

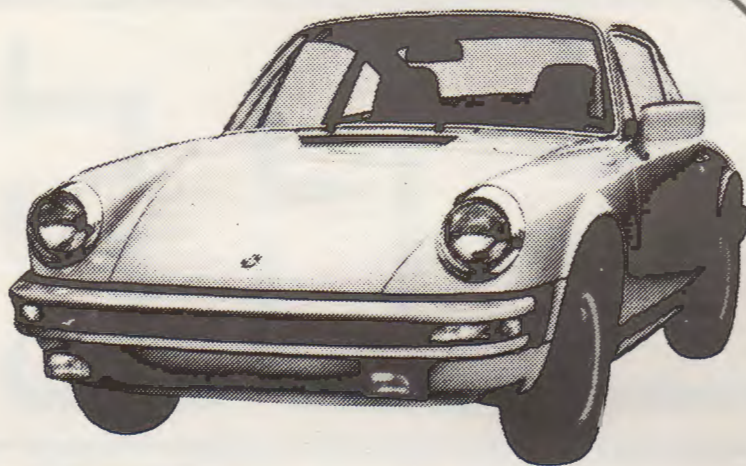
AGENE



Concours School / Membership Meeting	March 27	5
Ice Gymkhana	Feb. 20	13
Spectrum Versus Escort		17
Rehabbing Your Alloys		18



February 1983



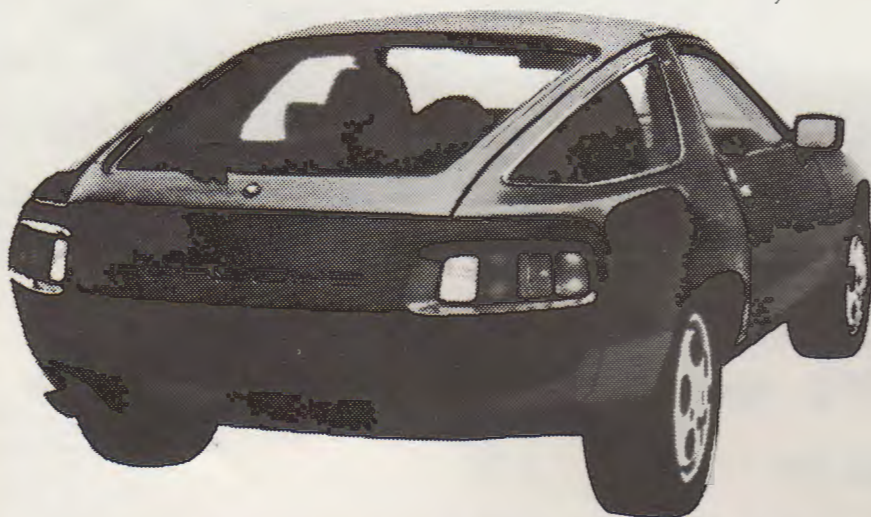
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DEATH OF U.S. AUTO INDUSTRY GREATLY EXAGGERATED
 By Donald E. Peterson,
 Ford President

On October 6, 1982 I had occasion to hear Donald E. Peterson, President of Ford Motor Company speak on the trials of the U.S. automobile industry in general and Ford in particular. He did provide some insight which I found interesting and thought you might also. The speech was delivered during a regular meeting of the Executive Club of Chicago.

Chicago has been called the broad shoulders of American industry, and it is a city that has been good to the auto industry and good to America. But I can't tell you how many times recently I've heard people say that this great industrial heartland - stretching from Chicago up through Detroit and down through Cleveland and Pittsburgh - is on its last legs.

Well, I'm here to tell you that the reported death of American industry - has been greatly exaggerated. And I want to tell you why.

Without question, these have been grim times, especially for the auto industry. But we are coming back, and I am convinced we will regain our competitive strength. And this is what I want to talk to you about today.

One of the biggest challenges in our industry faces is head-to-head competition with foreign imports for a share of our own market. I can speak first-hand only for Ford Motor Company. But I can tell you, we are slimmed down for battle - and I'm confident we are going to win. And I'm happy to say, our Chicago operations are helping to lead the way. Three weeks ago at our Chicago Assembly Plant, we introduced our remarkable, new LTD/ Marquis line of mid-size passenger vehicles - with big car comfort and small car fuel efficiency.

It was just the beginning of an exciting generation of highly competitive, American-built products we are bringing out in this model year.

There's no question we face stiff competition. The case in point is the now-legend import success story. We frankly should have seen it coming.

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IN 1965, IMPORTS HELD A SIX PERCENT SLICE OF THE TOTAL U.S. CAR MARKET. BY LAST YEAR, IMPORTS - DOMINATED BY THE JAPANESE PRODUCERS - HELD 27 PERCENT OF THE CAR MARKET NATIONWIDE

Admittedly, the Japanese manufacturers did a good job. The products they brought to our markets delivered on quality, fuel economy and price. You can't argue with results.

Of course, the Japanese had some things going for them that had nothing to do with being smarter than anybody else - things such as a sizable labor cost advantage, a favorable yen/dollar relationship and a full complement of cars already designed for their own fuel-stingy home market. This was the very time when U.S. producers, in the midst of a massive product and facility conversion, were caught short by the energy crunch.

Still, we in the U.S. auto industry frankly allowed ourselves to lag behind. And we lost sight of the intangibles of car ownership - qualities such as fun and performance - that really turn people on.

But we at Ford are coming back strong - in products and technology, in quality, productivity and cost control, in people management and financial management, and in marketing and customer service. We are targeting our sights on becoming fully competitive - not just in North America, but worldwide.

At the heart of Ford's strategy are the most effective weapons we have - innovative, technologically advanced products, designed to meet the needs and wants of a contemporary, rapidly changing market. We're planning to outpace all of our competition, domestic and foreign, in the design performance and quality of our products. Already, the best-selling nameplate in the world is the Ford Escort - the first of our new products for the 1980's. But the Escort is only the forerunner of a steady flow of competitive, new products - products designed to break out of the boxy patterns of the past and set a new standard of design excellence.

Shortly after I became president of Ford in 1980, I met with a group of our designers. They had spent a half-dozen years designing for government regulators and coping with a massive customer shift to more fuel-efficient offerings.

I asked them if the cars on their drawing boards for the 1983 model year and beyond were the kinds of cars that they would feel proud to drive down the freeways and into their driveways.

It turned out they weren't. So I asked them to go back and design the kinds of cars they truly like.

The result is a complete departure from the traditional styling cues coming out of Detroit. The products we are introducing in the coming months represent the new direction at Ford. They make a strong statement about what we stand for and about where we think automotive design is headed in the future. It can be summed up in one

word - aerodynamics.

AERODYNAMICS MEANS FINE-TUNING IN THE WIND TUNNEL. IT MEANS BETTER FUEL ECONOMY, NOISE REDUCTION AND IMPROVED HANDLING. IT MEANS FORM FOLLOWING FUNCTION. OUR NEW DESIGNS MAKE FORD A REAL PIONEER IN THIS NEW TECHNOLOGY.

For the 1983-model year alone, our worldwide product program is the biggest in the history of Ford Motor Company. Over the next several months we are introducing a new generation of cars that are as exciting to drive as they look. The "slippery", aerodynamic Turbo Coupe Thunderbird, The Escort GT and the Lynx RS are among my favorites - and they are true import competitors, combining fuel efficiency and performance, style and function and exciting hardware.

They will feature fuel injection, turbo charging, five-speed transmissions, anatomic seating and superior instrumentation. Also, the long-awaited Mustang convertible and the highperformance 1983 Mustang and Capri models will hit the streets. With seven seconds, 0-to-60 mph and controlled cornering capability in demanding turns, they will be everything a performance buyer could want.

Next spring the all new, front wheel drive Ford Tempo and Mercury Topaz will debut. Each, by the way, has met with overwhelming approval in our market research. And our new products will offer the kind of quality Americans have come to expect. At Ford, quality is more than just an advertising slogan. We are committed to a long-term, worldwide effort to make the highest quality cars and trucks in the world. It's already paying off, as measured by what our customers are telling us.

For example, on our 1982 models, quality has improved an average of 48 percent on U.S. cars and light trucks over 1980. A recent survey of nearly 9,000 owners - of every make cars - showed that Ford's quality is better than that of our domestic competitors - 12 percent better than GM and 24 percent better than Chrysler. Escort and Lynx were shown to be essentially equal in quality already to the Datsun 210 and the VW Rabbit.

In another survey, we found that only Toyota was equal in quality to our new Ranger pickup truck. Ranger tops all the others - domestic and foreign. Right now, we are North American leaders, not only in aerodynamics and quality, but also in automotive electronics. From the Continental to the Ford Escort, we offer a remarkable array of electronic features - in instrumentation, engine controls, entertainment systems and vehicle controls.

In the 1983 model year, we are introducing a new generation electronic engine control system (EEC-IV), providing engine control completely integrated engine and vehicle control system, and serving as the nucleus for future Ford product innovations

WE ARE CURRENTLY SPENDING A HIGHER PERCENTAGE OF OUR SALES REVENUE ON RESEARCH AND DEVELOPMENT THAN ANY OF FOUR MAJOR COMPETITORS-DOMESTIC OR FOREIGN-TO MAKE SURE THAT OUR NEW PRODUCTS WILL

BE AMONG THE MOST TECHNICALLY SOPHISTICATED OFFERINGS EVER.

But we're fully aware that new designs, better quality and advanced technology, alone, will not sell cars. Beyond this, we must deliver the "intangibles" that I mentioned earlier - intangibles that make driving fun and satisfying. To do this, we're listening carefully to what our customer want. We're tapping into the tastes and preferences of a broad cross-section of Americans in planning our future products. We're also asking for their suggestions on how to market, service and sell them.

Thousands of Americans - representing diverse "contemporary markets", such as affluent buyers, Hispanics, mature customers and women - have given us their opinions on a wide variety of subjects - from how we can improve dealer service, to what features they'd like to see included in our products. This research has been put to good use. In response to concerns many women have expressed, we developed a special sensitivity training course for dealer personnel. And we are planning to extend this program to all of our dealerships, nationwide. We are also using the input we received from panels of new vehicle owners to increase the level of customer satisfaction with "after sale" service at our dealerships. We have launched a new management training and problem-solving program for all dealership customer service personnel. We expect to have about 50 metropolitan area dealers participating by year's end.

In addition, we're testing a "Lifetime Repair Guarantee" concept in several markets. This is a program that both customers and dealers alike are delighted with - because an original owner of a car pays for a repair just once; if that same part has to be repaired again, the customer pays nothing extra.

IN SHORT, WE'RE LISTENING TO WHAT CONSUMERS WANT, AND WE'RE RESPONDING ACROSS THE BOARD.

Finally, there is another winning ingredient in our drive for competitiveness - and nothing is more important. It can be summed up in one word: people.

We're a people company, a company where people count. One of the most remarkable things that is happening in this country today - led by Ford Motor Company - is the revolution in employee relations. It is characterized here at Ford by a new spirit of teamwork, dedication, ingenuity and achievement. Employee involvement is the label that we put on it. But it's much more than that. It's improved quality of work life, employee commitment, employee excitement, employee fulfillment. It means all of these things.

These ingredients, together with our new relationship with the UAW, have provided a great sense of unity and enthusiasm and participation as we tackle our common goals. With this going for us, it's no wonder that quality improvement is the result.


Developments in the areas I've discussed truly

represent new directions for Ford and, I think, are convincing evidence that we are responding to the challenge - that we are committed to designing, manufacturing, selling and servicing outstanding, high-quality vehicles. And Ford's renewed competitiveness is truly good news for the car buying public. Healthy competition always benefits the consumer.

I don't want to suggest we are anywhere near "home free". The task that lies ahead is enormous and complex. For example, becoming fully cost competitive again will take us the rest of the decade.

But I hope you can see from what I've said today, we at Ford are radically changing the way we are thinking and managing and performing. And I am convinced that, as we enter the next century, America will still be one of the leading manufacturing countries in the world.

An American industry - and particularly the auto industry will succeed in marshaling all of its strength to become fully competitive in a changing world market.

(EDITOR'S NOTE: In November, Ford Motor Company announced the closing of its only California manufacturing facility, a plant employing over 2000 workers in San Jose, manufacturing Escort and Lynx). 

IN-BOX

"Dear Jim (Dorfman):

Would you please convey to the Porsche Club, and all those involved in putting the dinner/dance together, that it was a great party. The German food was delicious and the company good.

Thank you all again for your gracious invitation.

P.S. Hope to see everyone at Road America in September!

Chris and Karen Dickens

*Chris and Karen
Dickens*

Dear Julie: Please print my home phone number for everyone to update their calendars. 289-3396. Thanks. Nick Brenkus

The 'O'val Office

IT'S NEVER TOO EARLY
By Rob Ostholthoff

Sitting in Chicago in February doesn't exactly conjure up the smell of Coppertone and the sights and sounds of summer (i.e. Road America for many of us). But now's a good time to prepare for a hectic summer and be ready to jump in full swing at the first thaw.

Naturally, I hope that our Chicago Region calendar is the one you will use to plan your 1983 activities. I mentioned what a good year we have planned and I can't talk about it enough. The Board is working hard on the '83 season and Parade plans are constantly being formulated for '84. All in all a very busy and exciting time ahead.

To enjoy it all, though, it's nice to be ready when the driving season gets into high gear. That means having the Porsche ready to perform its best at our events. If it's parked now, set a schedule for some of the projects that need tending to and work on them in February and March. Need new tires? Bob White and Weiss Tire told us everything about the subject, so now's the time to order. Whether your car is garaged or you're driving it throughout the winter (bless you), set a date now at the dealer for that Spring tune-up.

It's more fun looking through parts catalogues and poring over our calendar than worrying about the lousy weather. Besides, which would you rather do - shove snow or change brake pads? I'll take Ferodos over Toros any time! ✓

MINUTES MINUTES MINU

By Helga Meyer

The November 19, 1982, Chicago Region Board Meeting was held at the home of Bob Ostholthoff's parents.

At this joint meeting, Bob O. thanked the officers, directors, and coordinators who were leaving the Board, and he welcomed the new ones aboard. Tom Harwood's Treasurer's report included a thank you letter from Alan Blum of the Sally Potter School.

Bob O., G. Gutmann, B. & W. White attended the Zone 4 Presidents' meeting November 6 in Ft Wayne. Chicago Region presented a full calendar of events for 1983.

Minutes from the Executive Council meeting in Harrisburg, PA., show that PCA membership was 17,157 as of Sept. 30, 1982.

Under 1984 Parade business, Bob White will try out corner worker and timing experiments on Saturday of the May and September RA events.

Because of increased costs for operating events (due to higher insurance and trophy costs, and expenses incurred by purchasing club equipment), Wilma White questioned whether we need to raise event fees and cut out the dinner-dance subsidy. Decision was tabled.

The Board approved inviting Teena and Richard Virgo to the dinner-dance as the club's guests. W. Minato suggested looking into a CD on a monthly basis because rates are changing so often. ✓

Manny's

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Concours School / March 27 Membership Meeting

THE USE OF TOOTHBRUSHES ON PORSCHEs AND HAIR
BRUSHES ON THE BOARD

By Ed Leed, Sue Allman

When: March 27, 1983 - Sunday
Registration Opens 11:00 AM
Concours School 11:30 AM
Lunch 1:00 PM
General Meeting 2:00 PM

Where: O'Hare International Autos, Inc.
1000 Elmhurst Road
Elk Grove Village, Illinois
(see back cover for map)

How Much: \$5.00 pre-registration
\$7.00 late registration after March 22
children under 6 free

And you've always thought that the concours entrants at Potter's Picnic were crazy, right? I mean, these silly people ruining a perfectly beautiful summer day by cleaning their cars, right? In 90 degree heat, right? Not even biting into their first bratwurst until the last smudge had been totally removed from the inside of the oil filler cap, right? Little did you know that we were having the time of our lives, actually enjoying every minute of our frantic efforts to beat the clock. "Please, please, Rip, don't fire the times-up cannon until I've cleaned the buttons on the radio at least one more time!"

We're not as crazy as we look, folks. Entering a concours is not only good clean fun, but also adds to the value and longevity of your Porsche. On March 27, we will share with you the secret to easy and successful concours preparation. After that you will have three months to get your car clean enough to beat the Quebecs at the Picnic in July.

At our concours school, we plan to point out the areas of your Porsche requiring special attention and unusual preparation techniques you might use. We will devote a portion of our time to an important session covering the cleaning products that are available that we've found useful in preparing for a concours. Equally important, we will offer our advice about the destructive products that may damage your car. Finally, you will hear advice from our concours judges about what they look for when they inspect your Porsche.

In total, this session will provide you with the information you will need to enjoy not only an additional aspect of the Porsche Club, but also to better prepare your Porsche and other family cars for beautiful everyday driving. Come on out!

Lunch will be served at the conclusion of the concours school before the general membership meeting begins. The general meeting is something new and different we are trying this year to give the general membership a special opportunity to share their thoughts to improve our Club and its activities.

This casual meeting will be a who's who and what's what in the Chicago Region. Meet the Board and the Coordinators, find out what's happening in the club this year.

Have an idea, comment, or question? Bring it along and speak up. The Board will be conducting a short meeting. They would like input from the members. Coordinators will be recruiting workers for coming events. If you haven't volunteered your services for awhile, now is the time to sign up.

There will be a video tape of past club events, including two Elkhart weekends, Potter's Picnic and a parking lot event. Come out and see yourself in action, (we still haven't identified the 914 that spun out in turn 5. Was it you?)

The combination of the Concours school and general membership meeting plus a deli buffet lunch are all included in the \$5.00 entry fee. If for some reason you aren't pre-registered by March 22, please call Ed Leed (312) 382-6911 to let him know that you are coming because food will be bought based on the number of people pre-registered by March 25th. If you don't pre-register, please don't plan on eating.

Be there, this is your chance to speak up!



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FIRST GEAR

HOW TO COMMAND RESPECT AT A NEW CAR DEALER

By Mike Zurick

I had had it. It was 9:30 on a Sunday evening. I had just spent 12 hours writing proposals and contracts. I was tired and glad to be going home. I crawled into the parking garage and into my Volkswagen. I needed a reward. It was time to dump my Volkswagen and move into something more exciting.

What to buy? After two days of phone calls to three close friends, their consensus was to buy a 911 or at least a Porsche. I should have known, as they drive 911's and 930's themselves. How could anyone recommend a 911! With its aged design and notorious handling, everyone knew it was nothing but a souped-up overpriced Beagle. Real men drive real sports cars, and real sports cars can lay a patch of rubber a block long, so how could I buy a 911? Even their own factory claims another model as the finest. Besides, I'd always wanted a Ferrari.

So Saturday morning, I headed over to a Ferrari dealer in a southwest suburb. By sheer luck, the car of my dreams was on the showroom floor. It was Ferrari Red with a light tan interior. I touched the outside of the body. I crawled inside and smelled that wonderful leather. I was sold!

Trying to appear calm and collected, I waited for a salesman to become available. After another 20 minutes, I sauntered over to the Sales Manager's doorway and gave him looks which implied he ought to get off the phone and talk to me. After a few more minutes, he did.

Not wanting to waste time with a prospect who arrives wearing jeans and driving Volkswagens, he explained what Ferrari's were all about. According to him, they were for well-to-do folks who needed something to drive on weekends to impress their friends. Yes, I could drive one, if I telephoned Monday and made an appointment for later in the week. No, the one in the showroom could not be driven. As I wanted something for everyday use, he implied that I might not be of Ferrari mettle.

Secretly fearing that he was right, that I might not be of "Ferrari mettle", I wondered if Porsche dealers would be as perceptive as he. I headed over to a Porsche/Audi dealer in a west suburb. Again, all the salesmen were busy. Then a wonderful man appeared, I think his name was Jack Winter. Jack explained he was the owner of this dealership and several others and all his salesmen were busy at the moment. We chatted about cars for at least 20 minutes. Jack told me about his electrical problems with his Rolls-Royce and his wonderful 733-i. I liked Jack and I trusted Jack. When he told me he could find the right car for me, I was convinced. I was ready to fork-over the down-payment, not knowing what marque or model I was buying.

Then Jack, not knowing exactly what models were available at this particular dealership, turned me over to his "star" salesman. Jack disappeared

into the depths of the dealership, never to be seen again. Certainly, this gentlemen must have been the star. He had and took more in-coming phone calls than Illinois Bell. Between his calls, I was not able to pin-down what I could drive or when I could drive it. I informed the star that I would come back when he had more time.

Headed south on 294, I contemplated going home, putting on a suit, and borrowing a Mercedes to look more impressive. Instead, I decided to give it one more chance. I headed to a Porsche/Audi dealer in Chicago Heights. Carefully parking the Volkswagen so it couldn't be seen from the showroom window, I got out of the car, tucked my shirt into my jeans, put on my "executive aire" and strode masterfully into the showroom. Ha-ha! It worked. I duped a poor salesman by the name of Ed Prieboy into thinking I was a serious prospect. Poor Ed must have spent the last month giving old ladies test drives in diesel Mercedes and four cylinder Audis. When he heard I wanted to drive a Porsche, even he was excited. He loved Porsches, and it was contagious.

Not only would he let me drive one, but he had five or six 928's and about the same number of 911's from which to choose. I hadn't been this excited since my first lingerie show! Of course, I wanted to drive a 928, with no interest in a 911. Were they pretty! Porsche had finally learned how to build a beautiful car. It wasn't a Ferrari, but I sure could get excited about the exterior.

Poor Ed had failed the exotic car sales training course, and insisted on pulling an unusually pretty 928 out of the showroom. He rightfully guessed that it had caught my eye. Out on the street, I climbed into the cockpit. Depression! The interior was right out of a Volkswagen. How could a car this expensive have such a drab interior! I was sure that as soon as I started the engine and ran the car through its paces, the excitement would overcome any misgivings about the looks of the interior. Besides, I could take it to my Cadillac dealer and have it re-done in rabbit fur or crushed velour.

Boy, was I wrong. Although the spec sheets for a 928 say we accelerated quickly, it sure didn't feel like it. There was no sensation of speed, no kick in the pants. No noise either. Although I'm sure the car was doing everything a high performance machine ought to do, there was no sensation of it.

What to do? If I didn't like the finest Porsche, and if I wasn't of Ferrari mettle, what's next? Poor Ed, not only was he not perceptive in sizing up prospects, he didn't know that the 928 was the finest Porsche. He forced me into a 911.


Before driving one, he made me pick a color from the beautiful assortment he had. Maybe 911's weren't so funny looking after all! Lordy, was the paint pretty. He made me drive it on the side streets and drive it on the expressway. This was a car! I could hear the noise of the engine. My head snapped back when I stood on the accelerator. Maybe 911's weren't quite as bad as I thought.

I told Ed that I'd think things over and let him

know Monday. I received the customary story about another prospect who had scoured North America and Europe for a wine-red Targa and who was also coming in that afternoon, and the dealership could not assure me that the car would still be there Monday. I decided to take that risk.

Lo and behold on Monday, when I went back to the dealership, the wine-red Targa that had sat there for seven weeks without being sold was still there and still available for sale. What luck! We cut a deal and made arrangements for me to pick it up Friday night.

I admit that after the first week, I still wasn't sure what I had done. I remember throwing it in the garage one night and wondering what in the world I had gotten for all that money. Sure, the paint job was incredible, but you need more than a paint job at that price.

Then a slow transformation took place, day-by-day, culminating in fanaticism after three months. It is more than a car, it is a mystical machine. It doesn't drive on the road, it dominates the road. It is an almost tamed beast that occasionally roars back, out of control. It is handling that is a challenge to master and unforgiving in errors. It is the smell of blue smoke from the tires, the noise from the engine as you drift into turns at Road America. It is an overload of the senses, a domination of the elements, a command module on a voyage to heightened awareness. It is communion with the Universe. It is a 911. 

Did You Know That ?

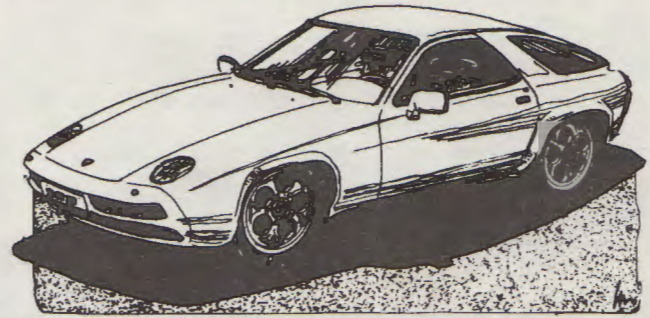
Car and driver in their January 1983 issue released their staff picks of The Ten Best in several categories. Porsche fared quite well.

Ten Best Cars: the 944 made this list, garnering the most first place votes. That must make it the best of the best. If an eleventh car had been chosen, it is reported that the 928 would have been it.

Ten Best Features: Best Engine, 928; Best Brakes, 911SC; Best Steering, 944; Best Handling, 928; Best Fit and Finish, 911SC. Out of ten best features, five of them were awarded to Porsche.

Ten Best Movers and Shakers: Peter Schutz for the new life he has pumped into Porsche with his enthusiasm, technical background and sales expertise.

Ten Best Automotive Books: Porsche: Excellence was Expected by Karl Ludvigsen.



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OVER ONE DOZEN IMPORT BRANDS

A TORQUED AB LEARNS A LESSON

By Bruce Janecek

It's been quite a while since my last tech article, and responding to popular demand, here is an encore.

My good friend, AB, learned a valuable lesson recently that many do-it-yourself mechanics can profit by. It seems that prior to a lengthy trip last year in his late model, i.e., water cooled Porsche, AB after changing the engine oil in the proper fashion, used a newly-acquired torque wrench to finish the job. Now, AB was really proud of this T.W. All shiny and chromium-plated with a non-slip handle and a dual scale of Ft./Lbs. and N./M. built right in. Just a twist of the handle and zoom! From 5-100 in seconds!

The first item AB torqued was the oil drain plug. Real tight. Extra tight. He didn't want that coming loose in Death Valley. The only good news you're going to read here is that the plug didn't come loose.

AB returned safely home from his epic journey and changed the engine oil while it was still warm. Right - Tech Chief? Along with the old oil, out came most of the drain hole threads, sadder, but

wiser, AB realized that our hi-tech aluminum alloy oil pans may be light and durable, but they hold threads like frozen butter would. In addition, using a torque wrench in this situation is a case of over-kill. Literally. Snug it with a short ratchet sobs, AB. Fortunately, several knowledgeable Chicago Region Members saved AB from a life of despair (and possible bankruptcy).

The original pan was left in tact and a cleverly designed piece of hardware known as an over-sized, self-tapping drain plug was provided by said members. AB is overjoyed.

Tech Editor's Note: This is a too common problem with early 928's. Later cars, starting about '82 models, have modified oil sumps to eliminate the problem.

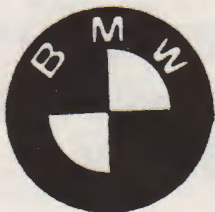


COVER CREDITS

You all remember the "splashing" good time at last years Ice Gymkhana. Dolly Hirsch certainly does from this John Bohlander photo of her swimming around the course. Joe Flores promises dry ice and moderate temperatures this year however.

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"Ring Out the Old, Bring In the New"

By Julie Quebe

I'm trying to write an article that will remind you of how much fun we've had together in 1982. As you can see, I decided that pictures speak louder than words. In one short year we have achieved many things. To name a few they include our 25th Anniversary, being named Region-of-the-Year at National and having one of our own, Wilma White, named Enthusiast-of-the-Year. We received the bid to host the Porsche Parade in 1984 and donated over \$1,000 to our favorite charity. Besides all this, we have increased our membership and continue to hold successful events.

By the looks of things to come in 1983, it's going to be equally exciting and successful. If you didn't make these events last year, we can't say we didn't have a good time without you, but we are looking forward to having a good time with you in 1983.



Gymkhana



Ice Gymkhana



Rallye





Boat Ride



Porsche Parade



Blackhawk



Concours





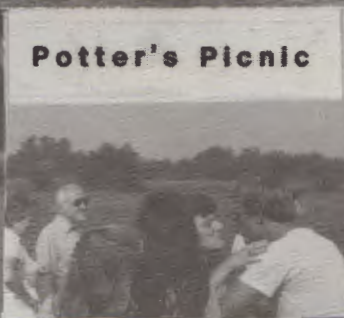
Slide Contest



Gymkhana



Potter's Picnic





R.A. Autocross



Brunch



Winery Tour



Dinner Dance



Ice Gymkhana Feb. 20

ARCTIC ANTICS II

By Joe Flores

Think "I" for ICE, for a FROZEN LAKE AND PORSCHE FUN. In early January, Lake Como already had several inches of crystal clear ice. No snow, just skating-rink quality ice and ubiquitous ice boats. Not bad for a lake that's only 3-5 ft. deep along the shore line and 12 ft. in the middle.

Our event site this year, the Lake Como Inn, is only next door to the Interlaken Lodge/Villas. As you go west of downtown Lake Geneva on Highway 50 you'll see the inn on the right side of the road--just before the Interlaken. For those of you who may be interested in staying either at the Abbey or Interlaken, the Chicago phone number for reservations is 368-8515. Two-night minimum; rooms start at \$68.00.

The Lake Lawn Lodge is another lakeside hotel, about 5 miles west of the Interlaken on Highway 50. Room rates start at \$42.00. Winter activities include toboggan slide in addition to snowmobiling and ice skating. Chicago phone 372-6062.

Now let's think "E" for EATS and explore the possibilities in this bucolic setting...

FAZIO'S - is a newly opened restaurant serving American and Italian foods including veal parmesan, clams and oysters. It's located on Hwy. "H", a quarter mile south of Hwy. 50. Call (414) 248-3171 for reservations.

ANTHONY'S STEAK HOUSE - has seafoods and Greek cuisine. It's on Hwy. 50, 1 mile west of town. Telephone (414) 248-1818; closed Sundays.

ANDRE'S STEAK HOUSE - features live Maine lobsters, entertainment and dancing. About 10 minutes from town on Hwy. 12 south, in the town of Richmond. Call (815) 678-2671.

The SOUTH SHORE CLUB - is a dining tradition in Lake Geneva serving steaks and seafoods. 804 S. Lake Shore Drive, (414) 248-8336.

MOY'S - Chinese restaurant is in Elkhorn, on the Square, 8 miles west of Lake Geneva. Definitely better food than the other Chinese restaurant in the area. Call (414) 723-3993.

NELSON'S - serves typical American entrees. Located in the Fancy Fair Mall downtown. Call (414) 248-1500. If you like antiques, check one of the gift shops in this mall--the proprietor specializes in European pieces and has a few on display.

If you're tempted to spend the weekend in Lake Geneva, we suggest you call the hotels early and make arrangements for dinner as well. If the area gets plenty of snow in February, the area will be crowded. So plan early and get the most out of the event.

Drive your Porsche. Drive your Chevy -- anything on four wheels. February 20th registration starts at 10:00 AM; track is open 11:00 AM through 4:00 PM, awards and dinner at 5:00 PM. Meal prices include coffee and rolls all day.

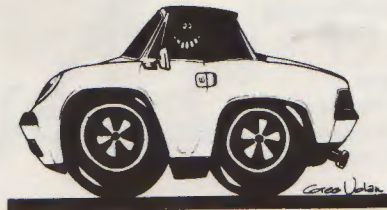


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SIXER enter

616 - 245 - 6666 Uncle Frank

METRIC CRESCENT ?

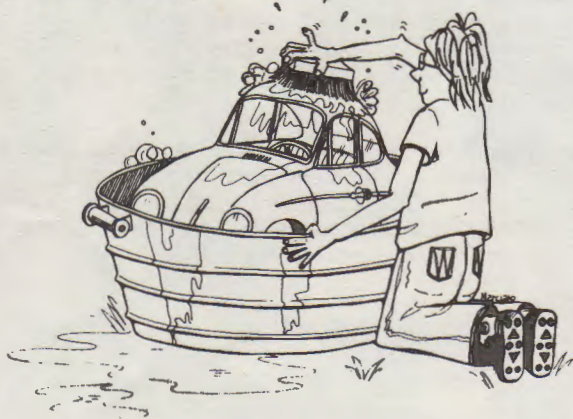
By I.M. Unknown

...I'm beginning to wonder of the Shapiro's have something to hide from the IRS, they sure keep moving around. For those of you who are trying to keep up with our old friends, the Shapiro's latest address is 2407 Skylark Way, Pleasanton, California, 94566.

...Linda Gutmann was asked what George was getting for Christmas. Linda's response...**BOLD AND FAT.**

...Congratulations to Jim Sovik who finally popped the question to Holly. She said yes, no date is set yet but for those of you who would like to get a wedding gift, they are registered at Porsche-Audi, Gold Standard Liquors and Merrill Lynch.

...Inside scoop!! Beware dirty cars! Our new Concours Coordinator's devious mind is at work. He has been overheard talking about holding a surprise concours at non-concours events. Everybody is included!



...Our regrets to Bob White who didn't get re-elected to the National Board. It is National's loss and our gain. Now we don't have to share him.

...Will someone please tell Jose Flores there is an s in Porsche. Sorry Jo_e couldn't help myself.

...People have been dying to get their picture in the Scene. You don't have to die, you just have to come to an event.

...What is tall, dark, handsome and spread all over? Brian Allman as Parts Manager for Motorwerks of Barrington. He is also Parts Manager for sister companies in Rochester and Milwaukee.

...Rumor has it Bob O. is revising the lyrics to "I Left My Heart in Indiana."

...Anyone interested in becoming the new Metric Crescent let the Quebec know. The old one is going back into hibernation. Your name will be kept out of it, so you won't have to go into hibernation after a year.

...Congratulations to Tom and Randee Beverly. Tom got turbo charged and now Randee is pregnant and due in April.



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Insight

WANTED: CONCOURS PARTICIPANTS
By Brian Allman

As the 1983 concours season unfolds, it seems an appropriate time to review our four concours classes. Unlike the Parade concours which is strictly an "A" class, our region has expanded the classes in order to insure a wider level of participation. Few of us have the time or inclination to disassemble our pride and joy in order to compete in a Parade level concours, and less stringent classes provide a springboard for us all to compete. Here is a brief summation of classes.

- A - Interior, exterior, trunk, engine, bottom
- B - Interior, exterior, trunk, engine
- C - Interior, exterior, trunk
- D - Interior, exterior

In addition to the competitiveness aspect of concours participation, consider the positive effect it has on your car! Concours preparation suggests that an owner do a close inspection of his or her car. Those often forgotten areas receive attention that might otherwise have been neglected.

This year we will have a concours school at our general meeting on March 27. This concours school will be conducted by Ed Leed, a frequent concours participant who takes his car cleaning seriously! Ed plans to discuss techniques with the help of several other region members who have been active concours enthusiasts.

This year we hope to try several new things that will be fun for the entire region. Among them might be a new class for hopeless cases (autos, that is), a surprise concours, and..well, who knows? Our concours schedule for this year includes the famous Potter's Picnic on July 17, the Road America Concours on September 3, and the Fall Concours of Jerry and Julie Quebe on November 6. They will all be great events so why not plan to enter? Just pick a class and do it!!!



HELP WANTED



WANTED: TECH WORKERS FOR 1984 PORSCHE PARADE.
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SEE BRIAN ALLMAN AT ANY EVENT! WE NEED ABOUT 50
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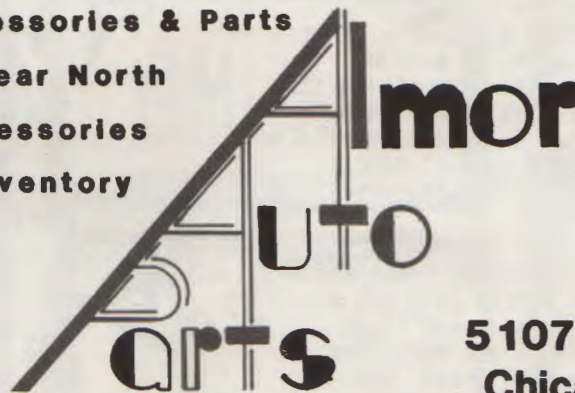
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PSSST !!

WANNA BUY A ?

FOR SALE: Pair of Carrera RS (73) rear bumpers, sandblasted and perfect, \$200. (Not available from Porsche any longer).
Late 911 jack, \$20; 914 speedo, low miles, \$50.
Brian, 382-5933.

FOR SALE: Four 911SC Mags, 2 6x16, 2 7x16, \$800 for all four. I have 12 P-7's to match, all with tread, ranging from almost new to race ready, price negotiable.
4 185-70x15 Semperit Spydors, like new, will fit 911 or 914, \$400.
914 steel front bumper, slightly bent but can be used, \$50. Front bumper bead to match, \$50. 911 or 914 jacks like new, \$25 each.
Also, 2 doors from 1974 911 Targa. \$175 for both. Call Nick Brenkus, Days 837-2011, Nights 289-3396.

FOR SALE: Whistler Spectrum, \$250; General Electric 43 chan. C.B. \$35.
John Welda, 359-5485.

FOR SALE: 1970 914/6 #914 043 1149, Silver, 2nd owner, factory alloys, Konis, 195/60-14 fuldas, ansa. Runs great. No rust. Recent accident damaged above front bumper to windshield. Car is drivable. \$3,600. Bill Wegeng, Lincoln Trail Region, Mahomet, Il. (217) 586-2851, Eves.

FOR SALE: 1973 911T 2.4 CIS Targa, #9113111705. Sepia Brown, Sportomatic (good city car), Blaupunkt AM-FM, 49510 miles, like-new Michelin ZX's instrumentation. Appearance Group, folding top, concours candidate, dealer overhauled engine at 42517 mi. (love, not disaster), second owner, extras, \$12,600. Al Walter, 30 Ridge Road, Barrington Hills, Il. 60010. (312) 381-5664 (phone machine if we're not at home)

FOR SALE: Tires and Wheels: 2 excellent 7/32 tread (64%) 185/70x15 Michelin XWX plus 8 auto-cross legal 185/70x15XWX, all for \$250. 3 Pirelli CN36 175/70x15 5/32 tread \$15 each. 2 sets of mounted wheels and tires: 4 Pirelli CN36 185/70x15 6/32 tread (55%) on chrome 5 1/2+15 wheels \$350. 4 Michelin XWX 185/70x15 mounted on chrome 4 1/2+15 wheels \$250. These wheels fit all 356C, 912, 911, 924, 928, 944. Ed Leed, 382-6911 eves. 639-1112, days.

FOR SALE: Superior custom Koni shocks, front and rear for 930, \$400. 2 8x15 and 2 9x15 gold BRS one piece wheels, perfect. \$925. '73T vented front rotors and calipers, \$100. '73T black vinyl front seats, \$200. '73T plastic steering wheel, \$20. '73 915 trans, completely rebuilt, \$900. P'7s with only 3,500 mi., two 225x50x15, \$300. Two 285x50x15, \$400. '69 -'73 rear deck lid, \$75. Complete competition suspension system for 911 includes plastic bushings and adjustable spring plates, \$400. Finest white sheepskin seat covers used in my white turbo, \$195. Ungo box still in the box complete with auxilliary power pack, \$350. Complete exhaust system for '78-'79 SC \$100. 150 m.p.h. speedo, used, \$50. CIS injection system '78-'79 3 litre, \$300. '73T front bumper, \$50. Some other stuff I may have forgotten. Dan Bacin, 975-0675 anytime.

FOR SALE: 1976 914 1.7 litre, metallic gold, deluxe package, excellent condition, under 40,000 mi. asking \$4,200, phone 394-0442, Bob Koziara.

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FOR SALE: Porsche 356B 90% restored. Blk. w/red leatherette. Complete everything works. Body good, no rust. Mech. complete. Brakes, engine, trans, steering, suspension, shocks, king link pins, wheels & tires; rebuilt or replaced interior, very good. Selling price \$6,800. Call Terry at Lee Klinger 432-5020.

FOR SALE: 4 - 185/70 x 13" Bridgestone tires, only 9000 miles wear, \$100. Call Harold Beach (312) 345-8340.

FOR SALE: Probably the single most important handling improvement you can make on a Porsche is to install a set of premium tires. Through a series of circumstances, I have available a new set of Premium VR rated Phoenix Stahlflex 3011. These 195-60 VR 14 tires fit perfectly on the 924 and 924 turbo. These new tires are available for \$400 or best offer (as opposed to the \$564 discount price). Call Jerry DeGrazia, (312) 986-0765 anytime. ✓



Ozarks '83

Twenty-eighth annual

Porsche Parade

July 31-August 6, 1983



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Let's make an effort to get rooms in approximately the same building. Tan-Tar-a is very spread apart and to get together for private parties, meetings, etc. it would be nice if we were within walking distance of one another. In your registration include a polite little note requesting a room close to other Chicago Region members. Please don't write this on your application form for fear it might be rejected. The Ozarks Parade Committee has not indicated they could do this but it won't hurt to ask (nicely).

Spectrum Versus Escort

By John Welda

After reading articles and advertisements concerning the new Whistler Spectrum, I am reporting on my observations as an unbiased observer driving under everyday conditions. The comparison is between my new Whistler Spectrum serial No. 4883 against my old Escort serial no. 30369 using visor mounts in a Porsche 911SC.

Here are my opinions of the units characteristics. The Spectrum transmits microwave signals which are picked up by the Escort, while the Spectrum did not indicate it picked up microwave signals from the Escort. This indicates the Spectrum to be the dirtier unit in terms of emissions. The Spectrum does seem to filter signals from door openers, traffic signals, and burglar alarms slightly better than the Escort. Both units appear to be equal in time and/or distance in detecting police radar on either X or K band when the radar is ahead of the vehicle whether over hills or around curves, etc. The Escort is better at detecting radar to the side and rear, especially on the K band. Averaging all situations in which I encountered various types of police radar, I feel both units will offer equal protection. Which is to say, one is not superior to the other.

The Spectrum has a nice design as does the Escort. The Escort has the look and feel of a high quality package while the plastic Spectrum is lacking in this look and feel. The Spectrum is approximately a third smaller (narrower) in size and a third

lighter in weight than the Escort. The Spectrum has a two position switch to control audible warning volume against the variable resistor which gives variable volume on the Escort. Spectrum has a filter switch which, to me, gives the same user effective results as the city/highway switch on the Escort with neither seeming superior. The Escort has two different distinct audible warning tones to warn of either X or K band radar while the Spectrum has but one for both bands.

I prefer the two tones giving me the ability to distinguish the type of radar so that I may better judge my needed braking time. The Spectrum uses an orange and a red light to indicate presence and strength of radar. These lights are recessed at the top front of the unit. In order to be visible when using a visor mount, the Spectrum must be mounted upside down which prevents easy reading of the various functional switch labels. The Escort uses a meter to indicate radar strength along with the variable audible warning tone. I prefer the meter to the lights as I can get a truer indication of radar strength. The Spectrum uses a magnet for mounting providing a quick and easy installation or removal which is really nice. They both use a power cord with the same types of connectors on each end. The Escort sells at one price of \$245 complete. The Spectrum is suggested at \$349 but is discounted so as to be competitive.

If you own an Escort, by all means don't sell it to buy a Spectrum. If you need a radar detector both units will do a very adequate job for you. The choice is yours. I do feel however, that the Escort will remain the standard by which others are judged.



Porsche Graffiti



Rehabbing Your Alloys

By Chet Szerlag

One of the realities of owning a less-than-new Porsche is its continual need for TLC. The "drive it and forget it" approach may work for the Chevrolet Chevette in your garage, but for any product from Porsche AG, this is an invitation to unexpected "downtime", not to mention possible expensive repair/rehabilitation.

With an older Porsche, there is no shortage of "project work", spanning everything from a concours-level repaint, to a simple valve adjustment. If you're like me, you're continually making lists of things you plan to do to your Porsche. (It sometimes seems that the reverse is true, with our Porsche making a list of things it is going to do to us!) Some of the items on our list are simple and inexpensive, while others are complex and rather costly. I'd like to tell you about one of the items that was on my list of things to do last spring: refinishing of my alloys.

Sooner or later, your alloy wheels will need to be refinished. If you trade your Porsche often, you may avoid this reality of Porsche ownership. You will also be spared this experience if you always keep your "loved one" covered, garaged, and otherwise immobilized. For the rest of us, we should begin planning for the inevitable.

When I took my twelve year old 911 (sounds like it's in Junior High doesn't it?) out of its customary hibernation last Spring, I gave it its usual scrutiny and compiled the usual list of things to do, in ascending order of cost. At the bottom of the list was an oil change, while at the top of the list was a new paint job. Somewhere in between those two extremes was the need to refinish my alloys. Faded and blemished Porsche alloys are like Gucci loafers that have never seen saddle soap or shoe polish. It became obvious that something had to be done about the alloys, since I wanted the 911 to put its "best foot forward" during the upcoming driving season.

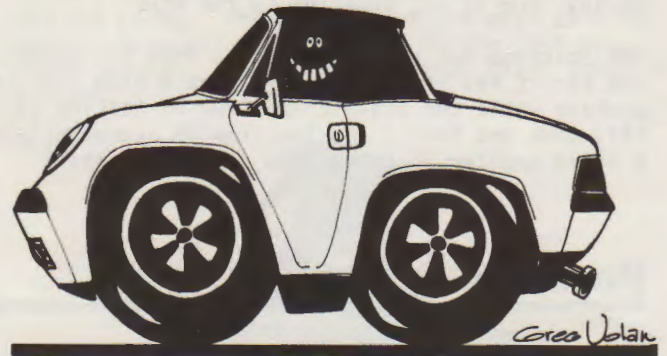
I remember a time not too long ago when it was not possible to easily refinish your alloy wheels, simply because no one was commercially offering the service. In those days, if your wheels looked shabby, your only options were to buy new wheels, or take a can of silver Rustoleum to them. The former is sublime, the while the latter is ridiculous.

As many readers of Panorama may have observed, wheel refinishing services have been advertised for quite some time, by both Robert Wood, Inc. and Highland Plating Co. It's not surprising that both of these firms are located in California, the home of Porsche freaks. If you've read the Panorama ads, you know that in addition to offering a wheel refinishing service, both firms also will sell and exchange wheels.

In researching the matter of refinishing my alloys, I contacted both firms to determine their approximate charges as well as the logistics of sending my wheels to California. I was favorably impressed with both firms; however, I decided to

use Highland Plating to do the work, because the wheels would eventually end up there if you used Robert Wood, since he sends his work out to Highland Plating Co. I felt using Highland Plating was a more direct approach, since I only wanted a refinish, not an exchange of wheels. I believe the above is still true, but it's worth asking about it if you call Robert Wood Inc. In the final analysis, it probably doesn't make much difference who you send your wheels to, they're both reputable firms.

In order to get your alloys refinished by either firm, you must be willing to invest some of your time in evaluating the condition of your alloys (your alloys must be free of any major dents or damage, for large defects cannot be removed through polishing), dismantling the rubber, and packaging and shipping your wheels to California. Although the preceding sounds time consuming, it is not cumbersome if you have a neighborhood source for dismantling the tires. I recommend that you verify prices for dismantling and remounting the tires. The prices can range from five to thirty-five dollars a wheel. It is also important to verify that proper equipment is available for alloy wheels, so that scratching or other more severe damage is avoided.



After the tires are dismantled, all that's left to do is to package the wheels in a container suitable for UPS shipping. Each wheel should be shipped individually in order to stay within the UPS guidelines on package size. Also be sure to purchase enough shipping insurance in the unlikely event that something goes wrong during the shipping process. The most difficult part of this entire exercise will be finding a nearby UPS office.

Once your wheels are on their way to California, it is a matter of a week to ten days before they are returned to you via UPS; payment for the refinished wheels can be C.O.D. It is relatively painless to go through the steps outlined above, as long as you've got some time or organize each step.

The transformation of your alloys is nothing short of dramatic, no matter if it's refinish-to-stock, or if it's special combination of paint-and-polish. In my opinion, the "cost benefit" of having your wheels refinished is quite high, due to the exceptional quality of work done by Highland Plating, plus the fact that otherwise serviceable wheels are given a new lease on life through the refinishing process. The wheels do not look "refinished" in the least!

I highly recommend refinishing to anyone who has alloys in good condition, which they intend to keep, but would like to improve their cosmetic appearance in a professional and lasting manner. A refinished wheel will stand up to the most uncompromising of Porsche owners as well as any concours judge.

The approximate cost of refinishing four wheels was \$60 per wheel, including return shipping via UPS. The cost of dismounting the tires must be added to the above, plus the UPS shipping charges of approximately \$22 for the four wheels. The only "hidden cost" was the cost of rebalancing the remounted tires, since the balance weights were removed during the refinishing process. The total out-of-pocket expense for four wheels was slightly under three hundred (\$300) dollars.

So, if you're planning to put a list together of things to do this Spring, and your alloys are looking tired, I suggest you consider refinishing them. You won't be disappointed in the results.



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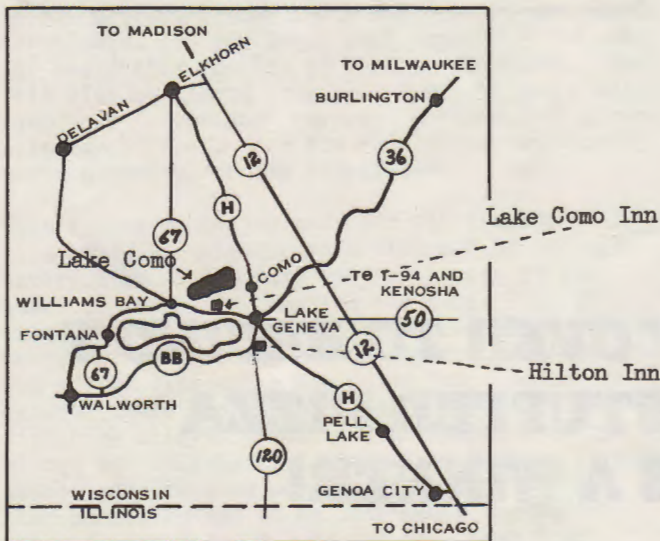
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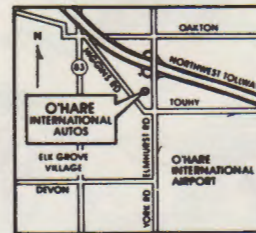
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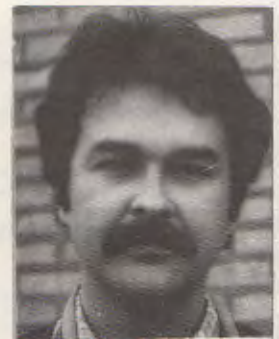
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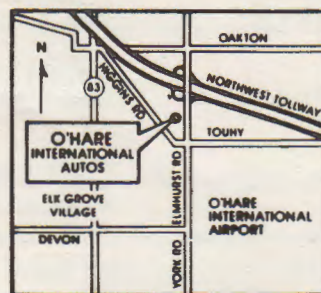
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