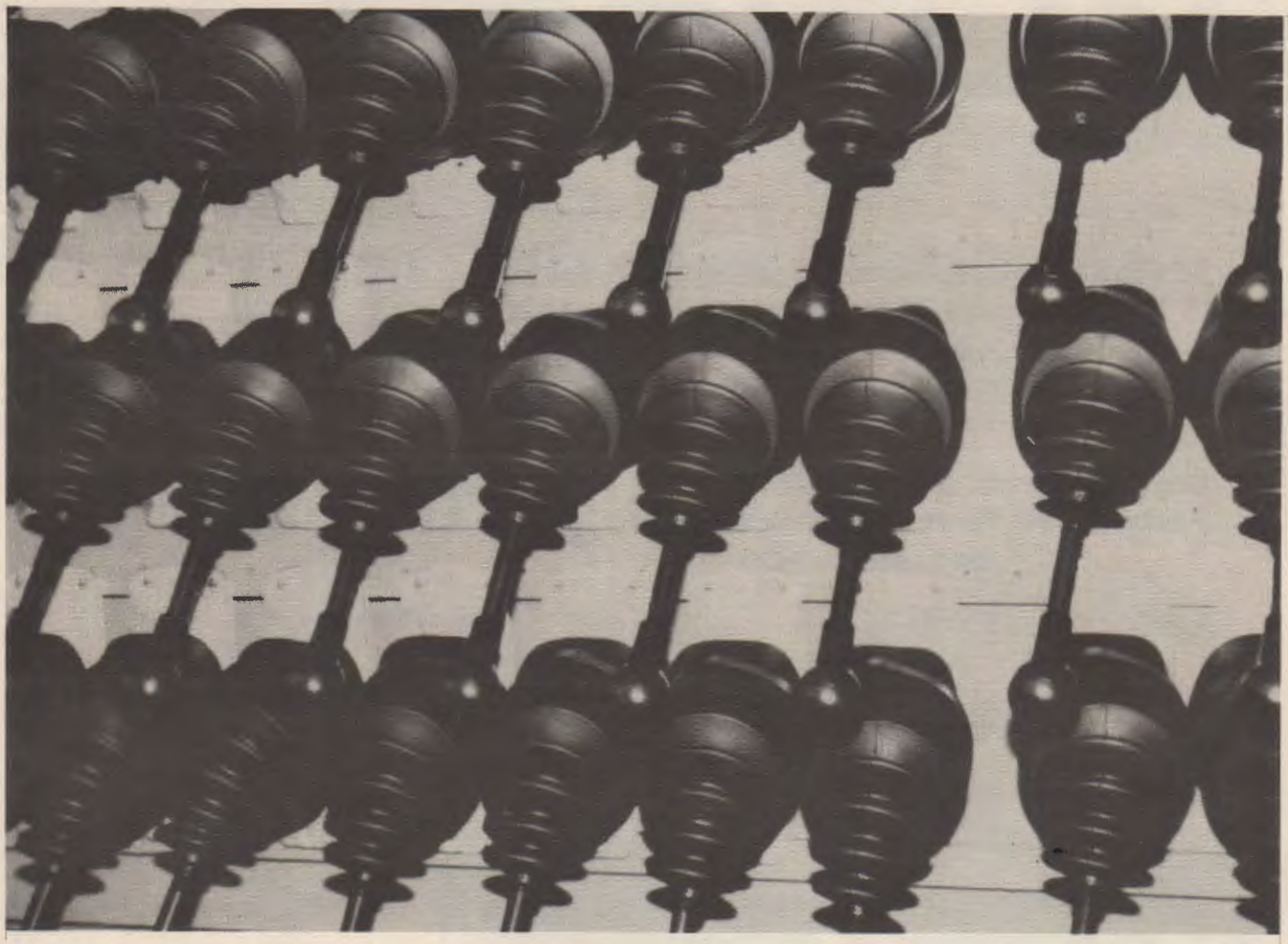
C H I C A G O

SCENE



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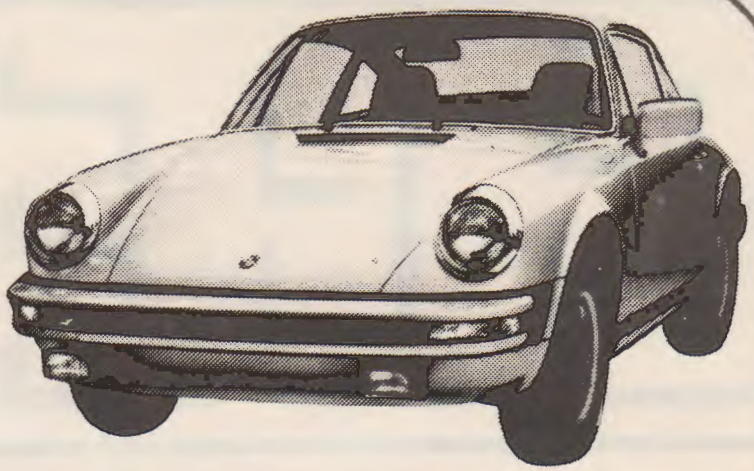
PORSCHE CLUB OF AMERICA pca CHICAGO REGION

January 1983



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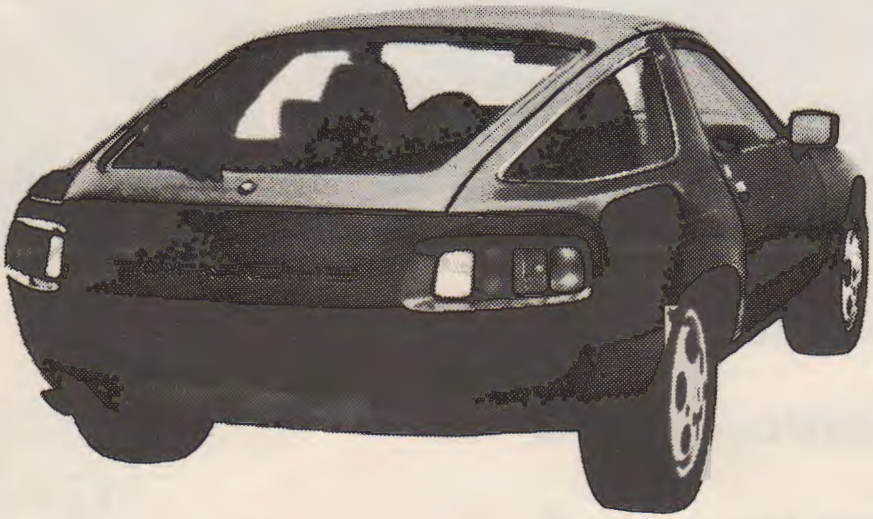

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The 'O'val Office

MEMBERS MAKE THE EVENT
By Bob Ostholthoff

This coming year is going to be as exciting as ever and I can't wait to get started. The number of events has been increased for 1983 as well as the variety.

My hat is off to our 1983 Coordinators. They have taken the bull by the horns and are making great plans for the year. Their goal, fully backed by the Officers and Directors, is to re-emphasize the learning aspects and fun of going to PCA events.

Competitiveness is great but sometimes over-stressed. What we don't want is to let it reach a level where it becomes intimidating to us, particularly our newer members. Autocrosses and gymkhanas should teach us to drive our Porsches better, not just faster. Concours should help us maintain our cars, not just judge them and seal them up. Rallyes do not lead to divorce, they're a great way to enjoy driving together.

Let's remember one of the objectives of this Region: "The enjoyment and sharing of good will and fellowship engendered by owing a Porsche and engaging in such social and other events as may be agreeable to the membership." The events themselves are really only a by-product of our gatherings. The reason you go to the events this year should be the enjoyment of being with your fellow members, i.e. your friends.

That's why I'm going and I hope I'll see all of you.

Happy New Year!

IN-BOX

Attention Chicago Porsche Club Members:

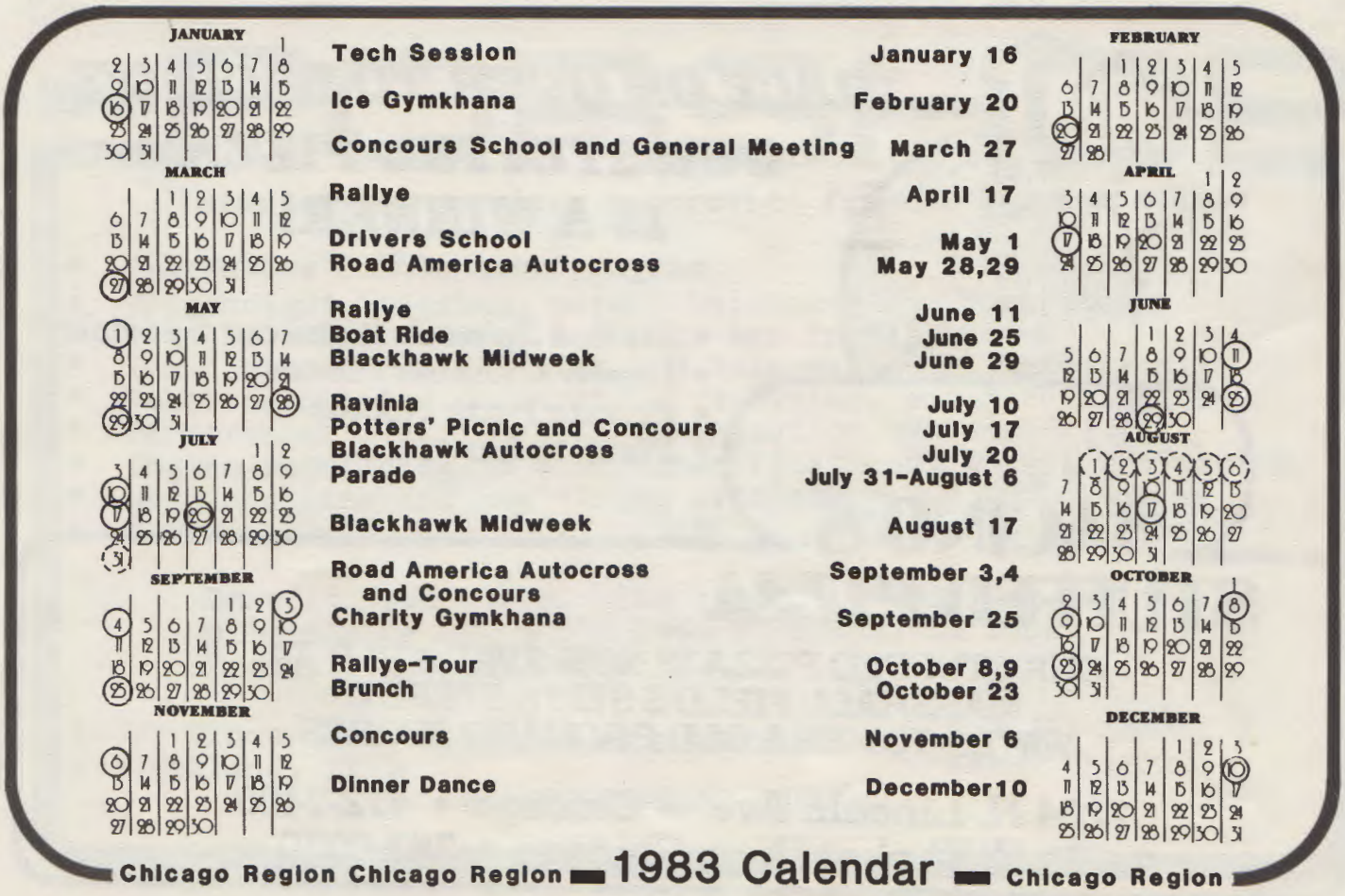
Dear Members:

I wish to take this opportunity to extend my sincere appreciation for the hospitality shown me on the weekend of 9-4-82.

That weekend was certainly enjoyable and enlightening.
Please accept my invitation to all those involved in Tech for the Porsche Club to join me at any up-coming SCCA event, however, advance notice would be appreciated.

Sincerely,

John W. Holick 414/375-2861



Ice Gymkhana Feb.20

ARCTIC ANTICS III
By Joe Flores

The third annual Frozen Trail Derby is on. Mark February 20th on your calendar as the iciest, sunniest and most slippery day of Winter '82--the day of our ice gymkhana otherwise known as ARCTIC ANTICS III!

Imagine driving your car in arctic conditions, a real test of your ethylene glycol constitution and your car's legendary reliability. On the tricky surface of a frozen lake with no provisions in the car in case of breakdowns. You've got to make it to camp no matter what. At times you almost have to WILL your car to keep on going ...and you finally make it.

This year's camp is the infamous Lake Como Inn, a clone of the erstwhile Red Chimney Inn only five miles west of downtown Lake Geneva on Highway 50. Some of you may remember the latter as a last-minute choice resulting from the Great Sterlingworth Fire. This time you'll remember the Lake Como Inn as the winter fun hang out of the Porsche Club.

We have combined your compulsive urge to compete with some hedonistic rewards. The gymkhana site is a mere five miles from the laid-back comforts of Lake Geneva...delis, shopping, clubs, lounges, and God knows what else. It's also five miles away from the Abbey, the land of the third, fourth and fifth honeymoons. Anything you'll ever want in winter fun you'll find at the Abbey. Details would be merely redundant; but please bring your own date.

We're big on spending the weekend in the area. And this is when we're forced to be more pragmatic, as they say: get more miles per gallon. We recommend the Hilton Inn in downtwon Lake Geneva. Room rates are from $49 to $59 double occupancy. Call early (414) 248-9181 for reservations...the hotel has waived the two-night minimum on a space-available basis. The Hilton Inn has better facilities and lower room rates that what are now available at the Sterlingworth. The lake is directly across the street.

The turn-out for this event keeps swelling every year, probably due to the crystal clear weather we've had and the collective efforts of our members. Please send in your registration early, and call us if you could join our cocktail party at the Hilton on Saturday night. We had a cozy get-together in our room at the Sterlingworth last year and we plan to continue the tradition. This year the big drink will be a special blend from the Land of the Midnight Sun.

DRIVE YOUR PORSCHE. DRIVE YOUR CHEVY--ANYTHING ON FOUR WHEELS. FEBRUARY 20 REGISTRATION STARTS AT 10:00 A.M.; TRACK IS OPEN 11:00 A.M. THROUGH 4:00 P.M., AWARDS DINNER AT 5:00 P.M.
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TLC

USE IT BUT DON'T ABUSE IT
By John Bohlander

Starting with the 356C all Porsches with 4 wheel disc brakes (except 914) use a separate drum brake in the rear for parking. This is an effective way of providing this function without the use of a special caliper. Even though these brakes are rather small, they are also quite effective for emergency use.

There are, however, a couple of problems that occur. First one must actually use the brake occassionally for more than just parking. If the brake is not used to stop the vehicle, rust will form on the drum. A partial covering of rust on the friction surface is okay as an acceptable coefficient of friction will be maintained. If the vehicle has been driven in the winter, salt after several years of rust will be so heavy that the shoes will be contacting a soft chalky surface with a poor ability to grip anything, and may not hold the car on even a gentle slope. To restore the drums to proper condition, they will have to be turned on a brake lathe.

To prevent excessive build-up of rust, one should use the parking brake to stop the car from moderate speeds about once a month. From a speed of about 30 mph, gently pull the handbrake being careful not to lock the rear wheels and causing the car to swerve, (Possibly with 165 or 185 width tires, but maybe not with P7's), and remember your brake lights won't go on.

Another problem with these little drum brakes occurs when you use them too much. That is, when you drive off without fully releasing the brake. Even when the warning light is working properly, it is sometimes not noticed for long periods of time. Driving a block with a lightly dragging brake won't hurt anything but going several miles may. The lining is a soft non-metallic type to keep the hand lever effort low. This compound is easily burned if the brake is left dragging for long periods. Once this takes place, the lining won't grip the drum with normal contact pressures and the lining will have to be replaced.

Once all the friction components are working well, they must be adjusted. The cables must not have excessive slack or the mechanism may disconnect itself. This can happen easily on 911/912's and requires removal of the caliper and drum to reconnect. The adjustment where the brake cable enters the wheel assembly must be set so the cable housing does not slide in or out when pushed lightly. It should not be adjusted too tight or the shoes will start to move out against the drum.

Next the shoes must be adjusted with the star wheel just like regular drum brakes. The hard part is finding the star wheel through the access hole and to decide which way to turn it. When properly done, the hand lever should firm-up with about 3-5 clicks when pulled and the shoes must not drag on the drum when the brake is released.

With proper maintenance, the hand brake will operate efficiently for many years and be ready for use when you may really need it, like for hand brake turning in the ice gymkhana.

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New Years Resolution

By Sue Allman

"This year I'm going to quit smoking." "Starting January 1 I'm going on a diet." "If I survive this hang-over, I'm cutting down on my drinking." And on & on & on..It's a new year and with that comes the ol' tradition of making a list of New Year Resolutions. Yet, how many of us can stick to them for even a week! I usually don't make resolutions since my "New Year" begins in September (I live by the school calendar) however I started thinking about the coming year of new Porsche Club events, the great Porsche people in our region and my job as social coordinator. Put that all together and you have an article for the newsletter. Since all the other coordinators write an article on their subject, I decided now would be a good time for me to go over "Social Porsche Etiquette." Yes, there really is such a thing! Most of you know it but some of you need this reminder.

First and most important: Pre-register for events. This has become a real problem lately. If you have ever given a party and asked for an RSVP you know how frustrating it is when no one calls and you're left to guess how many plan to show up. Well, when an event chairperson puts on an event he/she needs to know how many people will show up. There's a restaurant that must have a count to prepare the food, the trophies need to be purchased depending on the number of participants and sometimes material needs to be printed up. A smooth well run event depends on YOU! No excuses!! If you want to come to an event, register ahead of time. Don't call the night before or wait to see how you feel or what the weather is like, sit down and send in that registration form. This brings me to New Year Resolution #1 - This year I plan to pre-register for events.

Now that you're all pre-registered here comes the best part..socializing. What, do you ask, do I need to know about that, it's easy. Well..Can you remember the time when you came to your first Porsche meeting or two? It may have been a long time ago or perhaps just last year. Think about how you felt with all those people that knew everyone else and there you were, just you and your car. New Years Resolution # 2 This year I plan to meet at least one new person at each event (or at least say "Hello" to someone new).

It's not hard. I've tried it the last couple of events and I've met some very nice people. You might be hesitant at first but that new member or applicant doesn't know anyone and just a "Hi, how are you doin'" makes them feel more comfortable. We're the friendliest, warmest group of people I know but a new person doesn't know that, so show a little friendliness. Remember, we all have one thing in common-Porsche-so take it from there.

So you see "Social Porsche Etiquette" isn't difficult to learn and there's really not much to

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it. Just include them in your New Year resolutions and stick to them!

Looking ahead to the new year of events it's certain to be a fantastic Porsche year. Besides our regular yearly events we have come new things planned. An Open Meeting in March will be a Who's Who and What's What of the Chicago Region. A new summer event this year is "Porsche Club Goes to Ravinia." Be sure to watch for details on that, it's bound to be the biggest "Suecial" event of the year.

By the way, if you ave any ideas or suggestions for events, please give me a call or let me know at a meeting. I try to make my events what you want to I welcome any thoughts, ideas or comments.

HAPPY NEW YEAR!

PSSST !!

WANNA BUY A • • • • ?

FOR SALE: 911 SC Cat Conv replacement pipe, used 4000 mi., $75; 2 7x16 and 2 8x16 911 alloy wheels with appropriate P-7's, superb cond., $1500; 2 6x16 and 7x16 alloy wheels with appropriate NCT's, excellent cond., $1,000; late 911 jack, $20; pair of Carrera RS (73) rear bumpers, sandblasted and perfect, $200; PD watch, sable, NEW, $400, red leather interior from 911 SC (door panels are power window version), perfect condition, removed from car at less than 2000 mi., complete less dash, $600 (includes seats!); take out Porsche factory radio (from my SC) perfect, $125; many other good used parts from older 911's. Call after 7 PM. Brian 382-5933.

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

FOR SALE: Escort Radar detector $215. John Welda 359-5485.

FOR SALE: 1976 914 2.0 about 76,000 miles. AM/FM, orange/black, needs muffler, clutch and tires.
$4,400 or best. Must sell. Sue Naylis, (616) 866-9016.
Belmont, Michigan.

FOR SALE: 1972 914 1.7 litre, metallic gold, deluxe package, excellent condition, under 40,000 mi. asking $4,200, phone 394-0442, Bob Koziara

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

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REAR VIEW MIRROR

HOLIDAY DINNER DANCE
By Julie Quebe

December 11 was the date of the Annual Dinner Dance. For those of you who were there, this article can remind you of what your hangover made you forget and for you unfortunate folks that were unable to attend, this article is to let you know you have missed the event of all events.

Tom and Kathy Riley and Jim Dorfman hosted the party of the year to cap off a tremendous year for the Chicago Region. They seemed to have covered every detail. The bartenders wore Parade T-shirts, matches and napkins with sponsors names, place cards so we didn't have to trip over tipped up chairs, and as Bob Ostholthoff put it "very racey centerpieces"

This meticulous attention to detail combined with a delicious meal prepared by Zum Deutschen Eck and the lively sounds from the Bruce Golden Orchestra made it a very memorable evening.

We would like to thank O'Hare International Auto, Inc.; Lynch Porsche-Audi; Klinger Porsche-Audi; and Porsche-Audi Central Region USA for their generous contributions that helped make the evening a success.

Thanks also go to our invited guests Mr. and Mrs. Al Herta, and Mr. and Mrs. Chris Dickens for their continued support.

Our president Bob Ostholthoff introduced the new board and the new event coordinators. The various coordinators presented the Overall trophies which were prepared by Dick Gunther, Jerry Meyer and Mae and Walter Minato. The Overall results are elsewhere in this issue.

The facts of what happened that night don't be-gin to tell you about the more enjoyable happenings of the evening. You missed the chicken dance in the outer bar, the Roll-Over Trophy and hearing about Ed and Deb Leeds sex life, just to name a few. I can't wait until next years party of parties.

Overall Trophy Winners

CONCOURS

1st Jerry & Julie Quebe
2nd Bruce & Jean Janecek
3rd Ed & Deb Leed
4th Robert & Lois Hindman
4th Tom & Randee Beverly

MEN'S AUTOCROSS

1st Ed Russ
2nd Jack Bushmeyer
3rd Robert White
4th John Bohlander
4th Chuck Peterson

WOMEN'S AUTOCROSS

1st Cheryl Bushmeyer
2nd Wilma White
2nd Cindy Law
3rd Deb Leed
4th Doris Beach
4th Jean Galuszka

RALLYE

1st George & Linda Gutmann
2nd Walter & Mae Minato
3rd Jerry & Helga Meyer
4th Bob Johnson & Jean Hart
5th George and Sara Melford

Tech Session Jan.16

Achtung!

WHEN IS RETIRE-MENT WEISS..

OR ALL ABOUT PORSCHES AND TIRES!!

Time: Reg. 12:00 - 1:00

Location: Sheraton-North Shore Inn

933 Skokie Blvd., Northbrook

The program is planned in three parts: 1. A discussion of tires, including their construction, their characteristics, and their relationship to the Porsche. Included are the effects of tire pressure, size, etc. 2. A discussion and presentation on the tire sizes, types, and manufacturers, and rim sizes which are compatible with your Porsche. 3. A panel discussion-question and answer session on tires and your Porsche and possibly other cars.

There will be a cash bar available. The event fee is $3.00.

FOR WOMEN ONLY. Ladies..don't stay home, come along and we'll all carpool over to Northbrook Court for an afternoon of shopping.

P.S. There is no planned dinner after the Tech Session. If you want to eat in the area, I'll have some suggestions.

PHOTOGRAPHS

By John Bohlander

Tom & Kathy Riley co-chaired the event with Jim Dorfman. Congratulations on a job well done.

One, two, three; one, two, three; dip, two, three...

Jean - "Yes, we have Parade T-Shirts that will match your eyes in the morning."

Boy, that Nick Brenkus really gets around.

This is the last time we will see Ed as a free man. It doesn't seem to be bothering him any.

Sue Allman receiving her Enthusiast-of-the-Year Award. This is a well deserved award for Sue who has chaired more events during her tenure in the club than any other member. Her "Suecials" have fulfilled a real need within the club. "Congratulations" and a big "Thank you" Sue, from us all.

Honored Guests - Mr. & Mrs. Chris Dickens

Lovely couple enjoying the evening.

E.T., phone home!

Marriage hasn't changed Bob any, has it.

"May I give you a hand, or two?"

Deb - "Remember that night in the back of Gallagher's van?"
Ed - "Ya!"

"Here Doc, this will stop the glare from the flash."

Honored Guests - Mr. & Mrs. Al Herta

Linda - "But the invitation said BLACK TIE OPTIONAL!"

Tom Pyrdek presenting "Roll-Over" Award to Owen Johnson.

Howard the club yo-yo, test driving the other club yo-yo!

Jim - "Boy, I don't know what was in that last drink but I feel like someone is dancing on my head."

Region of the Year
Chicago 1982

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OVERALL CONCOURS WINNERS

OVERALL RALLYE WINNERS

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Insight

AUTOCROSS PLANS - GETTING SERIOUS
By Heber MacMahon

The Porsche Club means different things to different people, to the extent that their individual interests vary. Therefore we provide a variety of events including rallyes and concours. But no one would deny that Porsches have always been designed above all else, to be driven fast. In an environment where fast driving is illegal and potentially dangerous, the club autocross events provide us all with an opportunity to explore the limits of adhesion and generally enjoy the full performance of our cars in a carefully controlled situation.

On reviewing the level of participation in the past years events, it's apparent that high speed driving events have been the most consistently successful. This tends to confirm my opinion that most members are drawn to the club by the opportunity to do some mildly competitive driving at a relatively safe and inexpensive level.

As a region we're fortunate in having two race tracks, Road America and Blackhawk Farms available to us within a reasonable distance. For those who are willing to travel a little further neighboring regions host events in Michigan and Ohio. Grattan in Michigan is particularly worth a visit for anyone who feels that he or she has mastered the local tracks.

In previous years, we've had two high speed events at Road America, which is an incomparable track, and these will continue as before. At Blackhawk, we've had two "driver's schools" with the emphasis on self instruction, but with no timing. In addition to these we'll have an autocross (i.e. a timed event) this year. There are apparently divergent opinions about the advisability of this, and we will have to give a lot of thought to the questions of safety.

Safety is something we emphasize a lot in the club, and with good reason. I am impressed at how few serious accidents occur at our events, and this is undoubtedly a reflection of careful organization and meticulous enforcement of safety regulations, as well as the disciplined driving of the membership.

Our events are designed to provide a variety of experience from parking lot "gymkhanas" to 100 mph and autocrosses. While the organizers try to reduce the risks by various measures such as placing pylons on the track to guide the drivers, or to force them to reduce speed, most of us would prefer to keep these artifices to a minimum. For beginning autocrossers, I would emphasize that though a race track may appear to have abundant run off areas, there is obviously no guarantee that your car will not come in to contact with a hard object if you go off. After one lap it should be apparent that some bends are more dangerous than others, and should be treated with special respect.

But despite good intentions it is in the nature of competitive events that occasionally even experienced drivers will make an error or be the victim of mechanical failure of some sort. Because the majority of our members use their cars for every day transport, we have only required standard seat belts and crash helmets. Appropriate clothing has been encouraged but not strictly enforced.

After seeing a car inverted at a PCA event last year, I decided that it was time to slow down or get serious about safety. I subsequently installed a four point belt harness, (uses existing mounting points in the 911); a bolt can be equally easily removed. A single layer nomex driving suit costs less than one P7 and is the most comfortable thing I've ever worn for driving in hot weather. Especially in the modified and improved classes, these are options to consider as they can only add to one's comfort and enjoyment of an event.

At this point 1983 promises to be one of our most successful autocross seasons to date. As autocross coordinator, I would welcome any offers to participate in the organization, or suggestions to improve the quality of the coming events.

COVER CREDITS

The photograph for this months cover was taken by Jerry Quebe while on a visit to the Porsche factory in 1982. And I bet you thought it was a new design for a 24 speed transmission.

Twenty-eighth annual

Porsche Parade

July 31-August 6,1983

Ozarks '83

Watch for registration form

in

January

PANORAMA

MEET THE BOARD

By Chet Szerlag

Congratulations goes out to the newly elected Board Members and to the general membership as well. In this election, we had a large number of returned ballots and a choice for the director's position, something we haven't had for some time. Thanks to the challenge for the director's position, and some very active campaigning by Joe Flores we had the best turn out in years. It says a lot for a club that has such enthusiastic members.

Special congratulations to the newly elected members: Phyllis Harwood, Treasurer; Gail Johnson, Secretary; George Gutmann, Director; and Brian Allman, Director.
We are looking forward to working with you in 1983!

The following are interviews of the new Board Members.

GAIL JOHNSON

Gail is a newly elected Club secretary who will be serving a one year term. Gail has been busy at home studying her Spanish and she will graduate in January with a degree in Spanish. Much to her dismay, her studies and an illness in the family has kept her from attending some of the Porsche events this year.

Gail admits to loving rallyes and even though she does not drive competitively, she enjoys the weekends at Road America.

Her husband, Owen, expressed a desire to become a Porsche Club member back in 1971, but didn't because he didn't think Gail would be interested in it. Gail not only had an interest in the Club, but bought the family membership and gave it to Owen as a Christmas gift.

The Johnsons presently own a 1973 914 which is being stripped and repainted at the time and a 1974 black Carrera Targa. Gail confesses that her true love goes to the Carrera and refused to discuss getting rid of the car when Owen took it for a tragic spin this summer.

Gail says the Porsche Club has always been a large part of her family's life with participation at events on weekends that normally included their children. Gail feels that they have gotten so much from the Club that being secretary is her way of supporting the Club and helping in doing her share of the work.

PHYLLIS HARWOOD

Phyllis is the distaff side of the Harwood team, which was most recently seen in action at the Memorial Day Road America concours, with their recently repainted silver 911. Rumor has it that the Harwoods paid for their 911 re-spray in British pounds. It's a good thing that the American dollar is strong in the foreign markets, but I'm not sure that Elgin is located in a foreign country.

Phyllis is taking over the Treasurer's responsibilities from Tom, when his term ends in December. Phyllis will serve a one year term. She has been a Chicago Region member for six years, since marrying Tom in 1976.

Phyllis enjoys participating in the Region's semi-annual Road America weekends, and also likes rallying; but she doesn't think too much of concours events, because they're too much like housework! Like Tom, Phyllis' career is in the health care field; she is an office manager for an opthamology practice.

Phyllis is looking forward to serving as the club's Treasurer, since she has been doing most of the work for Tom during the past two years anyway! (Sorry, Tom she said it, not me). Well, we did say that the Harwood's were a team. Now that Phyllis is the Treasurer, maybe she can get Tom to go to the bank for her!

BRIAN ALLMAN

Brian is a newly elected member of the Board of Directors, and will be serving a two year term of office. Brian is a Chicago native and has been a Chicago Region member for approximately eight years. Brian has been with Porsche-Audi for the last ten years, and is presently the parts manager at Klinger Porsche in Highland Park.

Brian and his wife Susan have been very active in the Region's events. Susan is presently serving as Social Coordinator, as well as member of Neil Holleb's 1984 Parade Committee.

As a Parade Committee member, Brian is charged with management responsibility for the technical inspection process for Parade participants.
To this end, Brian plans to introduce an innovative, "multilane" approach for conducting the pre-grid tech inspections. This promises to improve the quality and efficiency of the Parade tech inspection process, and provide a positive "first encounter" for Parade participants.
PCA members who've attended national Parades can attest to the value of expeditious tech inspections.

As the concours coordinator, Brian would like to expand concours participation to include interesting and outstanding examples of non-Porsche marques, for exhibition only. Brian proposes to establish a new concours "class E" to enable region members to exhibit their non-Porsche classics.

There are several region members who have very interesting collections of classic automobiles that would add a nice touch to the Region's upcoming concours events, and perhaps stimulate additional member participation by creating greater diversity in the cars being shown. Brian also intends to conduct a "concours school" in the near future, to discuss the intricacies of concours preparation, which will feature a "talking 911". It sounds like we'll be hearing more about this!

The Allmans support their habit (i.e. club participation) with a Porsche collection that includes a '79 911 SC, '71 911E Targa , and a '71 914. Brian has been in and around Porsches for the last fifteen years, having been weaned on Jaguar XKE's. His non-Porsche interests include solar energy and windmill power. Brian intends to build a solar-heated garage in the near future. I wonder how Brian will work on his Porsches when it's cold, rainy or overcast?

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Porsche Neckties	15.00
Yo-Yo's	2.00

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MINUTES MINUTES MINUTES MI

By Helga Meyer

The October 22, 1982 Chicago Region Board Meeting was held at the home of George and Linda Gutmann.

Helga Meyer, secretary, announced that 153 official ballots had been received. The results of the election are: President - Bob Ostholthoff; Vice-Pres. - Walter Minato; Secretary - Gaile Johnson; Treasurer - Phyllis Harwood; Directors (2 year term) - Brian Allman and George Gutmann; Directors (filling expired terms) - Tom Beverly, John Bohlander, and Tom Thompson.

Treasurer Tom Harwood thanked John Gustavson for the Sally Potter charity event chairmanship; the event netted $1,015.60! Bob Ostholthoff thanked Porsche Audi for loaning the 944 for the charity event; the 944 provided 50 runs at $3/run.

Nov. 6 is the Zone 4 Presidents' meeting in Fort Wayne; Bob O. and G. Gutmann will be attending.

George Melford, rallye coordinator, reported on the mini-series. 3 trophies will be presented to the top 3 PCA teams at the dinner-dance.

Sue Allman, social chairperson, is concerned about low attendance at some events; possible solution: get calendar of events in the Scene.

Under old business, John Bohlander informed the board of a new national procedure regarding membership information boards: before any boards are sold for $25, a form must be filled out and signed by the dealership. Jim Dorfman should be considered the sole person dealing with Porsche dealers, especially in reference to sponsorship requests. We have to work now with the dealers to get a table for PCA membership information at the Auto Show at the end of February.

Under new business, the 1983 calendar of events was approved.

The coordinators for 1983 are: Autocross - Heber MacMahon; Concours - Brian Allman; Membership - Bob & Chris Gamble; Rallye - Mike Zurick & Joe Hill; Safety - Jack Bushmeyer; Social - Sue Allman; Tech Jerry Meyer.

Several changes were made for the 1983 calendar/-directory: double car/class entries will be explained under classes for speed events. Children aged 6 and under will be allowed in S.O.P. rallye cars. Rallye definition "ONTO" will be redefined by George Melford.

1983 PCR change required 1970 Snell helmet stickers.

The Laremont School in Gages Lake will borrow our button making machine to make yo-yos for Chicago Region; there is no charge for this service, and Chicago Region will supply the materials.

Dick Gunther did the scoring for the year end trophies; Jerry Meyer will get the trophies.

The Enthusiast of the Year was selected.

METRIC CRESCENT ?

By Julie Quebe

...We noticed one small thing missing at the Holiday Dinner Dance. The 911 silhouette place cards made by Tom Riley were missing the ski rack.

...We were glad to see that most of the married men in the club brought their own wives to the Dinner Dance and some single guys even had some nice dates. Like Bob O. had a real live girl named Debra and Heber MacMahon had a real nice guy named Nick.

...Congratulations and best wishes go to Ed Russ and his new bride Teena, they got married December 26th. Hope Teena doesn't get any Christmas surprises Ho! Ho! Ho!

...I'm sorry to see that George Estrada hasn't got his bearings back after his rollover this summer. He was seen entering the Dinner Dance from the kitchen door behind the bar.

...Owen Johnson received this years Rollover Award for his triple ganer at M.I.S.. The Award was presented by Tom Pyrdek - a Kaiser roll with a flower stuck in it.

...Speaking of Tom Pyrdek our man of class was chauffered to the dance in a Bentley.

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

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

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

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

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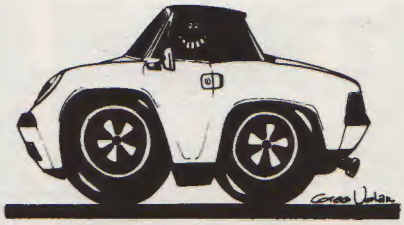

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Vehicle_____ Model_____ Year_____ Color_____

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Mail registration must be postmarked by February 7, 1983 or add $1.00 to each driver.

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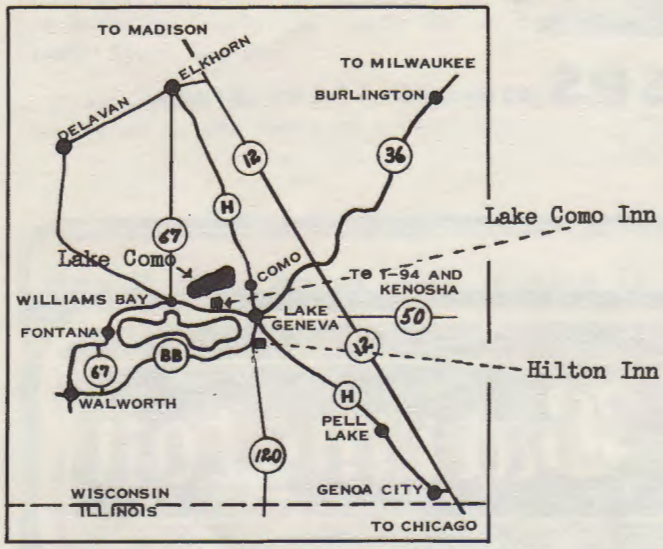

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	QUARTERLY	YEARLY*
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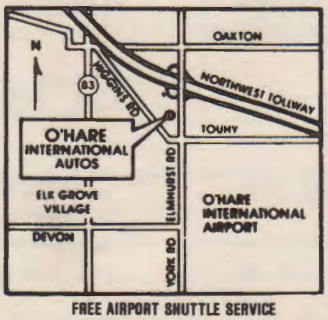

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