

C H I C A G O

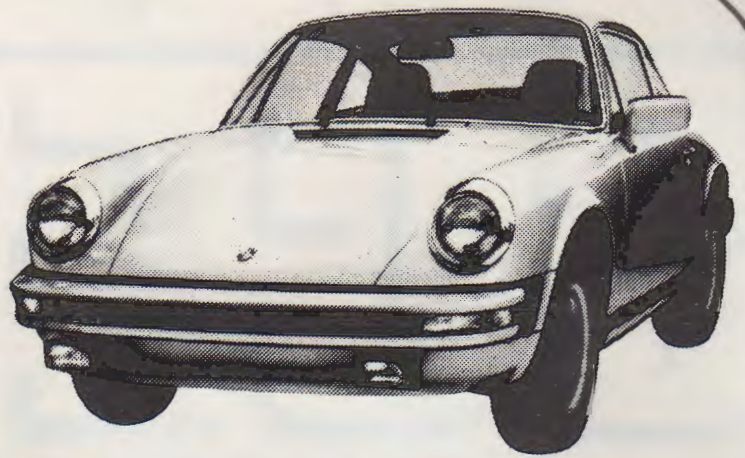
AGENDA



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June 1982



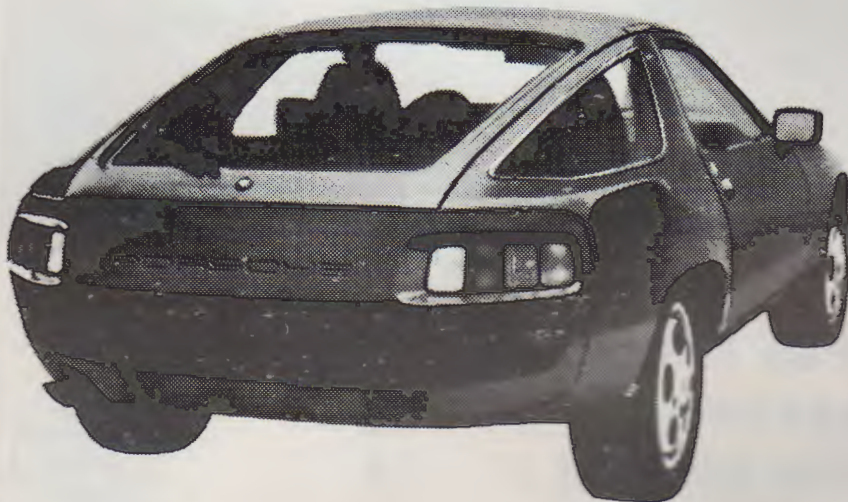
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FRONT PORCH

HAVE LICENSE
WILL TRAVEL

By Julie Quebe



After spending 16 hours on the highway Easter weekend, I couldn't help but think we could all benefit by having stricter driver licensing requirements, tougher renewal tests and yearly safety inspections for the automobile. I would like to dedicate this article to the drivers I encountered on our trip that made me believe this way.

Here's to.....

...the driver that drove 45 mph in the left hand lane.

...the car with it's chrome trim sticking out, two feet away from the side.

...the tractor that pulls out onto the highway at will.

...my mother who thinks at a four-way stop, the woman has the right of way. (I was scared to ask her what happens when two women are the intersection)

...my father who after driving for 40 plus years just found out (the hard way) that there is a blind spot in his outside mirror.

...the little old lady that drives to church to thank the Lord she made it another Sunday and prays she doesn't hit anything going home because she can't see over the steering wheel.

...the 16 year old who has his license but can't walk and chew gum at the same time.

...to the trucker who goes 40 mph up hill and 75 mph down hill.

...the car who's one working headlight was only good for hunting night crawlers.

...the guy that drove home because he was too drunk to walk.

...the driver that puts his turn signal on 5 feet before the intersection.

To these drivers and many more like them, I hope that in spite of our driving skills, we all make it to see another Easter.



GYMKHANA

Achtung!

THE

NONUNGO BOX

DRIVING EVENT

Sunday, June 13, 1982

SW Corner of Lakehurst Mall
Waukegan, Il.
Highway 120 & Tristate (94)

The Bushmeyer's have promised a fast open course patterned after the speed event for the Reno Parade. See you all there. Registration form in this issue. See the May issue of the Scene for more details.

The 'O'val Office

TREFFEN ENDORSEMENT

By Bob Ostholthoff

Many of you may have read the promos in Panorama the past few months for the 1982 Treffen. If there seems to be an unusual amount of ink being printed on it, that's because there has been. National has made every effort to let us know that the Treffen is the only trip fully endorsed by the Factory and has even had Peter Schutz write a letter to the members confirming it.

The reason for all this is a result of some controversy over the awarding of the trip to one of the bidding travel agencies. The procedure for awarding the trip is through an annual bidding process. Each June National solicits bids from any travel agencies interested in arranging the coming year's Treffen. The Executive Council studies all the bids and decides which agency offers the best package for the PCA member. The decision is based on many factors, including agency experience, accommodations, travel arrangements, and cost.

As you can imagine, in any bidding situation the winner is pleased to obtain the business and the others are naturally, disappointed. This year one of the latter apparently felt the decision was unfair and has made an uncomfortable situation out of a standard business decision. This controversy has led National to take the offensive and assure the members that the official Treffen is on and that any "splinter groups" offering a similar trip will not receive the same privileges. I have no intention of pouring any more fuel on any fires but felt a more complete explanation was due you.

The important thing is that the Treffen, which, by the way, is an official PCA trademark, is all set for this year. It will maintain its usual high quality and contain all the exciting events that are accessible only to members of the Treffen trip. No one else receives a tour through Weissach,

the rides in the Factory race cars, or the dinner with the Porsche family - no one.

If you are planning to join the Treffen this year, you are again assured of a fabulous trip. The PCA Executive Council has done everything possible to make sure the Treffen offers PCA members the finest Factory trip available. I wish I could go. Anybody feel like packing an extra 140 lbs. in one of their suitcases?



Did You Know That ?

The 928 is expected to get some new sheetmetal changes in the near future which may cut its aerodynamic drag coefficient by nearly 20%. Some change!

COVER CREDITS

With the 1982 Porsche Parade only a few weeks away we thought this photo most appropriate for the June cover.

The photo was taken at the 18th Porsche Parade in Monterey, California in 1973 by George Gutmann. Cars shown are of the Chicago contingent and were owned by Dean Bangert, George Gutmann, Bob White, Roger Shapiro and Dan Gerow

All five entered their cars in the concours event with Bob White winning in his class. Some innovative concouring techniques were practiced at the local car wash.

METRIC CRESCENT ?

...It appeared that Peter Corti had a serious case of, "Where did I park my car last night?" Since he lost it in mid-April, he thinks that maybe he didn't forget where he parked it, but it was stolen. If anyone sees a pretty, red, 1978 911SC coupe that looks out of place with its driver, Peter would like to hear about it.

...Pizza lovers get ready. Bacino's opening another restaurant. Unfortunately, it's still in Chicago. Dan have you ever heard the phrase, "Move West young man"?

...What is white, black and spread all over? Answer: "Jerry Quebe's Carrera in preparation for the concourse at the National Parade in Reno."

...Cindy Law is to be complimented on regaining her girlish figure after having her son. Looking good, Cindy, keep up the good work.

...What is Dr. Mark Smedley doing giving journalists drinks and telling

them to drive? Promoting his own business?

...We figured the reason it was so warm at the Lakefront Regatta was because of the heat rising from the pavement at Soldiers Field. Unfortunately, the source of the heat was not from the friction on the pavement, but from 2 members discussing an issue that has yet to be settled. Look forward to some nice hot days ahead.

...The Metric Crescent is depressed. He cannot come up with all this juicy gossip by himself and is tired of re-circulating old news like his friends Abby and Ann. So he's coming out of anonymity. Find out who the real Metric Crescent is during the "Keep Off the Grass" weekend in Elkhart.

...Speaking of Elkhart, you lucky 1st 50 people who got your registration early to get a pit are not so lucky - the pits are the pits. It seems that winter took its toll on the shelters and they were removed and won't be repaired for the "Keep Off The Grass" weekend. Hope you take your own rain/sun protection. (✓)

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REAR VIEW MIRROR

CHICAGO REGION 25th ANNIVERSARY BASH
By Bob Gummow

As most of you know, the 50th year of Porsche was celebrated last summer with a spectacle at the Old-Timer Grand Prix, the race for historic vehicles, at Nurburgring. The museum was emptied to display a pageant of Porsche progress, from the first car hammered out at the Gmund sawmill to the victorious LeMans racer, resulting in a memorable event with much pomp and ceremony, in a manner befitting the Germans.

None of this went unnoticed, as this old PCA Region, formerly known as the Bathtub-Ginners and Beer-Swillers, now known as the Chicago Region, under the very capable and effervescent leadership of Robert (I am the President) O. and team, put the gears in motion to launch its own anniversary extravaganza.

It is arranged that the National Executive Council will hold its spring meeting to coincide with the celebration, which is to be held at the new and glamorous Hotel Hamilton in Itasca.

Getting right on with it, the committee manages to locate an old 356A coupe in a corn crib near Rockfish, Ill. "Would you eject the tenants, make the car presentable and bring it to the Hamilton at 1400 hours on Saturday, the 10th?!" "Sure".

Luck is holding. An example of Porsche's latest engineering marvel, the 944, is procured and will also be on display!

The Installation Crew meets at 1400 hours as planned; the hotel's double doors are removed. With Rew Godow at the tiller, the 69 1/2" wide 944 is gingerly pushed through three 70" openings and is placed on its appointed spot in the corner of the dining room. As the cigar smoke clears, the Installation Crew, seeing that it has delivered the 944 unscathed, tackles the 356. Practice

makes perfect. The old coupe is placed at the opposite end of the dining room.

The Crew, more than pleased with itself, now sets out for the central watering hole, resplendent in its early Ho Chi Min decor, to relax with a well-deserved reward.

Following rewards, the Crew returns to the dining room to find Bonnie Gladish feverishly decorating. It should be pointed out that Jim and Bonnie have worked diligently to disassemble their Porsche in order to provide the centerpieces for the tables. How else are you going to hold down all those silver and burgundy balloons?

The cocktail hour is approaching and the Executive Council, after a long, hard day at decision-making, are among the first to arrive. Amid the tinkle of ice cubes and banter, old acquaintanceships are renewed and technicalities compared as the two completely different Porsches are inspected. John Bohlander has arranged a nice display of representative copies from 23 years of Chicago Region newsletters.

The group is seated and welcomed by Robert O. Our own Dean (unaccustomed as I am) Bangert prepares the group for a trip into the yesteryear of Porsche, with a side lesson on the pronunciation of Porsche.

Nostalgia flows like the River Rhine as Charter Member, Gene Bussian, shows slides of the 1955 Sebring Race, with close-ups of those two old masters, Fangio and Moss, followed by motion pictures of the Chicago Region members parading into Aspen, Colorado in 1960 for the 5th Porsche Parade.

National President, Hank Malter, addresses the group and presents 20-year certificates to the appropriate people; and that elusive document, our Charter, to the Region.

Frau Gummow presents her slides of a collection of derelict 356's, to the accompaniment of "The Way We Were", which several members later admit,

evoked a lump in the throat or a tear in the eye.

Levity returns as Bruce Janacek takes us on a Porsche Safari, complete with check points and early pictures of Freddie Laker Airlines.

As a fitting closing ceremony, the 20-year (or more) members are herded over to the corn crib for a final picture.

What more can I say, GOOD SHOW, Robert O.!



NOTABLE QUOTES

"The thing that really makes the 944 a terrific car, though, is the conviction of the engineers who made it that only performance matters. Not market position, not price, just performance. And as so often happens, dedication to a simple ideal has improved both market position and value. The result is the best combination of performance and economy that money can buy - a serious car that advances the state of the automotive art.

After all, that's what we expect from Porsche"

Michael Jordan
CAR AND DRIVER

ERRATA

The information I sent our editors concerning the mini-series rallyes that was in your April Scene, indicated 6:00 PM registration for the evening rallyes. This has been moved up to 5:45 PM; the entry fee is \$7.00 and an additional \$2.00 (both fees per car) for the PCA competition within the mini series.

George & Sara Melford

CHICAGO REGION GOODY STORE ITEMS

Chicago Region Car Badges	6.00
" " License Plate Frames	2.50
" " Key Chains	1.50
" " Name Badges	2.00
" " Yearbooks	1.00
" " T-Shirts	5.00
" " Patches	1.50
Bumper Stickers	1.00
Buttons "Porsche Uber Alles"	.25
Porsche Belt Buckles	9.00
PCA Mylar Decals (interior & exterior)	1.00
PCA 2" Decals (interior)	.10
PCA 1" Flats	2.00
PCA 1/2" Flats	1.50
PCA Car Badges	12.00
PCA Emblem Patches (small)	1.50
PCA " " (large)	3.00
Up-Fixin der Porsche Vol. III	4.00
" " " Vol. IV	7.00
Porsche Mugs	3.00
Porsche Decals (small)	.50
" " (medium)	.75
" " (large)	1.25
Porsche Key Fobs	4.00
Porsche Key Cases	6.00
Porsche Stick Pins	.75
Porsche Cars	3.00 to 11.00
Porsche Swiss Army Knife	22.50
Porsche Tripartite Knife	6.00
Porsche Patches (small)	1.00
Porsche "Sex" Patches	1.00
Porsche Underwear (o.s.f.a.)	4.00
Porsche Neckties	15.00

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PHOTOGRAPHS

25TH ANNIVERSARY

By John Bohlander



Our 20 years plus members.



Dean - "I've been 'unaccustomed' for so long that I think I'm finally becoming 'accustomed'."



Helga - "So what's the punchline Mick?"
Bob - "That was the punchline."



Tom - "Can you believe I actually came here alone?"
Diane - "Yes, and I can believe you will leave the same way."



Dan - "And how much is this option?"
Pat - "You couldn't afford it!"



Joyce - "Come on guys, I've been in the club long enough not to fall for that line!"



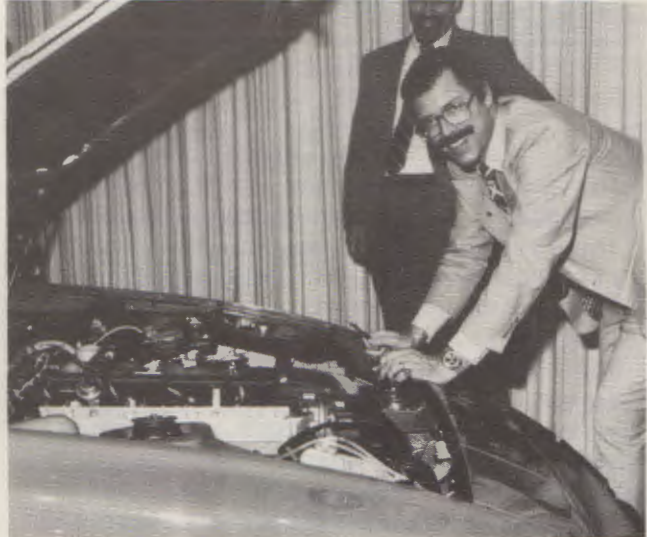
Younger generation playing with their balloons



Ray - "Like your tie Rew"
Rew - "Thanks, I got it at the same time as my first 356."
Walt - "Oh, is it that new?"



Executive Council et al



Ed - "What is all of this stuff in the trunk?"



Bob - "Ginny, does this room look hermetically sealed?"



Jean - "Do you really think that balloon will make your projector lighter?"
Bruce - "Well?"



Grant - "This is some bash!"
Kathy, Tom & Jim - "Wait until you see this year's Dinner Dance."



Do these beautiful girls look old enough to be twenty year members?



Thanks to wide doorways and small presidents, the cars made it into the ballroom.

FIRST GEAR

PSYCHOLOGICAL BARRIERS

By Vic & Val Harris

Last year when we were in the market for a new car, we knew exactly what we wanted - a performance orientated sports car that was built to outlast its loan payments and retain its value long after we drove it out of the dealership. In the USA, Circa 1981, our choices were limited - foreign or domestic. It turned out, however, to be easier than we thought as Porsche had for decades been building exactly the type of sports car we wanted. It was only a matter of color and availability.

Soon after getting our Porsche we decided that using it for casual weekend driving and an occasional commute to work (weather permitting) was great fun but we were truly missing out on the cars forte - PERFORMANCE. It was the equivalent of using a thoroughbred to pull a milk wagon, and yet there was no practical way to enjoy what the car had to offer on public highways without being a nuisance to society. We knew the PCA ran autocross events locally and at Road America but before we could enter once, we had to overcome some psychological barriers:

- a. Autocross is dangerous.
- b. Autocross is hard on the car.
- c. We'll make fools of ourselves.

Probably anyone who has considered running an autocross for the first time has reservations which falls in one of the above categories. When the car is new (and so expensive) coming to terms with these matters is especially difficult. We joined the PCA because we thought we would enjoy the rallye events (we do!) but the first PCA outing we attended was an autocross.

Our Porsche just had its 1000 mile checkup and our first loan payment check hadn't cleared the bank, yet there we were 'risking it all' in some parking lot on the north side. To keep our wits about us we comforted ourselves as follows:

- a. Autocross is dangerous:

It would be pointless to argue otherwise as there is an element of danger in autocross especially at Blackhawk and Road America tracks where speedometer needles go south of 100 mph before you know it. On the other hand, if you enjoy handling and performance inherent in a Porsche, then an autocross is the ideal place to stretch your Porsche legs. Its much better getting in over your head at Road America than on an I-90 exit ramp, besides, you have to question the wisdom of endangering your life, the life of someone you love, and innocent bystanders playing games with some cute little Ferrari on a public highway.

The PCA does go to lengths in making their autocross events as safe as possible, but safety is really the responsibility of the participants. By keeping our cars in top mechanical condition and staying within our abilities as drivers keeps the risks of an autocross at an acceptable level.

- b. Autocross is hard on the car:

Possibly we don't give Porsche engineers enough credit. Val and I certainly aren't experts in autocross or automotive design, but it seems to us that a well engineered car such as a Porsche can easily survive a half dozen autocrosses a year providing its not pointlessly abused.

Techniques learned at the Blackhawk school (i.e. proper shifting and finding good lines through corners) not only improves lap times but also greatly reduces wear and tear on the car.

Actually people who autocross seem to take better care of their cars in the form of more frequent and thorough preventative maintenance.

- c. We'll make fools of ourselves:

The Chicago Region is a very competitive group especially when it comes to an autocross. This reason

alone probably keeps many people, especially women, from running an autocross. There are some friendly (?) rivalries going on amongst some of the drivers, but overall people are there because its fun. Whether or not they win a trophy just isn't that important. Although Val didn't drive at Elkhart Lake year, I did - and I had some pretty miserable lap times. When the results were posted, nobody looked at me with jaundiced eyes - nobody made me feel like the Quasimoto of Road America.

As it turned out, we and our Porsche survived the first autocross and just finished our fourth last month. Once you get by the mental hang-ups, autocross is great fun - as for us "We're hooked".



One Maim Bears

By Walter & Mae Minato

The following applicants were approved for PCA membership:

RALPH & LEORE RICHARDSON
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1979 Guards Red 930 Turbo

Ralph and Lolly are the administrators of the Dorfman Ranch North. They joined Jim Dorfman and the other Chicago Region members at the Parade in Asheville. While Ralph worked a checkpoint in the Munster rallye, Lolly navigated for Jim in the un-equipped class. Which was the more difficult task?



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Insight

THE LONG & WINDING ROAD TO RALLYE SUCCESS

By George Melford

In the April Scene we gave you some rallye basics; now that our 1st rallye is history and the mini series rallyes' in progress, some specifics are in order.

To repeat, 1st & foremost, arrive at registration early enough to thoroughly read and reread your General Instructions. If unclear, ask other rallyists or in the questions period at the drivers meeting.

Some of the more important items in the General Instructions you want to be sure you understand before leaving the start point are the following:

ODOMETER CORRECTION - A formula that allows you to relate your car's odometer reading to Official Rallye Mileages (ORM's) that will appear in your route instructions.

MAIN ROAD RULES - Instructions that define the rallye route through intersections where route instructions do not apply. Some examples of commonly used main road rules:

- a. Straight as possible. Rallye traffic proceeds thru an intersection, when no other instructions apply by the straightest possible route.
- b. Left (or right) at tee. Rallye traffic always going up the stem of the tee (T) turns left, (or right) at all tee intersections when no other instructions apply.
- c. Left (or right) at sideroad. Check General Instructions for definition of sideroad. Rallye traffic turns as indicated at sideroads when no other instructions apply.
- d. Onto (or on). Check General Instructions for usage of the word Onto (or on). Rallye traffic re-enters a road with the same name, number or letter designation. Onto may also be used in numbered, letter or special instructions with above applicability though not shown as a main road rule. Understand, from your

General Instructions, how or when Onto becomes active and how long it remains in effect.

PRIORITIES - Used to determine the importance in applying the main road rules at intersections or action points where they can be used. Priorities also determine the order of precedence in applying main road rules, numbered and/or letter instructions from your route instructions, and/or special instructions that may be given on critiques from the checkpoints. Generally, use numbered, letter or special instructions when they direct actions that conflict with main road rules; save for subsequent execution, such instructions that direct the same action as the main road rules, or lower priority instructions, at a given point. The latter case is an example of what is called redundancy.

DEFINITIONS - Rallye terms normally are common enough language usage of words unless by rallye definition in the General Instructions the word, phrase or concept is redefined. Be aware of any such definitions as they will affect your course following and/or timing action on the rallye route.

MILEAGED INSTRUCTIONS - A route instruction directing a specific action at a given ORM (Official Rallye Mileage) must be executed at that mileage without regard to redundancy. This is another reason for using the OCF (Odometer Correction Factor) that will be explained in your General Instructions.

EMERGENCY SIGNS - Unexpected and uncontrollable (by the rallyemaster) events; weather, road repairs, road signs being removed or knocked down may necessitate use of temporary signs being posted by the rallyemaster. These signs are used to keep cars on course at a point(s) on the rallye route where confusion could arise. Examples of such signs will normally be displayed at the registration area and/or in your General Instructions. To avoid confusion with any other signs, the emergency sign should show the club name and name of the rallye - usually in abbreviated form.

Don't let all this dismay you; once you have the rallye general and route instructions in front of you most of the above will be reasonably obvious. As we mentioned in our previous article, novices should concentrate on course following rather than becoming bogged down with timing calculations. Don't race, don't poke, attempt to keep your speed at the given CAST's (rallye speeds given in your route and/or special instructions) and DRIVE SAFELY. Course following is the most important part of successful and enjoyable rallying. The most important part of course following is understanding main road rules and priorities of when, where, how and why your rallye instructions are applied.

In future articles, we'll go into some commonly used rallye traps and the basics of TSD (Time Speed Distance) calculations or rallye timing.



Outmarker

SUMMER SUN & FUN RALLYE
By John Bohlander

Tired of just sitting around the house on those hot summer days? Well here's your chance to get out and run the Porsche thru some of Illinois' most unusual rural settings. You will thrill at the sight of Nuclear Power Plants amidst towering cornfields and at giant Chemical Plants surrounded by wildlife refuges. If this isn't enough, by-ways that will lead you by all the sights and smells of Middle America. So, don't miss a single turn and be sure to arrive on time Sunday, July 18, at Ed Mathieu Porsche Audi, 209th and Hilltop Street, Chicago Heights, where you will be dispatched with instructions in hand and a firm belief that you will finish #1.

More details next month.

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Outmarker

12TH ANNUAL 8 HOURS OF BLACKHAWK

Date: Wednesday, July 7, 1982
Wednesday, August 4, 1982

Place: Blackhawk Farms Race Track
South Beloit, IL

Time: Registration and tech 8:30 AM - 12 noon
(Registration will close at noon. Be there before that or you will not be admitted.)

If you enjoyed Elkhart, you will love the 12th Annual eight hours at Blackhawk. Once again, you will have the opportunity to learn high speed handling and safety techniques in complete safety and to get in a little practice before the second Elkhart weekend.

By virtue of the fact that this is being held on a weekday the track rental is less expensive and the course should not be crowded. For all of those who desire, several well qualified instructors will be present to help you learn proper shifting, breaking, and cornering techniques.

Because this is a weekday, the concession stand will not be open, so we recommend that you pack a picnic lunch, but do not bring any alcoholic beverages. There will be plenty of time for that later at the cocktail party and dinner which will be held immediately after the track closes at Buffa's restaurant in South Beloit. No regional points or trophies will be presented. Leave your stingers at home and bring along your helmets.

To get to Blackhawk, take the Northwest Tollway (I-90) north to Ill. Hwy 75 (Just south of Wisconsin line), West on 75 to T (Blackhawk Rd.), right to Shirland Ave., left on Shirland to Fisher Rd., left on Fisher to T (Rockton Rd.), left on Rockton, Blackhawk is on your right.



Sue-cially Speaking

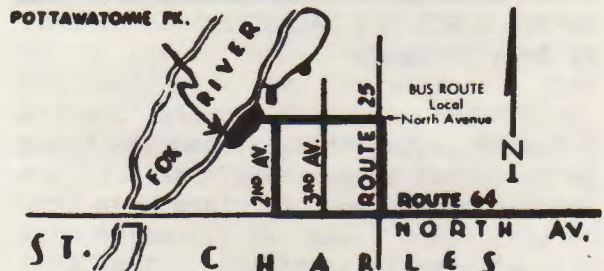
CRUISIN' DOWN THE RIVER II
By Susan Allman

Date: Saturday, July 10
Time: 8:00-10:00
Place: Pottawatomie Park
St. Charles, IL.



Once again, it's time for our annual Porsche Club boat ride! Come cruisin' along with us on the lovely Fox River aboard the new and bigger St. Charles Belle II. A replica of an old fashioned paddlewheel boat, the St. Charles Belle II holds 60-70 people on the enclosed lower level and 20-30 more on the upper open deck. We'll have lots of room for everyone. So if you missed our boat ride last year (or you registered late and couldn't get in) come on out and join us this time.

The cost is \$8.25 for adults and \$5.25 for children under 10. The price includes a 2 hour boat ride from 8:00-10:00 and a scrumptious buffet dinner served during the ride. The meal will include hot Southern fried chicken, potato salad, baked beans, cole slaw, rolls, pickles and olives, cake and ice cream for dessert, and coffee and lemonade. Liquor will not be served but you are allowed to bring your own on board.



The St. Charles Belle II docks at Pottawatomie Park in St. Charles. Please try to arrive before 8:00 so we can all be on board and ready to shove off on time. It's sure to be a relaxed, romantic evening as we cruise along the Fox River in the moonlight.

This is the most popular "Sue-cial" event so make sure you sign up early. I will need a count of everyone coming on the boat ride by Wednesday, July 7, so mark your calendar now and send your registration in early.





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Respectfully,
The Folks at
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1982 NASCAR Schedule

June 6	Pocono 500 Pocono, Pa.	Sept. 6	Southern 500 Darlington, S.C.
June 13	Riverside 400 Riverside, Calif.	Sept. 12	Wrangler 400 laps Richmond, Va.
June 29	Gabriel 400 Brooklyn, Mich.	Sept. 19	CRC Chemicals 500 Dover, Del.
July 4	Firecracker 400 Daytona, Fla.	Sept. 26	Old Dominion 500 laps Martinsville, Va.
July 10	Busch 420 Nashville, Tenn.	Oct. 8	Holly Farms 400 laps Wilkesboro, N.C.
July 25	Mountain Dew 500 Pocono, Pa.	Oct. 10	National 500 Charlotte, N.C.
Aug. 1	Talladega 500 Talladega, Ala.	Oct. 24	Hodgdon American 500km Rockingham, N.C.
Aug. 22	Champion Spark Plug 400 Brooklyn, Mich.	Nov. 7	Atlanta Journal 500 Atlanta, Ga.
Aug. 28	Busch 500 laps Bristol, Teen. (night)	Nov. 21	Winston Western 500 Riverside, Calif.

Choosing Halogen Lighting

By Kern Fischer

If you are reading this article you have probably had some thoughts about improving your vehicle forward lighting for better night visibility. Improved lighting allows safer, faster night driving and is almost a must for those drivers with night vision or other sight problems.

In order to keep this discussion reasonably brief, only the broadcast items concerning choosing a lighting system will be discussed. If you have a more specific problem or need beyond those discussed, please ask your "Lighting Plus" dealer for additional information or call us at F & W. We will be glad to assist you in selecting the most effective system based on your needs and budget.

There are many types and brands of lamps available on the market and it is difficult for a buyer to choose the best for his/her needs. In this discussion we will attempt to bring out several concepts that we demonstrate in our lighting program that has been very popular at car club meetings, open houses, and other group activities.

Before trying to decide on the best lamp for your needs, think about your driving and define your needs as closely as possible. Think about such items as these:

Driving Conditions - city or country? traffic? density? speeds? clear? rain? snow? types of roads? - twisty, two lane, gravel, etc.?

Is mounting space available for auxiliary lamps? What size will fit? What shape looks best?

Do auxiliary lamps clutter the front of the vehicle?

Are lamps for function or appearance?

Candlepower

Candlepower is the rating that most

buyers look for when comparing lighting. Unfortunately, buying by candlepower alone can sometimes lead to improper selections.

Some manufacturers advertise incorrect candlepower ratings, such as rating fog lamps at 300,000 candlepower. Fog lamps seldom exceed 30,000 candlepower by standard rating methods.

Some auxiliary spot lamps are rated over 300,000 candlepower but the beam pattern is very small so coverage is limited. A more usable driving lamp has less maximum candlepower but has more usable light because it has a better pattern.

When selecting lamps, candlepower (intensity) should be only one of the selection factors. Others should include the pattern size, shape, and control, the construction quality, the availability of replacement parts, and the use of standard, readily available halogen bulbs.

Conversion Headlamps

Conversion headlamps are replacement headlamps that are designed to be installed in place of the standard sealed beam headlamps that are delivered with the vehicle. We generally recommend conversion headlamps as the first step in improving any lighting system.

The reasons are:

1. Easiest to install and aim.
2. Generally cost less than auxiliary lamps.
3. Best units will satisfy most lighting needs.
4. Best units serve as both fog and driving lamps.
5. Any need for additional lighting can be defined and auxiliary lamps chosen to fill that need.
7. Not easily stolen.

A review of the basic types of headlamps is given below:

Standard Beam

Cost - low

In use by most drivers.

Aim is difficult without mechanical aimers.

Patterns are not precisely defined. Patterns have spot type high intensity zone with lower intensity side fill. Internal shields control low beam glare in bad weather.

Low beam pattern shifts down and right from high beam.

High beam safe to only 55 MPH under best conditions.

Some performance decrease with time due to filament burnoff.

No reflector deterioration over time. Burnout or broken lens requires replacement of entire unit.

Available in many stores.

U.S. Halogen

Cost - moderate

Standard equipment on many new cars. Aim is difficult without mechanical aimers.

Patterns are not precisely defined. Patterns have more intensity (brightness) than sealed beam lamps.

Patterns have center hot spots with lower intensity side fill.

Internal shield controls bad weather glare on low beam.

Low beam pattern shifts down and right from high beam.

High beam safe to about 70 MPH under best conditions.

No performance decrease with time.

No reflector deterioration over time.

Lamp will operate with broken lens.

Filament burnout requires replacement of entire unit.

D.O.T. Imported Halogen

Cost - moderate to high

Designed to meet D.O.T. motorcycle headlamp performance specifications. Patterns relatively well defined - easily aimed.

Patterns are brighter, more precise, and offer more coverage than sealed beam or U.S. halogen lamps.

Low beams have good cutoff on top of

pattern for control of glare to other traffic.

Not all units have internal bulb shields for low beam glare control in bad weather.

Low beam pattern has a center hot zone with a wide area of even intensity below that for forward and side fill. High beams are safe to about 75 MPH. High beams are not available for quad systems.

A slight pattern shift occurs between low and high beams.

No bulb performance loss with time.

Not sealed - some reflector deterioration with time.

A broken lens requires replacement of the lens-reflector unit only.

Bulbs are replaceable in case of a burnout.

Available at imported car dealers and parts stores and some traditional parts stores.

E - Code Imported Halogen

Cost - high

Designed to meet European automotive lighting specifications.

Intensity is 2-3 times as great as sealed beams.

Patterns are very precise - easily aimed.

No pattern shift between low and high beam.

Low beam has a large, wide pattern with even intensity across the pattern.

Low beam has a very precise top cutoff for minimal glare to oncoming traffic.

Low beam has angled lift on right side to illuminate signs and other roadside hazards - can shine into mirrors of traffic ahead and to the right.

The best units have internal bulb shields for low beam glare control in bad weather - better than most fog lamps.

High beam range is safe for speeds of 90-100 MPH.

High beam has a center hot spot with similar intensity spread to both sides.

High beams in quad systems can be fitted with 100W bulbs for more range and slightly larger patterns.

Not sealed - some reflector deterioration with time.

Lens damage requires replacement of lens-reflector unit only.
Bulbs replaceable in case of burnout.
Available in some imported car dealers and parts stores and a few traditional auto parts stores.

"Lighting Plus" E -Code Halogen

Patterns and performance the same as E Code Imported Halogen.
Low beam bulb bases painted black for improved glare control.
Installation and aiming sheets provided with lamps.
Full sealing available as an option
A. Improves reflector life.
B. Maintains performance by preventing moisture entry and condensation on lens.
C. Bulbs still replaceable by cutting seals.
Available only at "Lighting Plus" dealers or parts stores.

Auxiliary Lamps

Several basic rules apply when selecting, mounting, and using auxiliary lamps. These are:
Round lamps have more precise beam patterns with less scatter than rectangular or square lamps.
Large lamps have more light output than small lamps.
White fog lamps have 20-25% more light output than equivalent amber fog lamps
Fog lamps should have wide patterns with precise top and bottom cutoffs.
Fog lamps must have internal bulb shields to prevent upward light scatter and the resulting glare.
Fog lamps should be mounted as low as possible.
Long range lamps can be fitted with 100W bulbs-fog lamps cannot.
Driving lamps are generally more usable than spot lamps for most road driving.
Driving lamps should have a center hot spot with good side fill to both sides.
Long range lamps (driving or spot) are not usable in bad weather due to a lack of beam control by internal bulb shields.
Driving or spot lamps should be mounted as high as possible. ✓

(EDITOR'S NOTE: Kern Fischer spoke on and demonstrated lighting at the January Tech Session. His company has organized a dealer network of "lighting plus" dealers who handle the lighting products tested and marketed by Mr. Fischer's firm. Mr. Fischer has been involved with improved vehicle lighting systems for 18 years. This involvement grew out of an interest in performance rallying and the requirements for lighting systems for rally vehicles. Mr. Fischer was Co-Chairman of the Press-On-Regardless National Rally from 1963 through 1965. He followed the rally cars through the course on sweep duty six times between 1963 and 1972. He has assisted in the setup of lighting systems for Daytona, Sebring, Baja, and performance rallies. He was interviewed for an article called "Enlightened Rods" in 'HIGH PERFORMANCE CARS' magazine, assisted in an article on driving lamps in 'ROAD & TRACK' magazine, and authored the chapter on lighting in the book 'Performance Rallying' published by Sports Car Press.)



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REAR VIEW MIRROR

PORSCHE LAKEFRONT REGATTA

By Doug Phinney

It was a beautiful day for a gymkhana. The sun was shining and it was not too hot. After registering, all cars were directed to the technical inspectors who gave each car a quick yet thorough inspection to help provide a safer day of driving.

Even before the inspection was completed, I could feel a heightening excitement; the racing would soon begin.

First, each driver was given the chance to become familiar with the track by driving several untimed runs. The track had been well laid out to provide challenge to both driver and machine. The asphalt pavement was a gripping base under the pylons set up into zigzags, switchbacks, and a sweeping turn.

Following practice, each class of cars determined by model and engine size was called to the starting line and then given three timed runs; the fastest posted after the third run.

The relaxed atmosphere and buffet dinner after the racing ended gave everyone a chance to swap stories and driving techniques. All in all, it was a day to remember and I look forward to future thrilling PCA events.

RESULTS

LAKEFRONT REGATTA

CLASS 1

Bob Gamble	57.732	(T)
Terry Johnson	61.754	
Jim Kutil	65.184	

CLASS 2

Ed Russ	54.659	(T)
Chuck Peterson	56.749	(T)
Jim Peterson	57.064	(T)
"Hokey" Holzner	57.535	
Ed Raymond	57.628	
Gene D'Andrea	58.214	
Larry Lesniak	59.552	
Rich Smiejek	60.594	

Vince Mietlicki	61.895
Ed Vallone	62.993

CLASS 2 LADIES

Allison Bond	60.120
--------------	--------

CLASS 3

George Rudawsky	55.369	(T)
Tom Beverly	59.624	
Lee Kass	61.201	
Charles LePedus (A)	72.790	

CLASS 3 LADIES

Randee Beverly	64.779
----------------	--------

CLASS 4

Bob "O"	54.589	(T)
Dean Bangert	55.920	(T)
John Bohlander	57.195	(T)
O.J. Meyer	57.350	
Jim "O"	58.640	
David Casey	59.383	
Harold Beach	59.964	
Doug Phinney (A)	60.275	
Bruse Dandrew (A)	61.114	

CLASS 4 LADIES

Helga Meyer	58.703	(T)
Doris Beach	64.305	

CLASS 5

Nick Brenkus	53.400	FTD
Bob White	54.417	(T)
Walter Minato	55.382	(T)
Don Sobeck	55.609	(T)
Jim Dorfman	55.853	
Vic Harris	59.039	
Jon Steging (A)	61.022	
George Estrada	61.465	
Joel Crabtree	62.839	

CLASS 5 LADIES

Wilma White	59.359	(T)
Eve Estrada	67.230	
Amy Brooks	DNF	

CLASS 6

Jack Bushmeyer	54.042	(T)
Dean Bangert	55.664	(T)
Tyler Bangert	56.404	(T)
Bill Warren	57.176	
Chuck Vischulis	57.757	
Dennis Hiffman	58.871	
Ron Starkey	59.394	
George Gutmann	60.085	
Ed Leed	65.358	

CLASS 6 LADIES

Sheryl Bushmeyer	56.617	FTD
Linda Gutmann	60.397	



PHOTOGRAPHS

PORSCHE LAKEFRONT REGATTA

By John Bohlander
and Neiland Pennington



Dick - "Your mooring space is that way Tom, see how fast you can get there."



Debbie - "God, these electronic devices are stimulating!"



Dick - "It's so nice to hear your voice Dean. I've been at sea so long."



Thanks to Laura and Jim for a great meal.



Dana - "I do the captions, why do you ask?"



If you have a big head (George) it is sometimes necessary to remove the top.



Ronnie - "What do you mean-that way?"



Winners



Jerry, will you take your runs now?



"Take your time Ma'am, are you sure it was one of these guys?"



Judy - "Welcome to Holleb's fish market. If you want fresh crabs, see Nejl."



Bob - "What a mug!"
Eve - "Yes, it's clean shaven too!"



Doris - "Are you a nun?"
Debbie - "Have you been talking to Ed?"



Jerry - "They were on sale, Heidi, give it time."



Lee - "What's the Dozen coming too? Even Frank Wagner is getting married!"

Now or Never !!!

By Jerry Quebe

It is pretty rare (perhaps never is more accurate) that I have taken the initiative to write my Congressman or any other political representative about an issue with which I was concerned. I am, however, about to take that step and the purpose for mentioning it in the Front Porch column is to encourage you to do the same.

The subject relates to the 55 mph federally mandated speed limit whose demise was promised by President Reagan in his platform for the Presidency. Do you ever wonder where that promise is now? Perhaps it is rather unimportant when compared to the economic issues facing the country. I wonder if anyone ever considered the effect of 55 mph on productivity. Both from the standpoint of vast wasted hours spent on highways designed for, and safe at, faster speeds, as well as the the Herculean effort aimed at enforcement. It certainly has spawned an industry aimed at circumvention, however, with CB radios and radar detectors proliferating the highways.

The facts are simple. It was implemented to save fuel and is no longer necessary for that reason. Even advocates of maintaining the 55 mph speed limits rarely use that argument anymore.

Safety seems the major issue now and is the one that makes public support of repeal by Congressmen an issue of which they are afraid. The fact is, however, that there are numerous highways where 70 mph can be as safe as 55 mph.

I think safety is more an issue of the quality of drivers and automobiles than universal speed limits. I don't feel that driver education teaches proper driving techniques or emergency reaction that will prevent accidents. Instinct is something which must be learned in driving an automobile safely and it is not being taught.

In addition, too much reliance is

being placed on passive safety features in automobile design which are designed to protect the occupants during a crash. It seems to me that the emphasis should be placed on avoiding the crash and more active safety features should be incorporated. Cars are being sold without the best available brakes, suspensions, tires and engine performance. But let me get to the point. There are now five bills sitting in committees in the U.S. Congress all aimed at repealing the 55 mph law. They are given little chance for passage, however, because nobody seems to care or at least that is the impression being created.

One of these bills is in the Senate Committee on Environment and Public Works. The other four are in the House Committee on Public Works and Transportation. One of these latter four is being sponsored by Illinois Representative Daniel Crane (Bill No. HR 1703). I think we should support Representative Crane in his efforts and encourage the bill out of the Committee where it can be debated openly. I sincerely think we may be faced with a 'now or never' situation and best not let this opportunity slip by. You may write Representative Crane as follows:

Honorable Daniel Crane
U.S. House of Representatives
Washington, D.C. 20515

You may also write directly to the committee as follows:

Committee on Public Works and Transportation
2165 Rayburn House Office Building
Washington, D.C. 20515

To borrow a caption from Tony Swan of Motor Trend magazine, "It's 55, do you know where your Congressman is?"



Tri-state Championship Autocross Series

By Ed Leed

As if the Chicago Region didn't have enough great driving events already on its schedule, here are a few additional ways to spend a few hours on Sunday afternoons. The Tri-State Sports Car Council runs a series of autocrosses allowing you to compete legally against all those other lead-foots in Camaros, Datsuns and RX-7's who want to race you at stop lights.

Typically parking lot autocrosses, these events enable you to not only gain valuable autocrossing experience, but also to accumulate points toward a class championship and if you join a team, toward a team championship. In addition to your Porsche, you can run the family grocery wagon for the fun, or the point, of it.

Since PCA is not a Tri-State council member, call me for information about

joining some other Brand X car club in order to qualify. SCCA membership, for example, allows you to participate in this Tri-State series.

The schedule of events is: June 13, June 20, July 11, August 1, August 8, August 29, September 5, and September 27.

By the way, the 1982 SCCA II National Championships are being hosted by Chicago this year at Great America on September 12.

Ed Leed - 382-6911.

Did You Know That ?

Insurance industry statistics show that the death rate, calculated per registered vehicle, for subcompacts from 1978 to 1980 was more than twice that for full size cars.

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Zone 4 Calendar

JUNE

5-6	Eastern Buckeye	Nelson Ledges School	Denny Mytinger	216/793-6523
6	Ohio Valley	Redline '82 Autocross I	Jerry Wolf	513/793-0294
12-13	S.E. Michigan	IRAC I at Waterford Hills	Charlie Brown	313/464-2580
13	Chicago	Gymkhana	Bob Law	312/234-3387
13	Central Indiana	Concourse and Picnic	Ramona Robbins	317/253-9041
13	Motor-Stadt	Porsche Tour	Dave Keenan	517/484-1341
19	Western Michigan	Rallye	Charlie Dunn	616/243-8065
20-26	PCA/Golden Gate	Reno '82 Porsche Parade	Sandi Candlin	408/274-9514

JULY

3-4	Western Michigan	Holiday on Wheels	Charlie Dunn	616/243-8065
7	Chicago	Blackhawk Farms Mid-Week	Bob Law	312/234-3387
10	S.E. Michigan	Shamburgers Gastro-Tour	Rol Titsworth	313/836-1000
11	Northern Ohio	IRAC II	Jim Pliny	216/254-4359
11	Ohio Valley	Redline Autocross 2	Jerry Wolf	513/793-0294
18	Central Indiana	Annual Swap Meet	Steve Priddy	317/842-7500
18	Chicago	Rallye	George Melford	312/297-7358
18	Motor-Stadt	Porsche Tour	Dave Keenan	517/484-1341
24	Mid-Ohio	IRAC II at National Trails	Phil Schultz	614/891-0624
24-25	Ohio Valley	New River Rafting Trip	Mary Sue Smith	513/671-0787

AUGUST

4	Chicago	2nd Blackhawk Mid-week	Bob Law	312/234-3387
8	Northern Ohio	IRAC IV	Jim Pliny	216/254-4359
8	S.E. Michigan	Autocross	Charlie Brown	313/464-2580
15	Ohio Valley	Redline Autocross 3	Jerry Wolf	513/793-0294
14-15	Western Michigan	Autocross at Grattan	Frank Wagner	616/245-0981
22	Motor-Stadt	Porsche Tour	Dave Keenan	517/484-1341
22	S.E. Michigan	Picnic	Bill Lovett	313/229-2714
28-29	Northern Ohio	Annual School/ Mid-Ohio Track	John Hulick	216/291-4130

SEPTEMBER

4-5	Chicago	R/A Concourse & Autocross	Bob Ostholthoff	312/251-8907
10	S.E. Michigan	Northern Michigan Tour	Rol Titsworth	313/836-1000
11	Western Michigan	Wine Tour	Charlie Dunn	616/243-8065
12	Allegheny	IRAC V at Nemaolin Inn	Charlie Brown	313/464-2580
12	Ohio Valley	Rallye	Jerry Wolf	513/793-0294
18	Central Indiana	Hoosier Auto Show at Indy	Mike Robbins	317/253-9041
19	Ohio Valley	Redline Autocross 4	Jerry Wolf	513/793-0294
26	Chicago	Gymkhana	Bob Law	312/234-3387

OCTOBER

2	Western Michigan	Oktober Opus at Grattan	Frank Wagner	616/245-0981
9	Central Indiana	Hayride/Scavenger Hunt	Greg Lane	317/545-1954
8-10	Ohio Valley	King's Island Oktoberfest	Jerry Wolf	513/793-0294
9-10	Motor-Stadt	Color Tour	Dave Keenan	517/484-1341
10	Chicago	Rallye	George Melford	312/297-7358
17	S. E. Michigan	Color Tour	Peter Dicks	519/735-4518

NOVEMBER

6-7	Zone 4	Annual Presidents Meeting	Lew Moorman	313/559-0634
20	Central Indiana	Annual Banquet	John Kissling	317/872-6721

DECEMBER

4	Chicago	Annual Dinner Dance	Sue Allman	312/564-0557
4	S.E. Michigan	Annual Holiday Party	Rol Titsworth	313/836-1000

PSST !!

WANNA BUY A ?

FOR SALE: (4) 6x15 Porsche Cookie Cutter alloy wheels. Perf. cond. \$280. 911 Stainless steel muffler skirt, new, fact. option to '73, still in pkg \$60. Complete red leather interior (inc. f & r seats) from 1979 911 SC Coupe. Removed when nearly new. Concours! \$800 Complete (2) 911-912-914-6 front hubs with studs. \$100/pr. (2) 911 rear vented brake disc in new cond. \$80/pr. - 911-930 York AC compressor Perf. cond. \$65. 911S Tach (7300) Good cond. \$45. Good used P7 tires in both 16" sizes. Some are streetable others are auto-X specials! \$75 to \$100. 911 American headlight assy (2) with silver painted rings (from SC) Perfect. Stupid but perfect. \$50. Orig.

Blaupunkt AM-FM radio for vintage 911-912. With chr. bezel in fiar working condition. \$25. 3.3 Litre 930 turbo-charger rebuilt by Bruce Anderson (Garretson) Not avail. from Porsche at any price. (As a rebuilt) \$350. BRAND NEW 356B Service man. in orig. Porsche pkg. In German! Would prefer this went to 356 enthusiast. Offers accepted! Many, many more items are available. No lists but call with needs. We are moving and do not want to lug this stuff with, if possible! Thanks! Brian 272-0114 after 7PM

FOR SALE: 6x16 and 7x16 Factory alloys with polished edges and black centers with brand new late style P7's Concours cond. Upgrade your Carrera! From my 911SC. Replaced with BBS. \$1600 FIRM Brian 272-0114 after 7PM

FOR SALE: Porsche 914 parts: 73 side transmission with linkage - \$350. 1970-71 black seats and back panel - excellent cond. - \$125. Some front and rear suspension parts (calipers, rotors, struts) - \$25/\$75. Driver's side torsion bar - \$60. 1.7 ltr. engines complete or parts - \$25/\$150. Early model transmission - \$160. Headlight assemblies - \$45. Front fenders in good cond.- \$40. 73 driver's door with rust behind lower rubber seal - \$125. Call Frank Koronkiewicz 222-9020

weekdays, 445-0410 weeknights, 929-3857 weekends.

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REGISTRATION FEE: \$8.00 per driver if pre-registered by June 5th
\$10.00 per driver late registration or at the line.
_____ @ \$8.00 per driver
_____ @ \$7.50 per person sandwich buffet
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_____ Want instruction
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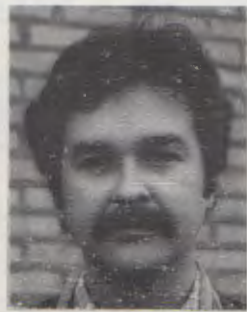
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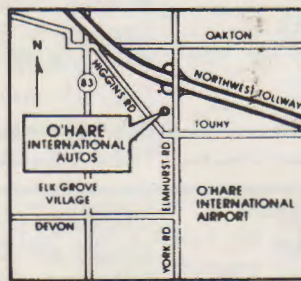
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