

Chicago Scene

FEBRUARY, 1986

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



In This Issue . . .

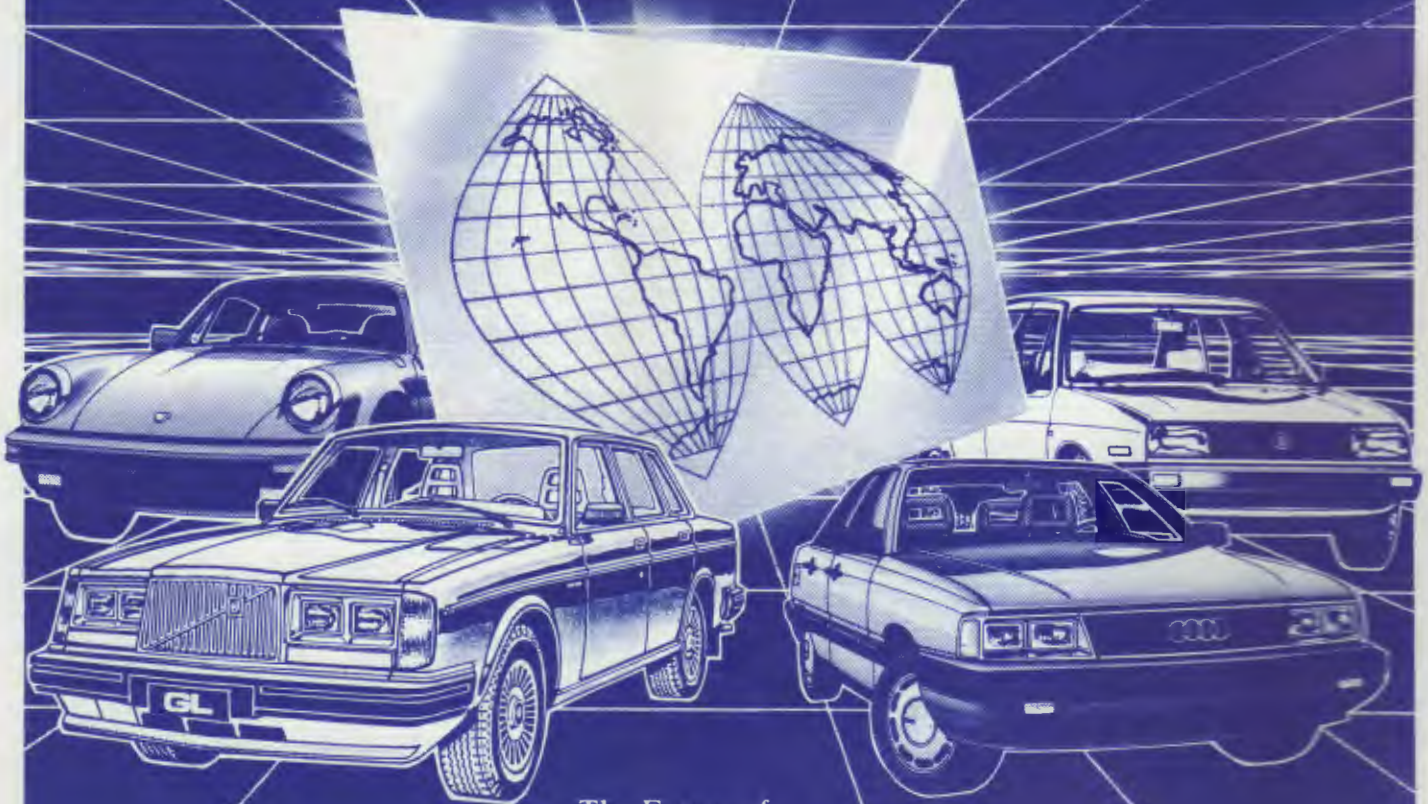
- **PCA History**
- **Porsche Museum of Japan**
- **The 911 Engine**



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Scenic View

by Jackie and Dennis Raucci

This being our fourteenth newsletter, it sometimes gets tiresome and boring to put them together. (Hopefully, not boring or tiresome to read, however). This issue was different and we really enjoyed doing it. It was fun because we had some fresh, new material, ideas and events and they were interesting to read about and wonderful to anticipate.

We really enjoyed David Cooper and Carrie Goldstein's article on their trip to Japan and likewise, we eagerly look forward to our tour of "Yoshi's Cafe". We are equally excited about Sol Snyderman's synop-

sis of the 911 engine and its development. Having ample, good quality articles makes our job so much easier and more pleasurable. We hope it makes the "Scene" more enjoyable for you, too.

Speaking of fun, we had a very fun New Year's Eve this year. Not only did we have a great time, but we had a safe one as well. As we all know, holidays can be a dangerous time to be on the road. We not only spent New Year's Eve with some of our best friends, but had the additional benefit of being able to stay overnight, away from the drunks on the road. (There

were a few drunks in the house, but the worst thing they did was fall on the floor!)

It is interesting for us to note that we met all of these friends through the Porsche Club. We really feel that although the cars are the common denominator, they lead us to more important relationships than man and machine—lasting friendships. We've met many people that we consider our friends and it is an additional benefit to Porsche ownership and PCA membership that will endure long after we're too old to shift gears or depress a clutch pedal. See you soon!

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On the Cover . . .

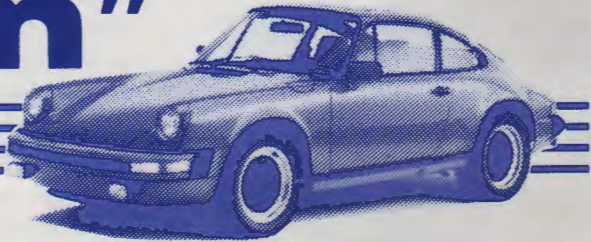
Photo of 930 Turbo taken at the 1984 Brunch at the Richmond Country Club. Photo by Dennis Raucci.

Coming Next Month . . .

- Owner's Survey
- First Rallye of the Year
- Auto Biographies
- Elkhart I Nears
- More, More, More!

The "Chicago Scene" is the official publication of the Porsche Club of America, Chicago Region and is published monthly. Material must be received by the "Scene" editors no later than the 10th of the month to be published in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all material submitted for publication. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. Statements appearing in the Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

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Words From The Bush (not necessarily burning!)

by Jack Bushmeyer, President

This is the time of year to reflect on what a person has done in the past and to look forward to what their goals are for the future.

I hope the following History of PCA and how we got started helps in your reflection about Porsche Club of America and what it can mean to you to be a member. But especially to understand that the objective of PCA and Chicago Region PCA is to promote the enjoyment and sharing of good will and fellowship engendered by owning a Porsche.

The Chicago Region needs and wants your help. The club is only as good as we the members make it. Pick an event, any event, and offer to help. You will have a great time!

History of PCA (From The PCA Procedures Manual)

Bill Sholar was a commercial artist in the Washington, D.C. area in the early 1950's. He also was an admirer of well designed automobiles, and thus purchased his first Porsche, a 1953 356 Coupe. As time passed, Bill met other Porsches on the road, always blinking his headlights in silent greeting. By late 1954 Bill was convinced that a more personal meeting would be appropriate with other Porsche owners to discuss the positive and not-so-positive aspects of driving the infrequently encountered marque. Following a first gathering February 8, 1955 at the Sholar house, several Porsche

owners occasionally got together that spring and summer to share knowledge about the unique cars they drove. Eventually, they decided to start a club. A brief paragraph in the August 1955 issue of "Sports Car Illustrated" informed readers that a Porsche club was being formed in the United States; all inquiries were directed to Bill Sholar's attention. Additionally, the Porsche factory was petitioned for recognition of the proposed club. Unofficially referring to themselves as "the gripe group", they officially titled the new organization The Porsche Club of America, and held their first business meeting on September 13, 1955 at Blackie's Grille in Alexandria, Virginia. Thirteen prospective members showed up, but one had to reluctantly be asked to leave when she revealed that she owned not a Porsche, but a Volkswagen, which didn't qualify under the club bylaws, which remain in effect today. Those in attendance at that first meeting were Bill Sholar, Karl Grimm, Peter Pearman, Ken Twigg, Frank Beckett, Gamble Mann, Fred Schulenburg, Bob Flick, Bob Elliott, Ray Pitts, Harvey Brown, and Don Carr. Sholar was elected President and a release was sent to the factory magazine "Christophorus", introducing The Porsche Club of America to other Porsche enthusiasts. Word spread, and the 64 Porsche drivers who joined before January, 1956 were designated as charter members.

Of those, 13 still retain their memberships 25 years later.

As more and more members joined outside the Washington area, regions were formed in other communities. The original Washington group eventually became Potomac Region, which remained the hub of activities. First appearing in December 1955, the club's monthly magazine "Porsche Panorama", kept all members, both nearby and remote, apprised of the latest technical information, factory news and events planned.

Early in 1956 Potomac Region arranged the first Porsche Parade as a gathering of all PCA members, and a blanket invitation was extended to all PCAers. Held at the Washingtonian Motel in Gaithersburg, Maryland from August 29 through September 1, 1956, this first national convention drew 64 PCA members. Apart from a rallye, a gymkhana and technical tips from the factory service reps present, there was plenty of time for socializing and pit talk. Living up to its name, this Parade (and others later) featured a parade of Porsches through local streets.

By the second Parade there were 550 members in 21 regions, mostly in the eastern U.S. Besides including a concours d'elegance for the first time, this 1957 Parade saw the first national officers elected from outside the founding

(Continued on page 4)

PCA History (Continued)

region, starting a trend that developed the club into a truly nationwide organization.

These early days always saw a group of PCA members at local and national sports car races. Many PCAers who spent weekends racing their Porsches came out as winners; such drivers as Art Bunker, Bob Holbert, Lake Underwood and Charlie Wallace were beginning to develop Porsche's "giant-killer" reputation in this country.

With Max Bunnell as president, the 1958 Parade moved to New York state. That year also saw Sholar come up with something new for PCA members: a rallye to the Porsche factory in Stuttgart. Eighty-one members made that first Treffen aboard a prop-driven Lufthansa Super Constellation, arriving to a welcome from not only the factory, but also many of the German Porsche clubs. The Treffen presented the attractive option of taking delivery of a new Porsche at the factory, a tradition that continues today. In October of that same year Sholar was appointed PCA's Executive Secretary, a job he held until 1962, running the day-to-day operations of the club with the help of a part-time secretary.

The Parade moved west for the first time when the Rocky Mountain Region hosted the 1960 Parade in Aspen, Colorado. This event also featured Dr. Ferry Porsche's first appearance at a Parade. Early in 1961 PCA appointed its first committee chairman to develop the club's activities even further and to coordinate activities at the Parade. This proved to be a great asset to the Club,

as over 250 PCAers turned out for the VI Parade. Already, after only 6 years, PCA had earned the reputation as one of the best sports car clubs in the world.

In 1963 Scholar moved to a new position with Porsche of America Corporation, the U.S. importer. Before he did so, PCA's founder recommended his secretary, Jane Nestlerode, as his replacement as Executive Secretary. Until her retirement in 1980, Jane became synonymous with PCA national, running the office out of her home and serving the needs of a membership that grew over 800% during her tenure. Charter PCAer Ken Twigg was elected President in 1963 and PCA membership reached 2000 for the first time. The 1963 Treffen saw 40 PCAers take delivery of a car at the factory. Through the mid-1960's PCA racers continued to provide Porsche with SCCA victories, as Bruce Jennings, charter PCAer Don Wester, Bert Everett, Joe Buzzetta and others carried the Porsche banner into winners' circles across America in cars ranging from the ever-competitive Speedster to the more exotic Spyders, 904, and 906. Regions were not confined to the continental U.S. as Germany and Hawaii formed regions in the early sixties.

Although each region held a wide variety of events and meetings, the Parade became the pinnacle of PCA activity and the focal point for friendships among far-flung Porsche enthusiasts. By the late 1960's, a typical Parade kept 500 entrants busy for an entire week, not to mention time spent in preparation and travel. Classes in speed events

and concours were expanded as the club's focus shifted to include new Porsche types such as the 911, 912, and 914. The Parade Rallye had classes for both equipped and unequipped cars also.

With Porsche's growing dominance of such competitive series as the CAN-AM, World Manufacturers' Championship and IMSA, PCA experienced a parallel growth, not only in members, but in the quality of its events and services. Today the club serves over 22,400 members in 113 local regions, making it the largest single marque club in the world. PCA concours standards are second to none. National committees help members with technical problems, insurance valuations, event safety, public relations and regional newsletters. Through legislative liaison, PCA has exhibited a high profile in Washington, enjoying an excellent rapport with legislators. Activities today include a range from autocrossing, rallying, concours, socializing, to a growing interest in restoration and Porsche history. The club functions like a finely tuned Porsche. One of the objectives stated in PCA's bylaws is to promote the enjoyment and sharing of goodwill and fellowship engendered by owning a Porsche. Every PCAer is that.

Hope you enjoyed learning more about our history. See you at the Ice Gymkhana.



Ice Carpades

Sunday, February 23, 1986 by Bill Samp



WHEN: Sunday, February 23, 1986
WHERE: Lamb's Farm Lake, Route 176 and I-94
Libertyville, Illinois
TIME: 10:00 a.m. Registration opens
11:00 a.m. Track opens
Noon to 4:30 p.m. Timed Runs
5:00 p.m. Dinner

The Ice Gymkhana

For those who have never had the experience, the Ice Gymkhana is an annual PCA event, held on a frozen lake, with a track set up with pylons. Porsches and non-Porsches slip and slide through the course in a race against time.

Safety is always a paramount concern—the ice is inspected continuously and vehicles are run through **ONE AT A TIME**.

It is a real adventure and quite a challenge. Just ask anyone who has attended in the past.

The Lambs Farm And Lake

Once again, the Ice Gymkhana is being held at Lambs Farm and Lake. It is ideally located at Route 176 and I-94. The Farm has a Pet Shop, Country Store, Bakery and Silkscreen Art Shop. You can also ice skate on the lake in an area away from the race. There is plenty to do and see for you and your family in between racing and watching the races.

Coffee, hot chocolate, and rolls will be served in the morning. The cost is included in the

dinner price of \$11.85 for adults; for those not staying for dinner, a \$3.00 charge will be assessed.

Dinner will be served at 5:30 p.m. in the Country Inn located on the Farm. It will be buffet style and will include entrees of beef and chicken; salad, vegetable, potatoes, dessert, and coffee or tea are also included. Cocktails will be available (cash bar).

Please do consider joining us for dinner—it is a great way to share your experiences of the day and meet and greet old and new Porsche friends.

Rocker Arms and Rocking Chairs

by Barry Sitnick



The Tech and Social Committees have teamed up to schedule what promises to be the most spectacular event this side of Elkhart Lake. The good times begin with registration at 1:00 P.M. Sunday, March 16th, at Perfect Power, 854 C Liberty Drive, Libertyville, Illinois. The technical bent members of our group will stay at Perfect Power for a lecture/question and answer session on engine building. For those of you who do not know, Sol Snyderman, owner of Perfect

Power is an engine builder par excellence. He has expertise in four cam Porsche motors, VW midget race motors, and is a certified aircraft engine mechanic. Learn why our beloved powerplants run and run with so much torque and power. See exactly how engines are built for power or for longevity or both. Learn proper engine maintenance so you can enjoy your original motor for as long as possible. During the question and answer period you will have

a chance to clear the air of some of those black magic tweaks that we all hear about but may or may not work. Incidentally, Sol Snyderman runs a very tight ship, antiseptically clean, so just seeing the engine shop alone will be a super treat.

Now, while all this is happening the Social Crew will tour the nearby town of Long Grove. Long Grove is known worldwide for its fine antique shops, fine

(Continued on next page)

Rocker Arms and Rocking Chairs (Continued)

confectioners, and quaint
ambiance.

Then for the grand finale we
will enjoy the finest—Bacino's
Pizza, beer, soft drinks, (cash
bar), catered at Perfect Power.

So whether your particular
fancy is rocker arms or rocking
chairs this tech session is for
you. Be there or you will not be
privy to what the rest of us will
be talking about all year!

Directions to Perfect Power:
Take the Tri-State Tollway (I-94)
to 176 (Lambs Farm). Go West
on 176 for 1-1/2 miles to 5th
Street. Turn right on 5th Street
to Liberty Drive. Turn right on
Liberty Drive and follow to 854
C Liberty Drive.

In Die Vergangenheit

by Ginny and Bob Gummow

February 1961:

Thirty (30) cars arrived at
Meadowdale Raceway on a clear,
cold January 22 to participate
in Ray Stonecipher's 3-phase
Rallye. The 1st leg was time/
distance, ending at Big Timber
Lodge Boy Scout Camp where we
refreshed with coffee and
doughnuts. The 2nd leg was
shortest distance to Henpeck, IL
and back to the Lodge. The 3rd
leg was a reverse of the 2nd.
Dinner followed at the Ever-
greens in Dundee. Ron & Dottie
Rogginger were the winners.

February 1966:

Twenty-nine (29) cars competed
in the Frozen Nose Ice Gymk-
hana on January 30 at the Ster-
lingworth on Lauderdale Lake.
It was aptly named—the
weather was bitter cold. Only
familiar names among the par-
ticipants are Gummow, 3rd;
Beach, 15th; Funk, 16th; and
Cuny, 18th. A \$4.00 prime rib
dinner fortified everyone for the
cold drive home. For Sale item of
note: '55 Spyder, fine shape, 2
windshields, top, trailer, Webers.
Will trade or sell. Call Dean Ban-
gert (of course).

February 1976:

Tom Harwood and Phyllis tied
the knot January 3! The annual
Ice Kaltfest was held again at
the Sterlingworth. The sun was
shining and the course was
slippery. Ed Leed was seen
sporting a fancy handlebar
mustache. Ben Hursch had FTD
with studded tires and Dolly the
same in Ladies. Among the
men's trophy winners were Ed
Leed, Jerry Meyer, Dick Gunther
and Rip Patterson. Ladies
trophy winners were Wilma
White and Helga Meyer. Awards
were plastic ice blocks made up
by Dick Gunther.



Porsche Derby '86

April 25th through April 27th, 1986

The Kentucky Region invites you to attend the 12th Annual Porsche Derby

The weekend includes a welcoming Mint Julep party; a Saturday morning Concours and box lunch; afternoon options of Churchill Downs or Horse Farm tour or Distillery tour; Saturday evening Awards Banquet; Sunday morning Tech Quiz with Autocross to follow. Holiday Inn price is \$46.00 per night per couple. Porsche Derby registration is \$85.00 per couple for Churchill Downs option, or \$75.00 per couple for Horse Farm or Distillery Option.

For more information, call:

Cheryl or Phillip Doty
(502) 244-0478 between noon and 9:00 P.M. EST
or write to 306 Coatbridge Place, Louisville, KY 40243

Fire Extinguisher Bracket

by Dennis Raucci

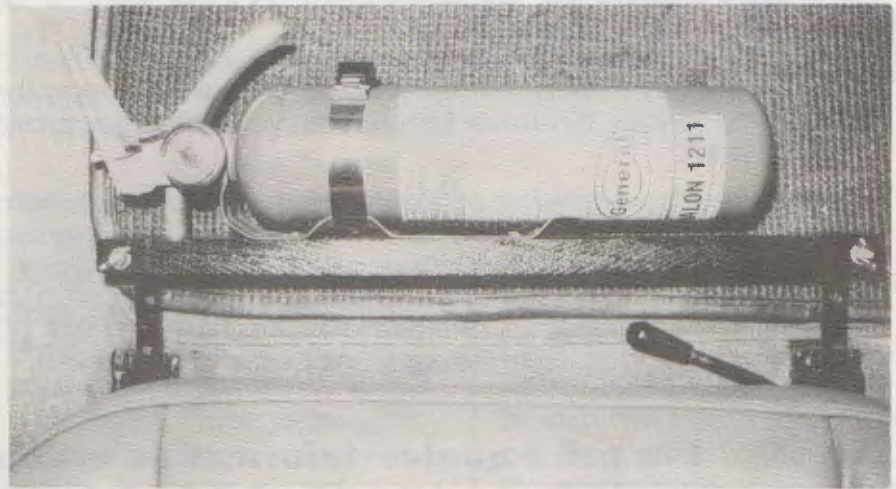
When Jackie and I started autocrossing, we thought it was very important to have a fire extinguisher mounted in an easily accessible spot in the cars (particularly the way we drive). However, being Concours fanatics as well, we weren't too crazy (relatively speaking) about drilling holes in our new cars.

I devised a mounting bracket from wood and some steel strips which enabled me to mount the extinguisher without drilling holes.

The extinguisher is mounted right in front of the passenger seat, is easy to reach, and doesn't interfere with the passenger's feet. (Note: It does limit seat travel forward, but you don't have a passenger when you autocross anyway. But it is a small price to pay for the sense of security it provides.)



Fire Extinguisher Mounted in '82 911SC



Fire Extinguisher Mounted in '83 944

The passenger seat is held in place with four (4) 10mm bolts. The two front bolts are approximately 16 inches apart, so I cut a 16-1/2 inch piece of wood which was 1-1/2 inches wide by 3/4 inches thick. I then attached a 2-1/2 inch long flat metal strip to each end of the wood at a right angle. (See diagram 1) After drilling a hole in the end of the strip that the 10mm bolt would fit through (Note: this flat metal strip should be no wider than 1/2 inch to fit snugly in the seat rail), I then painted the complete assembly flat black.

The next step is to mount the bracket that comes with the extinguisher to the strip of wood and then bolt it in place by fitting the 2 front 10mm bolts through the flat metal strips and tightening them down.

This installation works equally well in a 911 or 944 although the set-up is slightly different for each car, and takes about 1/2 hour to construct. A little filing of the bracket and trimming of the wood might be necessary for a custom fit.

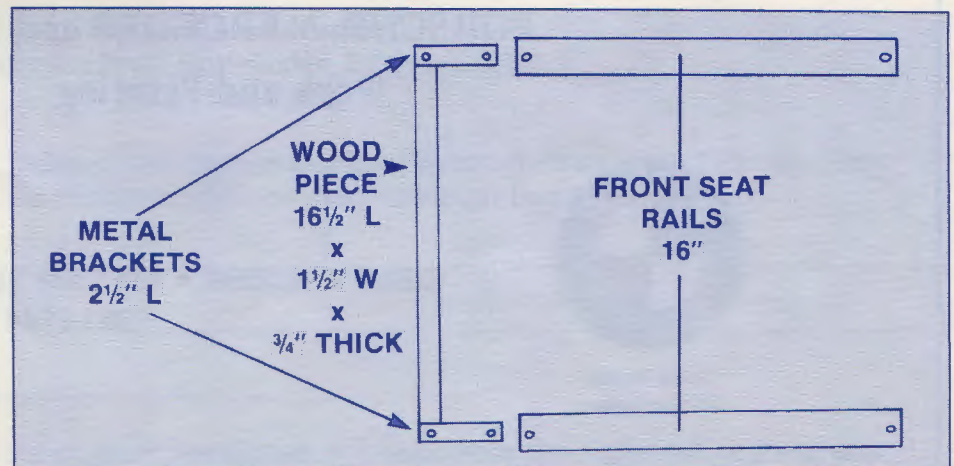


Diagram 1

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RESTAURANT TOURS

Restaurant Tours is a series of visits to great food establishments. Our first "Tour" is to "Yoshi's Cafe," a charming place where Chef Yoshi Katsumura performs his culinary magic while his wife, Nobuko, cares for the front. You may have seen Yoshi during the past few months on WTTW's "Great Chefs of Chicago". Believe me, he has earned every right to be part of that select group. After schooling and working in Europe, Yoshi's Chicago expe-

rience began with our friend, Jean Banchet at "Le Francais". From there he accepted the position of head chef at "Jimmy's Place". Three years ago, his own restaurant became a reality. It was an instant success. I have enjoyed Yoshi's cooking for seven years, and he never fails to satisfy with his imagination and attention to detail. His food not only tastes great, but is presented with artistic flair.

The restaurant has been booked for our exclusive use from 12:30 to 3:30 p.m. on Sunday, March 2, 1986. Our gourmet brunch will offer a limited, but not fixed, menu so there will be something for everyone. Seating is limited and reservations a must, so fill out the form today or call if you have any questions. Oh . . . don't let the price fool you—at the Bacin's and at "Yoshi's" excellence is expected.

Food on the same quality level as our Porsche? Sure I want to go!

Enclosed is \$ _____ for _____ reservations at \$13.50 each.

This does not include beverages. Reservations must be in our hands by February 22, 1986. Seating is limited to 50.

Make your check payable to "Yoshi's Cafe" and mail to:

Dan and Linda Bacin
62 Deerpath Trail, Burr Ridge, Illinois 60521
(312) 655-1982

"Yoshi's Cafe" is located at 3257 N. Halsted (two blocks north of Belmont Avenue) in Chicago. Their phone number is 248-6160, but all reservations must be made through Dan or Linda.

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Address _____

Phone _____

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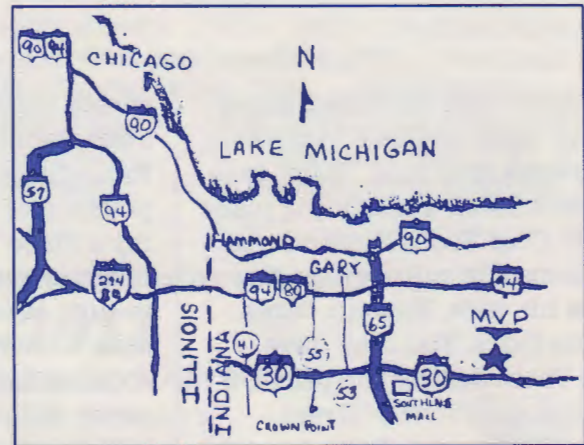
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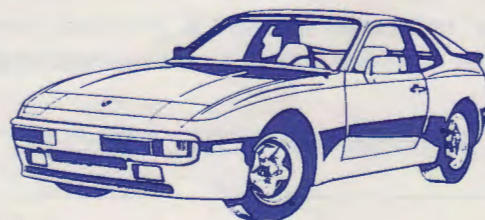
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Brake, Shift. Brake, Shift.

by Hal and Carole Weibel

Stay to the left. Drop down. Lower, lower. Now accelerate. Drift to the edge of the track. Easy. Easy.

Charlie and I repeated the above, time and time again. The location was the Salzburgring in Salzburg, Austria. The event was the first of two driving schools sponsored by Luis Ruf in 1985. Herr Ruf is a licensed auto manufacturer in Pfaffenhausen, West Germany. His specialty is the 911 Turbo, developing nearly 400 useable horsepower, equipped with the specially modified Ruf 5 speed. His yearly production of 25 vehicles is split among the U.S., West German, and Canadian markets.

The driving school was a two day affair for Ruf's clients. As my 911 was safely garaged back home, I was supplied a vehicle. Step up to an olive drab, wide-bodied 911 that was polished with an oily rag. My loaner had the Ruf 5 speed and a non-production test engine. Luis does admit his "NATO" Porsche weighs some 600 pounds less than stock. He also assured me that it would go faster than I would care—or need—to go. He was right on both accounts. My instructor, Charlie, took the first few laps to warm the engine and transmission, and to familiarize me with the track. The next several laps were used to heat the Yokohama tires. As we exited the chicane, he built up speed; we drifted across the track and entered the straight. I asked him how fast we were going. 150 didn't seem too bad—except that the track pulled a 180 degree turn shortly ahead, and it was raining. Brake-shift, brake-shift, gas—and we were exiting onto a short straight.

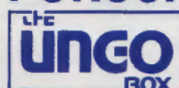
The instructors divided the track into 3 parts, practicing each segment 1 hour per day. A slalom course was the 4th hour. The final 2 hours were hot laps over the entire track.

I came away from the experience a better, more knowledgeable driver. I also learned that Luis Ruf is developing a lightweight twin turbo 911. Oh, to be invited again in 1986!

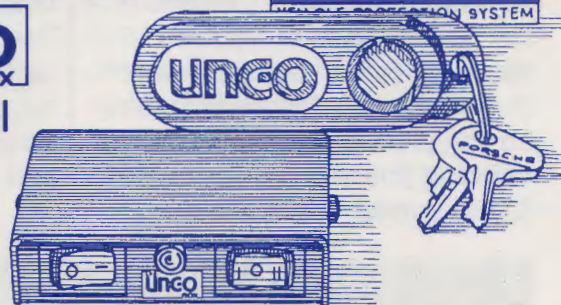
Calendar of Events

February 23	Ice Gymkhana
March 2	"Yoshi's Cafe"
April 13	Rallye School/Rallye
May 4	Driver's School/Autocross
May 24-25	Elkhart Lake I Weekend
June 4	Blackhawk I (Midweek)
June 7	Boat Ride
June 21	Night Rallye
July 2	Blackhawk II (Midweek)
July 13	Autocross
July 27	Potter's Picnic
August 3-10	Parade Week
August 23-24	Two Day Rallye
September 7	Concours
September 28	Charity Gymkhana
October 11-12	Elkhart II Weekend
November 9	Concours
December 6	Dinner Dance

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Ray Cooley

Porsche Installation Specialist

842-1600
Auto-Matic Alarm
1918 S. Michigan Ave.
Chicago



Chicago's number one UNGO BOX dealer...providing automobile, commercial vehicle, home and business security since 1921.

Porsche Museum of Japan

by David Cooper and Carrie Goldstein

Sometimes you pick up pieces of information when you don't know when you'll use them. I was looking through a Japanese Book on Porsche race car photos at the Parade Store in Appleton when I saw a reference to the factory collection in Stuttgart. I wouldn't have thought Japan a haven for Porsche enthusiasts. I was wrong . . .

Kiyomizu temple rises sprawling out of the mountain trees overlooking Kyoto. We had taken the long way up the mountain just to see the view. The massive roof of the main building of the temple floats at the treetops, supported by graceful scaffolding which descends into the mountainside. The oldest temple in Kyoto, Kiyomizu-Dera was founded in the late 700's. It is a place sacred to many diverse sects of Buddhism and Shinto. Standing on the platform of the main building you can see the city of Kyoto spread out in the dis-



Kiyomizu-Dera

tance. The sacred waterfall can be heard splashing through the forest below. Occasionally, a gong sounds, signifying someone calling to Buddha.

Descending from Kiyomizu-Dera, we came down Teapot Lane—so called because of the many ceramic shops along the street. For some reason Carrie and I had assumed that every

one in Japan would know about the Porsche Museum. This proved to be a poor assumption. Like here, most Japanese people who own cars are not enthusiasts. Roads are unbelievably narrow and crowded. One road in Kyoto was so narrow that whenever a vehicle came by, we had to step into a doorway to let it pass. Speed limits are very slow and strictly enforced. On the



Inside the Porsche Museum of Japan

highway from Osaka to Kyoto we saw automated radar stations that photographed speeders and then sent the ticket later. (Insidious. Don't let our local revenue enhancers hear about this. Maybe it's unconstitutional.)

Nothing prepared us for a black sedan Carrie saw sitting on Teapot Lane with a Porsche Club of Japan sticker across its rear window. I was bold enough to knock on the window and attract the driver's attention.



In slow English (I thought) I explained that we were members of PCA and showed him my card. Then he understood. He showed me his card, his Porsche pen, pad, wallet and photos of his current and ex-911's. He introduced himself as Ryozo Yamaguchi, and explained he was waiting for his father to return. If we could wait, he would like to introduce us. Mr. Yamaguchi, Sr. was delightful and seemed overjoyed

to meet us. They invited us to join them for tea. Rather, they said it would be an honor for them to have tea with us if we had time. Of course we did.

We crawled into the backseat of their car and drove down several narrow lanes and out onto Higashioji Street. We turned left into a "carpark". At the rear of the carpark was a small unmarked door. Behind the door was an exquisite Japanese garden and teahouse. In Japan you find jewels in the most incongruous places. We drank cold green tea whipped to a froth which was very refreshing in the heat. They drank iced coffee. Ryozo told us about the four 911's he has owned, starting with a '69 911T (2.0 liter) and moving up to his present '82 911SC with Ruf modifications. They were very interested in us. I suspect that they did not talk with Americans, and fellow Porsche owners at that, very frequently. We spoke about autocrossing and participating in concours. We learned that there is an annual Porsche Parade in Japan in November. Ryozo had driven in Formula Three competitively in a series in Japan, although he now restricted his driving to Porsche club activities.



(Left to right): Mr. Yamaguchi, Sr., his son Ryozo, and David Cooper.

Throughout all this his father was sitting silently, smiling broadly. He interrupted to ask us some personal questions. His son was translating. To their surprise, we liked many traditional Japanese things—such as sushi, Japanese literature, and visiting temples and historic places. I mentioned that I had Japanese art and furniture in my home in Chicago and that we regularly sleep on a futon and tatami mats. They found this astonishing. Ryozo said he sleeps on a mattress and box spring. We did say we are not typical Americans. In the garden, Carrie took our pictures together. Ryozo and his father invited us for a banquet next time we are in Japan. They were very gracious and we felt lucky to have met them.

(Continued on next page)



We had asked them about the Porsche Museum. Ryozo had been there many times. It is located in Hakone, near Tokyo, he said, and he drew us a map from the nearest train station at Mishima. They both warned us it would be hard to find . . . and it was.

A week later we were in Hakone-Michi. Hakone is a district, not a city as we had thought. It is a vacation resort area at the foot of Mt. Fuji. As we rode the bus from Mishima to Hakone-Michi, the roads became beautiful alpine curves with great mountain views. This was so different from anything else we had seen in Japan. Hakone-Michi, the end of the bus route, seemed like the only city in the area that did not have a luxurious mountain resort. No one there spoke English and the guidebooks proved inadequate. We finally went to the Hotel Hakone to ask how to get to the museum. The concierge suggested we take a taxi. He estimated that this would cost us about \$80.00 each way. The other alternative, it turns out, is to take a ferry boat across Lake Ashi, to a bus. This bus would take us right to the museum. Total cost about \$6.00 each way. The ferry boat in question was a sightseeing boat for tourists, made to look like an old Portugese galleon. Another example of incongruity. Here in the midst of a beautiful mountain lake, known for its reflection of Mt. Fuji, was a loud narrated travelogue and history to accompany us non-stop as we rode this tacky boat across the lake. As luck would have it, Mt. Fuji was covered in clouds and could not be seen that day.

We passed the Porsche Museum on the bus and got out at the next stop. No one spoke English



The Porsche Museum of Japan

here either, but it did not matter. The museum itself is pretty amazing. There are about 27 gleaming examples of Porsche history, including a 1961 RS 61; a 1962 Formula 1 car, one of four built; a 1964 904 GTS, a 1971 917K, and a 935 from 1976. Many 356's and 911's could be seen as well. One of my favorites was a 1982 911SC-RS. All of these cars were owned and driven by Mr. Yoshiho Matsuda. We asked to see Mr. Matsuda but he wasn't in.

Mr. Matsuda, it turns out, is also the owner of the Sports Car Museum in nearby Gotemba. Of course we went there too. It features many examples of rare British, Italian and European sports cars, most prewar.

Across the street is the local Ruf dealership. Upstairs is Cafe Ferrari. We went there for tea. On one wall was a poster from the first annual Ferrari Days celebrated in Japan in April 1984, also sponsored by Mr. Matsuda. Mr. Matsuda's collections, located in the midst of great driving roads and glorious mountains, may not be what you first picture when you think of Japan, but they make the trip halfway around the world worthwhile.

Porsche Play Contest

This story begins our second year writing Porsche Play articles. Although a few members submitted ideas for stories to us, which was our original objective, less people have volunteered than we had hoped. So, in an effort to lure great Porsche tales from more members of PCA-Chicago, we offer a contest:

Grand Prize: The Porsche Museum of Japan Catalogue. A wonderful book of color photos of rare Porsches described in the above story. Text is in English and Japanese. 121 pages.

To enter: Be one of the first five people to submit stories, or whatever, to David Cooper or Carrie Goldstein. The best story of the first five, in our opinion, wins the book. No purchase necessary. Void where prohibited.

Contact David Cooper, 155 W. Burton Place 6, Chicago, Illinois 60610, 726-4517 (days) or 944-3980 (evenings).

Porsche Cup North America To Top \$100,000 in 1986

(Warrington, PA) Porsche Motorsport North America (PMNA) announced an increase in prize money to more than \$100,000 for the 1986 edition of Porsche Cup North America.

In The Cup's inaugural year last season, \$85,500 was awarded to the top 15 Porsche competitors in North America with \$20,000 going to the winner of the season-long contest. For 1986, total prize money for the top 15 is \$103,000 with the first-place finisher taking home \$24,000. As in 1985, the highest 15 finishers at the end of the season will additionally be invited to attend the annual Porsche Cup Festivities in Stuttgart, West Germany, in early December.

The list of those Porsche Cup competitors eligible for Porsche Cup North America has also been increased for 1986. Added to the extensive roster are drivers in the new Canadian Rothmans-Porsche Challenge series for showroom stock Porsche 944s, and Sports Car Club of America (SCCA) National Solo II Champions.

A total of 146 drivers scored points toward Porsche Cup North America in 1985, with

Drake Olson winning the inaugural competition. To qualify for the award, emblematic of the top Porsche race driver in North America, a competitor must race a Porsche or Porsche-powered car in certain FIA, SCCA, IMSA, SCORE and HDRA sanctioned events in North America. These range from World Endurance Championship contests, to events in the Camel GT and Trans-AM series, to professional showroom stock races, to off-road events, to pro rallies, to national amateur competition.

Scoring is done on the international system, with nine points awarded to a race winner down to one point for the sixth-place finisher. These points are then multiplied by an applicable coefficient.

The driver compiling the most points at season's end received prize money and the perpetual Porsche Cup North America trophy. Employees of Porsche Motorsport North America (i.e., Al Holbert) are excluded from Cup competition.

Information and rules on Porsche Cup North America are available by contacting Bob Carlson at PMNA.

Minutes by Jean Kaitis

The December Board Meeting was held on Friday, December 13th, at the home of Jack and Sheryl Bushmeyer.

A \$250.00 deposit has been sent to reserve the Elmhurst Country Club for the 1986 Dinner/Dance.

Neil Holleb's company has begun printing of the 1986 calendar.

All of the 1986 events were discussed. The next event will be the general membership meeting on Sunday, January 19th at the Highland Park facility hosted by Bruce Semersky.

The following applicants were accepted for membership: Jan and Barbara Trager, James and Kit Grotelueschen, Michele Fox, and Peter and Nancy Consolo.

The January Board Meeting is scheduled for Friday, January 10th at the home of George and Linda Gutmann.

Zone 4 Calendar

February 8
Western Michigan Region
Winterfest

February 9
Milwaukee Region
Ice Scream IV (Icekhana)
Anderson's Resort

February 22
Central Indiana Region
Dinner Party

February 23
Chicago Region
Ice Gymkhana at Lambs Farm

February 23
Milwaukee Region
Wine Tasting Party
Cedarburg, WI

Anyone interested in obtaining a complete set of 1985 "Chicago Scenes" (shrink-wrapped), please contact the newsletter editors, Dennis or Jackie Raucci 312/452-8880 (Days) or 312/452-6222 (Evenings). We will be happy to mail them or bring them to the next event. There are a few sets left. Please give us a call.

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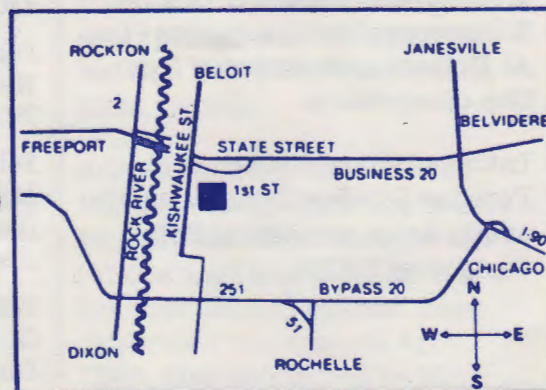
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The 911 Engine by Sol Snyderman

A special car must be powered by a special engine. The 911 was the result of original thinking, uninfluenced by the designs of other automakers. Succeeding the 356 was a hard job to begin with. The question was what engine configuration is optimal.

The flat six engine of the 911 actually began life as a pushrod operated powerplant. This was truly the next step in the evolution of the four cylinder engine of the 356. Porsche, however, decided that overhead camshafts were a must if the high engine speeds they had in mind were to be obtained safely.

When the 911 engine reached its final production configuration, it was a marvel of smoothness and efficiency. The overhead cam flat six ran smoothly enough to balance a nickel on, yet was powerful and reliable enough to successfully race in sprint or endurance contests.

What is the secret to this engine's longevity and success? The crankshaft. Although the journal sizes and the stroke length have changed several times since its introduction, the basic shaft is unchanged from a geometric standpoint. With eight main bearings, six rod bearings and a full array of delicately sculptured counterweights, one would expect a crankshaft around four feet long. Remarkably, the 911 crankshaft is only 21 inches long! By using very thin counterweights, made possible by

the inherent smoothness of the flat six, the connecting rods could be made very close to each other, minimizing vibrations caused by the offset of the rods. Additionally, by having a flat engine (be it a two, four, six, eight or twelve cylinder) each reciprocating mass (piston and connecting rod) could cancel out its counterpart's vibration completely as a result of being in the same plane.

The smoothness of the 911 engine is due to more than its opposed configuration and minimal connecting rod offset. Many engine designers feel that six cylinders is the optimum number of cylinders for a piston engine, whether they are in-line or opposed. The reason for this is the smoothness offered by the 120 degree firing. 120 degree firing can be achieved with a three cylinder engine or a twelve cylinder as well. Three cylinder engines are fine as small displacement engines as in motorcycles, but in three liter configuration, for example, the rods and pistons would be far too heavy and bulky.

A twelve cylinder engine, especially a boxer (opposed), is a feasible alternative, but there are disadvantages. The complexity and cost of the additional parts needed for a twelve cylinder are only a part of it. There is the additional friction caused by the other cylinders and valves, hence some additional heat to contend with, but the main problem is the lack of torsional rigidity in the longer twelve cylinder crankshaft. In

addition to the potential for flex in the shaft, there is no longer room for a main bearing between each rod bearing with twelve journals needed now just for the connecting rods. These reasons are why I believe that the flat six (especially as executed by Porsche) is the best configuration for a reciprocating engine.

The bottom-end of an engine is not where power is produced, but where it is harnessed. In other words, the configuration and number of cylinders play a small part in actual horsepower output. Where horsepower is made is the combustion chamber, or the area between the top of the piston and the underside of the cylinder head. Aside from displacement, the factors involved in improving power output are thermal efficiency and volumetric efficiency. Although the 911 engine, in my opinion, already is in an optimum bottom-end configuration, these two efficiencies can be improved on. Thermal efficiency (when referring to internal combustion engines) is the ability to convert heat energy produced by combustion into flywheel horsepower. In the average piston engine this number is a surprisingly low 22 to 25 percent. This means that about 75 percent of the heat created by combustion is wasted. On the average about 40 to 45 percent of the heat is going out the exhaust system. Additionally about 15 to 20 percent is lost to the coolant

(Continued on next page)

The 911 Engine (Continued)


in a liquid cooled engine and to the airstream in your 911. About 15 percent is lost to the oil, although in a 911 this is higher. The rest is radiated into the air. The problem with the 911's thermal efficiency is that it is limited. The amount of dangerous heat produced by the engine is taxing the cooling system. Additional oil coolers take away primarily bottom-end heat, and the only way to evenly remove the heat produced in the combustion chambers is to liquid cool them. We've seen this in the 935, the 956 and the 962, where Porsche realized that the only way to remove the dangerous excess heat produced by the turbos would be to liquid cool

the area surrounding the combustion chambers. The other advantage to this is the fact that more even cooling is made possible by circulating liquid around this area rather than blowing air at it.

Volumetric efficiency is the ability of an engine to pull in air through its intake system. One hundred percent volumetric efficiency means that each cylinder pulls in its precise displacement. This sounds easy enough to achieve, but a four valve per cylinder engine is better at it than a two valver, and a turbo is better yet. Most engines are in the nineties, but a good four valver will hit 100. A turbo pushes well over 100

percent volumetric efficiency because the air is forced into the cylinders under pressure. We also all know the disadvantages of turbos.

Many casual observers feel that the 911 is at the end of its illustrious career, but I beg to differ. Until the engine has double overhead cams operating four valves per cylinder, and liquid cooling to control the new found energy, Porsche will not be finished with it. Some people will say that in that "ultimate configuration" it will no longer be the 911 engine. But as long as that crankshaft remains at its heart it will remain the 911 engine.

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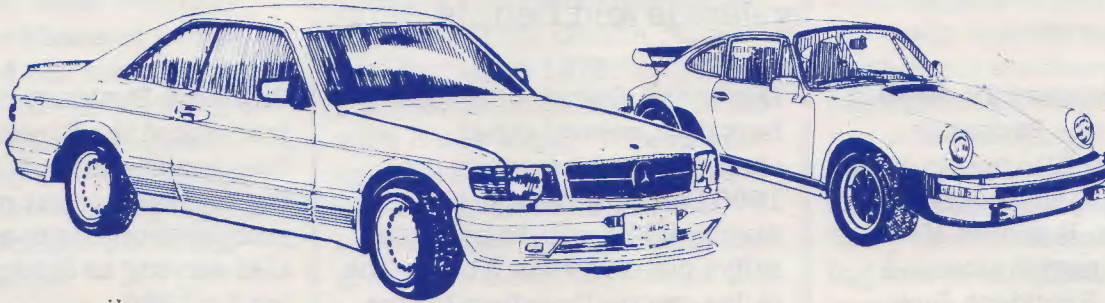


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AUTO BIOGRAPHY

Rip Patterson and wife Linda have been members since 1970. They have three children: Chris, Sam, and Andrea. They own a 1964 Signal Red 356SC Cabriolet. Rip is a Sales Engineer/Manufacturer's Rep by profession, but lists other interests as follows: 1. Restoring Porsches; 2. Linda; 3. Lionel Trains. When asked what he would like Chicago Region members to know about him he said: "Well, let's see now, they already known about my good looks and easy-going manner. Perhaps someone out there has wondered why I drive a 356 instead of a 911. The reason is quite simple. Big Feet! You see, in the late 60's and very early 70's while trading street rod and dirt track experiences for

Porsche Pushing, I discovered that 911's and 914's did not have enough room above the accelerator pedal to allow free and rapid movement of my right foot from gas to brake to heel & toe and back to gas. Now, you must realize that heading down into corner 5 with your braking foot tangled up in something, i.e., NOT ON THE BRAKE PEDAL is not a pleasant experience. Exciting yes, pleasant NO! Well, I discovered that I could drive those models without my shoes on but it seems as though the tech inspectors and event chairpersons thought one ought to wear shoes while autocrossing. As luck would have it, I got to drive Al Marmalade's 356SC Cabriolet. After a short drive,

I realized that the old "tangle foot" problem was gone. There was actually room for my size 14's to move around. Ah, happiness and contentment, at last! I had found a Porsche that really fit me. Well, in a short time, Linda and I had convinced Al to sell us this extra Porsche of his, he had a 911 also. We still have that 64SC Cab! It's been under wraps for about 10 years now but we plan to have it all back together mid-1986. Wayne Potter, Linda's dad has been a constant partner, helper, companion, and PUSHER on this restoration project and we intend to be 'on the road' this spring."

General Business Meeting

by Jackie and Dennis Raucci

Sunday, January 19, 1986. The Porsche Exchange (formerly Lee Klinger) in Highland Park, was the site of the 1986 General Business Meeting. Over 80 people attended the meeting. President Jack Bushmeyer called the meeting to order at 1:05 P.M. Jack introduced George Christ, Sales Manager of the Porsche Exchange, who welcomed us all. He told us about a program The Porsche Exchange is offering to PCA/Chicago Region members. They (Porsche Exchange) will pay the airfare for anyone ordering a 1987 Porsche for European Delivery—911, 944, 944 Turbo, and 930. Anyone interested in finding out more details, please contact George Christ at 312/432-5020. Most of the men in the audience seemed very excited, while the women began preparing their strategies as to why “we don’t NEED a 1987 Porsche.” Oktoberfest in Germany—it’s a very tempting offer!

Next, Jack introduced the officers for 1986, beginning with Wilma White, Vice President, and Club Historian. She explained that her duties are to obtain insurance from K & K Insurance for all of our events. She is also responsible for insurance waivers and Event Chairman Packets. She informed the membership that the second Elkhart Weekend has been changed to October 11th and 12th. We are lucky to be receiving Elkhart dates at all. Porsche Club is the only car club renting the track this year!

Due to the change in the Elkhart date, several other changes will be made to the 1986 Calendar of Events. August 23-24 will be a two-day rallye put on by the Whites. The rallye originally scheduled for October 19th is cancelled.

Secretary Jean Kaitis spoke next. Her duties for the year will be to keep the minutes of Board Meetings, handle all correspondence for the club and supply the newsletter with “Mini-Minutes”. Jean said that she will try to make these minutes more informative, so that the general membership is aware of what happens at the monthly board meetings.

Treasurer, John O’Keefe said that his job is to collect and disburse cash and keep track of PCA monies. John informed the group that PCA Chicago Region is financially sound, and due to that fact we are able to put on the quality events that Chicago Region has become known for.

Past President, Harold Beach spoke next. As a member of the board, Harold will attend the board meetings, and asked that we occasionally wake him up for his comments.



“Did someone call me?”

President Bushmeyer next introduced the Directors. Nick Brenkus spoke first. He is serving the second year of his two year term on the Board, and is also serving as Safety Coordinator for 1986.

Walter Minato is the other board member completing his term as a Director. Walter said he feels his job this year will be “to keep the rest of the board honest.”

Russ Iser, Past Tech Crew Chief was the first new director to speak. He promised to do a good job in 1986-87. As a new director, he felt he had a lot to learn from other board members, and promised to keep Walter Minato honest!

Next came Rich Lotesta, director. Rich told us that he has been a member of PCA since 1978. He likes the track events best (who doesn’t?). Rich is also on a committee to investigate alternate track sites for future events. Anyone knowing of such sites should contact Rich or Jim Becker, Autocross Coordinator.

Debbie Leed was introduced next. She and her husband Ed have been members since 1973. This is the first time she has served on the Board.

Coordinators were introduced next, beginning with Jim Becker, Autocross Coordinator. We all wondered why Jim was sitting there all bundled up in his down jacket. As he approached the microphone, he

(Continued on next page)

stripped off that jacket to reveal a T-shirt that looked like a driver's suit covered with sponsor patches. After the laughter died down, Jim told us about the events to come. February 23—Ice Gymkhana at Lambs Farm, May 4—Driver's School, May 24-25—Elkhart I, June 4—Blackhawk I, July 2—Blackhawk II, July 13—Autocross, September 28—Charity Gymkhana, and October 11-12 Elkhart II Weekend.



Autocross Coordinator, Jim Becker takes his new position with the club seriously?

Bruce Janecek, Concours Coordinator was next. Bruce's words of wisdom are: "The cleaner it gets, the better it runs." There are three Concours planned for the year. July at Potter's Picnic, September at the Oakbrook Polo Club and November at an indoor site to be named later.

Rallye Coordinator George (not Linda) Gutmann, asked for help from the membership to prepare, work at Rallyes, or learn to become Rallyemasters. George said that good Rallyemasters are hard to come by, and the ones we have are getting worn out. He said that a good Rallye takes three months preparation prior to the actual event, and many workers are needed. Anyone interested in any aspect of Rallying, call George (not Linda) Gutmann.

The Goody Store Magnate, Linda Patterson spoke next. Linda was chosen as Enthusiast of the Year for 1985, and said that she is having fun running the Goodie Store. She told us that the Goodie Store was started in 1972, the year of the first Chicago Region Parade, with Helga Meyer. Three years ago when Helga retired from the Goodie Store, Linda took over and has been bringing her goodies to most PCA events. She warned that if you see something you like, buy it right away, because she buys items in limited quantities only.

Linda Bacin, is the new Social Coordinator. She heads a committee consisting of Gail Becker, Gaile Johnson and Linda (not George) Gutmann. The first event planned by the Social Committee is a Restaurant Tour to "Yoshi's Cafe" on March 2, 1986. Full details are in this issue of "The Scene". Registration will be limited to 50 people.

Advertising Coordinator Tom Harwood mentioned that we have acquired several new advertisers in the last few months. He went over the advertising rates and said that a contract is being prepared for advertisers. Ad sizes are 1/4, 1/2 or full page. Call Tom for ad rates, or with any advertising leads you may have.

Although Sheila Zann does all the work (or so she tells us), Arnold Zann did the talking as Membership Coordinator. As of 12/31/85 we have 383 members of PCA Chicago Region. Forty-four (44) new members joined just last year!

The new Tech Crew Chief, Barry Sitnick, said that the job of his Tech Crew is to check cars before speed events. They must

pass a tech inspection and deemed fit or they will not be allowed to participate at the event. Barry said it pays to know what a tech inspection includes, so you can have your car ready. Nobody wants to get to an event and then be told he can't drive. He suggests that you watch while your car is being teched. See what is checked, and ask questions. Barry and his crew will be teching cars at all autocrosses and gymkhanas.

Barry Sitnick is also the chairperson for the Tech Session to be held March 16 at Perfect Power. The Tech Session will concern 911 engines. (See Sol Snyderman's article "The 911 Engine" in this issue of "The Scene".)

Last, but not least (can we have a drum roll please) were yours truly, the newsletter editors. As usual we begged and pleaded for articles, photos, restaurant reviews, etc. (We'll take anything we can get) If you have an interesting Porsche-related story, you don't even have to write it yourself. Call David Cooper (Porsche Play) and TELL him your story. In fact David and Carrie are running a contest. See Porsche Play in this issue. We indicated that we have several complete sets of 1985 "Chicago Scenes" (neatly shrink-wrapped). If anyone saves them, or would like a set for any reason, please contact us. We have a few sets left. Autograph your photos and send them to your families! They are nice, too, if you're a new member and didn't receive the issue in which your name appeared for the first time.

The floor was open for questions and/or discussion. Questions from the membership

(Continued)

General Membership Meeting (Continued)

were answered by Jack and other members of the Board. Comments from the floor were positive and everyone who attended seemed to have a good time. The meeting was adjourned at 3:00 P.M.

We would like to thank the Porsche Exchange for allowing us to use their facilities for the meeting. They set us up very nicely in the show room and supplied us with coffee and rolls. Several new Porsches were on display in the service area for us to scrutinize. We were warned not to drool on, or soil these cars in any way, because many of them were already sold. Of course, being the Concours nuts we are, the cars escaped unscathed. There



were several grunts and groans as sticker prices were read!

We hung around for a while after the meeting to greet our Porsche friends. We were very happy to hear that most of you like "The Scene". Several people

promised to write articles (can it be true?) John Bohlander was around snapping photos, and hopefully catching people in some silly pose. Keep up the good work, John!

So begins another PCA year.



Newest PCA member Gray Smith, III, attends his first event.



Jackie: "Okay, John, twenty bucks gets your picture in the next "Scene."



Bob White and Neil Holleb demonstrate the Official PCA "Funky Handshake".



Jim: "Hey Jack, I don't think that black stuff in the big steel drum was coffee!"

PSST! WANNA BUY A...?

Send classified ads to the Editors by the 10th of the month to appear in the following month's "Scene." Ads run for two months and are free to Chicago Region PCA members. Non-members or out-of-region members may place ads at the cost of \$5.00 per ad. Payment must accompany ad. Send ads to Jackie and Dennis Raucchi, 2725 N. Thatcher Ave., Suite 301, River Grove, IL 60171. (Home) 312/452-6222 (Office) 312/452-8880.

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FOR SALE: 1977½ 924 Porsche, Burgundy, 44,000 miles, AM-FM Stereo, Sun Roof, Air Conditioning, No Rust. Asking \$6500. Please call: Randall Swenson at **312/655-8915.**

FOR SALE: New looking, black Porsche cloth seats from my '84 944. \$525 plus freight. Steve Northrup, 2834 St. Andrews Ct., Waukesha, WI 53188. **414/849-1904.**

WANTED: 924 factory workshop manual. Also want buyer for like-new black Porsche cloth seats from my '84 944. Steve Northrup, 2834 St. Andrews Ct., Waukesha, WI 53188. **414/849-1904.**

WANTED: 356 Coupe or Roadster. 60 to 64 suitable for vintage racing. Engine condition not as important as free from rust. Kenneth Alter **312/278-8200.**

Wanted: 914-6 suitable for autocrossing. No structural rust problems. Prefer modified model yet suitable for the street. Call with complete details and lowest acceptable offer. Bob Law **312/234-3387** (Eves).

Want More Power? Benefit from our 13 years of Porsche experience. We know what works and we offer super values on engine, exhaust and suspension components. **Partsource International 312/382-7911.**

FOR SALE: 1972 911 E Targa, Red/Black, 79K miles, Manny rebuild at 52K, Konis, Manny suspension set-up. Fast future classic needs more affection than I can give it. John Gustavson, **312/441-8876** or **899-1978** (work).

WANTED: Members interested in helping organize and run the October Road America event. Previous experience not necessary. Enthusiasm means alot! Contact Bob Law **312/234-3387** (Eves).

FOR SALE: Radar Detector—BEL Vector GaAs Diode. Just introduced state of the art technology. Only one month old. Performance as good as Escort for only \$130. John Welda **312/381-1194**, 435 Shoreline Road, Barrington, IL 60010.

Porsche Factory Calendars \$25. Limited quantity!! **Partsource International 312/382-7911.**

FOR SALE: Alloy 911S front calipers. \$200. 908 "big brake" calipers. \$300. 4 Porsche 6 x 15 alloys with Yokohama 001R tires fresh from last Elkhart. \$650. Owen Johnson **312/328-8664** (nights).

FOR SALE: Original equipment fog lites for '74-'83 911. Complete set-up including brackets, relay, switch, knob, etc. New in original boxes. \$140. One pair 7 Cibie Q.I. Z Beam Headlights. Very slightly used \$50. Jim McWethy **312/988-6184.**

New Whistler Spectrum and Spectrum Remotes, \$219 each. Cobra Portable CB Radio's—List \$99. Now on sale for \$49 each. Excellent savings on BEL, COBRA, WHISTLER and others! **Partsource International 382-7911.**

FOR SALE: Tires—Tires—Tires. Jean says, "Get rid of that spare tire!" So, out they go! Your choice of: Four Pirelli P-7 with 75-80% tread remaining or four Bridgestone Potenza RE-91 NEW! All 225/50 VR16 either set of four \$500. Free delivery within 75 miles. Installation and balancing not included. Bruce Janecek Days: **312/354-1903** Nites: **312/246-5492.**

WANTED: 914, 1973-76 2.0 liter in concours or outstanding condition. Prefer original paint. Will provide good home. Please call Neal Conley at **312/668-9586.**

FOR SALE: 1983 944, only 4,500 miles. Montego Black Metallic/Black pinstripe side moldings, sunroof, cassette holder armrest, wheel locks, sport suspension, tinted windshield, Concord 532 stereo, 120Db, passive alarm system, Weissach rear valance, hand painted wheel centers, Lloyd carpet mats. This car has been extremely well cared for and stored in an immaculate environment. I'm confident this is as nice a 944 as you'll find anywhere—especially at this price. \$19,450.00. Tom Grunnah **312/382-7688.**

FOR SALE: 2 1986 944 Turbos—Garnet Red Metallic/Black Porsche cloth and White/Burgundy partial leather. Both are U.S. cars and well-equipped. Please call for details. **Tom Grunnah 312/382-7688.**

FOR SALE: New Bursch Exhaust for 944 \$125. Bra for 944, used only 4,500 miles \$50. (4) used Modular BBS's with black centers with old (5,000 miles) P7's, 15 x 8's, and 15 x 9's, \$1,000. Brand new BFG Comp TA's (2) 205/50-15 (2) 225/50-15 \$425. for set of four. Tom Grunnah **312/ 382-7688.**

TIRES FOR SALE: One set of P7's, 2-205/55 VR-16 and 2-225/50VR-16, essentially brand new, \$400. One set of Comp TA's, 2-205/55VR-16 and 2-225/50VR-16; front 8-10 mm, rear 4-6 mm. \$200 set. Bob White, 217/367-0356. Will deliver to Chicago area.

FOR SALE: Four (4) Empi-style wheels (black centers) with mounted 185/70 Kleber GTS tires. Suitable for 914-4 or Super Beetle. \$225/Offer. Dale Block, 3219 Caroline Drive, Joliet, IL 60435. **815/436-9121, 312/789-1800 X240** (Work).

FOR SALE: Complete air conditioning system for my 1974 911. VoA after market unit with Sankyo Rotary Compressor. Includes most parts, evaporator, radiator, controls, etc. Hoses were sacrificed during removal. Good for parts or possible installation. Everything did work before removal. Price: FREE, but you have to take it all. Pat Yanahan, nights and weekends **312/887-7605.**

Address Changes

As of December, 1985 mailing labels and information for the Calendar/Directory are being supplied by a Computer Service. If any of the information is incorrect, please advise the Newsletter Editors. Jackie and Dennis Raucchi, 312/452-8880 (Days).

WHO'S WHO?



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291-9093



Vice-President:
Wilma White
217/367-0356



Secretary:
Jean Kaitis
490-0525



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