

Chicago Scene

DECEMBER, 1986

THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA, CHICAGO REGION



In This Issue . . .

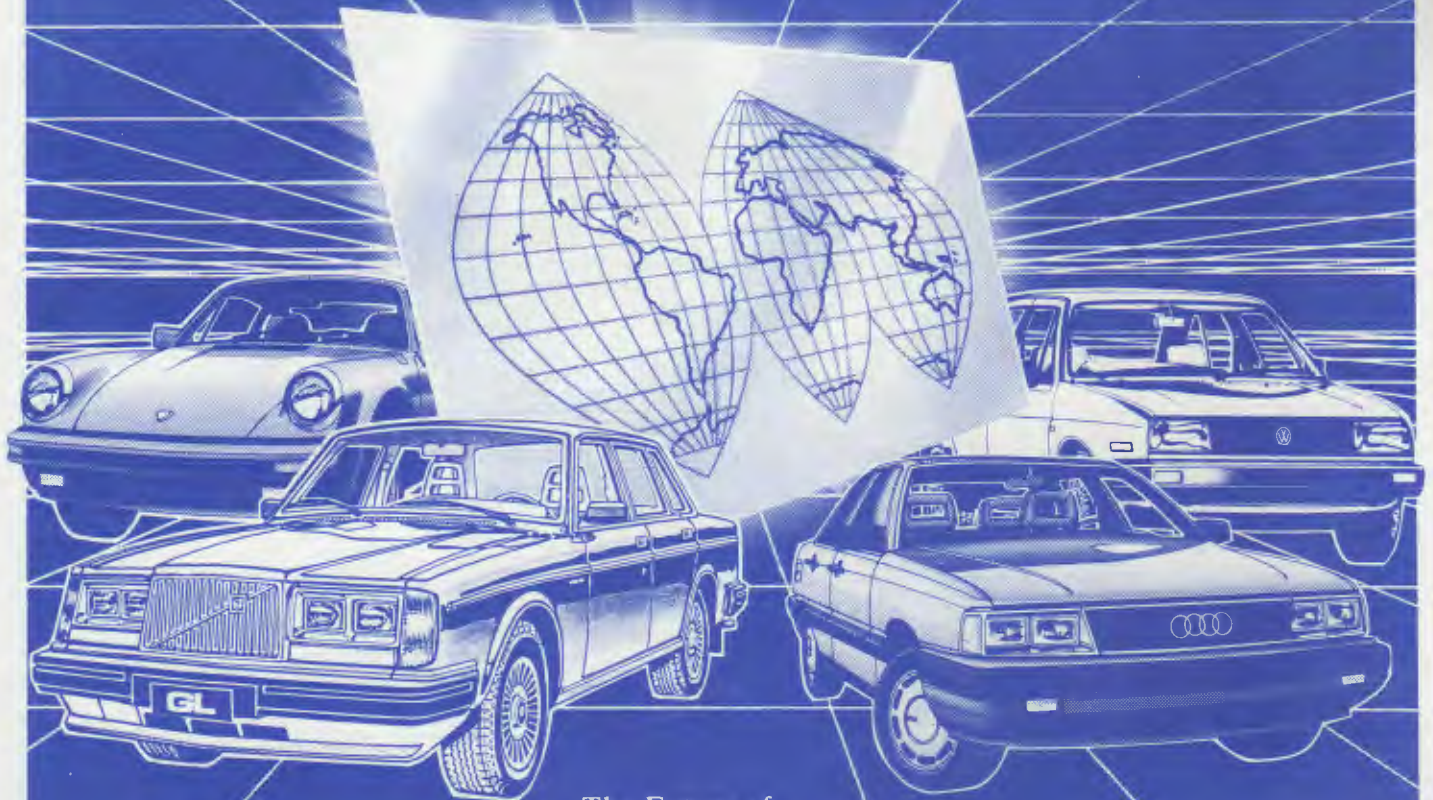
- **1986 Parade Report**
- **Elkhart II Results**



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SCENIC VIEW

by Jackie and Dennis Raucci, Editors

Well, here it is—our 24th and final issue of “The Chicago Scene”. These past two years have been the best! (Yeah, that’s it!) Even more fun than stapling baloney to our faces and sticking our heads into a tank of piranha. (Yeah, that’s the ticket!) Because of our prestigious position with PCA, we have become internationally famous journalists and have had dinner with Al Holbert and Dr. Porsche on several occasions. (Ferry, Baby, to his close friends). (Yeah, yeah!) We’ve won fame and fortune and are so much in demand that we have no spare time to put together another newsletter. (That’s it!) Tom Selleck has asked us to move to Hawaii and do the Ferrari Club’s newsletter.

Seriously, though, we have enjoyed these past two years as editors, for the most part. We have met some of the friendliest people anywhere. PCNA flew us to Atlanta to test drive the new 924S. We met and became friends with many other newsletter editors from all over the country, and still exchange newsletters with them. We were honored to receive a 2nd Place Award in the National Newsletter Contest for our 1985 “Chicago Scene.”

All in all, it’s been a rewarding experience. We’ve received encouragement and plenty of assistance from many of you. This was tempered by some negative criticism from others. Yet, we hope you all know that we’ve done our best for PCA. We’ve worked hard and hope

we gave you some enjoyment along with the who, what, where, and when’s . . . (some humor now and then) . . . but always our best.

And now we turn over the reins to the once and future newsletter editor, Linda Gutmann. She has everything under control and is already hard at work on her January, 1987 issue. Good luck, Linda!

As they say, excellence was expected. We hope we didn’t disappoint you.

Happy holidays to all. See you soon. We’ll let you know if we accept Tom Selleck’s offer! (Jackie always did look good in red . . .)

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WORDS FROM THE BUSH (NOT NECESSARILY BURNING!)

by Jack Bushmeyer, President

Well here it is—another end of another great Chicago Region year.

With the help of all the officers, coordinators and members of the club, we had a year with a little bit of something for everybody. Speed events, Rallyes, Concours and our Social Committee functions. We are always looking for new ideas for this coming year, so feel free to suggest to the board any new items for Porsche fun.

It is at this time we say good bye and “thanks” to officers, coordinators and directors who are moving on. My personal thanks goes to the following outgoing people, who made by first year as President simpler and easier to live with. Wilma White—what can one say but thank you especially. Others are Jean Kaitis, Secretary; Nick Brenkus, Director and Safety Coordinator; Walter Minato, Director; George Gutmann, Rallye Coordinator; Linda Bacin, Social; Sheila and Arnold Zann, Membership; Barry Sittenick, Tech Crew Chief. Last, but not least, our award-winning Newsletter Editors, Jackie and Dennis Raucci.

Now say welcome to the new replacements—people who answered the club’s call to give of their time and energy to the Chicago Region of PCA. Without these people willing to give back some of what they have received from PCA we would not be the great region we are.

Say welcome to Howard Yefsky, Vice President. His main responsibility is to get insurance for all of our events. Lee

Lichtenstein, Secretary. (This club is not male chauvanistic in nature!) Shelley Johnson and Arnold Zann, Directors. Jean and John Ruther, Rallye Coordinators. Linda Orum, Social Coordinator; Tom Thompson and Joan Kiefer, Membership. Mike Zurick, Tech Crew Chief, and Linda Gutmann, Newsletter Editor.

There you have it. Thanks to all who helped this year, and welcome to the new people and a new year. Please keep in mind that this board serves and works for you, the general membership. If you, as a member, want to suggest a change or an event, see a board member and discuss it. Also remember that we need event chairpersons and workers for the year. Volunteer and help out yourself and the club. We need and appreciate your participation.

Happy holidays to all!

Mark Your Calendar!

General Membership Meeting
Sunday
January 18, 1987
At
Bacino’s
75 East Wacker Drive
Chicago

See the January Issue of “The Chicago Scene”
For Full Details
or Call Jack Bushmeyer
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On The Cover

Porsches travel first class. Porsche is the first automobile manufacturer to use fully enclosed carriers to transport its dream machines to dealers in perfect condition while avoiding damage during over-the-road hauling. Porsche uses a fleet of 55 custom-built carriers to prevent salt and mud damage, road oiling, vandalism and theft.

The carriers have air suspension for a gentle ride and hydraulic lifts to raise and lower 10 cars into position for travel. Development of the carriers was done by two firms under contract to Porsche Cars North America, Inc. of Reno, Nevada. PCNA is the authorized importer and distributor of the renowned German sports cars. It is part of a campaign to make the owning and driving of its cars a pleasure for customers. See story on page 15.

Results of Ballots

Jack Bushmeyer	
President	87
Howard Yefsky,	
Vice President	90
Lee Lichtenstein	
Secretary	87
John O’Keefe	
Treasurer	90
Shelley Johnson	
Director	85
Arnold Zann	
Director	90

Write-Ins:

Carol Cece	
President	1
Linda Gutmann	
Secretary	1
Jackie Raucci, Director	2
Bob Law, Director	1
George Gutmann, Director	1

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1986 PARADE REPORT



Written by Mae Minato—Edited by Walter Minato
Photos and Captions by Linda Bacin

The national convention of the Porsche Club of America, the "Porsche Parade," is a week of competitive and social events—and shopping. (There is something of interest for every Porsche enthusiast!!!) This year's Parade was hosted by the Downeast Region in Portland, Maine, during the first week in August. For those of you who were unable to attend, the following gives you the highlights of the week's activities.

Sunday, August 3:

The Parade traditionally kicks off with the opening of the Goodie Store (a shop full of Porsche-related paraphernalia) and the welcoming reception. This year's reception took on a New England flavor in the form of a "lobstuh" bake—a whole mess of lobsters, clams, mussels, and corn cooked together under mounds of seaweed. The lobsters were young and tender, with shells so soft you could easily get to the meat with your fingers! (Rocks were provided for the wimpy.) The taste was a cross between steamed and barbecued . . . delicious!

Monday, August 4

The Concours d'Elegance was the first competitive event of the week and was held at the historic Portland Head Light (lighthouse) along the rocky coastline of Maine. In addition to the concours site, a special parking area was set aside for the Porsche spectator cars. There were so many Porsches in this area that many "civilian"

spectators thought these were the show cars!

Competition was stiff as usual. The overall winner reportedly put in 1000 hours of preparation!!! It was a white 1973 Carrera RS with blue trim, even on the wheels. (We were impressed to see the car actually being driven on the roads on the day of the rallye.)

Rarely does anyone from the Chicago Region enter the concours, and this year was no exception. (I guess we're not into competitive cleaning). So there were no concours trophies for Chicago at the awards banquet later that evening, but we did come home with an award in the newsletter contest for a 2nd place in our class (regions with 300 plus members). Hats off to the Raucci's for all their hard work!!!

August 5-August 7

For three days, while some drove around (and around) an oval track in the Autocross competition, the serious Parade-goers went shopping and sightseeing. (Since I didn't go to the track, you'll have to find out from the winners listed if it was exciting.)

Many of us found the Old Port Exchange area of Portland great for browsing and spending money in the many quaint shops. Jean Janecek even found a store selling Australian goods—she was there for hours chatting with the owner. At the other extreme, many Parade-

goers ventured north 20 miles to Freeport, home of the L.L. Bean factory outlet that never closes. Freeport was wall-to-wall shopping; its sole reason for existence are these factory stores, and there were lots of them. You could buy anything from china to shoes.

You're probably getting the impression that all I did was shop! Not really. I did some sightseeing, in between. I visited the boyhood home of Henry Wadsworth Longfellow, and we went on a seal-watching cruise one beautiful afternoon with Kathy Ling and a contingent from Western Michigan. We actually came within viewing distance of a herd(?) of seals lounging on a sandbar out in the harbor. (If you were really serious, like Kathy, you could also go on the all-day whale-watch, sightings guaranteed!)

Back to Parade business . . . the autocross awards were presented on Thursday night at an hors d'oeuvres buffet. (Generally, Parade buffets of this sort are to be avoided). We decided (wise decision) to go out for a gourmet hamburger and to get a good night's sleep (rallye tomorrow!) Reliable sources gave us the following autocross winners from the Chicago Region:

P-8	Dan Bacin	6th
P-11	John Bohlander	5th
P-14	Walter Minato	9th
P-15	Bob White	1st
P-32	Wilma White	1st
P-17	Dean Bangert	3rd
M-3	Jim Becker	11th
M-7	Bea Knoerzer	LFTD
M-7	Linda Gutmann	4th

1986 Parade Report

Friday, August 8

The day of the Rallye began early for us. Our official start time was 7:34 A.M. by our own choice! As each rallye has its own "personality" this one was typified by lengthy route instructions. Several times I found myself finishing one instruction to find we were already past the next two. Evelyn Wood, where were you??? Also, we had to look for some very strange landmarks, including an outhouse. We missed a few signs and landmarks here and there, but luckily the penalties were minor in our case, as you will see later . . .

The entire rallye was only about 100 miles long and lasted about four hours. The end point was at Pleasant Mountain in southwestern Maine, where we encountered our second lobster bake. By this time, the novelty had worn off and I was not too excited about another lobster dinner. Rumor has it, though, that some people felt differently and ate lobster virtually every day!

Saturday, August 9

The last day of activities included the Tech-Quiz competition. Crazy people, like Walter, got up real early to take the quiz. I slept in. Later that evening was the final banquet to present the trophies for the social events, Tech Quiz, and Rallye. The Chicago Region traditionally sits in one area so we can make lots of noise. And, we had cause to go wild this year.

For the Tech Quiz, the big winners were:

Linda Gutmann
3rd, ladies early 911
George Gutmann
4th, mens 928
Bill Samp
8th, mens early 911
John Bohlander
1st, mens early 911

John also won mens overall (best score) for the umpteenth time. (I thought John already knew everything there was to know about Porsches, but I sold him a couple of technical books in the Goodie Store earlier in the week!)

Then came the rallye awards. As usual, our region was outstanding in this competition . . .

Equipped (calculators, computers, etc.) were the Gutmann's 3rd. They beat the 3-time overall champs, John Clever and J. Toney, by one point!

Navigational (slide rules and rallye tables) were John and Jeannie Ruther in 9th place.

Unequipped class (paper, pencil, and watches only): 26th—Dan and Linda Bacin; 17th—Cy Ling and Bruce Janecek; 13th—Bob and Wilma White; 7th—John Bohlander and George Rudawsky; and 1st—Walter and Mae Minato (your humble narrators)!



Our score of 122 points was the best overall, even better than any equipped car!!! (As one person at work said to me, "You don't need a computer; you've got Walter!") It was the first time in the 31 years of Porsche Parades that a "seat-of-pants" car won the overall rallye award. And, in the tradition of award speeches, we would like to thank our mentors, the Gutmanns and the Melfords for getting us interested and encouraging us in this masochistic sport.

After some wonderful champagne (thanks, Dan Bacin!), the region attendees closed this Porsche Parade with our usual group photo session in the hallway. There were about 30 of us surrounded by our fleet of boats (Parade trophies).



Bob and Wilma White and Jim Becker holding the elevator for the rest of us . . . enroute to late night snacks.

We're already planning for next year's Parade. It will begin on the 4th of July and will take place in Dallas with Texas hospitality and Porsche pick-ups! See you all there!



Linda Bacin, Gail Becker and Linda Orum ran in the 10K run at the Parade. Linda Bacin took 2nd, Linda Orum placed 4th and Gail Becker finished the whole race without stopping.



Who knows what prompted this . . .

In case you don't know how Jim Becker is about desserts, he usually has three or four . . . so Dan Bacin decided to have delivered to him at the final banquet the absolute largest and yummiest dessert. It consisted of 19 scoops of ice cream, 4 bananas, lots of chocolate, strawberries, M and M cookies, you name it . . . Jim was able to treat the entire Chicago faction and his kids up in the room . . . and it was actually delightful (despite the way it looked)!



George Gutmann & "Parade Punch"



Or this???!!



Porsche Announces Price Increase For 1987

RENO, Nov. 10, 1986—Porsche Cars North America, Inc. announced today that it will raise the price of its 1987 model cars on January 1, 1987. The increase will average 5 percent across the complete range of four, six and eight cylinder sports cars as well as all options. "Since our decision was made to establish 1987 prices, the value of the U.S. dollar has deteriorated and has necessitated this increase," explained John A. Cook, president of PCNA. "I want to announce our intentions now so our dealers and their customers can make their purchase plans for early next year." Exact prices will be released to dealers in mid-December.

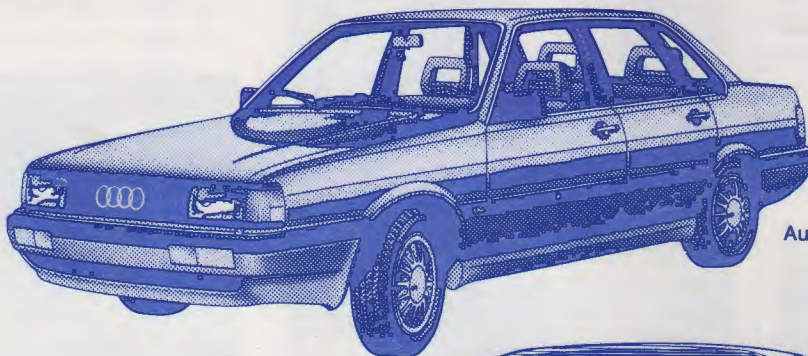
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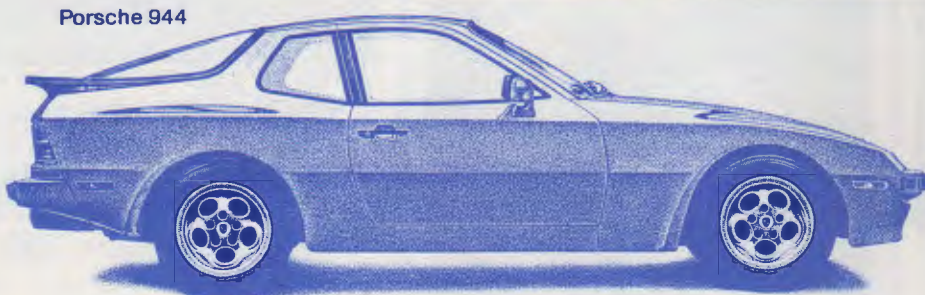
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by Sheila and Arnold Zann

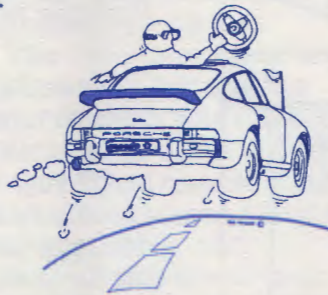
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Hazel Crest, Illinois 60429
312/335-1820
Nesbut and Eunice own a Red
'86 944.

Rick & Nancy Scott
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Green Oaks, Illinois 60048
312/680-8122
Rick and Nancy own a Red '84
944.

John Weitzman
100 Forest Place
Oak Park, Illinois 60301
312/386-0501
John owns a Red '86 911
Coupe.



Transfers Into the Region:
Maurice and Barbara Barrett
have moved here from North-
ern New Jersey.

John and Christine Grant have
transferred from Milwaukee
Region.

George Jett has transferred
from Allegheny Region.

David and Sue McCandless have
moved here from Lone Star
Region.

Transfers Out of the Region:
Greg & Jan Dobbin have moved
to Santa Rosa, California.

PORSCHE MOTORSPORT NEWS

Porsche 928S 4 Sets International Speed Record

On August 5 and 6 of this year, the exotic new 1987 Porsche 928S 4 proudly added its name to the list of record-breaking automobiles by establishing international speed marks over Utah's famed Bonneville Salt Flats.

Driven by Porsche Motorsport North America Director Al Holbert, the brilliant red 928S 4 street car recorded sizzling average speeds through the flying kilometer and flying mile of 171.926 mph and 171.110 mph respectively. Both records were officially timed and certified by the United States Automobile Club (USAC) and were set in the International Category A Group 2 Class 9 classification for non-turbocharged production automobiles.

Underlying the significance of these records is the fact they were set by a showroom car. Unlike other recent speed runs made by highly modified automobiles, the record-setting Porsche 928S 4 was totally stock for 1987, incorporating the model's slipperier new nose and tail sections and more powerful 316-hp engine. Thus, the Porsche 928S 4 can officially lay claim to being the fastest non-turbocharged production car in the world.

"I've been a fan of the 928S for a long time and enjoy driving it at legal speeds," related Holbert after the record runs. "I always knew the potential of the car and now I've had the opportunity to see just what it is."

"This new 928S 4 is an outstanding performer all the way up to maximum speed. But at maximum speed it's incredible!"



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Porsche Installation Specialist

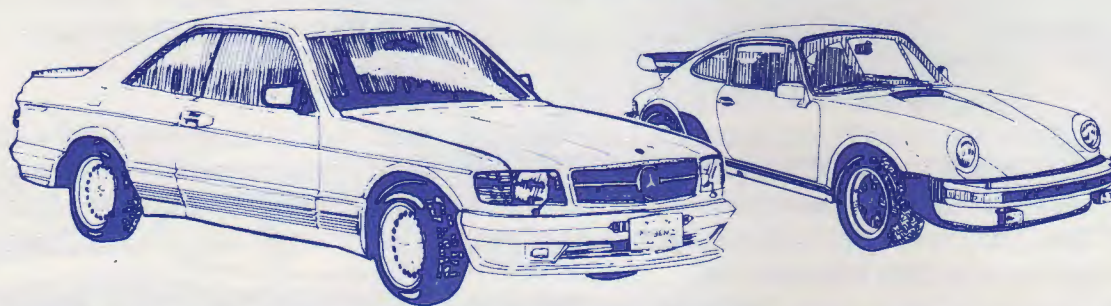
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REAR VIEW MIRROR

Road America II by Bob Law

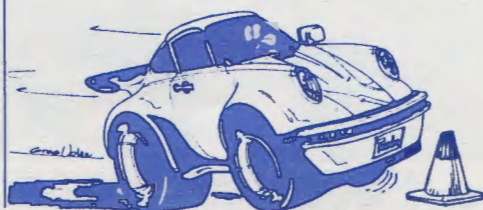
So typical of Midwestern fall weather, October 11 and 12 in Elkhart Lake, Wisconsin proved no exception. Our second Road America provided an enthusiastic group of drivers, eager to partake in another great PCA event. The weather did little to dampen the spirits of our group.

Saturday brought cool, dry weather giving us an opportunity to drive one of America's finest road courses. An early morning drivers' orientation class gave 26 participants an opportunity to become familiar with four miles of asphalt snaking through 400 acres of Kettle Moraine countryside.

Sunday found the heavens opening the flood gates, leaving streams of water flowing down various sections of the track. Following a three hour delay in timed runs, and a very testy, dramatic drivers' meeting by yours truly, a safe event ensued. Continuous parade laps following the conclusion of the rain provided a safe track. Pete's and my concern was the extremely soft and slippery shoulders throughout the course. Rather than cancel the event for safety reasons, we imposed some rather stringent rules. Any driver with three wheels off or any apparent spin out would result in an immediate disqualification for the day. Well, I must say, our drivers came through with flying colors. After all drivers were given their runs, believe it or not, there was only one spin out, and not one car went off the track! This is truly a credit to our drivers' talent and a concern for safety. I cannot say enough how proud and thankful I was of this record.

Speaking of thanks, it goes without saying that Pete, Bea, Cindy and myself applaud all the help we received in running the event. The list is too numerous to mention everyone, but a special thank you is in order for several people. Registration was flawless thanks to Nick Brenkus and Susan Schorn. A drivers' orientation for more than a fifth of the entries was done thoroughly and informatively by Dan Bacin. The thankless job of setting up and maintaining the timing equipment was once again handled by John O'Keefe. I could go on and on thanking all the corner workers, timing and scoring people, and instructors. You were all marvelous, just marvelous! Our goal again at this event was involvement by all participants. The outpouring of help was a credit to our region. To pull off an event like Road America, we conservatively need over 200 manpower hours of help. Even so, we turned away still more volunteers. Thank you one and all!

In conclusion, one very big thank you is due Arnold Zann and Harold Beach. Their photographic and processing talents were the main reason our trophies were as spectacular as they were. Just in case you didn't win one, stop by the Goodie Store and pick up a print used in the trophy.



P1	Bert Sadock (bumped to P2)	239.81
P2	Rip Patterson	215.53T
	Ron Goldstein	222.20
P3	Chuck Peterson (bumped to P5)	214.97T
P5	Dale Block	221.48
	Jim Peterson	223.86
	Rob Cook	27.39
P7	Russ Iser	204.45T
	Gene D'Andrea	204.65T
	Glen Sapa	205.86T
	Tim Green	209.38T
	Rick Gurolnick	210.77
	Dennis Hiffman	212.36
	Greg Vrablik	212.62
	Lee Lichtenstein	214.02
	Rich Godlewski	217.95
	Nick Leicht	227.26
	Phil Zminda	236.17
P8	Lynn Johnson (bumped to P9)	222.61
P9	Kurt Hipke	204.84T
P10	John Bohlander	208.15T
	Harold Beach	210.11
P11	Bill Bauman	198.38T
	Verne Tepe	203.84
P12	Everette Morgan	202.16T
	Guy Reeder	204.15T
	Jim Cady	204.55
	Wayne Rindt	204.87
	Gary Gebler	213.67
	Bob Lojeski	232.57
P13	Mike Zurich	194.62T
	Nick Brenkus	195.55T
	Tim Larson	198.29
	Kris Tumilowicz	205.65
	Jim Hickman	206.03
	Rod Gustafson	206.55

Elkhart II Results (continued)

P14

Arnold Zann	195.96T
Manfred Pfeiffer	200.72T
Matt Harkis	205.76
Dick Sattler	210.16
Michael Ketten	212.60
Rich Ward	219.08

P17

Dan Bacin	195.21T
Hari Matsuda	219.07

I1

Mark Lindner (bumped to M1) ...	209.17T
------------------------------------	---------

I2

Ed Leed	190.45T
Jack Bushmeyer	194.58
Steve Northrup	207.17

I3

David Schnoerr	202.75T
Bruce Janecek	216.85

M1

Bruce Reines	233.63
Joe Morgan	DNF

M3

Jim Becker	FTD 186.07T
Heber MacMahon	192.71T
Bob White	201.39T
Jim Furstenberg	203.11
Jim Nagle	204.94
Bob Law	206.10
John Kuetemeyer	215.35

P23

Barb Godlewski	234.46T
Sandy Sapa	255.36

P28

Martha Reeder (bumped to P29) ..	225.12
-------------------------------------	--------

P29

Linda Bauman ...	FTD 223.94T
Sue Gustafson	226.56

I5

Debby Leed (bumped to M7)	DNF
------------------------------------	-----

M7

Cindy Law	228.76T
Kathy Liu	DNF



Winners



Mike: "I'm a lumberjack and I'm OK."
Vic: "He drinks all night and he drives all day."



After Bert's exciting "off road excursion" at R/A, he finds it difficult to get riders.



Jim: "O Goody, I'm the meat in a 'Linda' Sandwich!"



"Mr. Goodwrench."



Neil: "Friends, Romans, Countrymen, lend me your ears."

Owen: "Thank God! We thought you were going to ask us to lend you some money!"



Jim: "What the hell is that on your head?"

Dale: "Extra Nomex underwear! I always keep a spare after I lost it in turn 5. You should have seen the skid marks . . ."



Wilma: "I think the taxidermist did a fabulous job!"



George: "I pity da foo who don't take dis seriously!"

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BY APPOINTMENT ONLY

Porsche First To Truck Its Cars in Enclosed Carriers

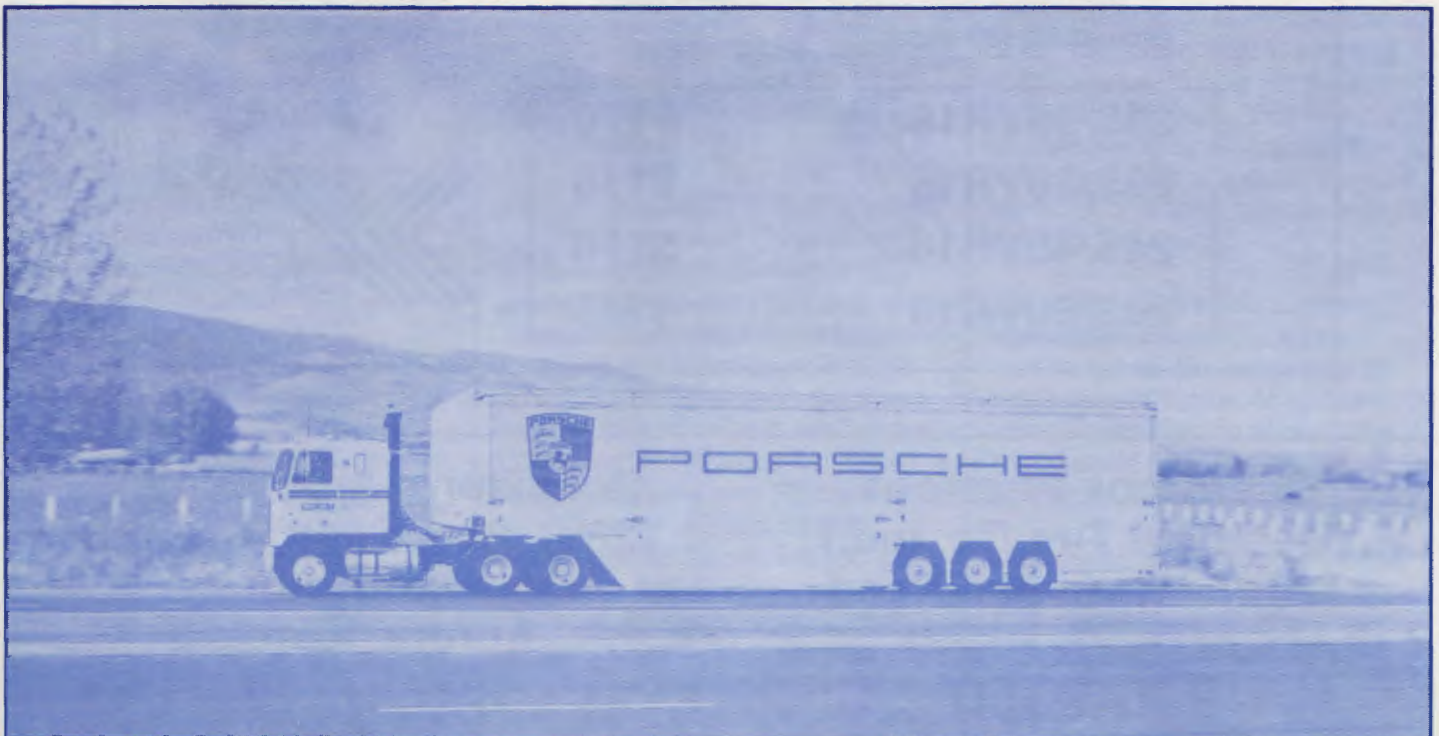
Porsche Cars North America, Inc. is the first automobile manufacturer to haul its cars in fully enclosed, custom-built road carriers to its dealers nationwide. The change from conventional open-air carriers was taken to protect cars from road damage during transport and to deliver them in factory condition to dealers and then customers.

"These specially constructed carriers will eliminate the inconvenience of dust, rain, snow, mud, rocks and road salt. The cars will arrive at our dealerships ready for customer delivery," explained John A. Cook, president and chief executive officer of PCNA. "Porsche owners treat their cars very carefully. These new carriers reflect our customers' feelings about their Porsches."

The custom-designed and built units are being made for Porsche by two car haulers—Commercial Carriers, Inc. of Southfield, Michigan and Motor Convoy of Decatur, Georgia. The carriers make extensive use of hydraulic lifts to raise and lower nine cars into position for travel with one car riding on the roof of the truck of the Motor Convoy carrier. The sides of the carriers are heavy fabric or vinyl composites protected by polyurethane coatings. The trucks are brilliant white with a large red, yellow and black Porsche marque, red Porsche logo on both sides and a Porsche marque on the end.

"They provide the extra benefit of serving as rolling billboards for Porsche," Cook said. Each manufacturer makes a slightly different carrier. On both types, however, the roofs raise and sides move away to allow for loading and unloading. Both types of carriers are 48 feet long by 13-1/2 feet tall when the roof is closed. The Commercial Carriers, Inc. hauler uses a semi-trailer with a drop tri-axle and single tire rim assembly. The Motor Convoy hauler has a dual axle with double wheels. Both units have air suspension for a gentle ride and are equipped with aluminum skids for loading and unloading at a minimal approach angle from the ground.

The company will use 15 carriers at its Reno distribution center and 40 carriers at its Charleston facility. Porsche Cars North America, Inc. is the authorized importer and distributor of the renowned German performance sports cars.



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**Robinson's Auto Supply
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Downtown Aurora
Aurora, Illinois
897-4217**

MINUTES

by Jean Kaitis, Secretary

The October 24, 1986 Board Meeting was held at Beach's studio. The meeting was called to order by President, Jack Bushmeyer at 8:22 P.M.

Minutes were accepted with some minor corrections.

Statement of financial condition submitted as of 9/30/86 was accepted subject to audit. Due to a problem with two advertisers refusing to pay for ads which had already run, a motion was made and passed that the \$345 in advertising be written off, with the understanding that if they should choose to advertise in the future, prepayment would be required. Treasurer John O'Keefe will send a letter explaining the new billing procedures with the December billing, along with a contract for advertisers, revised 10/24/86.

Vice President Wilma White reported that she contacted Road America for next year's events. She requested Memorial Day weekend and an August or September date.

President Jack Bushmeyer indicated that there are still many openings to be filled for event chairmen as well as event sites for 1987.

New members for this month submitted by the Zanns are: Jake & Lincoln Bleavens, Benton & Roberta Durley, Nesbut & Eunice Green, Rick & Nancy Scott, and John Weitzman. We have one 20-year member. Sheila Zann suggested that President Bushmeyer call the Tobers and request their presence at the dinner dance. Since at many events board members

are not present, the following was made and passed. At discretion of membership chairman, chairman can sign blue sheet, as last resort, if a board member isn't present.

Autocross Coordinator Jim Becker reported that he's busy working on next year's autocross calendar. Arnold Zann suggested that Jim contact Arlington Park for the use of their lot.

Goodie Store activity report as of 10/24/86 was submitted by Linda Patterson, subject to audit. Linda suggested that we print 100 less calendars this year because there were too many left over.

Linda reported that she has done extensive research on car badges. She is still waiting on samples before decision will be made.

Concours chairpersons Rod & Sue Gustafson reported that everything for the Fall Concours is under control. There will be an art contest for kids. Gummows are co-chairmen for registration.

Dinner Dance Report was given by Cindy Law and Judy & Neil Holleb. An elegant dinner is planned, black tie optional. Ronnie Rice is the entertainment. Hotel Morraine in Hollywood is giving a discount room rate of \$59.50 which includes a Continental Breakfast. Three dinner choices are: Prime Rib, Veal Morraine, Filet of Sole with Lobster Sauce. \$80.00 per couple or \$40.00 per person is the cost. There will be flowers on the tables with individual take home vases. Cocktail hour is at 6:30, dinner at 8:00. The board voted to give a \$500 sub-

sidy for the dinner dance for use at the discretion of the event chairpersons, excluding the purchase of beer and wine or cheese and fruit. The \$200 deposit has not been returned from the former dinner dance site. They stated that they will refund the \$200 if someone else books the date. Based on facts given, the dinner dance will lose money if less than 150 people attend.

New Business: Motion was passed to give Neil Holleb \$650.00 for trophies and engraving. For short course only, the following changes will be made to Autocross/Gymkhana Classes: 944S to Class 5 and 924S to Class 3. Linda Gutmann has accepted the position of newsletter editor for 1987. John Ruther will be Rallye Coordinator, Tom Thompson and Joan Kiefer, membership coordinators, and Mike Zurick as Tech Crew Chief.

Presentation of driver's license will be added to the rules in the 1987 calendar. Bob White suggested considering permanent numbers for cars. The PCR committee is meeting next weekend. Any suggestions concerning changes, please contact George Gutmann.

All applicants were approved for membership. Jack Bushmeyer asked the secretary to send an invitation to all new board members to attend the next board meeting at the Zanns on November 21, 1986.

The meeting was adjourned at 11:07 P.M.



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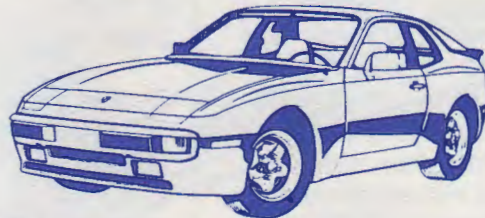
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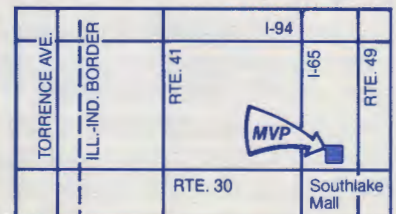


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FOR SALE: 1978 911SC Coupe, S/N 9118201988, Arrow Blue, 54,000 miles. Black leather sport seats, European H-4's, Bilsteins, Triad Exhaust, Tensioner Guards, New Synchros, New Clutch, 7 & 8 x 15 with Yokohama A001R, New rotors with six slots. Perhaps the fastest stock SC in the country. \$20,500 **Nick 312/520-5705**

FOR SALE: Car Trailer, single axle with 13" tires, solid steel floor, hydraulic brakes, winch. Great for pulling your race car or spare Porsche. \$475. **Nick Brenkus 312/520-5705.**

FOR SALE: 1 original 914 steel wheel with 15 inch Dunlop radial. Never used \$40. 1 Sebring Exhaust and 2 914 1.7 heat exchangers with sheet metal removed. Rusty but functional. No holes. Yours for the asking, but you must pick it up! Call **Dennis Days 452-8880** or Evenings **452-8222.**

FOR SALE: 1979 930 Turbo. Red w/black. U.S. car 22,000 miles. New turbo, BBS 3-piece wheels. Mint car. Sheepskin seat covers since new. All work done by Manny with receipts. Call **312/698-0088** ask for **Bill** or leave a message.

FOR SALE: 1978 911SC Coupe. Lingus Green (special order paint). Formerly owned by the Kremer Race Team. Complete stock street car. Showroom new condition. Strict original condition. New Pirelli tires, Euro lights, special stereo, radar remote, etc., etc. Car needs nothing but new owner. Bought new house, must sell. \$19,500. Call **Anthony Cerone 312/381-3920.**

FOR SALE: Yokohama's set of 4-215/60VR15. Shaved to 7/32". Used twice at Blackhawk Farms. \$300 or best offer. **Jeff 312/526-9036.**

FOR SALE: 1976 911S Signature Edition Coupe, metallic gold with matching alloy wheels. 41,000 miles. Excellent mechanical condition and paint. Pirelli P6s. Stored winters. Asking \$13,500 OBO. **Bill Weaver, 834 Lake Avenue, Wilmette, IL 60091,** Days: **312/443-0227;** Evenings: **312/256-8210.**

911 PARTS: 1974 Tan leather interior, includes front & rear seats, door panels, rear side panels and dash \$600.00. 1978 5 speed transaxle \$575.00. 2.7 muffler, grille for rear deck lid, 1972 doors from Targa, complete, no dents or rust \$300 each. 1972 front deck lid new in box \$250. 1972 front fenders no rust but have minor dents \$90 each. 1972 front and rear bumpers front \$100, rear \$80. **914 PARTS:** Virtually any 914 part under the sun. Engines, transaxles, turbo kit, chalon kit, good chassis for project car, SS heat exchangers, mags, interiors. We have it all. Call with your needs. **Frank Koronkiewicz, Home: 312/929-3857, Work: 312/263-6605.**

FOR SALE: 1984 3.2 pistons & cylinders 9,000 miles \$600. 1974 Carrera Front Bumper \$250 with rubber strip. 1974 Carrera rear bumper \$300 with rubber strip and side extensions. 1984 Carrera cams \$300 9,000 miles. **Greg Warda 219/972-1930.**

FOR SALE: 1982 911SC, Guards Red Targa. This car has been maintained to perfection with all the right modifications without being too radical. It is perfectly streetable. It is perhaps the fastest SC in the world (don't tell Brenkus). It has brake vents, 7 and 8-inch painted and polished Porsche wheels, 1974 heat exchangers and muffler, 22 mm Porsche adjustable anti-roll bars, 22 and 27 mm torsion bars, UNGO box, oil radiator, rotary compressor, indash graphic equalizer, 150 mph speedo, F & R Euro lights, F & R spoilers, chain tension guards, camber truss, BPRV, lowered, aligned and corner weighted, bra, cover, more, more. No shortcuts! **Barry Sitnick, 312/951-5765** (evenings and weekends) **312/427-0504** (weekdays) \$30,250 OBO.

FOR SALE: Riding lawn mower. Simplicity Regent 4211 (Allis-Chalmers). 11 hp, 5 speed, 36" deck, small turning radius. Excellent condition. Only 68 hours, since new. Call **Ben Hursh 815/476-9595.**

FOR SALE: 1973 911 Carrera RS. Red/Black. Completely original. 48,000 miles. Freshly rebuilt engine, new sport muffler, new heat exchangers, new injection system, Carrera chain tensioners, new oil cooler and oil tank. P7s on 7 and 8 inch wheels. Clean, strong, extremely fast 210 plus h.p. The most striking looking Porsche you will ever drive. \$25,500 OBO. **217/789-0208** (Days) or **217/787-5181** (Nites). **Franz Fleischli.**

FOR SALE: Porsche design chronograph 7176 sable watch just inspected with 1 year guarantee by PD authorized service, \$595 or ROLEX Datejust gold/silver 16213, \$2,200. Simpson nylon/kevlar model 60 full face helmet Snell 75, \$80. Whistler Spectrum 2 detector, \$230. 944 full front bra, \$35. Offers considered. **John Welda, 435 Shoreline Road, Barrington, IL 312/381-1194.**

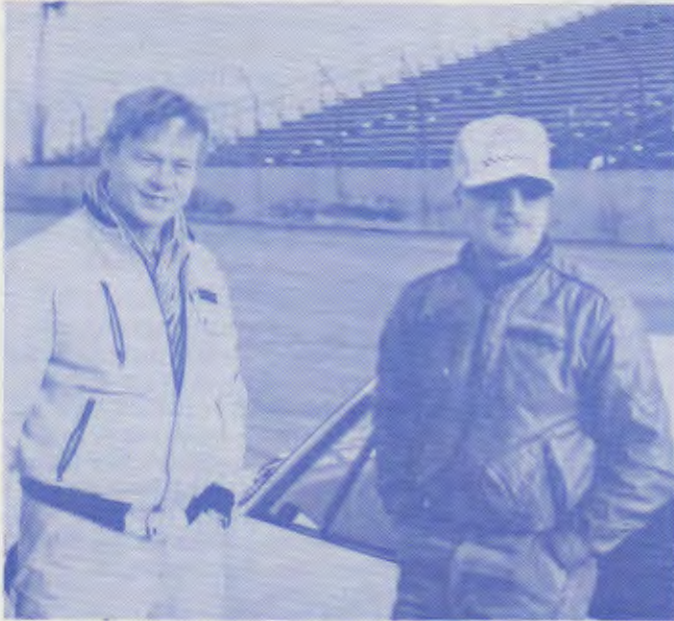
FOR SALE: BMW 1981 528i Black/Tan leather, gold pinstripe. Georgia car. History and service records. 5 speed. 73,000 highway miles. AC, power windows, locks, sunroof (with deflector), fog lamps, 5 new Comp TA's and MSW gold center wheels, four new Blaupunkt speakers, Colgan bra, Momo wood wheel, new carpet mats (F and R), recent brakes, water pump, front shocks, garaged, waxed, carefully maintained. \$13,000. **Cy Ling, 414/248-3446.** (WI).

FOR SALE: 911 factory heat exchangers '75 \$350/pair. 911 factory muffler \$125. 911 flywheel \$100. Complete CIS injection system \$350. 4 Fuchs alloys 5-1/2 x 14 \$350/set. Also interested in trading '70 914/6 toward '70-73 911E or S, no sunroof. **Jim Fuerstenberg 312/446-9120** evenings or **312/353-5392** days.

FOR SALE: 1962 Cooper T59 Formula Junior. Original restoration by Peter Denty; ground up again in 1986 by Jert Racing. All new fiberglass, paint, wiring. Suspension balanced and replated. Instruments, transmission, xsp motor redone including new billet crank, pistons, rods, oil pump and much more. This car is original and in superb condition. 1st Place Atlanta, SVRA, 1985, 1st Place Sebring, 1986, 1st Place Walter Mitty Challenge, 1986. 3rd Place Concours, Road Atlanta, Nov. 1986. \$23,500 firm. **Bert Sadock, (H) 312/787-2615, (W) 312/822-9700.**

FOR SALE: 1969 912 Coupe, Serial No. 129022914. Burgundy exterior/black leather interior. 50,000 miles. New Comp T/A's. Clean car, garage kept, runs well. \$5500. **Peter Weismantle (D) 312/641-5959, (E) 312/386-1216.**

CELEBRITY CORNER



While in Chicago recently shooting his new movie, Paul Newman spent some time with Dan Bacin. (Paul Newman is on the right!)



Well, it looks like Tom Selleck persuaded at least one of the Raucci's to join him in Hawaii . . .



We couldn't end our term as Newsletter Editors, without sharing our favorite photo from the last 24 months. In case you don't recognize those legs, they belong to George Estrada. Seems our candid photographer caught George engaging in his favorite pastime. There was some talk of George curtailing his activities at future Elkhart events, but when questioned he said, "I was going to retire, but decided to stick it out one more year!" We look forward to seeing more of George in the future.



WHO'S WHO?



President:
Jack Bushmeyer
291-9093



Vice-President:
Wilma White
217/367-0356



Secretary:
Jean Kaitis
490-0525



Treasurer:
John O'Keefe
442-0371



Imm. Past President
Harold Beach
344-3508



Director:
Nick Brenkus
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Director:
Russ Iser
423-7918



Director:
Debbie Leed
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Director:
Rich Lotesta
357-6716



Director:
Walter Minato
259-7334



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(L to R): Jackie, Heather, Penny & Dennis Raucci
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1986 Coordinators

- Autocross**
Jim Becker 420-7155
Concours
Bruce Janecek 246-5492
Goodie Store
Linda Patterson 223-5685

- Membership** 769-8193
Sheila & Arnold Zann..386-2864
Rallye
George Gutmann 631-6042
Safety
Nick Brenkus 289-8703
Social
Linda Bacin 655-1982

- Tech Crew Chief**
Barry Sitnick 951-5765
Photographer
John Bohlander 963-8076
Advertising
Tom Harwood 742-6804

(All Area Code 312 unless noted)

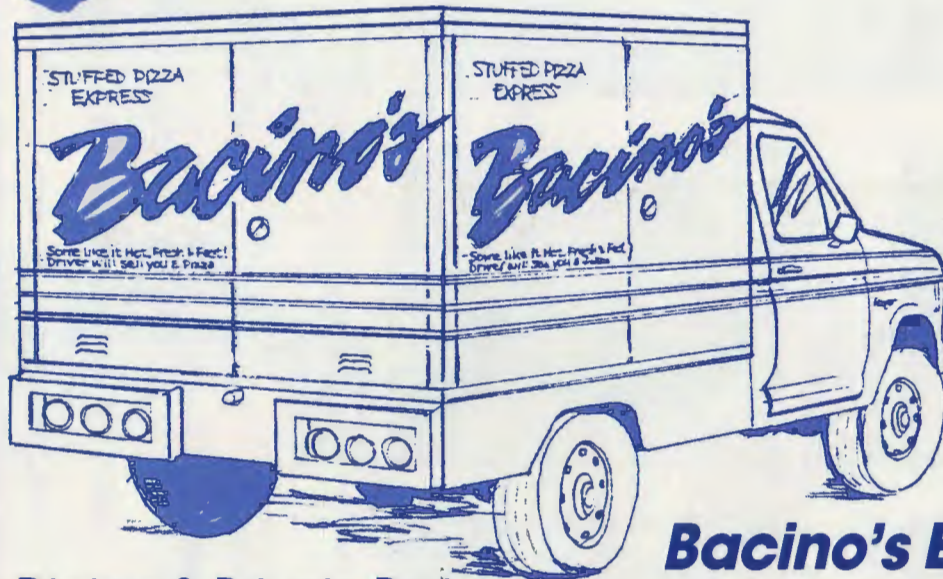
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