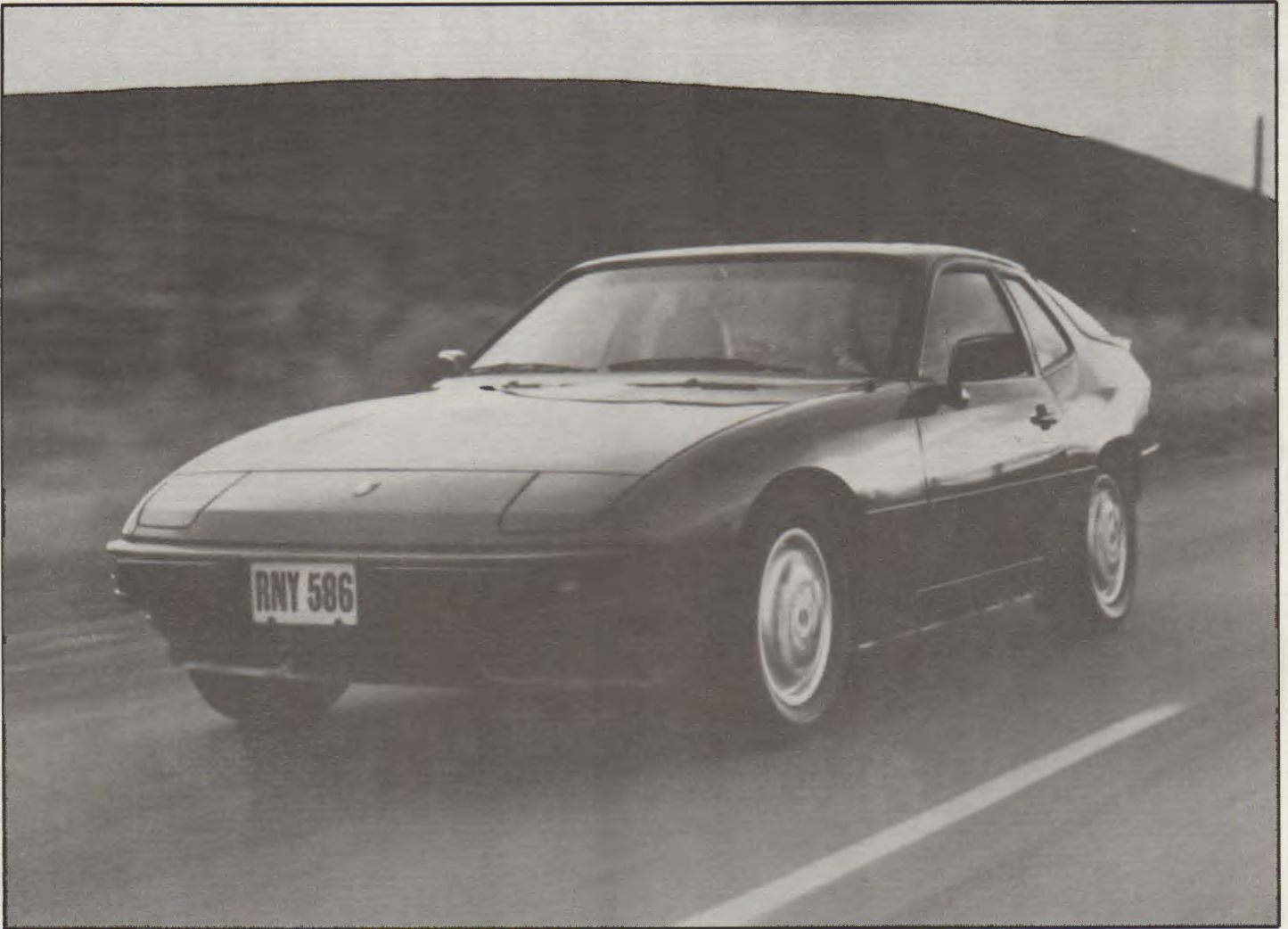


Chicago Scene

JULY, 1986

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



In This Issue . . .

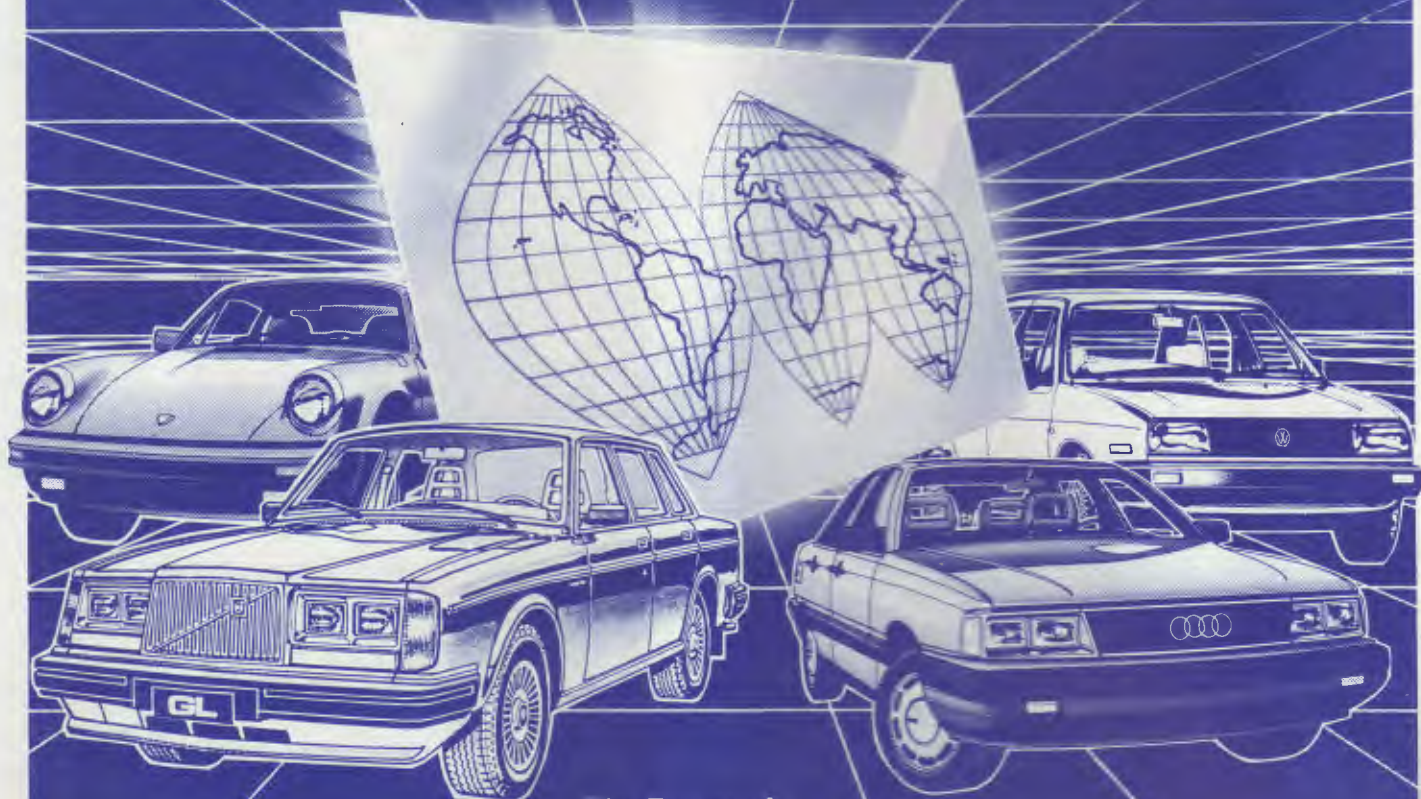
- **924S Road Test**
- **Elkhart I Autocross Results**
- **Potter's Picnic/Concours**
- **Ala Carte**



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SCENIC VIEW

by Jackie Raucci, Co-editor

As I look out of our office window this especially nice Sunday morning, it occurs to me that some of our best summer weekends are those spent inside working on the newsletter! What a cruel twist of fate! As we're compiling results, writing photo captions, and doing those things that newsletter editors do, we think of the rest of you out there—washing, waxing, caressing, driving!!! Well, we may not be there in body, but we are there in spirit!

So, the next time you're planning a cookout, picnic or other outdoor event, give us a call. We'll tell you what weekends we'll be working on the newsletter and we guarantee the weather will be perfect!

As you can see, this issue of the "Scene" is jam-packed with all sorts of Porsche fun. This truly is the Porsche season for us midwesterners. (These are the days we dream of when the wind chill hits 30 below!) So go out and enjoy. There's something for everyone—autocross, concours, picnic (I can smell those brats on the grill!), tech, and on and on and on. We have another Ala Carte and a Porsche Play for your reading enjoyment, as well the the what, when and where of all the up and coming events. There's even a registration blank for Elkhart II in October, so you Parade participants can register without fear that the event will fill up while you're in Maine! So, read, enjoy, sign up and we'll see yawl soon!

Well, ah'm plum wore out and ah'm gonna git so yawl can read bout our trip to Etlanna, Jawja (page 27-28). I learned all that from "How to Speak Southern" by Steve Mitchell, which I studied before we left on our jaunt.

Here are a few words to learn in case you find yourself down South.

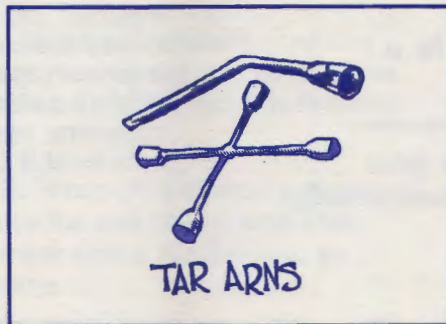
Jevver: Did you ever. "Jevver hear anything so dumb in your life?"

Idinit: Term employed by genteel Southerners who wish to avoid saying "Ain't." "Mightily hot today, idinit?"

Muchablige: Thank you. "Muchablige for the lift, mister."

Plum: Completely. "Ah'm plum wore out."

Sebmup: Soft drink similar to ginger ale. "You want a Co-cola or a Sebmup?"



Tar Arn: Tool employed in changing wheels. "You can't change a tar without a tar arn."

Thang: A word Yankees consistently mispronounce as "Theeng."

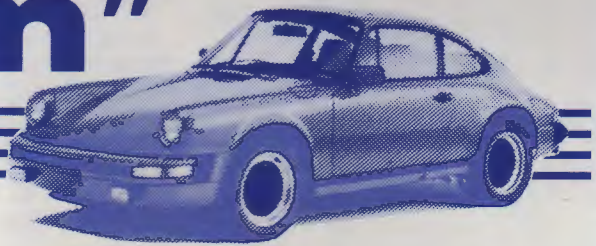
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On The Cover ...

The new 924S. Photo supplied by Robert Marston and Associates, Public Relations firm for Porsche Cars North America

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2312 N. Central Avenue
Rockford, Il. 61103
815/964-4886



by Jack Bushmeyer, President

The Porsche active season is in full swing. We have had a Driver's School, Rallye and Road America already. Not to mention all of our wonderful social events. So check the calendar and come out and enjoy your Porsche with fellow Porsche Pushers.

In the near future, it will again be nomination time. A nominating committee consisting of five members shall submit to the membership, a slate of nominees. The slate shall be published in the September issue of the regional newsletter. Nomination will also be accepted from the membership at large by petition signed by at least ten (10) members in good standing to the Board of Directors, prior to the October newsletter mailing.

Debby Leed is the chairperson of the Nominating Committee. Members are Jim Becker, Eve Estrada, Russ Iser, and Bruce Janecek. If you have a desire to serve on the board, or would like to recommend someone to the board, please contact any of these people. They will be very happy to hear your recommendations and will be meeting soon in an attempt to prepare the slate of nominees.

Remember, when in doubt, volunteer!

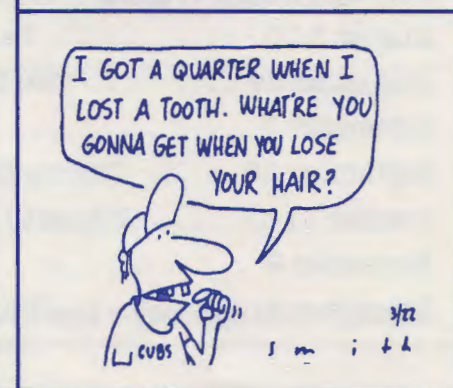
I picked up the following from the Mid-Ohio Region newsletter. Remember, the Chicago Region of PCA needs your help.

How To Kill an Organization

No one purposely sabotages a group which he or she has joined. But a glance at this list might reveal ways to work against an organization without being aware of it.

1. Don't come to meetings. If you do come, be late.
2. If the weather doesn't suit you, don't think of coming.
3. If you attend, find fault with the work of others.
4. Never accept an office—it's easier to criticize.
5. Be angry if you're not appointed to a committee.
6. If you're asked your opinion, say nothing. Afterward, tell everyone how things should be done.
7. Do no more than necessary. If a few persons work tirelessly, complain that the group is run by a clique.
8. Don't bother to help get new members.
9. Don't tell leaders how the group can help you or achieve certain goals—but if it doesn't, quit coming.
10. When you attend a meeting, vote for one thing, and then forget about it after you go home.
11. Don't read mail from headquarters, it's not important—then complain that you are not kept informed.
12. Get all the benefits your organization provides—but don't make a personal contribution.
13. Talk about cooperation, but don't practice it.

Car-toon



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 materials 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.

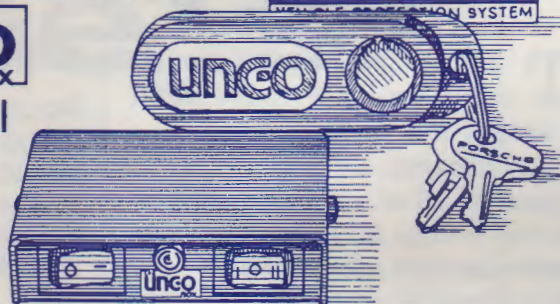
Calendar of Events

March 2	.....	"Yoshi's Cafe"
April 13	.....	Rallye School/Rallye
May 4	.....	Driver's School/Autocross
May 18	.....	Restaurant Tour No. 2
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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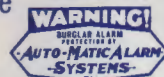
"Call me personally for your appointment. Tell me what features you want and I'll give you the total installed price."

Ray Cooley

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Proprietors
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Hugo Hugger

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AUTOCROSS

Curvaceous Autocross — July 13, 1986

by Jim Becker

Come out and join us at Utica Raceway for a day of autocrossing. This winding short track will use no pylons to negotiate. Recently repaved and widened to 19 feet, this track will promise plenty of challenge and excitement to all from the novice to hot shoe. Required attire will be the same as Elkhart Lake, 1970 or later Snell approved helmet for each

driver. Full length pants, long sleeve cotton shirt, and socks of non-synthetic material. Full shoes (leather preferable) are required. (Driver suits encouraged.) All drivers must be at least 18 years old. No alcoholic beverages may be consumed at any time on the premises. This includes guests. Chicago Region Short Track Classes will be used. Dinner

with individual checks will follow at 6:00 P.M. at Captain's Cove (S 178 from track 2-1/4 miles. Left onto Dee Bennet Road for 3-1/2 miles).

Directions to the Track: Take I-55 south to I-80 west (approximately 45 miles) to 178 (Utica-Starved Rock Exit) left on 178 3/8 of a mile to the 178 and 6 intersection.

Curvaceous Autocross July 13, 1986

Registration is at 9:00 a.m. Timed runs at 10:00 A.M.

\$15.00 Pre-Registration (until June 28th)

\$18.00 after June 28th or at the track

\$ 9.00 Second Driver

Workers to do timing and course marshalling are needed to make this event a success. Mail registration and check to Gail Becker, 2333 Trillium Lane, Naperville, IL 60565.

First Driver:

Name _____

Address _____

City/State/Zip _____

Member Applicant Guest

1985 PCR Class _____

Porsche Model (911, etc.) _____

Engine Size (2.7, etc.) _____

List all modifications: _____

Second Driver:

Name _____

Address _____

City/State/Zip _____

Member Applicant Guest

1985 PCR Class _____

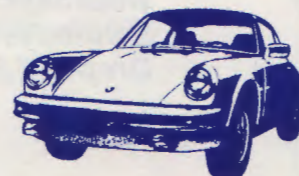
Type (SC, etc.) _____ Year _____

Race Tires Street Tires (Specify Size)

Please check if you intend to join us for dinner.

Please check if you are willing to work.

Enclosed is \$ _____ Make check payable to PCA Chicago Region.



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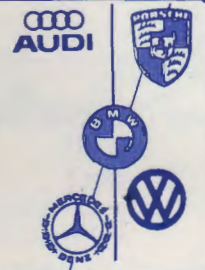
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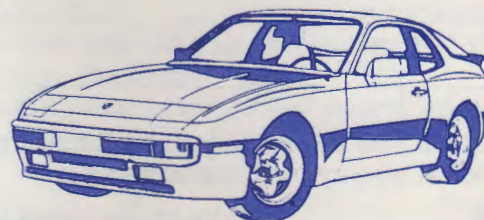
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SUMMER FUN



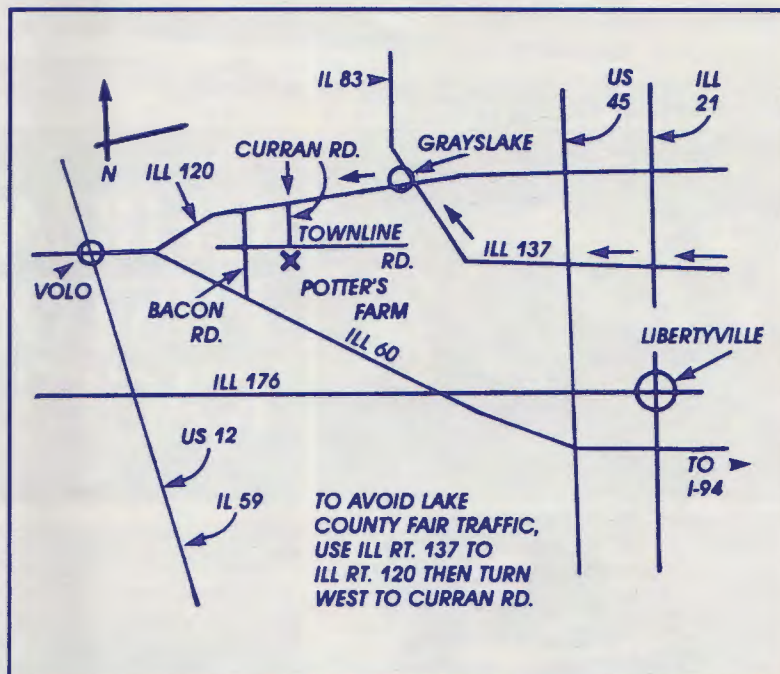
Potter's Picnic and Concours

July 27, 1986

July's Concours is also a picnic. So, after you have your car clean, gather up the rest of the family and bring them out for the food and fun.

Location: In keeping with past tradition, Wayne Potter and family have offered the use of their farm. There is plenty of grassy area for picnicing, game playing, and clean car parking. All volunteer lawn mowers please contact either Wayne Potter (546-4457) or Rip Patterson (223-5685) the week prior to the picnic.

Bill of Fare: Bratwurst will again be the excellent veal brats, grilled to perfection by our experienced cooks. On the job training will be provided for volunteer cooks. There will be plenty of cold tap beer, soda pop, potato chips, salads, and condiments. First brat off the grill at 12:30 P.M. or thereabouts.



Activities: Time to clean up the car. Concours will be held on the south grass field. Concours classes will be Chicago Region's Four Classes A through D. See the Concours Classes and Notes section in the directory for what areas are judged in each class. Concours judging will start at 1:00 P.M. sharp.

Games for kids and adults will also be held. I'm sure our enterprising game chairpeople (applications for this position will be gladly accepted—call 223-5685) will once again have some great activities that will keep everyone busy. Other game equipment available will include soccer, volleyball, horseshoes, and a swing set. New this year will be a Radio Controlled Gymkhana. Bring your own or use what we will have available. It should be fun.

Cost: Adults are \$6.00 each and Children ages 4-17 are \$3.00 each. Children 3 and under in age are FREE. **Map Note:** Lake County Fair will be in progress on the day of our picnic. To avoid Fair traffic use the route indicated on the map above. Pre-registration is not required, but would be appreciated. So dust off your sun bonnets. Good weather automatically goes with Potter's Picnic. Park your mini-bikes, etc. at home with the dogs, cats, and other pets, and come out to picnic and polish.

Potter's Picnic—Sunday, July 27, 1986

My family is hungry, my sun bonnet dusted, and my Porsche is clean, so count me in!

Name _____

Check one: Member Applicant Guest

_____ Adults at \$6.00 each _____ Children at \$3.00 each (Children under 3 are FREE)

I will be entering the Concours

I will help judge the Concours

I will help with the games

I will help cook

Make checks payable to PCA/Chicago Region and mail to:

Linda Patterson, 18218 W. Twin Lakes, Wildwood, IL 60030 (312) 223-5685.



CHICAGO HISTORIC RACES

JULY 18-19-20, 1986
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COME, JOIN US AT ROAD AMERICA, where more than 600 racing and exotic sports cars will converge on this historic track. Thousands of enthusiastic spectators and participants will be congregating near the beautiful resort town of Elkhart Lake, located in the rolling hills of southeastern Wisconsin, to attend the racing event of the summer!!!

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Trackside gourmet food festival • Street & race Concours d'Elegance • Cocktail parties, banquets, music & dancing • Country inns, campgrounds, antique shops, & restaurants • A weekend of excitement & fun within 45 minutes of Milwaukee • Sponsored by the Como Inn & benefiting Maryville City of Youth.

CONTACT: Chicago Historic Races • 825 West Erie • Chicago, Illinois 60622 • (312) 829-7066

TWO DAY RALLYE

But Will It Play In Peoria?

What: Two-Day Rallye (Chicago/Peoria/Chicago)
When: August 23-24 Leaving 9:30-11:00 a.m. Saturday
Where: 1707 S. Washington Street, Naperville

The Rallye week-end will start on Saturday, August 23 with the drive down to Jumer's Castle Lodge with its Bavarian decor and food. The starting point will be at Chicago PCA member Jim Becker's gas outlet and emporium in Naperville, Illinois, at 1707 South Washington. The best route is to take I-5 to Route 53 south to 75th. Take 75th west to Washington, then south to his Shell station which is on the west side of the street.

Start time is at your discretion between 9:30 and 11:00 a.m. You will have the gas tank topped up (it's not really to give Jim business), and be given your instructions and details for the fun (who's buried in Norway?) and run (shortest mileage and best gas mileage) drive to Peoria. Gathering at Jumer's later in the afternoon we can all talk, party, and lie about how well we did until dinner. You'll arrive in Peoria to find cheese and wine in your room, a swimming pool, and gracious dining awaiting. Sunday morning, August 24, a breakfast of your choice from the menu and a goodie bag of famous Jumer's breads will set you on the right road to rallye along the Illinois River back up to near the Saturday starting point and a bar and restaurant to while away the time while waiting for the rallye results.

The rallye fee will be \$15.00 if postmarked by August 18 and \$17.00 after that and at the start line. **THE DRIVER MUST HAVE A VALID DRIVER'S LICENSE.**

Jumer's has offered a package deal of \$97.75 plus tax or \$105.45 for two people in a room, two dinners and two breakfasts from the menu. This includes everything but appetizers and alcohol. It also includes wine and cheese in your room upon arrival and a gift of bakery goods in the morning. Jumer's has all night security guards and will have a special parking area for our exclusive use.

A block of rooms has been set aside and guaranteed until August 9 for PCA. There may be rooms available after that, but you take your chances. You may reserve a room by calling 1-800-235-8637 or writing

Jumer's Castle Lodge, Western at Moss, Peoria, IL 61604. Be sure to mention PCA and give credit card number to guarantee late arrival. You will have a queen-sized bed unless you request a double-double. There are a few speciality rooms available with either a fireplace (Do you need one in August?) or loft area for \$20.00 extra. You may also reserve a room only for \$59.00/double. No meals or gifties are included with this.

You should make dining room reservations for Saturday night in advance at the same telephone number.

You have a choice of fried chicken or ground round for your dinner on Sunday. The meal includes salad, entree, bread and rolls, dessert and beverage for \$8.50. Children under 6 will be charged \$5.25.

Dear Wilma:

Yes . . . we'll play in Peoria! Please sign us up for the August 23-24 Rallye!

Driver _____

Navigator _____

Class: Equipped Unequipped PCA Member: Yes No

We'll drive our Porsche Our "other car" _____

Enclosed is a check to cover:

Rallye fee (\$15.00 until postmark of 8/18-\$17.00 thereafter) _____

No. of adult ground round dinners _____ x \$8.50 _____

No. of adult chicken dinners _____ x \$8.50 _____

No. of children's ground round plates _____ x \$5.25 _____

No. of children's chicken plates _____ x \$5.25 _____

TOTAL _____

Mail to: Wilma White

2009 S. Cottage Grove, Urbana, IL 61801 (217/367-0356)



FRONT VIEW OF 1987 PORSCHE 924S



REAR VIEW OF 1987 PORSCHE 924S

Read the 924S Road Test
On Pages 27 & 28!



SIDE VIEW OF PORSCHE 924S

NEW MEMBERS

by Sheila and Arnold Zann

Jerry & Harriett Bauman
2940 West Farwell
Chicago, IL 60645
312/743-4357
Jerry and Harriett own a RED
'84 911 Targa.

Paul & Carmela Bergen
6754 Old College Road
Lisle, IL 60532
312/369-8975
Paul and Carmela own a
Garnet RED '85 944.

Steve Beitler
1400 N. State Parkway
Chicago, IL 60610
312/951-8693
Steve owns a Bronze '80 911
Targa.

Robert & Susan Bensman
2040 Mallard Drive
Northbrook, IL 60062
312/564-2040
Robert and Susan own a RED
'81 911 Targa.

Richard Christensen
575 Cherokee
Lake Forest, IL 60045
312/234-6043
Dick owns a RED '86 911.

John Kyritsis
37664 Maple Tree Lane North
Wadsworth, IL 60083
312/336-7325
John owns a Gold '79 911.

Nick & Wendy Leicht
4807 David Street
McHenry, IL 60050
312/497-4962
Nick and Wendy own a RED
85½ 944.

Patrick and Barbara Millican
573 Greystone Lane
Wheeling, IL 60090
312/537-8162
Pat and Barbara own a Black
'82 911.

Richard and Heidi Rybarczyk
1731 Monmouth Place
Downers Grove, IL 60516
312/810-0279
Richard and Heidi own a Black
'85 944.

Jack Staudt
3499 Regent Drive
312/934-0240
Jack owns a Green '76 911S
Targa.

Frank and Hattie Zaffere
918 Jackson Avenue
River Forest, IL 60305
312/366-1610
Frank and Hattie own a RED
'86 944.

Transfers In:

Richard and Marlo Burkey
Naval Dental Center
Great Lakes, IL 60088

Peter and Barbara Greenfield
3 Gregory Lane
Barrington, IL 60010

Stuart and Maggie Lutz
4530 Arden
Edin, MN 55424

David and Judy McConkey
11 Muirwood Drive
Glen Ellyn, IL 60137

John Parrish
1514 Forest Avenue
Wilmette, IL 60091

Michael and Jean Tallon
411 Sangamon
Chicago, IL 60607



ALA CARTE

The Red Geranium

by Tom and Phyllis Harwood, Roving Gourmets

For a great place to eat on a week-end drive, we can suggest the Red Geranium in Lake Geneva, Wisconsin. It has a pleasant atmosphere and is gayly decorated with red geraniums on the wallpaper, each dining room with a different pattern. There are four dining rooms, one an enclosed sun porch and another with a fireplace.

The food was attractively served in ample portions for our lunch. Service was excellent—the iced tea glass was always full. The lunch menu included sandwiches or entrees which included soup or salad. Prices ranged from \$2.95 to \$8.95. The specials of the day were \$5.95. We selected two of the special entrees: The Sirloin Tips on a skewer served with cauliflower, rice pilaf, and bearnaise sauce; and Chicken Marengo with gruyere cheese, great tasting fries and cauliflower. We enjoyed the soup of the day, which was Mulligatawny seasoned just right with curry. Luncheon daily is from 11:30 to 2:30 Monday thru Saturday. Dinner daily from 5:00 p.m. and Sunday from 1:00 p.m. Cocktails daily from 11:30 a.m. and Sunday from 12:00 noon.

The restaurant is located just west of U.S. 12 on Highway 50 across from Wal Mart Discount City, Lake Geneva, WI. Reservations are recommended for dinner. (414) 248-3637.

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A008



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225/50VR16	\$175
245/45VR16	\$190
205/50VR15	\$145

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Deerfield, Illinois
945-9550**

**Robinson's Auto Supply
128 S. Broadway (Rte. 25)
Downtown Aurora
Aurora, Illinois
897-4217**

Motor Oils

by Jim Farmer of Giganti VW, Porsche & Audi

(Reprinted from "Circular" Central Indiana Region)

We are asked quite often about what motor oil a customer should use in his car for certain conditions. Recently, oil manufacturers adopted a new lettering system for API service identification (the letter printed on the top of the can). This has confused the issue even more. I will list below the new identification letters with the old ones in parentheses, and a brief description of each category.

Motor oil has three basic functions. First, to lubricate moving parts to minimize friction and wear; second, to act as a coolant to keep metal parts such as bearings and pistons at safe temperatures; and third, to serve as a sealing agent between cylinder walls and piston rings.

The types of service for crankcase oils is as follows:

Service SA (ml)—for gasoline engines used under moderate to average operating conditions, where crankcase oil temperatures are high and deposits or bearing corrosion may be a problem.

Service SC and SD (ms)—for gasoline engines used under unfavorable or severe operating conditions, and where there are special lubrication requirements for deposits, wear, bearing corrosion, engine design or fuel characteristics.

Service SE or SF (no previous designation)—these are superior multi-viscosity detergent-dispersant oils which contain improved oxidation control, enhanced wear protection, maximum control of foaming, and a minimum of high-temperature deposits and varnish.

Any letter designation which starts with a C or D is for diesel use. Usually, these oils are formulated for diesel and gasoline engines.

Years ago, it used to be necessary to use a single viscosity oil in your Porsche due to internal engine temperatures. Because of the technology of today's oils, that is no longer necessary. If you use an oil which is rated for SE or SF services in a 15W40 or 20W50, your Porsche will have the best year-around oil that money can buy.

GOODY STORE LOST & FOUND

The Goody Store "Lost and Found" has several items that were left at Road America in May. The "Lost and Found" inventory includes:

- 1 Woman's heavy weight, maroon and navy jacket. Size Large. Bears buttons attached.
- 1 Red light weight nylon jacket. Designer label reads DREMEL. Size adult medium.
- 1 Blue and gray, hooded sweatshirt. Child's size 10-12.
- 1 small key.
- 1 black plastic object. Possibly this is a battery cover for a radio controlled vehicle. The words "Super Digital" are on it.

To claim ownership of any of these orphaned items, please call Linda Patterson, 223-5685.

Form **1040** Department of the Treasury—Internal Revenue Service
U.S. Individual Income Tax Return For the year (January 1–December 31, 1980 or other tax year)

For Privacy Act Notice, see Instructions.

Use IRS label. Otherwise, please print or type.

Your first name and initial (if joint return, also give spouse's name and initial) _____ Last name _____ Spouse's _____

Present home address (Number and street, including apartment number, or rural route) _____
 City, town or post office, State and ZIP code _____

Your occupation _____
 Spouse's occupation _____

Did the IRS take too big a share of your income on April 15?
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IN DIE VERGANGENHEIT

by Ginny & Bob Gummow

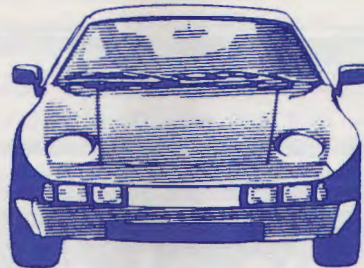
1961:

On July 16th, 14 cars attended the Hill Club at Meadowdale Raceways (participation was diluted because of an SCCA race at Wilmot). Among the Class A competitors were 3 Carreras, a Spyder and a Super 90. A Carrera, piloted by one Hutcheson, had ETD with 46 seconds. 2nd fastest was Harold Zimdars of Milwaukee, driving a Normal (?) with 47.4.

Late July, fried chicken, baked ham, barbecued goodies, broiled brats, home-made peach and apple pies and German chocolate cake emerged from various picnic baskets and brown bags at Potter's Picnic. The day was very hot and humid, so the pool became a welcome respite. Jerry VonDracek, fresh from his Manhattan Trophy win at the Porsche Parade in Massachusetts, walked off with the Concours honors. Trophies were empty beer cans "engraved" with a Sanford marker by Mary Voegeli.

1965:

Twenty-three cars showed up at Potter's Farm on June 13 to launch the Frustrated Poets II Rallye. The weather was nice at the farm although tornadoes in Chicago were causing severe damage and flooding. Some rallyists made brief stops along the route to cheer on a cow who had chosen a spot near the road to deliver her calf. Frosty libations were served back at the farm at the end of the Rallye. Brian and Sue Allman came in 1st in the Porsche Class; Bob White and cast of thousands (?) 1st in Other; and George and Linda Gutman, 1st in C.B.



1976:

Twenty-two cars participated in the July Paul Revere Revolutionary Rallye, put on by Bob Ostholthoff. It started at Westminster Office Machines in Lake Bluff and ended at the Edelweiss Inn in Libertyville, where we had a choice of duck, steak or fresh fish for \$8.25. It was mentioned that at least one car came in 31 minutes early (?). Winners: Seat of the Pants, the Harwoods; Navigational Aids, the Melfords; Equipped, the Gutmanns; Touring, Gritzmacher & Kramer.

Despite the recurrence of the Great Typhoon, some 43 Porsches showed up July 28 for Dan Gallagher's 1st Fifth Annual 8 Hours of Blackhawk. As Dan's Irish Luck would have it, the showers stopped at exactly 8:45 and by 9:15 the track was dry and the weather beautiful. Terry Baumhardt set a record of 155 miles of driving for the day. The average participant logged some 100 miles. No fender benders or mishaps other than Tyler Bangert's blowout and resultant excursion into the weeds. Dinner followed at Buffa's.

NATIONAL NEWS

Zone 4 Report, May 1986 Executive Council Meeting

by Bruce Pickering, Zone 4 Representative

It was gratifying to have 15 of 16 regions in Zone 4 represented at the President's Meeting on March 1 in Fort Wayne, Indiana. Forty-four members participated in the meeting including Terry Sorrell who put on a workshop for newsletter editors, Jerry Meyer who discussed PCA's National Awards including how nominations are submitted, and Emily Pickering who gave a presentation on the planning, organizing and attendance at local region activities. Over fifteen additional topics were discussed including safety at local events. Reading regional newsletters following the President's Meeting confirmed the need for these meetings as a tool for providing new regional officers the necessary information to keep regions functioning at their potential.

The possibility of local regions accessing current membership information directly from Ruth Harte's terminal was discussed. Ten of the fifteen regions present indicated they had the means to do this if they so desired but only six regions expressed an interest in doing so. These Presidents felt that this service would primarily benefit the very large regions and was perceived to provide little advantage to the small regions.

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CONCOURS

How to Impress Your Friends

by Wilma White

Chicago Region PCA member Jim Varner has graciously put his restaurant, Willow on Wagner, in Glenview at our disposal for the September 7 Concours. The restaurant, which is not usually open until late in the day on Sunday, will be available for our use from morning on and an entire day of relaxed Porsche camaraderie has been planned. And there will be several ways in which you can learn how to impress your friends!

CONCOURS! We'll have the usual four Chicago Region concours classes so everyone will find a convenient niche for his or her clean pride and joy. From Class A, full Parade Concours preparation (exterior/interior/trunk/engine/undercarriage), to Class D "wash and wear" (interior/exterior only), we hope to see many shining cars and faces

out for the day. A clean Porsche impresses everyone!

EDUCATION! Come to the tech question and answer period with any niggling or weighty Porsche inquiry you may have and get a practical answer from our own regional panel of experts. A smoothly running Porsche impresses everyone!

FOOD! Join the group after the concours and question/answer session for a barbecue-cookout. Jim has plans for brats, hamburgers, etc. and will have you all looking forward to a tasty meal prepared before your very eyes. A contented, well-fed Porsche person is impressive!

The concours will be held on the spacious lawn of the restaurant. Hoses will be available for car washing in the parking area. Coffee and donuts will be available and the bar will also

be open so you can wet your whistle while preparing your car. The question and answer session will run until everyone runs out of queries.

If you just want to "do nothing", there will be a volleyball game set up for kids of all ages and if you want to bring a croquet set, there'll be room for that too. If just sunning is your thing, bring a lawn chair and bask. There are even three TV sets in the bar, so you can follow whatever sporting event of major importance is scheduled to conflict with our activities.

See next month's newsletter for more information and a registration form, but save September 7 for one last relaxed day of clean and shining Porsches, socializing, and good food before your frenetic fall schedule begins.

AUTO BIOGRAPHIES

EMIL I. BOHACH and wife Marcia had been members from 1976-1980 and are now active once again. They own a black 1966 912 Coupe. Emil is a computer consultant. He says he is good with computers but bad with cars and lists sex as his other interest/hobby.

JEFFREY L. ROSEBERRY of Hanover Park, Illinois is a relatively new PCA member. He drives a 1955 1500S Speedster. His occupation is Chemical Sales. Other interests are

racing, electronics, music, racquetball. With the help of Tom Funk, he restored his car over the past year. They completely stripped it, made mechanical repairs, rebuilt the engine to a 912, restored the body and painted it. Jeffrey says that he is single and "looking" (at least he was when he filled out the auto biography questionnaire!).

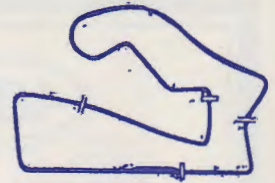
RICK GUROLNICK has been a member of Chicago Region for just over a year and owns a

black 1984 944. For a living, he is a product designer/inventor/entrepreneur and president of Neosoft, a computer software development company. Besides the 944 he has two other black vehicles, a 1955 Cadillac coupe (with 55,000 original miles) and a Suzuki 750 with the license plate DESINR. His other interests are skiing, (when the cars are put away), video, photography and he tries to get to as many events (especially the autocross) as he can when he's in town.

PLEASE PATRONIZE OUR ADVERTISERS!

Elkhart I—Memorial Day Rush Hour

by Ed Russ and Bob Ostholthoff, Event Chairmen



What a weekend! We've chaired many Road America Weekends and thought we'd probably seen our best when we would finish runs at 4:00 P.M. But 2 o'clock? Then an extra half hour of laps and even some final parade laps for friends and guests!

We obviously can't take the credit for such a flawless weekend (well alright, we'll take a little of the credit). Our "staff" was simply fabulous and contributed the most to the weekend's success. We never overlook their importance nor their sacrifice during what is always a long and arduous weekend, regardless of the ending time. We ask that you remember their efforts, also. Next time you see them, why not say, "Thanks for a great Road America weekend" to the following: Jackie and Dennis Raucci, Registrars; Debby Leed and Crew, Timing; The Gladishes Four, Rescue; Barry Sitnick and Crew, Tech; John O'Keefe, Equipment; John Bohlander, Classing; Anonymous, Trophies; Jim Becker, Truck; and Instructors: Sheryl and Jack Bushmeyer, Bob Law, George Gutmann, Walter Minato, Bill Elliott, Dennis Hiffman, and Russ Iser.

One final thank you, of course, to all of you who participated. Your driving was superb. There was not one incident of any consequence, and that's what always pleases us the most.

We hope you all enjoyed the event as much as we did. Be sure to sign up early for the next Road America Weekend October 11-12.

Class P1
 Rich Moskalik 201.29T
 Frank Zaffere 214.22

Class P2
 Rip Patterson 215.46T
 Paul Heid 217.99
 Ron Goldstein 240.17

Class P5
 Jim Dorfman 210.24T
 Ed Raymond 210.27T
 Jim Peterson 215.33
 Dale Block 215.79
 Rich Godlewski 223.68
 Bob Cook 243.44
 Rob Cook DNS

Class P7
 Russ Iser 195.26T
 Gene D'Andrea 197.28T
 Dennis Hiffman 202.21T
 Lance Flynn 204.24T
 Rich Smiejek 206.73
 Rick Gurolnick 206.96
 Lee Lichtenstein 207.75
 Jeff Gerbing 208.24
 Tim Green 210.45
 Rich Rutschman 214.11
 Jim Murray 214.24
 Tom Burke 218.07
 Paul Bergen 221.33
 Bernard Tameling 223.67
 Phil Zminda 248.52
 Leonard Jastroch DNS
 Greg Vrablik DNS

Class P9
 Kurt Hipke 201.10T
 Tom Harwood 216.49
 John O'Keefe 220.06

Class P11
 Bill Bauman 195.66T
 John Bohlander 205.86
 (Bumped from P10)
 Harold Beach 206.68
 (Bumped from P10)
 Nate Hilrich 211.93

Class P12
 Chris Jensen 199.44T
 Bob White 194.59
 Jim Cady 200.06
 E. Morgan 201.57
 Guy Reeder 204.20
 Mark Gadbois DNS

Class P13
 Mike Zurich 188.31T
 Barry Sitnick 190.64T
 Nick Brenkus 192.03T
 Vic Harris 193.12T
 Barry Paddor 197.16T
 Bob Hoffmann 202.26
 Rod Gustafson 202.40
 David Cooper 202.96
 Tom Larson 203.35
 Joel Crabtree 204.39
 Craig Williams 206.18
 Kris Tumilowicz 208.85
 Mike Wenckus 216.08
 Chris Wenckus 216.21

Class P13 Continued
 Gray Smith 218.64
 John Prunskis 220.49
 Mike Consolo DNS
 Pete Consolo DNS
 Dean French DNS
 John Grant DNS
 John Hickman DNS
 Walter Minato DNS
 Jim Varner DNS

Class P14
 Arnold Zann 193.99T
 Manfred Pfeiffer 196.37
 Rich Sattler 196.42
 Michael Ketten 199.66
 Dave Terdy 207.61

Class P16
 Pete Knoerzer 190.76T
 Jay Wilson 197.02
 Alan Feldman 224.64
 (Bumped from P15)
 Ray DeMaertelaere DNF
 Vince Clotti DNS

Class I1
 Chuck Peterson 206.46T
 (Bumped from P3)
 Mark Lindner 211.33

Class I2
 Jack Bushmeyer 189.67T
 Ed Leed 189.92T
 Dick McCord 198.12T
 Continued

Class I2 Continued

Steve Northrup	200.29
John Pfligenstofer	205.23
Bruce Reines	208.24
Keith Orum	212.28
George Estrada	DNS

Class I3

Bruce Janecek	205.89T
Greg Dobbin	208.52
Robert Cline	DNS

Class M3

Mark Eskuche	FTD 167.78T
Dan Bacin	168.77T
Jim Becker	176.12T
Bruce Dandrew	187.04T
George Gutmann	189.09
Chuck Schank	189.86
Bob Law	190.43
Howard Yefsky	192.28
Joe Thoesen	201.33
Jim Fuerstenberg	207.19
John Kuestemeyer	214.08
Chuck Rietz	214.65
William Haller	238.71
Dean Bangert	DNS
Jerry Bauman	DNS
Heber McMahon	DNS

Class P21

Shelley Johnson	218.61T
Barb Godlewski	243.42

Class P23

Lauren Grey	219.74T
Jackie Raucci	221.37
Kathleen Kellogg	DNS

Class P28

Martha Reeder	218.96T
Wilma White	228.37

Class P29

Sue Gustafson	232.04T
Linda Baumann	DNF

Class P31

Joyce Feldman	DNS
---------------------	-----

Class I5

Debby Leed	197.64T
Sheryl Bushmeyer	201.43
Laurie Pichler	211.44
(Bumped from I4)	
Linda Orum	218.78
Eve Estrada	DNS

Class I6

Rosalen Cline	DNS
---------------------	-----

Class M7

Bea Knoerzer	FTD 175.17T
Cindy Law	208.88
Kathy Liu	209.04
Linda Gutmann	DNS

Trophy presentation does not necessarily reflect points awarded for overall.





Walter: "I think the waitress misunderstood when I asked for a couple glasses of dry wine."



Jim: "I know Jerry Meyer isn't here to do his traditional wakeup call, but you'll never get that thing to sound like a bugle."



Mae Minato—a "dyed in the wool" Porsche fanatic!



Gail: "Ever since Jim became autocross coordinator, he's been acting very strange."



Arnold: "I step on the gas, I go fast!"



Event chairmen synchronize their watches.



Gray: "Bea, is it true this hi-octane additive will make me go faster?" Bea: "Yes, and it will make you go more often, too!"



Hotshoes modeling the latest Snell approved athletic cup.



Winner and Runners Up of the Annual Elkhart Lake Peewee Herman Look-Alike Contest.



"It's a bird, it's a plane . . . it's a bird!"



Dean: "Lick my face, Lauren, and you're a dead woman."

Thank You . . . from Debby Leed

I would like to thank the following people for helping with timing at the Memorial Day Elkhart event. Most of these volunteers worked for over two hours on Sunday and without their help we could not have had such a successful day. As you can see, it takes a lot of effort on the part of many to make this happen. Why not join in the fun next time?

Kurt Hipke & brother	Cindy Law
Phyllis & Tom Harwood	Barb Godlewski
Jim Peterson	Sue Schorn
Chuck Peterson	Sue Gustafson
Barbara Hiffman	Rich Sattler
Val Harris	Linda Orum
Kris & Patti Tumilowicz	Sheryl Bushmeyer
Joanne & Greg Vrablik	Joyci Feldman
Kathy Liu	Linda Bacin
The DeMaertelaere's	Bea Knoerzer
Gaile Johnson	Ron Goldstein
Mary Oakvik	Chris Wenckus
Connie Zurick	Jim Becker
Eve Estrada	Wilma White
Lauren Grey	Renee (applicant)
Sheila Zann	

Porsche (pôr•shē)
is a two syllable word!

Letters . . .

THEY SAID IT
COULDN'T BE DONE.

Dear Dennis &
Jackie:

Thanks so much for the opportunity to participate in the Autocross at Road America. I really had a super time! Thanks again.

Bruce Reines



Dear Dennis & Jackie:

I had a ball at the autocross at Road America. Your Region puts on a well-run event. I met a lot of friendly people, yourselves included. Thanks.

Jim Hickman

Dennis:

I tried to catch you all weekend at Elkhart. You can tell by the shape of this check that I've been carrying it for a while. I'm sure they'll still cash it. Please don't return it to me again. I was there, I raced, I had a GREAT time. Thanks much!

Jay Wilson



REAR VIEW MIRROR

Boat Ride, June 7, 1986



Tom: "Phyl, I've got to go to the bathroom. Maybe getting our heads glued together wasn't such a good idea!"



Shelley: "The one thing they forgot on this boat ride was the toothpicks!"



Zone 4 Rep Bruce Pickering and Family enjoying the boat ride.



George and Bill experiencing the effect of the combination of too much booze and choppy waters.



Jim: "I think you've had too much to drink, Harold. Can you touch your nose to your finger?"



Dan and Bob fighting over the last bottle of "ripple."

AUTOCROSS

Elkhart Lake II—October 11-12, 1986

As a courtesy to the people who will be in Maine when the August "Scene" comes out, we thought we would get an early jump on the registration for the October Road America Autocross.

Registration will begin Friday night at Siebken's. Saturday will be all day practice sessions beginning with novice instruction, and timed runs will be on Sunday. Our Social Committee is introducing a new event—Saturday night hayrides (more on that in future issues).

We will be limited to 100 cars and the first 50 applicants will receive pit assignments. You will be notified of your acceptance by mail, and you will receive your driver's packet at registration. A valid driver's license and PCA membership will be required at registration.

Make sure your helmet is 1970 or later Snell approved. This is required for both drivers and passengers. Full length pants, long sleeved shirts and socks of nonsynthetic material are required for all drivers. Drivers suits of fire resistant materials and gloves are highly recommended. Full shoes are required. Bare feet, sandals or open toed shoes are not permitted. Driving shoes are recommended.

Contact Siebken's directly for your hotel and dinner reservations at (414) 876-2800. Other lodging information is available through the Elkhart Lake Chamber of Commerce (414) 876-2922.

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BY APPOINTMENT ONLY

REGISTRATION

Elkhart II—October 11-12, 1986

FIRST DRIVER:

Name _____

Address _____

City/State/Zip _____

Telephone Home _____ Work _____

Member Applicant Guest

Region _____

1985 PCR Class _____

When was the last time you autocrossed at RA? _____

Porsche Model (911, etc.) _____

Engine Size (2.7 etc.) _____

Race Tires If other than stock tires and wheels specify size and manufacturer: _____

Modifications: _____

SECOND DRIVER:

Name _____

Address _____

City/State/Zip _____

Telephone Home _____ Work _____

Member Applicant Guest

Region _____

1985 PCR Class _____

When was the last time you autocrossed at RA? _____

Type (SC, etc.) _____ Year _____

Everyone will be helping this weekend. Please indicate your preference of work assignment.

Tech Inspection Set Up/Take Down

Timing Pre-Grid/Start

Corner worker

Tech Inspection Set Up/Take Down

Timing Pre-Grid/Start

Corner worker

FEES: Weekend 1st Driver \$75..... 2nd Driver \$20

Saturday Only \$50.00

Sunday Only \$50.00

NOTE: One Day Only Drivers MUST have autocrossed Road America before.

TOTAL AMOUNT ENCLOSED \$ _____

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NO REFUNDS FOR CANCELLATION AFTER OCTOBER 6, 1986.

Listed below are a few suggestions for places to stay during Elkhart II. All have hot and cold running water, heat, air conditioning, phones, quiet rooms, and parking which is usually right outside your room. Reservations should be made directly with the hotel. Make your reservations well in advance to guarantee a room.

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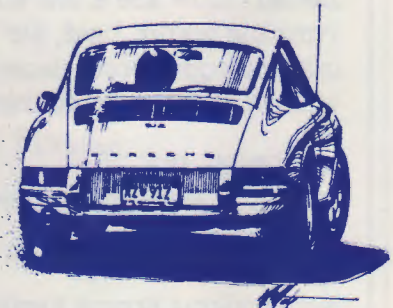
PORSCHE PLAY

Submitted by Tom Thompson

Bought my first Porsche, back in eighty-three,
Been wantin' one for years; couldn't pay the fee.
Found a nine-eleven at a righteous price.
Far it was from perfect, drivin' it was nice.
Copper brown metallic was the shade you see,
Alloys buffed at Highland, shiny, to a tee.
Do my own service work, whenever I can,
Musta got these "tool genes" from my dear old man.
A machine head I've been since I was a kid,
Raced Fords, Chevys, Bikes; straight line stuff I did.
First curves in a Triumph, then in an MG,
Slidin' thru turns was lotsa fun, you see.
Turbo'd me a Pinto? a Scirocco too,
Then blew off some "biggies", as I HAD to do.

But this flat six layin' there in the rear,
Kept me smilin' and grinnin' from ear to ear.
Music so sweet and handling never dull,
Gave much to think about; to ponder and mull.
Joined the PCA with good times in mind,
A nicer group of folks you will never find.
Autocross and Rallye, track event or two,
Then food, drink and BS is what we usually do.
Scene and Panorama, leave all the "rest" behind.
Up to specs just like the cars that occupy our mind.

Engineering was and is the Porsche's game,
T'was what led them thru the years, to fortune and to fame.
Caught nine-eleven fever and now I'm really hooked
(Hope that Elkhart Lake event isn't fully booked!)
Washin' and a waxin'—let's Lexol the leather.
Don't lean on that car 'less you're light as a feather.
Just cruisin' the back roads in a Targa so fine,
But I'd give my left nut for a nine-fifty-nine!



This column is designed to encourage PCA members to share unusual or interesting Porsche-related experiences. Send (or tell) your stories to David Cooper, 155 W. Burton Place, No. 6, Chicago, IL 60610 (312) 944-3980.



ROAD TEST

924S

by Dennis Raucci

As you may know from a previous "Scenic View", PCNA flew a number of PCA newsletter editors to Atlanta or San Diego to evaluate the new 1986 Porsche 924S. We arrived in Atlanta on the 26th of April and were able to test drive the new car at our leisure the next day after a brief meeting with PCNA's Public Relations person, Martha McKinley.

Being very happy owners of a 1983 944 puts us in a good position to assess the new Porsche 924S, as the two cars are very similar in performance and specifications.



The 924S is basically a 924 body draped over a 944 chassis and drivetrain. Contrary to some published reports, the engine of the 924S is identical to the 944 in output and is not detuned even 1 H.P. Other mechanical specs are also taken from one or another 944 model year production and performance figures supplied by Porsche indicate identical performance in every area except top speed where the 924S' slimmer body gives it about 3 more MPH (0-60 8.3 sec., 0-100 22.3 sec., 1/4 mile 16.2 sec.)

There are a few areas where Porsche used early 944 or 924 parts to keep costs down, but for the most part, engine, transmission and suspension, etc. are 944.

In the interior, the 924S is again very similar to an old 924 or early 944. Our test car was equipped with the standard seats with "Porsche" logo cloth and other than white numerals on the gauges, it was just like being at home.



The area where potential 924S/944 buyers will have some trouble making up their minds is the exterior. The new 924S is almost identical to the old 924 except for a rear spoiler (smaller than the 944's), and the new "telephone dial" type wheels. Even the round marker lights of the old 924 were retained.

Personally, we like the aggressive appearance of the 944 and this was one of the factors that originally turned us on to the 944. Add to the exterior appearance the ability to stick on 8" wide tires and we'd have no trouble choosing the 944 over the 924S.

Beauty, however, is in the eye of the beholder as money is in the wallet of the beholder. We're sure there are a LOT of people who like the 924S' clean, uncluttered styling and the approximately \$5000 savings

over the 944's price. It is our understanding that Porsche will bring only 5000 924S' into the U.S., so I'm sure they won't have a problem with leftovers.

We were teamed up with Paul and Pam Kudra, newsletter editors from the Connecticut Valley Region and our 924S was Zermatt Silver Metallic. (Beautiful!) We rented a new Ford Taurus for a camera car and after a few minutes of familiarization with the car, we were off.

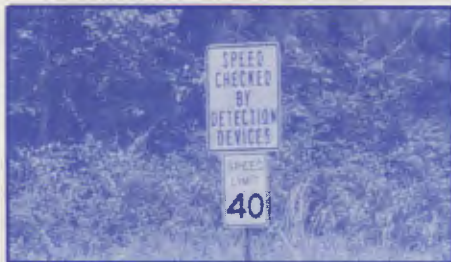
No specific route was outlined but three of us caravanned (with the Taurus) out of Atlanta with the eventual goal of meeting the others for lunch about 100 miles from Atlanta.

Prior to leaving the hotel, it was determined that Peachstate Region was having an autocross, and this was an opportunity to see what the 924S could do. Peachstate PCA members showed us true Southern hospitality by letting us cut into their autocross time and had a nice challenging course set up in a large parking lot. The 924S performed beautifully in terms of acceleration and handling, but the tires were a little low on air and I believe could have done better with higher air pressure. The 924S displayed some understeer, but never the less was very sure-footed and fun to drive.



924S continued

After leaving the Peachstate PCA members to sweep up the remains of the 924S' tires, we hit the open road to enjoy the car. Georgia has some beautiful roads and the experience of the "S" made them even more enjoyable. Other than about a 10 mile stretch where our caravan was followed by one of Georgia's finest with his radar unit on, the Escort's rarely beeped and "we all" (southern talk) maintained a nice quick pace which is one of the 924S' fortes.



This car likes to be driven fast and gives it's driver a feeling of complete confidence in its ability to do so. Actually, the emergence of the Georgia State Patrol was beneficial to our testing of the "S" as it gave us an opportunity to evaluate the brakes which we tromped on at the call of our "Escort".

Lunch at the Smith House in Dahlonega, gave all of the newsletter editors a chance to exchange opinions on the car and in general, all agreed the car was great. A delicious southern lunch was served at the Smith House and from there it was back on the road for about another four hours, and then back to the hotel.

I thought about not returning the car and just driving back to Chicago, but my basic honesty prevailed and I returned the car nonetheless.

In summary, the 924S is a real Porsche. Good performance,

handling, braking, well-balanced and well-built.

Prospective buyers will want to compare the 924S' interior with that of the NEW 944 interior and also assess the exterior styling of the two models. Along with the exterior styling, buyers will want to keep in mind that the flared fenders of the 944 are not only cosmetically different than those of the 924, but allow the fitment of much wider tires and wheels.

It is our understanding that the 924S will be available not only in limited numbers but with a limited choice of options as well. Standard colors are Guards Red, Grand Prix White,

and Black with Zermatt Silver Metallic as an optional color. Interior choices are Porsche lettered cloth in black, brown or light gray. Options will be an AM/FM radio/cassette player, electric sunroof, limited slip differential and a rear window wiper.

The 924S at a base price of \$19,900 represents a great value to someone looking for a sports car and wants the unmatched reputation of Porsche. The 924S has already been well-received by all who have had the opportunity to drive it, so if you want one, the line will only get longer from here and the price can only go up!



Left to right: Paul and Pam Kudra, Jackie and Dennis Raucci



A stream of 924S' in front of the Ramada Renaissance, Atlanta, GA

MINUTES

Submitted by Jean Kaitis, Secretary

Minutes of the May 2nd PCA Chicago Region Board Meeting at the home of Jim and Gail Becker.

The board meeting was called to order by President, Jack Bushmeyer at 8:30 P.M.

The minutes of the April 4th meeting were read and corrected. Following the corrections, the minutes were approved.

Quotes for the purchase of new stationery were presented. Logo on the letterheads is to remain the same.

Treasurer John O'Keefe reported that both the Tech Session and Rallye were well attended events and both showed a profit. Linda Patterson reported that the audit is about 50% complete. A full report will be given after the audit is complete.

Vice President, Wilma White reported that our insurance rates have increased. These increases will affect Blackhawk and Elkhart events. The board voted to eliminate the insurance certificates for non-moving events. The club's basic insurance will cover non-moving events and a copy of that insurance certificate will be on display at those events.

President Jack Bushmeyer discussed moving the Dinner Dance from the Elmhurst Country Club to the Hotel Moraine in Highwood. The board voted to go to Hotel Moraine even if we could not recover our deposit with the Elmhurst Country Club. This was due to the many complaints received from members following the last two years' Dinner Dances.

Jim Lowery of the Madison Wisconsin Region contacted us regarding the new Porsche Park at Road America. The Park is to be located by the carousel. Jim intends to contact PCA National for financial assistance in putting up a split rail fence around the Porsche Park. Jim proposed that the Milwaukee, Chicago and Madison PCA Regions split the costs not covered by National PCA. General opinion was to encourage the work being done by the Madison Region.

Newsletter Editors Jackie and Dennis Raucci stressed the importance of having articles about upcoming events two months prior to the event.

Sheila and Arnold Zann presented eight new members to the board. All were approved for membership. Sheila received a letter from National regarding membership inquiry follow-ups. She sent back a note stating that we as a region will take responsibility for our own new member processing.

Autocross coordinator, Jim Becker stated that autocross sites are still badly needed.

Bruce Janecek, Concours coordinator has everything under control for the year. Potter's Picnic in July is the first concours.

George Gutmann reported that the April Rallye had a record turn out thanks to John Bohlander. Ed and Debby Leed are working on the June Rallye.

Road America, May 24-25. Everything is under control. Driver's licenses will be checked at registration.

The board voted to allow non-Porsches at Blackhawk events, at the discretion of the event chairman. It was suggested that due to increased insurance costs, the fees for Blackhawk events be increased.

Bob White suggested that copies of the Task Force report be sent to all board members and that the report be discussed at the next meeting.

A motion was made to split the M3 Class at 2.8 liter and under, to take effect at the first Elkhart event. After discussion the motion was withdrawn in favor of further discussion at the next board meeting.

The meeting was adjourned at 11:06 P.M. Next meeting was set for Beach's Studio on Friday, June 13th.

Technical Tidbits

From Up-Fixin der Porsche Volume VI

911SC-930 Turbo. The simplest, effective antitheft measure is to remove (pull out) a round red relay in the fuse panel in the trunk.

988/944/924/914/912 Disc Brakes. After fast stops, hard use of brakes, autocrosses, avoid sitting still with foot pressure on the brake pedal. This may cause localized heating, disc warpage and a pulsating brake pedal. (And we all know how painful that can be!)

911/944. Tighten upper rear shock mounting bolts to eliminate unusual rear suspension noise.

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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 Raucci, 2725 N. Thatcher Ave., Suite 301, River Grove, IL 60171. (Home) 312/452-6222 (Office) 312/452-8880.

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.**

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: 1979 924 Dolomite grey/tan leather, 8,400 original miles, always garaged, stored winters, no smoke, maintenance records available, all factory options, concours condition. \$14,000 OBO. **Rick Thomson, 9438 Ballentine, Overland Park, KS 66214. 913/888-0893.**

TIRES: 4 each 215/60 VR 15 Dunlop SP Sport D4 with 5/32 \$100.00/OBO. Also 1 each 205/55 VR 16 P7 with 6/32 \$40/OBO, and full carpet set for 356B conv. Black still in the box \$85/OBO. Call **Jim Murray 25W437 Hamilton Dr., Wheaton, IL 60187. 312/ 653-3357.**

INVENTORY CLEARANCE: 911: Left and Right Trailing arms & hubs & emergency brakes \$350/pr. 2 compl. headlight assy. w/excellent chrome rings \$75/pr. 911-914-6 steering rack \$150. Master Cylinder \$40, 911 Rear Torsion Bars \$80/set. 3.0 litre SC crankshaft \$400. Rear 16mm sway bar \$40. Eight BBS Wheel cooling fans \$100/set. Set Bilstein gas shocks front & rear \$100/set. 1 150 mph Speedometer (5000 miles) \$60. 1 911 Tach \$60. Complete 911 Short Shift Tower \$100. **914:** Complete carpet set (includes trunk and all side panels, etc.) \$150/set. Set NEW Bilstein gas rear shocks \$100/pr. **356:** ZF Steering box and tie rods \$100. 4 Goodyear race tires. Soft compound. 1/2 tread remaining. \$150/set. **Chuck Schank H: 312/246-6396 O: 887-6037.**

WANTED: Cover 356C or early 911/912 for inside storage. 356C #2

and #3 std. main bearing inserts. '69 911/912 floor mats and trunk carpets, grey. '69 CoolAire in trunk blower housing/cover. **Wayne Potter 312/546-4457.**

FOR SALE: 1970 914/6 Black, S/N 9140431305, 3.0 SC engine. (25,000 miles on engine), 40 IDA's, oil cooler, steel 916 flares, 916 fiberglass bumpers, rollbar, SC struts and brakes, turbo tierods, new slotted rotors, -3 lines, 140 lb. springs, 7 & 8 x 15 rims, spacers. Fast street/club car. Asking \$12,500 OBO. **Nick Brenkus, 3890 Sandpiper, Hanover Park, IL 60103, 312/289-8703** (Evenings).

FOR SALE: 1978 911SC Coupe, S/N 9118201988, Arrow Blue, 54,000 miles. Black leather sport seats, European H-4's, Bilsteins, Triad Exhaust, Tensioner Guards, New Synchros, New Clutch, 7 & 8 x 15 with Yokohama A001R, New rotors with six slots. Perhaps the fastest stock SC in the country. Asking \$20,500 OBO. **Nick Brenkus, 3890 Sandpiper, Hanover Park, IL 60103, 312/289-8703** (Eves.)

FOR SALE: Car Trailer, single axle with 13 in. tires, solid steel floor, hydraulic brakes, winch. Great for pulling your race car or spare Porsche. \$600. **Nick Brenkus 289-8703.**

FOR SALE: 5-6 x 15 forged alloy replicas (polished) with 185/70 x 15 CN36 tires, used only 3,000 miles. Excellent condition. \$500 or make offer. 1 original 914 steel wheel with 15 inch Dunlop radial. Never used \$40. 1 Sebring Exhaust and 2 914 1.7 heat exchangers with sheet metal removed. Rusty but functional. No holes. Yours for the asking, but you must pick it up! Call **Dennis Days 452-8880** or Evenings **452-6222.**

PORSCHE POLO SHIRTS: 100% cotton, white with 1/2-inch black Porsche lettering. S-M-L-XL \$19.95. Send a check or money order to **Havoc Motorsport, 14021 S. Linder, Crestwood, IL 60445 312/ 371-4180.** Also specialize in Porsche service and accessories. Call for more information.

FOR SALE: Autopower roll bars for Porsche 914, 924, 944. Porsche 924 Wheels. Mastercraft fitted window net for Porsche 924, 944. Rupert 6 pt. competition harness. Bell Magnum III helmet (virgin) 7-1/4 white, 1975 sticker. Tires: 4 Dunlop Steelmax 185/70 HR 14, 8 Goodyear Eagle GT P195/60 R 14, Vilven cut for SS, 4 Firestone S660 195/60 R14 full tread. Call **Ben Hursh 815/476-9595.**

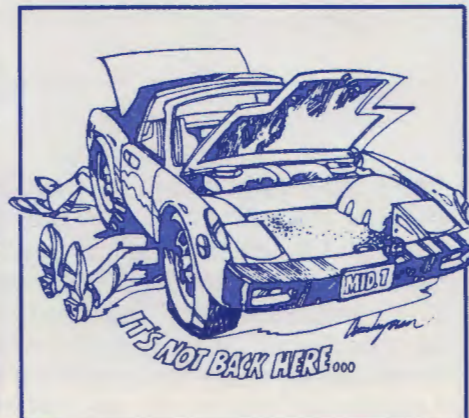
FOR SALE: 1985 930 Turbo. 2,000 miles, black/dove gray, sunroof, power seats, mirrors, etc., etc. Loaded Euro 930, original head/tail lights, need money for Formula Atlantic Season, will consider trade on 911 Coupe. \$49,500 or best offer. Have bra for car. Call **680-0100** Days or **680-1525** nights. Libertyville area. **Peter Heckmann.**

FOR SALE: Koni sport shocks for front 924/944, OEM shocks for rear, 8000 miles \$100/set (free installation help). Set of 4 wheels and tires, Yokohama A-008 and BBS. 225/50 and 245/45 on 7 & 8 x 16. 2/3 tread left. Will consider 7 and/or 8 x 15 trades. \$1050/set of 4. Black leather 4-spoke steering wheel, 20,000 miles. \$100. All prices plus shipping. **Steve Northrup, 2834 St. Andrews Court, Waukesha, WI 53188. 414/539-1904 (H) or 414/691-0070 (O).**

FOR SALE: 914 1975 2L #4752020593 Red/Black 50,000 miles. Excellent condition. Very long list of new parts installed. \$5,000. **John Pligenstofer, 517 W. 39th Place, Hobart, IN 46342 (D) 312/375-6822 (E) 819/942-7897.**

FOR SALE: 1 pr. Black Cloth Recaro seats with rails from my 79SC Targa. \$600/pair. Also, used one season, 2 each 7 x 16 and 2 each 8 x 16 BBS, 1 piece gold center wheels with black hubcaps with Porsche logo. \$600 set of 4. Bill Elliott (W) **312/534-3000, (H) 312/481-1643.**

FOR SALE: Complete CIS injection system with airbox \$350. Factory 911 heat exchangers \$325/pair. 911 factory muffler, \$125. 911 flywheel \$100. Four fuchs 5-1/2 x 14 alloys for 911-914/6, \$390/set. 4 front and 2 rear rotors for 914/6 \$20 each. 4 185/78-15 Michelins \$25 each. **Jim Fuerstenberg 312/446-9180 (E) or 312/761-1887 (E) or 312/553-5392.**





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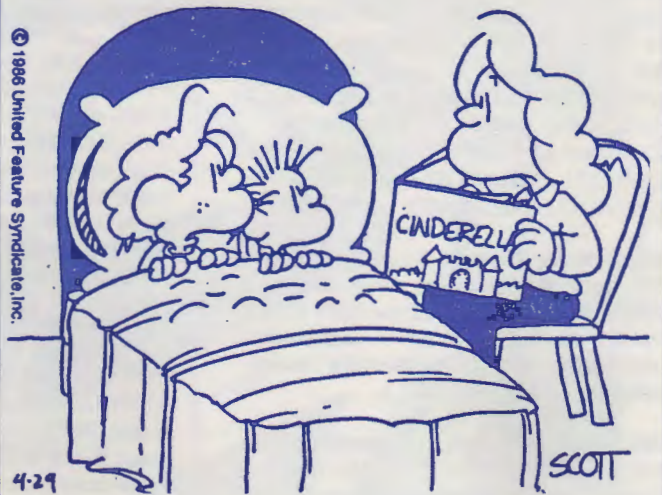
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Nominating Committee

Per our Bylaws, a Nominating Committee has been formed to select nominees for office for the coming year. The committee is headed by Debbie Leed and consists of Jim Becker, Eve Estrada, Russ Iser, and Bruce Janecek. If you have any interest in holding a position on the board or would like to recommend someone, please contact any of these people. Positions that will be available are Vice President, Secretary and two Directors positions. Since the slate will appear in the September issue of "The Scene", it is important that you contact the committee as soon as possible, as they will be formulating their nominations in the near future.

REAR VIEW MIRROR

Blackhawk I Midweek

Wednesday, June 4, 1986
Blackhawk Farms Raceway



"No pictures, please. My boss thinks I'm home sick today!"



Arnold: "Whew! Hi-octane Chardonnay! My favorite!"



John: "Bob, can you spare a few bucks to help out the Chicago Region's treasury?"



"Can you believe this guy. He dropped his weight to 120 lbs. just to pick up 2 mph!"

Photos by John Bohlander

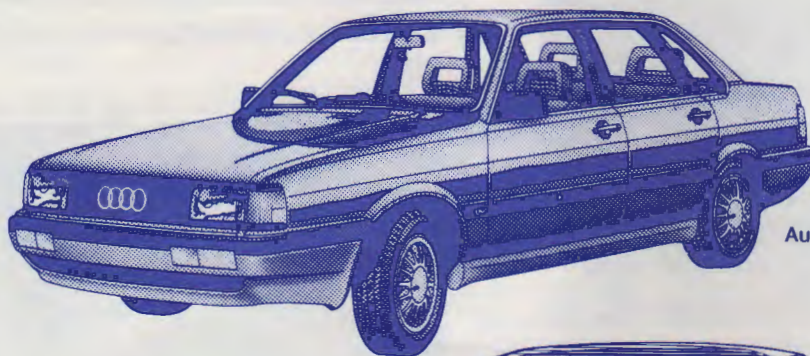
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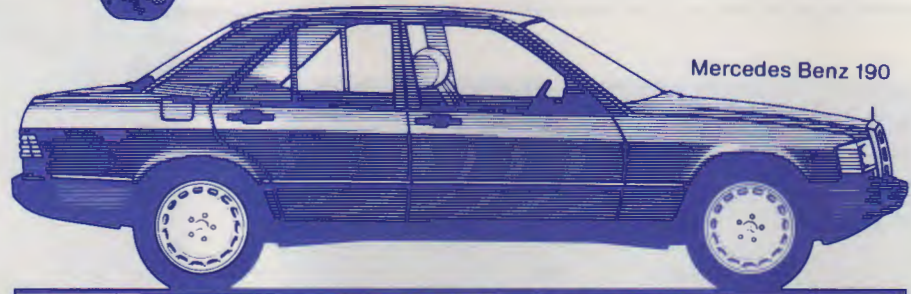
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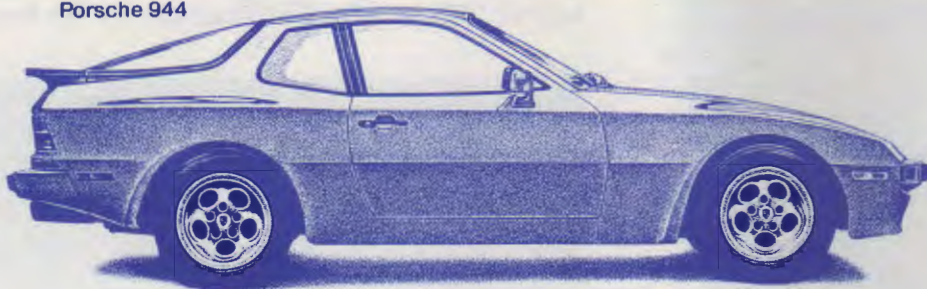


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Mercedes Benz 190

Porsche 944



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Concours Guidelines For the 1986 Season

These guidelines are formulated to promote enthusiasm and encourage participation by all members of the club. They apply to all scheduled concours for 1986.

Article 1: The entry fee will be waived for those cars entered for the first time. Only members will be eligible for trophies.

Article 2: At the first concours entered, the entrant will be the sole judge of which logical class his car belongs to on the basis of its preparation.

Article 3: Entrants in subsequent 1986 concours must stay in the same class they originally signed up for or move up in class, but may not regress to a lower class. Entrants in any of these future concours, who have not participated in a previous concours for the season, will again be the sole judge of which logical class they belong to on the basis of their preparation.

Article 4: One car shall make a class.

Article 5: No bonus points for authenticity; no penalty for lack thereof.

Article 6: Placement of points leading to year-end overall awards will be skewed in favor of the higher classes as follows:

Class	1st	2nd	3rd	4th	5th	6th
A	18	16	14	12	10	8
B	15	13	11	9	7	5
C	12	10	8	6	4	2
D	9	7	5	3	1	0

Points Earned Do Not Necessarily Earn Trophies.

Article 7: In addition to the point system specified by the PCA-Chicago Region, the following criteria for age and mileage points shall apply: AGE: One point per year after the first three model years to a maximum of ten points. 1986/1985/1984 = 0 points, 1983 = 1 point, 1982 = 2 points, 1981 = 3 points, 1980 = 4 points, 1979 = 5 points, etc. MILEAGE: One point per 10,000 miles after the first 10,000 miles to a maximum of ten points. Zero-10,000 = 0 points, 10,001-20,000 = 1 point, 20,001-30,000 = 2 points, 30,001-40,000 = 3 points, etc.

Article 8: Judges and trophy structures will be at the discretion of the concours chairperson. Any and all protests will be considered on the basis of common sense, fairness and sportsmanship. In the absence of all three, any and all protests shall be generally ignored.

Concours Classes	356/911 912/914	924/928 944
Class A exterior/interior/trunk/engine/ undercarriage	300 pts.	300 pts.
Class B exterior/interior/trunk/engine	235 pts.	235 pts.
Class C exterior/interior/trunk	180 pts.	173 pts.
Class D exterior/interior	134 pts.	134 pts.

Maximum points obtainable above do not include age and mileage.

Although it is several months before the first concours of 1986, Bruce Janecek, Concours Coordinator, felt it would be a good idea to run the Concours Guidelines to familiarize everyone with the classes and point system involved. If you have any questions concerning this information call Bruce at 312/246-5492.

WANTED

Articles to appear in future issues of "Chicago Scene". Tech articles, personal viewpoints, Letters to the Editors, humorous stories, restaurant reviews, Porsche Play articles, anything that might be of interest to the Chicago Region members. Also wanted: Photographs or other material suitable for front covers (cars, events, creative shots, original artwork, etc.) Please send articles, photos, etc. to Jackie and Dennis Raucchi, 2725 N. Thatcher Avenue, Suite 301, River Grove, IL 60171. Office: (312) 452-8880 or Home: (312) 452-6222.

Zone 4 Calendar

July 2

Chicago Region
Blackhawk II

July 4-5

Lincoln Trail Region
Lincolnfest—Springfield, IL

July 6

Maumee Valley Region
Autocross III
Northern Ohio Region
Tour & Picnic at Durkaiski's
Ohio Valley Region
Redline Autocross No. 3

July 12

Ohio Valley Region
Rallye & Wet & Wild Party
Southeast Michigan and
Motorstadt Regions
Deluxe Tour & Dinner Meeting

July 12-13

Eastern Buckeye Region
Driver's School at Nelson Ledges

July 13

Lincoln Trail Region
Membership Meeting at Lauher
Milwaukee Region
Picnic at Sunset Park
Michigan-Indiana Region
IROC I—Northwood High School
Maumee Valley Region
Brunch & Rallye

July 18

Southeast Michigan Region
Driving Event at Waterford Hills

July 19-20

Ohio Valley Region
IRAC IV at Miller Brewing

July 20

Central Indiana and
Ramme Regions
P.B. Tweeks Swap Meet
Indianapolis

July 26

Central Wisconsin Region
Pool Party and Cookout
at Davis Home
Kentucky Region
Pool Party at Steins
Louisville

Mid-Ohio Region
Concours & Bratwurst Bash

July 27

Chicago Region
Potter's Picnic
Michigan-Indiana Region
CROC at Plymouth Speedway
Maumee Valley Region
Autocross IV

Celebrity Corner



Look Out Billy Joel . . .

President, Jack Bushmeyer shown here with top fashion model Christy Brinkley. And he told Sheryl that he was out of town on business!

The Exploding 911SC Clutch Center

by Bruce Anderson (Up Fixin der Porsche Vol. VI)

In 1978, with the advent of the 911SC, Porsche introduced a new clutch disc with a large center rubber torsion damper. The purpose of this large soft rubber damper was to eliminate the transmission rattling noise at low engine speeds. The problem is that this mass of rubber deteriorates with use and we find that they will fail with between 25,000 and 50,000 miles of use.

The symptoms of failure vary from immediate failure of clutch operation to gradual deterioration of clutch operation. In both cases, the failure is caused by pieces of the rubber center getting wedged between the pressure plate and the clutch friction disc so the clutch cannot release properly. In both instances, the clutch pedal will feel normal, the clutch will just not release properly. The gradual deterioration is potentially more harmful to your car because if it goes undetected for any length of time, the synchronizers in the transmission are overworked and wear out.

Most people are replacing the 911SC clutches with the clutch disc from a 2.7 911, 915.116.011.14 (Sachs #1861.442.234). This is a good clutch with a captive rubber center damper, so that when the rubber fails, it will not get out where it can foul the clutch operation. Another alternative, which we like better, is a clutch made by Sachs for the European 911SC. This European OEM clutch disc (Sachs #1861.759.031) has the more traditional spring center damper. We have been using these clutches for about a year now with good customer acceptance.

The clutch disc was revised for the U.S. production cars beginning with the 1980 production model. Thus far we have had no problem with 1980 and later clutches, so the exploding clutch phenomenon may be limited to 1978 and 1979 models.

WHO'S WHO?



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Jack Bushmeyer
291-9093



Vice-President:
Wilma White
217/367-0356



Secretary:
Jean Kaitis
490-0525



Treasurer:
John O'Keefe
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Rich Lotesta
357-6716



Director:
Walter Minato
259-7334



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Concours

Bruce Janecek 246-5492

Goodie Store

Linda Patterson 223-5685

Membership 769-8193

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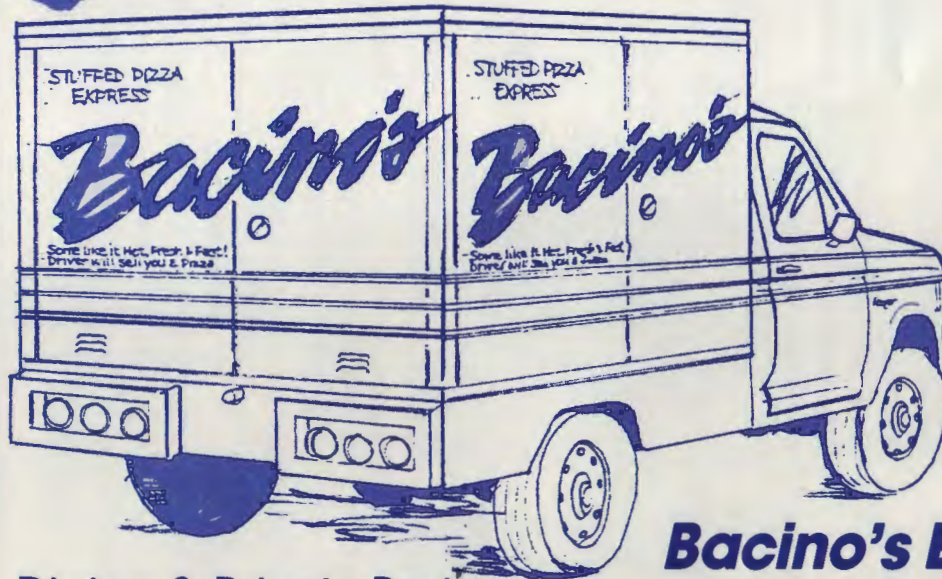
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