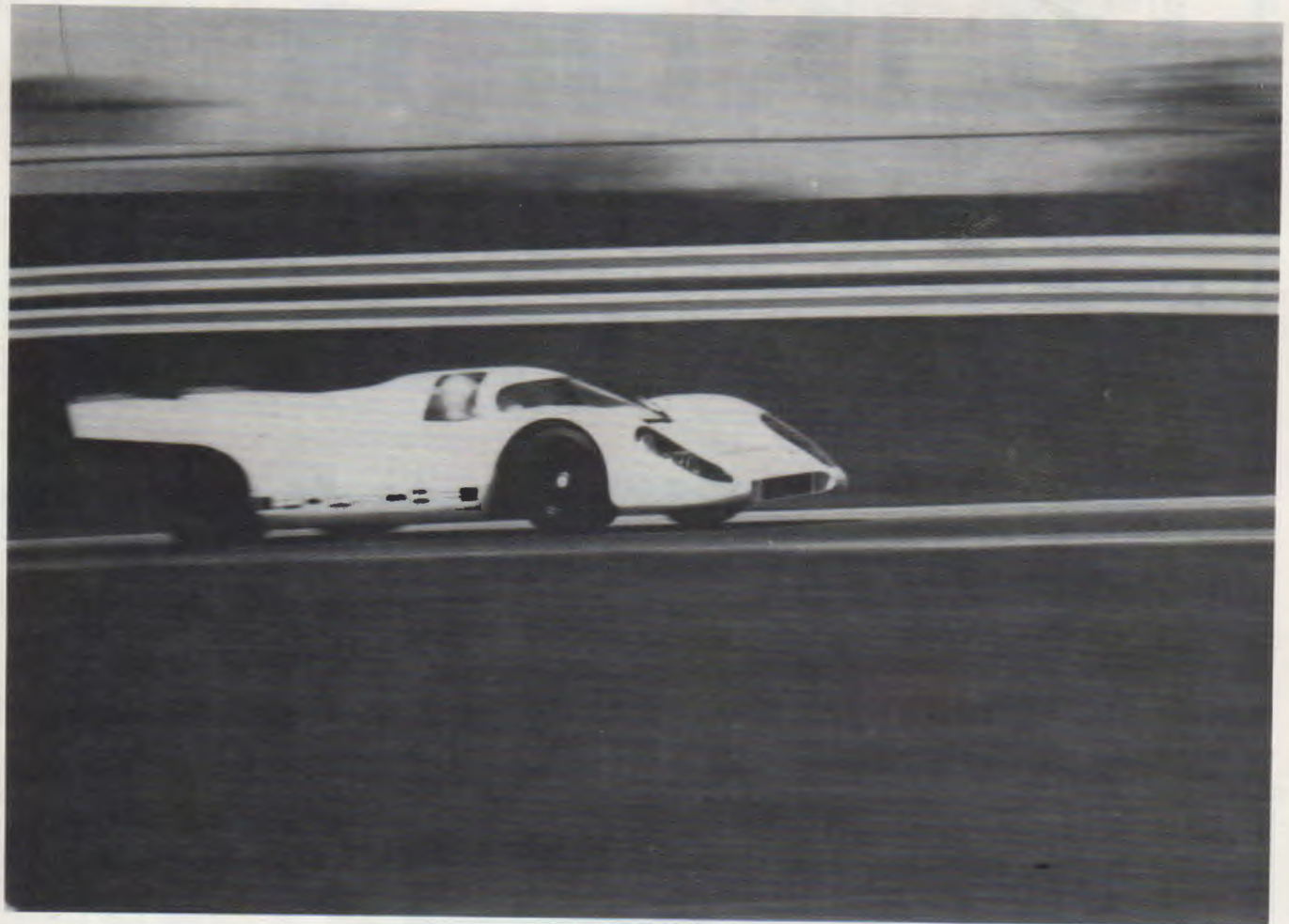


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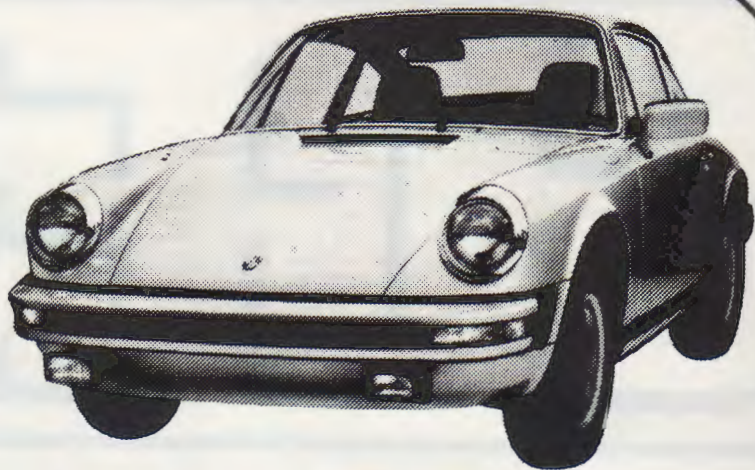
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February 1982



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WOMEN'S COMPETITION CLASSES



By Jerry Quebe

From time to time, I've been involved in discussions about the separate classes for women in autocross/gymkhana driving events. Usually the argument expressed on one side is that women - capable or not of registering times which are competitive with men - should be allowed to compete directly against the men for an award. The points being that: 1) women can be competitive with men, 2) being in a women's class is a put down, and 3) competing against men will help women improve thru increased competition. The argument I hear voiced the most against this is that men couldn't bear to be beaten by a woman.

If you want my opinion (and you'll get it if you read on), the arguments have little validity. In fact, they disregard the real reason for a class system in the first place.

Let us review this logically. First of all, classes have been historically used in numerous types of competition as a means of sorting out either persons of varying abilities or differing equipment to enable them to compete against each other on an as-equal-a-basis as possible. This allows then the maximum number of persons to compete with some chance of winning. The goal being to get the maximum number of persons competing.

An alternative to classes in some sports where the number of variables is limited, is handicapping (i.e. bowling, golf, etc.)

Handicapping is not easily accomplished in our situation without a great deal of effort, therefore, not practical to consider.

I, therefore, advocate that separate classes for men and women given our present participation and overall skills is still best for our region at this time.

I say this first of all because of skill levels. There are a few women in this region who could compete on an equal basis with men driving the same equipment. The point is there are only a few. The majority of women are far from competitive with men. There is generally, in fact, such a large difference in driving skills that being in the same class with men will not alone cause improvement.

Less I be labeled chauvinistic, I would like to remind you of several articles over the past few years spelling out this fact and pointing to the primary problem. Most women in the region are wives and unfortunately the number two driver of the Porsche, on and off the track. This being compounded by the fact the Porsche is usually the number two car in the family as far as miles driven. In driving events, familiarity (with the auto) does not breed contempt. There is, therefore, plenty of room for competition and improvement for women within their respective women's classes.

I also feel that recognition is not a key argument. When women become more competitive, everyone looks for their times and makes the comparison anyway. In fact, more people at a driving event could probably better recite Helga Meyer's or Sue Blomquist's times than anyone else's and believe me the comparison with men is being made. People who claim being in a women's class is a put down, are in fact, the ones voicing a put down, indirectly.

My main reason for advocating separate women's classes is numbers. We currently have too few women competing in driving events. If a women's class

(Continued Next Page)

Womens Competition Classes - continued

was to be made smaller by a woman moving to and competing in a man's class, the person who gets hurt is the one without competition in her class and, as a result, is bumped to a class where equipment differences place her at a definite disadvantage. Remember, classes were created to allow a maximum number of people to compete with a chance to win.

It is because of normal frequent lack of competition within women's classes however, which might give us cause to look at special situations where women should be allowed to compete in men's classes.

When a woman has no competition in her women's class, she may often be bumped into a class where she is at a significant equipment disadvantage. In such a situation, she might be best served by the class system by being allowed the choice of moving to the respective men's class.

I feel that this is a rule adjustment worthy of consideration.

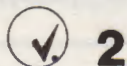
With respect to awards for men and women, there is a situation for Fastest-Time-of-Day (FTD) which presently is not equal and I feel should be corrected.

I'm not sure if it evolved through design or the carelessness created by men always winning FTD, but it appears that there is always an FTD trophy and a women's FTD trophy. Think about that for a moment (not men's FTD and women's FTD but FTD and women's FTD).

It would be interesting to watch event chairmen pass out trophies the first time a woman won an overall FTD. Would she get two trophies? Under our present system, she should.

There are, of course, a couple of obvious solutions to this situation and I offer my opinion that one be considered by the region.

If you have opinions, forward us a letter.



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I FORGOT (ALMOST)

By Bob Ostholthoff

A recurring discussion in all PCA regions is how to increase membership. It's an important goal for PCA to continue achieving. New members bring in new ideas, enthusiasm, leadership and financial support. So how do we do it?

Apparently, we do fairly well attracting prospects to the club. Holding on to them is more difficult. The highest dropout rate of all PCA members is from those who have joined within a year or less. So, these are the people on whom we must concentrate.

Do you remember when you attended your first Porsche Club event? Dozens of unknown faces, unintelligible "language", serious competitors, etc. For many of us it was a rather intimidating atmosphere. We've all been through it but we eventually adapted to the lifestyle that is PCA.

Many of us, as new members, were fortunate to have an established member grab us up and get us involved. It was just what we and the club needed. We never enjoyed ourselves more and the club had additional regular attendees. Within no time, we had also established lasting relationships with some wonderful people.

Of course, the new member can't expect to just be drawn in without any reciprocal action. He or she must put forth an effort to participate, and hopefully, contribute to the club. Greater satisfaction is often found in working while attending, and that still applies.

Now that I am an established member, what have I done to help new members? Instead of "grabbing them up" and involving them, I've often sat back in my comfortable sphere of PCA friends. I sometimes forgot that uncomfortable period I experienced as a "rookie". All of us tend to go through cycles of involvement and I'm no different. That is just human nature.

My cycle is on the upswing now (probably in time to compensate for someone else who is looking for a breather). It feels great to socialize more and I hope those I meet enjoy it equally. Besides, I'd like all our new members to get the benefits that many of us received in our "freshman" years - having someone make you feel welcome and wanted.

The natural barrier of any new situation is inevitable. It is our job, both old and new members, to attack it and knock it down as quickly as possible. If we don't, how many people who can't climb it themselves simply give up and walk away?



CALENDAR

FEBRUARY	* 7	Slide Contest
	* 21	Ice Gymkhana
MARCH	* 28	Rallye
APRIL	* 25	Gymkhana
MAY	* 16	Stone Mill Winery
	* 29-30	Road America Autocross
JUNE	* 13	Gymkhana
	20-16	PARADE - Reno, Nevada
JULY	* 13	Gymkhana
	* 10	Boat Ride
	* 18	Rallye
AUGUST	* 4	Blackhawk Mid-Week
	* 15	Potter's Picnic/ Concours
SEPTEMBER	* 4-5	Road America Autocross/Concours
	* 26	Gymkhana
OCTOBER	* 10	Rallye
	* 24	Brunch
NOVEMBER	* 7	Concours
DECEMBER	* 4	Dinner Dance

* Chicago Region Events

Did You Know That

A Porsche 928 won the second running of the "U.S. Express", a recent version of the legendary "Cannonball". Porsches, in fact, placed first, third, and sixth. A 930 Turbo placed thirteenth after collecting five traffic tickets and won the "Biggest Bear Bait" award.

REFLECTIONS

A QUARTER CENTURY

By Wilma White

In connection with some PCA research recently, I started looking into Chicago Region's history. After being asked to reflect for the Scene on the past two years, it was easy to move on to reflections over the larger area of Chicago Region's first twenty-five years.

Chicago Region was founded in the fall of 1957 as the Chicago-Milwaukee Region. In 1960 the Milwaukee area split off and formed their own group. The formal organizational meeting of the new region was held on October 8th near Kenosha, Wisconsin. There were 34 Porsches out, including 22 PCAers and 24 non-members. Back in those days, one did not have to be affiliated with a region to belong to PCA, and in fact, Chicago-Milwaukee was only the fifth region formed. Temporary officers elected were Cal Davidson, President; Gene Bussian, Vice-President; Hayward Blake, Secretary-Treasurer; Anson Cameron, Tech Chairman. Among the original Chicago-Milwaukee Region members, Gene Bussian and Paul Fontaine were charter members of PCA, and Gene is still a member of Chicago Region.

If one looks back over the early PANO's one sees that the region thrived and was active in its own PCA activities as well as SCCA racing and rallying, and soon established a regular calendar of events that appear familiar today. One of the early meetings was a picnic/gymkhana held in April, 1958, at the home of Sally and Wayne Potter. One of the attendees was O. Erich Filius, then chief executive officer of Porsche of America Corporation. According to the reports, a good time was had by all, even if they sat and ate around an empty swimming pool.

New members snagged that day were Harry and Ruth Willwerth. Meadowdale Raceway was the site of the annual high speed autocross which later moved

to Road America, an ice gymkhana was run each winter, and a weekend tour was part of the calendar.

Chicago Region was first incorporated in the State of Illinois in 1960. Among those directors listed were Richard Jacobs, Don Comunale, and Jack Cooper. Dick Jacobs is still a sometimes member and Don Comunale is still active though he and Lucille now live in Florida. Until his death, Jack Cooper was very active in PCA as well. He was the first person appointed as Zone 4 Representative when the zone system was established in 1968.

The 1981 December Scene had an article by Harry Willwerth about the 5th Porsche Parade in Aspen. Thirty-three cars from Chicago showed up for that one! The year before that, 1959, our region had held its first Parade and in 1964 we hosted the 9th Parade, both of them centered at Nippersink Manor, Wisconsin. Again in 1972, Chicago put on a Parade, number 17, based at Lake Geneva, Wisconsin.

The region has also provided several national officers and staff members over the years. Gene Bussian was Vice-President in 1959-60; Hayward Blake, Vice President in 1961-62; Philip Liataud, Treasurer in 1961-62; Harry Willwerth, Secretary in 1965-66 and Bob White is currently Treasurer. We also have Jerry Meyer serving now as Membership Chairman and George Gutmann is on the PCR Committee. In the past, Frank Isaacson has been Insurance Chairman as has Jack Cooper and Phil Liataud. Jack also served as Competition Chairman and Zone 4 Rep. and Bob White has been Tech Chairman and Zone 4 Rep.

The point of all this recall is that Chicago Region has a continuous history of local activity and national contribution behind it. But with its give-or-take 250 members, Chicago has expanded its horizons the last few years and made use of the talents of its members.

We're fortunate to have the use of two racetracks at which to hold events, and in addition to having two success-



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ful driving schools at Blackhawk Farms each summer, we now have two weekends at Elkhart Lake's Road America - one at each end of the driving season. As everyone knows, these events are both looked forward to and well attended by many from within and outside of the region.

Most members may not realize it, but we have for the last several years, had three Parade caliber rallyes provided for the region each year. To put on a rallye of this type takes a great deal of time and effort from the rallyemasters and we are truly fortunate to have members willing to do this (even if it takes a bit of arm twisting). The results are obvious. Chicago Region did extremely well in the Parade rallye this year, and if there's a team concept at the Reno rallye in 1982, we'll be something to watch out for.

In concours, we have developed our own A-B-C-D system which provides a place

for everyone, from the fanatic to the Wash'n'Wear driver. Incidentally, we have at least five members who have judged at Parade concours in the recent past, so our group is knowledgeable as well.

For the last two years, Sue Allman has done a one-woman job of organizing our purely social gatherings. It's obvious by the turnout for these that a previously unacknowledged need for a social life in Porsche drivers is now being fulfilled.

We will be celebrating the 25th anniversary of PCA/Chicago Region this year. Hopefully, the second 25 will be even better, since we have many people with capabilities and talents to contribute and a common "tie that binds". Over the past 20 years, the best friends Bob and I know have come to us via PCA, and we're looking forward to many more years and many more friends to come.



FIRST GEAR

ADVICE FOR THE NEW

By Vic and Val Harris

Ah yes, winter is definitely on us. Snow is on the ground, our Porsche is snuggled deep under its car cover and we're both experiencing our first dose of Porsche withdrawal. Having joined the PCA in mid-summer, we were just getting into the spirit of the marque when the salt trucks started rolling. Still, two autocrosses, two rallyes, two concourses, a mid-week Blackhawk School and the fall Elkhart weekend made for a very exciting first season. Although the excitement of starting the Porsche once a week and running it up and down our driveway doesn't make the old ticker pound like Road America, winter does give us some time to catch up on severely neglected work around the house not to mention replenishing supplies of motor oil, Armor-All, Q-Tips and other necessities.

In retrospect, we now enjoy belonging to the PCA for completely different reasons than those which prompted us to join. We never expected to be excited about an Autocross - until we drove our first one. Nor did we expect to EVER spend hours upon hours cleaning any car - let alone enjoy it. Even the ultimate test of marriage vows, a PCA rallye, was more fun than anticipated. All these events must be experienced to really appreciate not only the car we are all so fond of, but the club which allows us to enjoy Porsche ownership to the fullest.

Unfortunately, getting the most out of the first few PCA events can be frustrating for new members. The terminology of a rallye is mind-boggling until one is driven, and the prospect of hurling your new, big-bucks baby around the corners at Road America as fast as you dare is both exciting and plain horrifying. And woe to the first-timer who spends a casual hour preparing his new Porsche for class 'A' concours competition. After all, "It's brand new - what chance can those older cars have?"

Although everyone goes out of their

way to help, for new members who are the least bit shy, learning can be graduating from the school of hard knocks. The autocross manual and Blackhawk School are excellent for learning high-speed driving techniques and building confidence. Similar literature and instruction on parking lot gymkhanas, rallyes and concours preparation would be a great help to a newcomer. In fact, as much information as possible should be provided in a newcomers membership package to encourage participation in all PCA activities.

Our advice to new members? Try each type of event several times remembering there is a learning curve, and give all events a fair chance. Believe us, you can come in last in your class at Road America and still have a ball...Maybe Val and I are just inhibited by our 85-MPH speedometer?



Outmarker

ADVENTURE SOUTH OF THE BORDER

By Jerry & Helga Meyer

Want to get away from the winter blahs of Chicago? Is cabin fever causing you anxiety? If so, here is your chance! Uncover your Porsche, and on Sunday, March 28, head for the sunny south - Munster, Indiana.

This year the rallyemaster promises you a straight forward, no tricks, no traps, rallye. The object of this rallye is to have 100% of the cars finish on course. We mean it, no tricks, no traps!

The rallye will begin and end approximately 40 miles from the Loop, and cover less than 100 miles. More details to follow in next newsletter. Volunteers are needed to man check points or pre-run the rallye. This means we need help! Please call Jerry Meyer at work - (312) 375-8585, or home - (219) 838-9232.

So mark your calendar, participate in one way or another.



Insight

AUTOCROSSING IS A SIX LETTER WORD
By Bob Law

As autocross coordinator, it is my goal to use "Insight" as a forum to bring you various information related to the most exciting part of our region's activities, autocrossing. May it be your first run ever or you've gone through eight sets of brake pads and twenty tires, there's nothing like the rush which comes from sticking your foot through the accelerator as you take off from the start line. However, before you even get to that start line, there must be certain fundamentals that must be followed to truly enjoy the sport. The rules of autocrossing are simple...go through the course like a bat out of hell and, oh yes, don't hit any pylons along the way.

Now, that certainly seems easy enough, but there must be many hours of preparation and forethought before you even tech your car in. You may feel by tweaking the suspension, shaving the tires, fine tuning the engine or spending lots of dollars on various after market products will give that ultimate time you're after. In actuality, your times and quality of your runs begin long before any modification to your Porsche.

Let's talk briefly about fine tuning your mental attitude towards autocrossing rather than what gizmo widget will save .03 seconds on your next run. The number one, absolute top priority to autocrossing is SAFETY. (We'll have a whole column on this in the future.) The Chicago Region prides itself in the stress it puts on proper safety procedures not only in our cars, but most importantly, in our attitudes. After following basic concepts in safety, your times can best be improved by proper driving technique.

Short of expounding on such tips as "don't cross zee arms when turning" and "go deep into that apex", the best suggestion I can offer is to read or re-read Alan Johnson's book "Compe-

tition Driving". Our region also has an excellent handout on basic driving techniques. For all you "hot shoes" out there, future columns will be devoted to those gizmo widgets and procedures altering your Porsche to shave your times. However, the majority of us could all stand to improve our basic driving techniques. While the winter months are upon us, let's give thought to how we can improve our techniques. Set a goal to establish a nice, smooth, quality run and only then try to improve on your speed.

Remember, we are all out there to have a good time, come away satisfied, and be able to drive our Porsche home. No trophy is worth risking arm or limb, not to mention sheet metal, etc. Let's first think SAFETY, then work on technique for another outstanding autocrossing year with the Chicago Region PCA.



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SUNDAY, FEBRUARY 7, 1982

Check your January issue of the Scene for details. Registration form is included with this issue. Come "Show Us Your Stuff".

TRANSMISSION LUBRICATION

By John Bohlander

Changed your oil lately? You say every 3,000 mi. or second autocross which ever comes first. And the filter too? Very good, give yourself a pat on the back for taking such good care of your Porsche. But wait, aren't you forgetting something? No, you don't have to disconnect your oil cooler and drain it too. But there is something you probably missed. Oh, you may have checked it, but when did you change it? OK, take out your owner's manual and look up lubrication. See, there, "change transmission oil repeat every 12,000 mi.". (Manual trans)

There are several reasons why this should be done. First, the action of the gears is sliding rather than rolling for a large percent of their function. This is a basic deficiency in the involute gear profile used in most gear systems. In addition to the gears, the synchronizers slide before locking-in whenever the transmission is shifted and the shifting forks are always sliding on the synchros. All this sliding produces minute metal flakes which are no good for gear boxes. These metal flakes are very small and easily float in the oil causing increased wear on all the moving parts. There is a magnet on the drain plug that will capture the steel particles. But, with the oil constantly washing across the magnet, only so much crud can be tightly captured.

Another important reason why the transmission oil should be changed is that the additives in the oil become depleted. The transmission is vented to allow for thermal expansion, otherwise the oil would be slowly forced out the side seals. The bad part about venting is that moist air is allowed in. Corrosion inhibitors are added to the oil to protect the various metals found in transmissions.

The dissimilar metals found in transmissions actually promote corrosion. So, a high quality lubricant that can

handle many metals must be used and kept fresh. Another important additive is the anti-oxident. This prevents the thickening of the oil when exposed to high heat. Racing gear boxes are most susceptible to oil thickening due to the 400+ F that is easily generated if an efficient cooling system is not maintained. Sometimes the oil will become like gelatin which doesn't splash around very well.

There are other things in oil that are also very important, like anti-foam agents, extreme pressure additives and dropping point depressants. Regular oil changes is a very easy way to keep your gears spinning quietly for many years. (NOTE: the synchronizer wear is greatly influenced by how fast the shift lever is moved.)

Now that you've got the old oil out, what type should go back in? For manual transmissions, with or without limited slip differential, Porsche specifies a single lubricant with the following ratings L2105B; API service class GL5; and an SAE viscosity of 90. The first spec. is rarely shown on small containers but the service class is usually shown (the higher the number the better). Since virtually all name brand gear lubes available meet these specs, there should be no problem in getting a good lubricant. You will, however, see some differences in the viscosity. The SAE test for viscosity is done at about 220^oF and says nothing about how the oil reacts at 0^oF. There is another test for cold weather formulated oils (more additives) which gives a "W" rating to the oil. So a product with a rating like 85W85-90 means it is for all normal operating temperatures. If you've ever driven a stick shift at -10F, you must appreciate the fact that a "W" rated oil allows you to shift using only one hand.

Going one step further, there are now synthetic gear oils which can operate from -65^oF to 300^oF and maintain proper viscosity without lots of additives. Besides cost, these oils have some drawbacks. Most of the synthetics are diesters or similar exotics and require special additives

to keep rubber shaft seals from swelling excessively or drying out. Since there are several types of rubbers in current use, on Porsches, it is difficult to predict the results the more exotic lubricants will produce. A safer lubricant is the synthesized Hydrocarbon type like Mobile S.H.C* (S.H.C star). The additives in this type of lube are not very different than standard petroleum oils, thus the results are more predictable.

One drawback that cannot be overcome, is because of the slipperiness of synthetics; they act like a thin oil. This means when you shift, the transmission does not spin down very rapidly and the synchros must work much harder to match the shaft speeds. If you are an articulate double de-clutcher, it could be an advantage.

Last on my list is the automatic transmission. These transmissions require special lubricants of which there are two types in current use, Dextron II and Type F, and there is also the old Type A. Each of these fluids have unique characteristics and should not be inter-changed in most cases.

Since the shear characteristic of the oils differ, they greatly influence the torque converter performance with respect to efficiency of torque transfer and smoothness of shifting. An automatic is designed to use usually just one type of oil, so read your owner's manual.

I should also note that many front wheel drive vehicles made in recent years use automatic fluid in the manual gear boxes also. Most automatic gear boxes need infrequent oil changes after the first change, check your owner's manual.

Now, give yourself another pat on the back.



Did You Know That ?

It is rumored that Porsche is considering a four door version of the 928 which may be based upon a four wheel drive train.

PHOTOGRAPHS

DINNER DANCE

By John Bohlander



Overall concours winners.



Overall ladies autocross winners



Overall rallye winners



Dan - "Sue, I hope your events are the only social thing you'll give me."
Sue - "You'll never have to worry."



"That's some kiss, Chris, but the bells sound an awful lot like a phone."



Nick - "Bob, when I grow down I want to be just like you."



"Dis da party?"



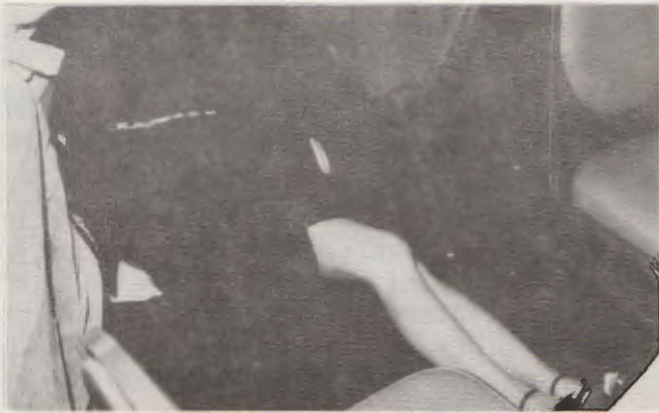
Kathy - "Now that you've shaved the moustache..."



"Easy Randee - As Concours Coordinator, I have to 'keep it clean'."



Howard - "Are applicants really supposed to understand this woman?"



Beats a bread fight anyway.



Dan - "Come on Bob, that's a cheap high school trick."



"This is so much fun the Harwoods are afraid to look!"



Enthusiast-of-the-Year, John Bohlander receiving his award - the latest in rallye timing equipment. Mount that on your dash and run equipped, John.



Cindy - "Stay sitting down, Bob, maybe no one will notice your plaid pants."



Rich and Teena Virgo

MEET THE BOARD

PROFILES

By Chet Szerlag

Helga Meyer - Secretary

Helga and her husband Jerry joined the Chicago Region in 1967, after purchasing a 1966 912 coupe. They next acquired a 912 Targa, and later moved to their present model, a 1973 911 Targa. The Meyers introduction into the "wonderful world of Porsche" came via an SCCA-sponsored autocross at Soldier Field in 1967, where they met Harold Beach, a long-time PCA member. This was the beginning of their long and active involvement with the Chicago Region. Helga and Jerry originally hail from Cincinnati.

Helga is entering her second year as region Secretary, her first formal club office. Jerry has however, held numerous offices in the past, including President and Treasurer. Helga has also managed the region's "goodie store" ever since the last Parade hosted by the Chicago Region, in 1972. Helga's club interests center around driving events. Indeed, her "interest" can be demonstrated by the fact that she was seen autocrossing as late as three weeks prior to the birth of her last child! Helga was also the Chicago Region "Enthusiast of the Year", for 1980. When she's not involved in region events, Helga is busy as a high school teacher of German (seems like a nice combination of vocation and avocation; wonder if her students have translated any workshop manuals yet!)

Tom Harwood - Treasurer

Tom has resided in the Chicago area for approximately 25 years, and is a professor of Pathology at Northwestern University. Tom has been a Chicago Region member since 1974. His ownership of Porsches began with a 1968 912 coupe, followed next by a 1968 912 Targa, then yet another 1968 912 coupe (one suspects that Tom must know alot about the Type 912!). Currently in Tom's garage there is a 1971 911 T and a 1973 914. The 914 is owned by Tom's

son and is currently undergoing restoration, due to an unfortunate encounter with the rear of a garbage truck (Note: truck's fault!).

As Treasurer, Tom attends all events, but he especially enjoys participating in rallye events. Tom has been active in the "mini-series" rallye's which are an interclub event held conjointly with other sports car clubs in the Chicago area. Tom is entering his second year as Treasurer. Tom's primary objectives are to ensure that the club doesn't lose money on any of its events, to maintain accurate and up-to-date financial records, and to provide monthly financial reports at the club's board meetings. (The board meetings are, by the way, open to the general membership who may be interested in attending).

Wilma White - Past President

Wilma and her husband Bob have been Chicago Region members for approximately 20 years. At the time they acquired their first Porsche (a 1961 Super purchased at the factory) the marque was selling for around a dollar a pound. Nowadays, a new 911 SC costs nearly thirteen dollars a pound! The Whites at one time also owned a Abarth Carrera. Their current stable includes a 1972 911S, a 1970 914-6, a 1980 911SC, and last but not least, a 906.

Wilma has been region President for the last two years, her first formal office. However, Wilma and Bob have been very active in the club, for over the years, Bob has served as region President and Vice President, Zone 4 representative, and is currently the PCA National Treasurer. Wilma's objectives during her recent tenure as President have been to get the Chicago Region members more involved with our neighboring regions, as well as with National. A good example is our recent submission of a bid to host the 29th National Parade, in 1984. Wilma notes that the Chicago Region is no stranger to hosting Parades, having done so for the 3rd, 9th, and 17th Parades.

George Gutmann - Director

George and Linda are Chicago natives, and have been Chicago Region members since 1972. They've owned Porsches since 1969, their first model being a 1967 912. The Gutmanns currently own a 1971 911S.

George has been very active during the 10 years that he and Linda have been members. Linda has been the newsletter editor for the last 3 years; George meanwhile, has actively participated in board meetings for the last 6-7 years, plus he has had several tours of duty as the region's rallye coordinator. George is presently a National PCR Committee member. George and Linda have managed to attend 8 of the last National Parades. Significantly, George was recognized as National "Enthusiast-of-the-Year" in 1980, due to his dedicated efforts on behalf of PCA and its membership.

Joe Hill - Director

Jos is a Chicago native, and has been a Chicago Region member since 1975. Joe currently drives a 1975 914, which he purchased new. He's a 914 enthusiast, and has made some minor mechanical modifications to his car. Current plans are to install a new 2.0 liter engine with European pistons, in addition to performing some "rustoration" work. Joe made it clear however, that he should not be considered a budding "concours freak".

Joe is completing the second year of his two-year term as a board director. He's been very active in helping stage club gymkhana events, and is particularly interested in rallye events.




Did You Know That ?

Chris Pook of Long Beach Grand Prix Association fame has turned T.V. entrepreneur and as a result, Formula One fans in this country will find same day coverage of every Grand Prix race. Check your local T.V. listings.

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Porsche Literature

PORSCHE FOR THE ROAD - A REVIEW

By Chet Szerlag

Despite the above title, this digression is not about rallying, auto-crossing, or interstate sledding. But I do hope I've piqued your interest and that you'll read on.

Long time Porschephiles (like oenophiles) know that there are many vintages and tastes to Porsche ownership, and that "Porscheophilia" also transcends mere earthly (read:legal) title to one of the good Doctor's mechanical offspring. Typical "transcendental" activities that come to mind include collecting scale model Porsches, collecting Porsche "art", wearing the Porsche crest/signature on some part of one's anatomy, looking for "unreal deals" anywhere but in a suburb of Cleveland, imbibing genuine German beer to keep the "Stuttgart spirit" alive, rebuilding your engine on the kitchen countertop, photographing Porsches (and others) in action, driving fast, and perhaps, developing a library of books on the house of Porsche.

If I may, I'd like to elaborate on the last point above. One of my personal pleasures is to read (and to selectively purchase) any and all published materials on the subject of Porsche. This includes factory posters, mail-order parts catalogs, workshop manuals, factory technical publications, enthusiast magazines and periodicals, etc. I especially like clearly written and well illustrated books that expand my knowledge of Porsches and the personalities who are involved with Porsche.

Developing the point further, I'm sure many of you have seen the plethora of publications that deal with the topic of Porsches (they're especially visible around the Christmas shopping season). Many of the publications are excellent and worth every penny, while others miss their mark in one respect or another.

For those of you who are interested in

Porsche-related publications, there is an excellent reference source available from "Classic Motorbooks" in Osceola, Wisconsin. Their 120 page mail-order catalog is without equal, and includes 69 titles on the Porsche marque alone! The catalog is an alphabetical listing (by every known marque, past and present) of publications that are currently in print. I recommend the catalog to anyone who has an active interest in automotive literature. "Classic Motorbooks" advertise themselves as the "world's largest selection of automobile literature". I agree. Their toll-free number is 1-800-826-6600. I believe the catalog is free for the asking, despite an advertised \$2.00 price. The prices are competitive, there is an unbelievably large selection of literature, there are frequent sales and discounts, plus they accept plastic money!

Now, on the main point of this article. I recently purchased from "Classic Motorbooks" a well-written and visually exciting book by Henry Rasmussen entitled, "Porsches for the Road". This book is the sixth in Mr. Rasmussen's critically acclaimed "Survivor Series." (Some of you may recall that Stoddard was offering this book, as well as several others, in the November and December issues of Panorama). The prior five titles in Mr. Rasmussen's series are, "European Classic Cars", "American Classic Cars", "European Sports Cars", "Postwar MG and Morgan", and "Ferrari's for the Road." Incidentally, I bought the Ferrari book a year ago, and it's beautiful, if you appreciate Ferrari's. The reason Rasmussen's books are highly acclaimed, is their uncompromising quality in photography, text, and book construction.

What makes "Porsches for the Road" a noteworthy and "cost effective" book are the nearly 300 outstanding photographs (115 color plates, 20 brown-tones, and 135 black & whites) of Porsches and Porsche history. It's truly a feast for the eyes! Additionally, the book's unique format does not duplicate other Porsche books currently on the market; thus the

reader does not get a sense of "deja vu" when reading this book. Rasmussen chronologically organizes the photos and text so that as you move through the book, you're reliving, via pictures and words, the 30 year evolution of the marque. The sensation is not unlike looking through your family album! This approach helps the reader develop a clear perspective on the marque by the time they reach the last page of the book. Prior to the publication of Ludvigsen's landmark book, no other book offered this kind of "knowledge transfer" from one source. Another nice aspect about Rasmussen's text is that it compliments the photographs while also providing a perceptive "retrospect" commentary that successfully captures the significance and "market impact" of each model type. Indeed, the book's focus on the road-going model types and their role in the evolution of the marque is conveyed in the title, "Porsches for the Road".

In summary, there are other books that offer a more authoritative and encyclopedic perspective on Porsches (such as Ludvigsen's "Porsche: Excellence was Expected"), but Rasmussen fully captures the visual romance and excitement of the Porsche, and its life story. I recommend this book for anyone who has (or is starting) a Porsche library, or who has an oversized (or empty) coffee table.



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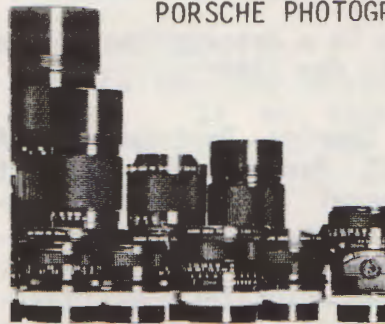
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Porsche Photography

PORSCHE PHOTOGRAPHY EQUIPMENT

By Omar



To most of us, our Porsche is very special. We save to buy it, keep salt off it, polish and clean it, and park miles away from other cars so no dings will be put in it's beautiful body. So why not take pictures of it and all of the activities involving our prize?

I am often asked, "What's a good camera to use and what do I buy to take fine photographs?" It's a hard question to answer but I'll do my best.

What type of camera do we want to use? I suggest a 35mm or 2 1/4 camera. The advantages of a 35mm are the broad price range, ease in adapting different lenses to the body, light weight and inexpensive film. The disadvantage is the small film size. Problems may arise in black and white processing that can result in grainy prints. The 2 1/4 x 2 1/4 square camera is more advantageous in that the quality of the film is much better than the 35mm but it is more expensive to buy and use.

So, let's start out with the 35mm to photograph our Porsche. Good buys in the 35 mm are Canon, Nikon, Olympus and Minolta cameras. You can choose from different types of film: Kodachrome and Ektachrome (both slide film), Kodacolor for color prints and Plus-X or Tri-X film for black and white prints. If your budget permits, it would be helpful to have 50mm and 35-80mm zoom lenses for the camera and a small flash unit. Be sure to read the instruction book of your camera to learn how to properly operate it.

Next month we'll try to make a few photos of our Porsche in a formal portrait,



Did You Know That ?

The following is a description of the IMSA categories for 1982:

GTP - Grand Touring Prototype: A power-to-weight formula for two-seat coupes. Liberal body chassis-suspension guidelines, using only approved series-produced engines. Potential power dictates classification in one of four minimum weight categories from 1540 to 2200 pounds. Lola T600, Rondeau 382, March, Ford C100, etc.

GTX - Grand Touring Experimental: Combines former FIA Group 5 cars and IMSA All-American GT (AAGT). Volume-produced models, retaining original wheelbase and other chassis elements. Nearly unlimited engine options. Minimum weight breaks, especially for front engine models, give potential performance equivalent to one-of-a-kind GTP

cars. Porsche 935 Turbo, Ford Mustang Turbo, Datsun ZX Twin-Turbo, Chevrolet Monza, Chevrolet Corvette, etc.

GTO - Grand Touring Over 2.5 Liters: Based on old FIA Group 2 and 4 rules. Volume-produced sports/GT cars; rules relating displacement, minimum weight, and maximum wheel width. Standard external appearance is countered by considerable freedom in suspension and drive train. Weight breaks for push-rod engines and weight penalties for four-valve engines attempt to equate performance of old and new, front and mid-engine designs. BMW M1, Datsun 280-ZX Turbo, Porsche 911SC, etc.

GTU - Grand Touring Under 2.5 Liters: Same basic rules as GTO, but special minimum weight scale based on engine design equates rotaries with various conventional engines. Mazda RX-7, Datsun 280-ZX, Renault Le Car Turbo, BMW 320i, etc.



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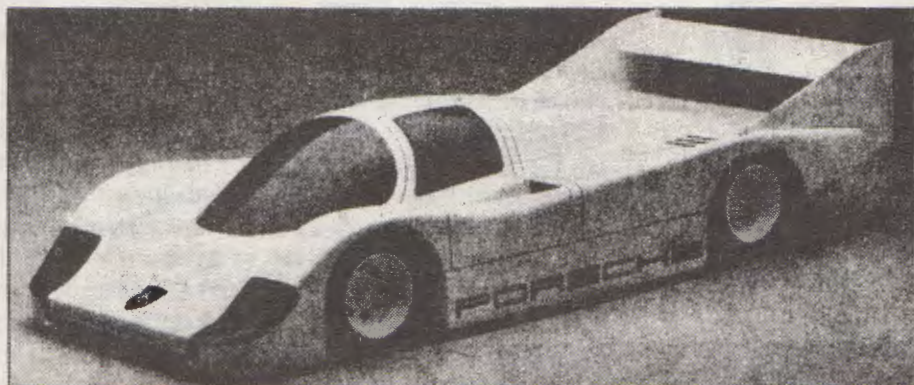
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Porsche Racing News

It is reported that Derek Bell has signed to develop and drive the new Porsche Group 'C' car. Rumors say that Jackie Ickx will also be signed for driving chores.

The car is said to be all new, featuring a full monocoque, a first for a Porsche race car. The engine will be the "Indy" engine with a 3.65 Litre displacement. The car should be ready for testing in March with a racing debut at Silverstone in May followed by a three car effort at LeMans.



Porsche's new Group C

Did You Know That ?

CHRISTOPHORUS is a Porsche factory publication that is issued every two months. It has technical articles, excellent color photos, racing news, and other general information

The English version is \$18.00 per year. Mail subscription request to Dr. Ing. h.c.F. Porsche, D-7000, Stuttgart-Zuffenhausen, West Germany. A bill will be sent with your first issue.

WOMEN TOP SOLO IN PORSCHEs

The 1981 Robert Bosch Cup for the Sports Car Club of America's Solo II National Championships saw two women drivers walk off with class honors in Porsches.

Elsie Haninger, of Ganhanna, Ohio, took the laurels in the A Stock Ladies Class in her Porsche 911, while defending champion Barbara Mitchell, of Houston, captured the honors in B Stock Ladies with a Porsche 924 Turbo.

In the mens' A Stock division, John Parsons, of Lombard, Ill., turned in the fastest time in a Porsche 914.

924 WINS SECOND STRAIGHT NATIONAL CHAMPIONSHIP



Tom Brennan's Herman + Miller Porsche Audi 924 on the way to victory at Road Atlanta.

ICE GYMKHANA

Achtung!

ARCTIC ANTICS II

ELKHORN, WISCONSIN

SUNDAY, FEBRUARY 21, 1981

Check your January issue of the Scene for details. Registration form is included in this issue. Come slide across the ice, "Freeze Your Bippie Off" and generally have fun.

IN-BOX

The following note was received by Bob Ostholthoff:

"Just wanted to say thank you for the invitation to the Dinner Dance. We had a wonderful time! Please pass my thanks on to all the great PCA'ers who made Rich and I feel so welcome."

Rich and Teena Virgo

Did You Know That ?

The National Highway Traffic Safety Administration after spending \$675,000 in pursuit of a uniform police radar standard has abruptly abandoned its plans. Now the decision to adopt such standards will be left up to individual states. The proposed standards had been aimed at easing concerns over radar's accuracy.



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FOR SALE: 1973 911 S Targa. Signal ylw/blk. int., blk. trim. Recaro LS seats, alpina wheel, center console, blaupunkt stereo/tape, rear wiper, konis, alloys, w/205 CN-36S. No rust, no winters, 52,000 mi. Exceptional condition. \$14,000. Rod Gustafson, 428 N. First St., Rockford, Il., 61107. 815-964-9700/815-964-9490.

FOR SALE: 914 Parts: 1973, 1.8 Litre Engine, Trans. & Trans Linkage, complete \$600; 1.7 or 1.8 heat exchanger set, like new, \$225; near half shaft complete with 2 c.v. joints \$50; new 2.0 Ltr. competition/street muffler \$45.; 2.0 Ltr. ANSA muffler \$35.; parting out complete 1973 914. For listings and information, contact Dan Williams, 638 Schooner Point, Schaumburg, Il., 60194. (312) 885-8322.

FOR SALE: 1968 912 Coupe, Silver/Black 68,000 miles, nice condition, \$9,000. Ed Vallone (312) 758-4761.

FOR SALE: Fox X-K All Band Radar Detector. Only 3 months old. \$99. 911 Bra \$45. 924 Cargo Area Mat \$15. - John Welda 359-5485.

FOR SALE: 1973, CIS Injected, Brown, Sun Roof, Air, Factory Alloys, New Michelin XWX's, Sony AM/FM Stereo, Factory Front Spoiler, Koni's & Sway Bars Front & Rear, S Instruments, Marchal Headlights, 60,000 Miles. This car is in excellent condition unrestored.....\$10,000. FIRM Richard L. Gonzales, 6920 Woodmar Avenue, Hammond, Indiana, 46323. (219) 845-6837.

1982 Advertising Rates		
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Rear Cover	-	\$90/MO.
Full Page	\$75/MO.	\$60/MO.
Half Page	\$40/MO.	\$30/MO.
Quarter Page	\$25/MO.	\$15/MO.
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Members Free - Non-Members \$5/MO.		

COVER CREDITS

This months cover photo was provided by Bob Ostholthoff.

Chuck Stoddard's 917 was shot going into turn 14 at Road America during his exhibition laps at our 1979 Labor Day Autocross.

A framed enlargement was presented by the Region to Chuck in appreciation for his work as National President of Porsche Club of America.

(EDITOR'S NOTE: Film preparation for the cover photos is being provided by Tapco Graphics.)

REGISTRATION

SLIDE SHOW

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Indicate number of slides you wish to enter in each category:
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Driver #1 (\$6.00) _____ Driver #2 (\$3.00) _____

Vehicle _____ Model _____ Year _____ Color _____

NOTE: STUDED TIRES ARE NOT APPROVED FOR THIS EVENT - HELMETS WILL BE REQUIRED

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NOTE: If not attending dinner, a \$2.25 charge will be assessed for coffee, hot chocolate and rolls.

Entries must be postmarked by February 12, 1982 or add \$1.00 to each driver.

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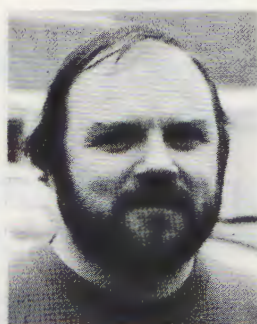
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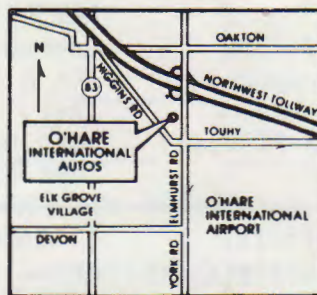
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