce or Jean Janecek (246-5492) for a mail order. We're here to help you with that new image and solve some of your shopping problems.

Parade T-shirts

REGISTRATION

HOLIDAY DINNER DANCE

Thank you for the invitation. We are looking forward to spending one final evening with our friends this year. Please save a place for Mr. _____ and/or Ms. _____

_____. Enclosed please find \$ _____ for _____ dinners at \$25.00 each.

Pre-registration is required before December 1, 1982.

Makes checks payable to PCA/Chicago Region:

Mail To:
Kathy & Tom Riley
2800 Lake Shore Drive
Apt. 2016
Chicago, Il. 60657
HP (312) 528-6916

DISCOUNTS TO ALL MEMBERS

Discount on Accessories & Parts

Largest in the Near North

Aftermarket Accessories

Huge In-stock Inventory

Specialty Items

STORE HOURS
OPEN DAILY 9:00-6:30 PM
THURSDAYS 9:00-9:00 PM
SATURDAYS 9:00-6:00 PM
SUNDAYS 9:00-2:00 PM

Almor
AUTO
PARTS

774-0040

5107 N. Harlem Ave.
Chicago Ill 60656

Cut Out and Send in Self-addressed Envelope

- | | |
|-----------------------------------|--------------------------------|
| <input type="checkbox"/> Kamei | <input type="checkbox"/> Hella |
| <input type="checkbox"/> Bosch | <input type="checkbox"/> Cibie |
| <input type="checkbox"/> Recaro | <input type="checkbox"/> Weber |
| <input type="checkbox"/> Bilstein | <input type="checkbox"/> K Y B |

Please Send Discount Card

Name _____

Address _____

City _____ Zip _____



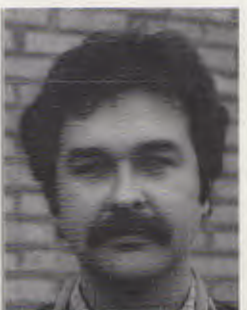
PRESIDENT
Robert
Ostholthoff
(312)-251-8907

VICE-PRESIDENT
Walter
Minato
(312)-259-7334

SECRETARY
Helga
Meyer
(219)-838-9232

TREASURER
Thomas
Harwood
(312)-742-6804

PAST PRESIDENT
Wilma
White
(217)-367-0356



DIRECTOR
Thomas
Beverly
(815)-476-7366

DIRECTOR
John
Bohlander
(312)-963-8076

DIRECTOR
George
Gutmann
(312)-631-6042

DIRECTOR
Joseph
Hill
(312)-545-5351

DIRECTOR
Thomas
Thompson
(312)-929-6136

AUTOCROSS COORDINATOR
Robert Law (312) 234-4405

RALLYE COORDINATOR
George Melford (312) 297-7358

CONCOURS COORDINATOR
Thomas Beverly (815) 476-7366

SAFETY CHAIRMAN
George Rudawsky (312) 823-2156

MEMBERSHIP CHAIRPERSONS
Robert &
Christine Gamble HP(312) 642-0608
Robert BP(312) 222-7270
Christine BP(312) 222-7255

SOCIAL COORDINATOR
Susan Allman (312) 382-5933

MEMBERSHIP & EVENT
INFORMATION (312) 769-8193

TECH CREW CHIEF
Ronnie Starkey (312) 463-6269

NEWSLETTER PHOTOGRAPHER
John Bohlander

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

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. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein.

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 edited if necessary and published on a space available basis. Mail material to J. Quebe, 1207 East Olive, Arlington Heights, IL., 60004.

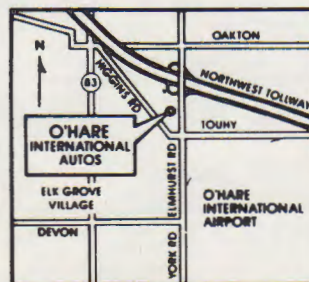
NEWSLETTER EDITORS
Jerry & Julie Quebe (312) 870-0543

O'Hare International Autos – Midwest's "Number 1" source for new Porsche – Audi – Mazda parts!

- Midwest's largest computerized parts inventory – over \$300,000 stock on hand.
- Reliable factory service and parts from largest Porsche, Audi, Mazda Dealership in middle west.
- Special emergency Parts Hotline – (312) 297-8606.
- Direct computer line to factory parts order center.
- Daily factory parts shipments and distributor pick-ups.
- Fast, experienced, knowledgeable countermen service.

O'HARE INTERNATIONAL AUTOS, INC.

1000 ELMHURST ROAD • ELK GROVE VILLAGE, ILLINOIS 60007



Follow The
Map to —
O'HARE
INTERNATIONAL AUTOS

FREE AIRPORT SHUTTLE SERVICE

Elmhurst (York) Road at Higgins (Touhy)

in Elk Grove

Midwest's Largest

PORSCHE AUDI mazda

Dealer