

# The Chicago



June

1984



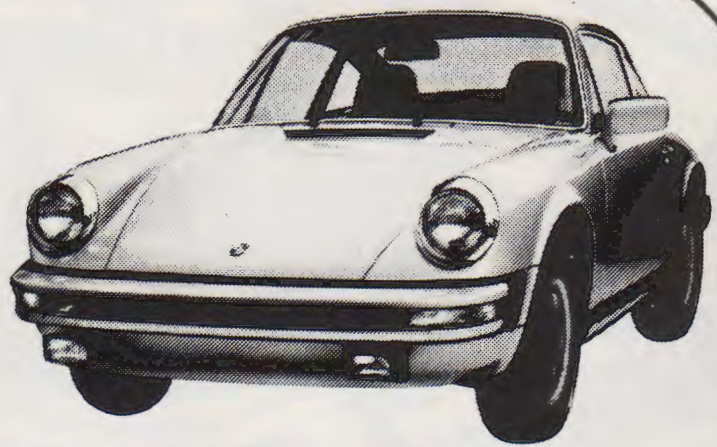
**Showdown of the Factory's Finest  
911 VS 928**

**Boat Ride -- June 9**

**Rallye -- June 16**

**Porsche Parade -- July 8-14**





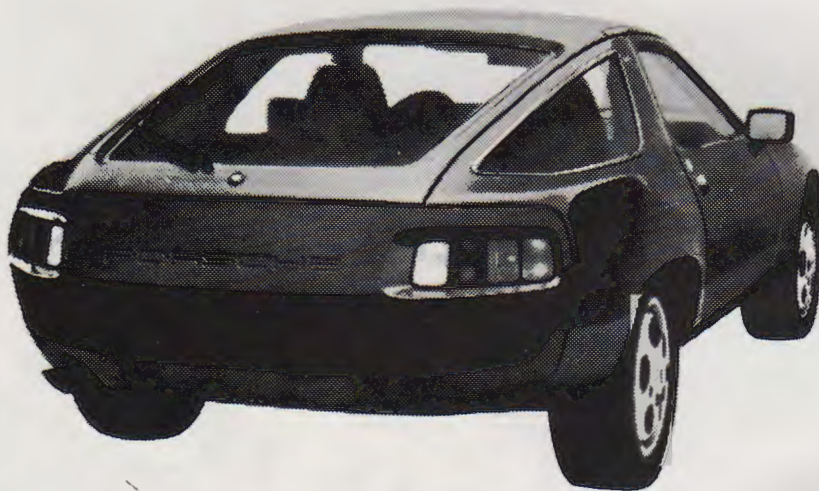
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# Incidentally

## A PORSCHE IS A PORSCHE!

After seeing so many different kinds of Porsches at the Drivers School and at Road America, you will find our cover story by Rod Gustafson very interesting indeed. 911 owners may place obscene calls by dialing (815) 964-9490. Equal space is available for dissenting views in next month's issue.

All Porsches share greatness, but some are more great than others depending on who is speaking (or listening). Linda Gutman has remarked that her Porsche has "...the engine in back; I don't know what kind you have!" Others mention that if you want power seats, defogged windows, or a quiet ride, get a Cadillac. Some mention the ultimate sophistication of the 928S and these are often seen in hues of platinum or silver.

And what about the 356's and the 944's? Didn't they make some 914's and 924's as well? Perhaps these owners would like to use this forum to brag about the virtues of their fine automobiles!

The upcoming Parade will bring hundreds of these outstanding cars together. Stories like these will become loud and enthusiastic.

We should here from someone who has two or more different Porsche types. Which one gets out in the rain more? What's better for grocery deliveries?

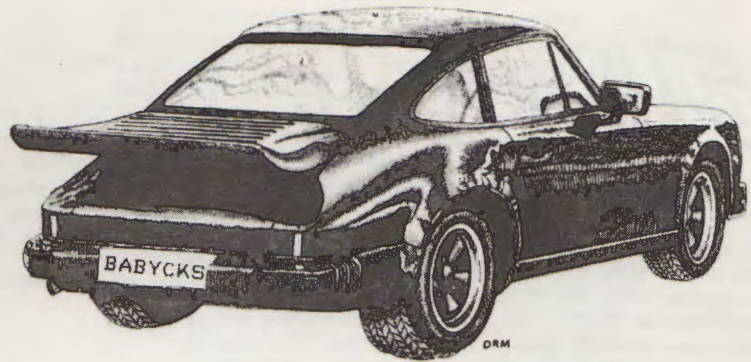
This editor would also like a 928S, but it is short on headroom (especially with a sun roof), and I don't think I could survive without a 911 Targa.

When I think of Porsches, I mentally replay the Maxell cassette tape television commercial (where the Targa blows its top). A real Porsche should be speedy, red, and have a license plate that reads NOTSLO or GOPHRT, not a smooth silver shape with license plates like ARTEK or MILLY.

**PORSCHE PARADE: BE THERE!!!**

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### COVER CREDITS

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JUNE 1984

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**!!!!WANTED!!!!**

PCA PHOTOGRAPHS  
&  
PORSCHE ARTWORK

Send to:  
Chicago Scene  
Editors

# The Allman-ac

by Brian Allman

As the Chicago Parade draws near, I've been thinking about some of the past parades I've attended. Beginning with the Minnesota parade in 1976 and as recently as Ozarks '83, the Porsche Parade has always been a very special event to me. To see six or seven hundred Porsches and as many as fifteen hundred PCA'ers and guests in a single setting is truly a sight to behold.

As for the cars; well, if Porsche built it you're likely to see it at a parade. Attending the Porsche+Audi sponsored concours is very much like watching Porsche history unfold. From Speedsters to 928S's, the display spans over thirty years of production and racing Porsches. Chances are that you'll see a car you didn't know existed.

But if the cars are great, the people are even better. You find a sense of fellowship, camaraderie, and sharing that transcends regional barriers and "generation gaps". PCA'ers come from all over the US and from many countries for this event resulting in friendships that span continents and memories that span lifetimes.

For example, we met Jean-Henri Bernard at the 1978 Aspen Parade. Speaking no English, Jean was directed to me by Sally Buckthal. Six years of French instruction had left me with enough basic vocabulary to carry on a simple conversation with my new friend. Of course, we talked about Porsches at first. But as we walked the Concours site and grew more at ease, the talk shifted to politics, mortgages, vintage wines, and even the high price of Porsche parts! (Some things never change.) I learned that he builds model Porsches, is an avionics technician for Air France, enjoys golf, skiing, and driving his 1969 white 911. By the way, Jean-Henri and his wife, Jeanine, are now Chicago region members. I hope you'll all make an effort to come to Appleton to meet him. He'll be the guy with the camera and the wall-to-wall grin. A bientôt, mes amis!

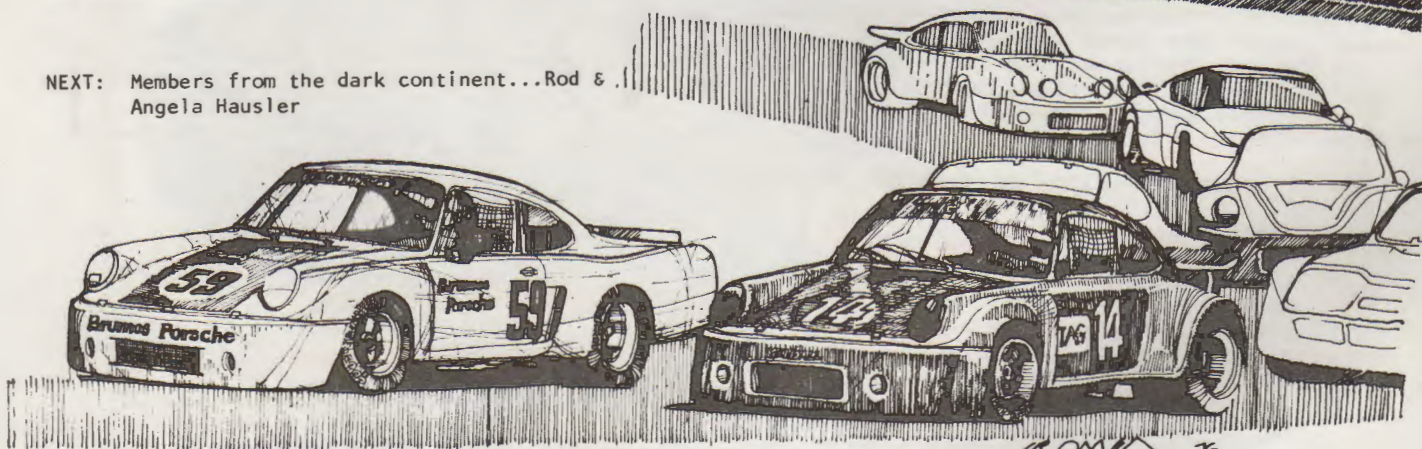
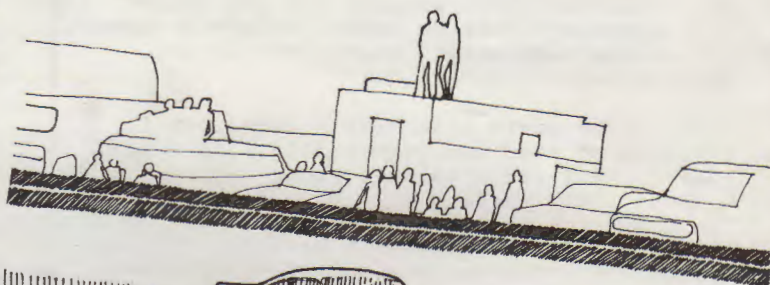
NEXT: Members from the dark continent...Rod & Angela Hausler

## WANTED !!!!!!!

I need an experienced golfer to help with the Golf Tournament being held at the Porsche Parade. Time is getting short and we are really in need on this one. If interested, please call Sue Allman at 312/382-5933.



Due to an error in our membership information, we failed to present an award at last December's Dinner Dance. While we thought Dan Bacin's brother, Gas, was his family member, in reality we found that Linda Parker is the real family member! Dan had reported the change to the national office but the information didn't reach us till this year. Linda's score of 18 points in autocross qualified her for a tie for second place in the women's overall autocross. The trophy has been ordered and will be presented at the earliest opportunity. Congratulations!





ONE EIGHTY-PASSENGER PADDLEWHEEL BOAT

### CRUISIN' DOWN THE RIVER

Date: Saturday, June 9

Time: 6:00 to 8:00 PM

Place: Pottawatomie Park  
Two North Avenue  
St. Charles, Il

If it's summer (?), then it must be time for our annual boat ride! The rain jinx was broken last year as the sun god shone down and provided us with a beautiful evening. So keep your fingers crossed and think sun!

We'll be cruising down the river, the Fox River, that is, on an old fashioned paddlewheel boat. The St. Charles Belle was especially designed for sightseeing, relaxation, and romantic dancing in the moonlight. Sorry, you can't bring your car on board for that romantic evening. The St. Charles Belle 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 the boat last year (or almost missed it like Dan Bacin & Bob O'!) come on out and join us this time.

The cost is \$9.50 for adults and \$6.00 for children under 10. The price includes a 2 hour boat ride and a scrumptious buffet dinner served during the cruise. The meal will include hot southern fried chicken, potato salad, baked beans, cole slaw, rolls, cake, ice cream, coffee, and lemonade. Liquor will not be served but you are allowed to bring your own on board.

The St. Charles Belle docks at Pottawatomie Park in St. Charles. Please arrive before 6:00 PM so we can all be on board and ready to shove off on time. I will need a count of everyone coming on the boat by WEDNESDAY JUNE 6. You must be pre-registered for this event so I can make the arrangements for the food. So, mark your calendars now (note that the date has been changed to June 9) and send your registration in early.



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## SHOWDOWN OF THE FACTORY'S FINEST

### 928 VS 911 - WHICH IS BEST

by Rod Gustafson

The 928 was a pretty radical concept when it was introduced in 1978, but so was the 911 in 1966. We thought the 911 was such a total change from the 356, but after 20 years of production it is easy to look back at the early 911 cars and see that they weren't so different after all. The 911 seemed like a very complicated car in comparison, but now seems very simple in concept and execution. I also remember the technical problems of the early 911. There were problems ranging from carbs to basic handling. The first years saw many owners doing R&D for the factory. The 928 however, has been remarkably trouble free for a totally new design. In its 6 years of production there have been fewer changes by far than the original 911's had. It takes a rather educated eye to tell the 1978 cars from the new ones, except for the spoilers which can be easily added. I think this record says a great deal about advances in engineering between the 60's and the 80's. The designs are better and the concepts are better. As a 911 owner friend says, the 928 is a car of the 80's and the 911 is a car of the 60's.

As a former dyed-in-the-leather 911 buff, I spent the first six months of 928 ownership constantly comparing the two. The first question is that often heard "Is it a sports car?", "Is it a Porsche?". Remember when the 911 suffered from the "Is it a Porsche" thing?

I knew guys who went to their graves with the concept that the only true Porsche was a 356. The 911 successfully survived that test, and eventually it dawned on me that the only people who questioned the 928 were Porsche people themselves. Certainly the automotive press never questioned the qualifications of the 928, nor did the general sports motoring public.

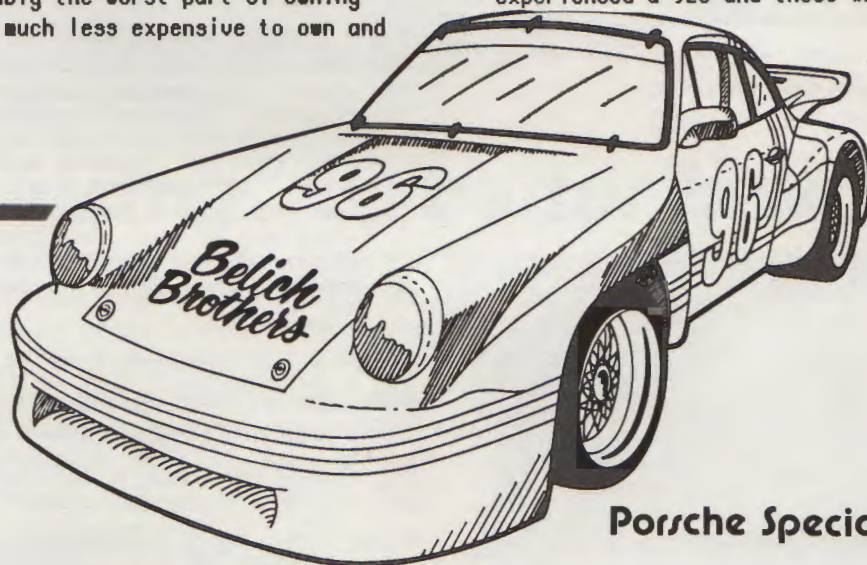
The most difficult transition to make in switching was getting used to the difference in size and weight. The 928 is a small car by most standards, but the 911 is a very small car. The 911 is therefore an easier car to drive, but it will get you if you don't watch out. The 928 is a far better behaved car in most respects. Its handling is much more predictable and forgiving, but after 20 years it should be. The interior space is far superior. You can actually accommodate two adults with coats on in the front seats. Its amazing! The noise level is much more subdued, but not to the point where you can't hear what your car is doing. It is such that a good sound system is a worthwhile investment. I don't know anyone who will say that about a 911 and keep a straight face. The rear seats will nicely take care of good sized kids and most women too. The hatchback configuration is such an improvement over the 911 shape that it is almost useless to discuss. The 928 is much more comfortable on both long and short trips. A race from coast to coast would be an easy victory for a 928 based on driver comfort alone. I am reminded of this every time I ride in a 911. Those drivers who brag about the long distance comfort of their 911's haven't experienced a 928 yet. This is from a former 911 driver who made such statements. The interior design and layout of the 928 is probably the best of any car on the road. The 911 certainly shows its age in this department. Stick your head in the window of a 911 and then do the same with a 928; you'll see what I mean. The exterior design is a difficult subject to debate. I happen to like the 928, but lets leave it that its a much advanced design over the 911, both in construction techniques and technology. Technology is probably the area of greatest difference between the two cars. The electronics of the 928 are far advanced compared to the 911. Driver controls are better as is driver comfort. How many times have I said to myself, "How nice to have a heater", or "How nice to have a car that will clear its own windows". Its amazing! The conclusion of this point is simply that the 928 is a very usable sports car. Your odometer will tell you this. The 911 was the little car that stayed home. My 928 is used maybe 5% of the time for club events and 95% of the time for going to work and taking care of life. This ratio is what I suspect most Porsches do, and for this there is no comparison.

As for performance, the 928 seems to be as fast as the 911 was, which was adequate for a street car. The handling is more sure, much more stable in winds, and probably a safer car for the average sporting driver. Lets say its a better car to be in a bad situation in. I remember an article in Christophorus in which the factory took a 928S and a 3.3 Carrera to a track with two professional drivers and did comparison laps with both drivers testing both cars. The times were so close that the difference was incidental. The real performance advantage of the 928 in everyday driving is the wonderful low r.p.m. torque and engine flexibility. It is possible to accelerate in any gear and cruise through small towns without shifting out of fifth gear. All without bucking or gear noise.

In comparing the price of a 928 to that of a 911 I would like to think you could apply the adage that you get what you pay for, except with Porsches this has to be a relative term. All Porsches are outrageously overpriced, even the little ones. If you compare what you get though, I suppose the 911 is more overpriced than the 928, even though it is less money. The cost of maintenance and parts for a 928 is even more outrageous than the cost of the original car, and is probably the worst part of owning one. The 911 is much less expensive to own and

the after market parts availability is terrific by comparison. I realize that I speak as a working class Porsche owner and that many Porsche customers are rock stars and oil shieks. I guess price is a relative thing. The other side of the price coin is what can you buy that is better and what would that cost you? You can certainly spend more money on an Italian exotic, but I don't think what you get is better. Here the 928 has to bear the flag alone against this expensive competition. The 911 has never really been in the Ferarri class. The 928 is certainly a clear alternative which is superior in many ways.

In summarizing these thoughts I must reflect on the 928 as a part of the Porsche family. As a Porsche enthusiast whose first Porsche was a new 356 purchased in 1965, I recently told my friend Bob Gummow that the 928 shared more in common with the 356 than the 911 did. It has more of the feel and qualities of the original 356 than the 911 ever did. Study the profiles of the two cars and you will begin to understand that the designers were very aware of "family" when they started with that clean sheet of paper. I'm not sure Bob understood what I was saying, but if he ever owns a 928 he will. After all, mankind is divided into two groups: those who have experienced a 928 and those who haven't.



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Blackhawk  
Driver's School

14TH ANNUAL 8 HOURS OF BLACKHAWK  
By Rod Gustafson

What: Blackhawk Driving School

When: Wednesday, July 25, 1984

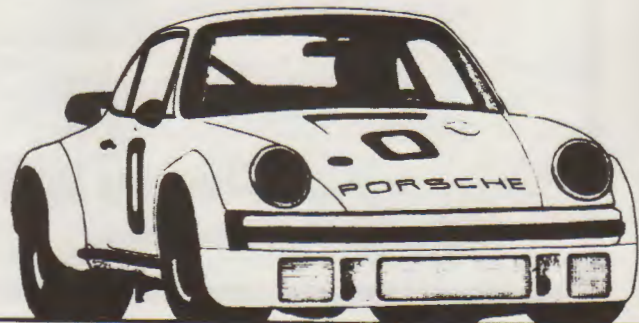
Where: Blackhawk Farms Race Track  
South Beloit, IL

If you enjoyed Elkhart, you will love the 14th Annual 8 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, braking, 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 dinner which will be held immediately after the track closes at Nelson's restaurant in Beloit. No regional points or trophies will be presented. Leave your stingers at home and bring along your helmets. This event will require 1970 or newer Snell approved helmets. Also check the shoes you are wearing, no open toed shoes or sandals will be allowed.

To get to Blackhawk, take the Northwest Tollway (I-90) north to Il. Hwy. 75 (Just south of the 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.





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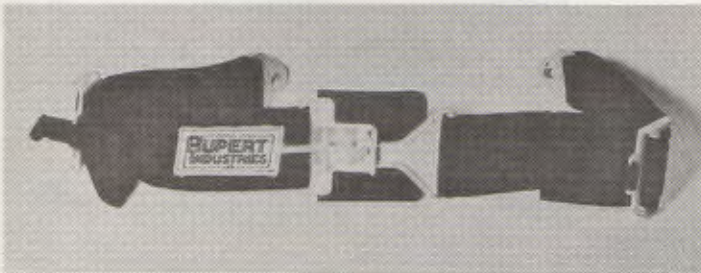
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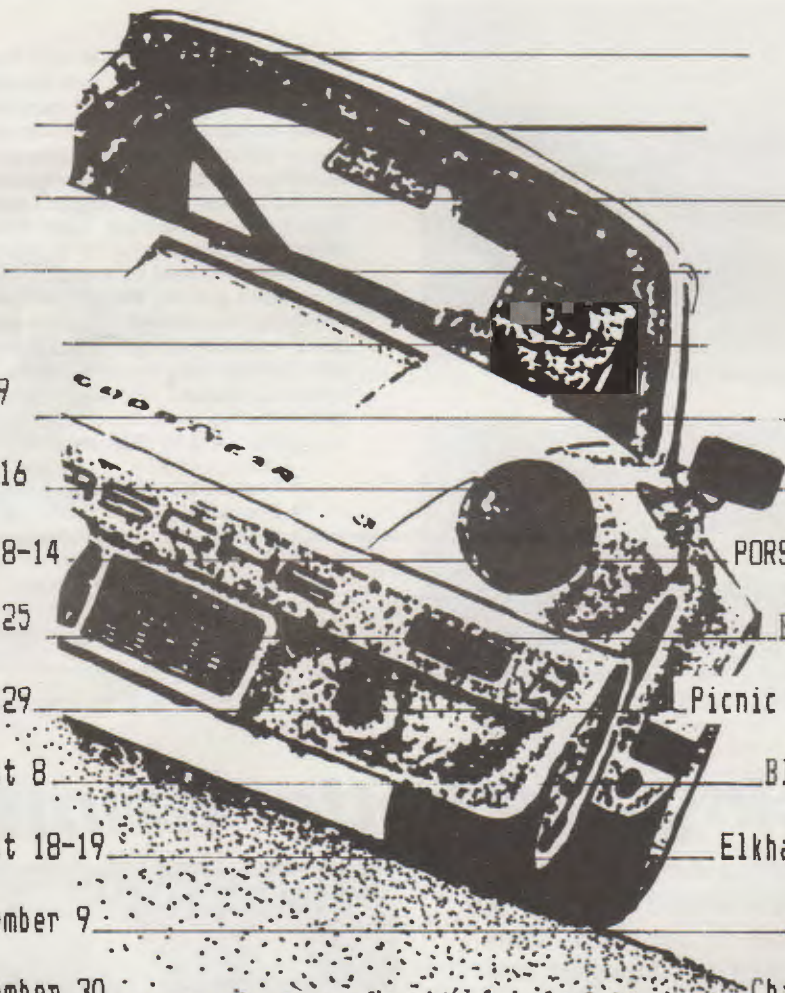
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PCA CHICAGO REGION EVENT CALENDAR 1984



June 9	Boat Ride
June 16	Rallye
JULY 8-14	PORSCHE PARADE
July 25	Blackhawk I
July 29	Picnic & Concours
August 8	Blackhawk II
August 18-19	Elkhart Lake II
September 9	Gymkhana
September 30	Charity Event
October 13-14	Rallye Tour/Economy Run
October 28	Brunch
November 11	Concours & Art Show
December 1	Dinner & Award Dance

# PSSST !!

## WANNA BUY A . . . . ?

FOR SALE: 1957 1600N Speedster #82768, 15" CHR Wheels, 65,000 miles. Stored 10 yrs. All original (except paint). Normal rust, battbox, jack ports. No rust floor pan. Engine professionally rebuilt. Runs, drives great. Extra speedster trans. New parts w/car, battbox, jack ports, rubber seals, floor matt. \$13,500. Trade toward factory 911RS.RSR. Jack Bushmeyer, 1034 Cobblestone Ct., Northbrook, Il 60062 Call 312/480-4321 days.

FOR SALE: Windshield, new, with factory sticker 901.541.101.32 Gruen/BFG. 911/912 FCW 193. Current parts catalogue no. 911.541.011.01. Best offer. 312/441-9487 evenings. Ask for Kate.

WANNA BUY A: 1976 914 2.0 Orig. Owner. Bra,Ansa, Konis, Sway bars, P3 Fch Allys, good htr bx, NO RUST, AM/FM, plus more. Dave eves. 312/472-6690 wk. 312/225-5731. Ask \$6200 will negotiate. ALSO: 1964 356 C Solid throughout, all working condition interior and exterior excellent. AM/FM Blaupunkt. Needs nothing. Dave eves. 312/472-6690 wk. 312/225-5731. Ask \$7800 will negotiate.

1971 911T/5 COUPE # 9111100717 Silver/black interior, 44,000 one owner miles, concour condition, near perfect, S instruments and trim, konis, front and rear bars, factory sport seats, 5-15 inch Rose Pedal Alloys, AM/FM, factory fogs, cibile, never seen snow, bra, cover, \$12,500. Daryl Sawin 321 Amhurst, Iowa City, IA 52240. 319/351-3853.

FOR SALE: Whaletail, perfect. Prefer to trade engine cover with spoiler for stock cover. To fit black '77 911S. John Stalter, Sheboygan, Wisconsin 414/458-2121 days, 414/452-7236 evenings.

WANTED: 1976-78 911S or SC Targa, Guards Red, cork or black leather, factory alloys, less than 50,000 miles, in mint condition. Office: 312/887-1450 weekdays leave message, Home: 616/452-5373 Thursday-Sunday. Ask for Dave.

FOR SALE: Almost new Cobra RD3000 Superhetrodyne Radar Detector \$127.50 Super Fox Vixen II Dual Band Superhet Radar Detector. Fox's newest and best. Acquired with car purchase. One month Old! \$190/offer. John Welda 312/381-1194.

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FOR SALE: 1973 911S Coupe #9113301057 Electric sunroof, factory air, electric windows, leather interior blk/brown, cookie-cutter forged alloy wheels, Carolina lite blue, Becker AM/FM stereo cassette, five-speed transmission, hydraulic disc brakes, independent suspension, "S" gauges, original engine, 114,000 miles, fully detailed, mech. perfect, new batteries, fresh major tune, rare, beautiful, garaged Oregon car, \$17,500. Call Dan Allred, 343 Getchell Ave, Grayslake, Il. 60030. 312/223-1974.

FOR SALE: Stuff from my 1977 911S - Rear spoiler, single piece Carrera style, \$175; rear bumper guards, \$50; 150 mph speedo, showing 30,000 miles ( never in rain or snow) \$75; Other stuff - rear 911 European lenses, \$50; complete front European lens assemblies, H-4 (never used) \$100; brand new, still in box BBS gold wheels (2) 7 x 16 and (2) 8 x 16 \$1100. Call Howard Yefsky 312/235-5000 days 577-7599 eves/wknd.

FOR SALE: Targa Top for 1982 911SC.  
Make Offer To: Kris Tumilowicz  
Home: (815) 965-0770  
Office: (815) 229-3520

FOR SALE: 1976 912E Coupe # 9126000226 continental orange, blue and black interior. Two owner, 56,000 miles. Like new condition, potential concours. Alloy wheels, NEW Pirelli P 6's 205-60-HR15. Always garaged. AM/FM stereo cassette, tinted glass, new heat exchangers, cruise control. \$12,350. Jack Haughn 1234 Horne St. St. Charles, Il 60174 Call 312/377-5526.

FOR SALE: Four Semperit 185-70 VR 15 STT (tube type) radials with high-performance tubes, zero miles. Two are mounted on 6" factory alloys, willing to sell as pkg. or separately. Best Offer. Chuck Will 312/998-0029.

FOR SALE: 911 Parts: 4-5.5 J15 Alloys, \$100/each; 2-180/15 x AS, 1-185/15 x AS, \$25/each; 1-5.5 J15 Steel wheel w/Dunlop 165/15, \$60; 4-Cookiecutters, 6x15, w/valve stems and lug nuts, \$75/each; 1976 911S 5 speed trans. 37M miles old, Needs new shift selector, otherwise O.K., \$750; 2 perfect '68 front seats, back, \$125/each; 7M-RPM VDD Tach, \$50; '68 Fr. Lid \$150; Rear lid, \$100; 7 pages more; call or send S.A.S.E. for list. John O'Keefe, 2300 S. 7th Ave, North Riverside, Il 60546. 312/435-3193 days, 312/442-0371 eves.

FOR SALE: 1962 356B Cabriolet, complete with both convertible top and original, removable hardtop. Very good condition. \$8,000. Please call Joe: 312/420-4864 days, 312/420-1465 evenings.

# REAR VIEW MIRROR

## FACTS/FIGURES & THANK YOUS'

DRIVER'S SCHOOL-MAY 6  
from Chuck Mackay

I would like the instructors thanked,  
without them the school can't happen.

Nick Brenkis	Owen Johnson
Bob Ostholtoff	Russ Iser
Todd Kaitis	Jack Bushmeyer
Bob Law	Sheryl Bushmeyer
Jim Gladish	Bob Gamble
George Rudawsky	Ed Leed

And last but not least, Peter Heckman my Co-Chairman & Classroom Instructor for starting all entrants on the correct path to efficient & safe driving, and to Sheila Zann for running the registration all by herself...good job Sheila ! The weatherman too for being wrong again, Thank you for a wonderful day.

Trophies were as follows:

1. Fastest:  
Rip Patterson - 356 Coupe  
(experience never hurts)
2. Not The Fastest:  
Frana Beatty  
(in her boyfriend's 911)
3. Smoothest:  
Jim Miller - 924 Turbo  
(applicant)
4. Rookie Of The Day:  
Shelly Johnson - 914  
(most promising)
5. Spin Out Champ:  
Karl Szcztpta  
(applicant with LOTS of  
enthusiasm)
6. Dead, Dirty & Last:  
Russ Iser  
(tech chairman didn't wash  
his car)
7. Most Improved:  
Dr. Kathy Lin  
(only after following the  
instructors advice & not  
husband Heber Macmahon's)
8. Guts & Determination:  
Chris Gamble  
(for never giving up and  
finishing)

Unfortunately, only a fraction of the more than 100 entrants retired to Jake's Pizza for a few hours of "Attitude Readjustment" and missed all the free soda pop, pizza and beer.

## PHOTOGRAPHS

By John Bohlander







# AR AUTO WERKS OF ROCKFORD

PORSCHE

AUDI

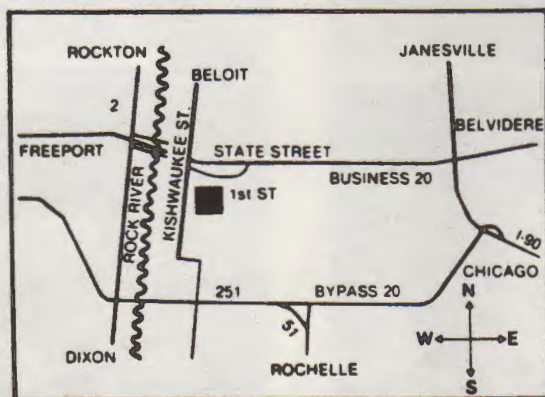
MERCEDES-BENZ

JAGUAR



- WE OFFER THE FINEST IN PORSCHE PARTS AND ACCESSORIES AT DISCOUNT PRICES! (DISCOUNTS ON OTHER MAKES, ALSO!) WE SHIP DAILY AND ACCEPT VISA, MC, AMEX \$300,000 INVENTORY!
- PICK-UP SERVICE AVAILABLE! CONTACT KEVIN CONNELLY, SERVICE MGR. FOR DETAILS.
- CONCERNED PORSCHE SERVICE BY OUR EXPERIENCED STAFF USING THE FINEST DIAGNOSTIC EQUIPMENT AVAILABLE.
- EXCLUSIVE 10% LABOR DISCOUNT TO PCA MEMBERS, ONLY! DISCOUNT APPLIES TO YOUR **OTHER** CAR, TOO!

CALL FOR  
UNADVERTISED  
SPECIALS



LOOKING FOR A  
NEW PORSCHE?  
CALL US  
FOR DETAILS!

CALL PARTS DIRECT 815/968-9400  
15% PARTS DISCOUNT TO PCA MEMBERS

208 KISHWAUKEE STREET • ROCKFORD, ILLINOIS 61108 • 815/968-9100

## REAR VIEW MIRROR

by Rip Patterson

STICK - IT - DRIVER'S SCHOOL

To: Chuck Mackay  
Re: Driver's School, May 6, 1984

Dear Chuck,

Thanks for a great time. I got a special kick out of your event. It gave me and the other "Porsche Pushers" a chance to exercise that all important driving muscle. You know, the one strapped inside your helmet.

After a few laps around those skid pads, one began to get a real understanding of terms like "Trailing Throttle Oversteer". Now I know that very few drivers experienced this reaction to the same degree as I, however, I'm sure they all felt it.

The two slaloms were well spaced for excellent practice in spacial relations ie: "When are those things", and timing ie: "When should I turn the wheel".

The acceleration and braking lane was a bit hard on the clutch and tires, but it was a great confidence builder. It was great to feel the awesome breaking power of our Porsches. These are the most powerful devices on our cars and the most important to learn how to use properly.

Well, I guess I could go on and on about how much FUN I had, but I'm sure that was evident to all who were there. Thanks to you and all your helpers, workers, and instructors. See you at Potter's Picnic!



**NORTH BY NORTHWEST**  
**SATURDAY JUNE 16, 1984**  
**REGISTRATION 4:00PM**  
**FIRST CAR OFF 5:30PM**

From the Northwest parking of J.C. Penney's at the Woodfield Shopping Mall (near the Firestone Tire Center), Schaumburg, Ill.

This is a low pressure 75 mile early evening drive through the scenic Northwest boonies of the Elgin area. This rallye is designed to train the novice and remind the expert what they learned. It will be "finishable" by all.

The rallye will end at the Cattlemen's Restaurant in Algonquin where you can order what suits you off their extensive and inexpensive menu.

This is the last Chicago Region event before the Porsche Parade.

by Jim Peterson

## IN DIE VERGANGENHEIT

by Ginny and Bob Gummow

1959: Region awaiting arrival of last-minute registrations for next month's 4th Porsche Parade.

1964: The Chicago Region arranged a cocktail party and dinner event on May 9 at the Garnette Restaurant on Mannheim to bid "safe journey" to the 148 PCAers departing the following day from O'Hare on the 6th Treffen to Europe.

Excerpt from Newsletter: "Between the dark and the daylight, when the night is beginning to lower, comes a pause in the day's occupations which is known as the cocktail hour."

Everyone is busy putting the last-minute details together for next month's 9th Porsche Parade.

1974: May 5-- High Performance/Safety School at Soldiers Field parking lot--conducted by Dave Redzus and Bob White. Lots of informative instructions on car handling followed by a \$6.50 sirloin dinner at Sauer's.

May 19--John O'Keefe's May Mayhem IV TSD Rallye. It started at Porsche Audi at O'Hare and ended at Lander's Chalet in Elk Grove Village--a perfect day weatherwise. Up top finishers: The Meyers, 2nd unequipped and the Gutmanns, 1st equipped.

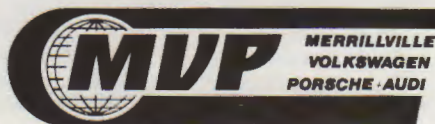
## We Are The Newest And Most Aggressive Porsche Audi Dealership In The Midwest

OUR STAFF OF EXPERIENCED SALES PEOPLE ARE EAGER TO HELP AND CAN ANSWER ANY OF YOUR QUESTIONS ABOUT EUROPEAN DELIVERY, LEASING AND PRODUCT KNOWLEDGE.

OUR SERVICE DEPARTMENT IS DEDICATED TO "WE CARE / ONE STOP" SERVICING.

OUR PARTS PERSONNEL WILL FIND THE PARTS YOU WANT PROMPTLY. WE OFFER A SPECIAL DISCOUNT TO PCA MEMBERS.

**We Want Your Business  
And We Will Prove It !!**



**219-947-1581**

**Just 45 Minutes From The Loop**



# HOME AND BUSINESS COMPUTER SYSTEMS

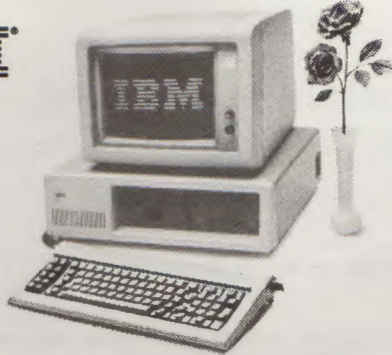
## Applications software:

- ★ Customized data base, spreadsheet programs
- ★ Education
- ★ Inventory w/point-of-sale
- ★ Accounts receivables

- ★ General ledger
- ★ Accounts payables
- ★ Payroll
- ★ Medical office management system w/hard disk drive

Available at popular prices that **include** delivery, installation, in-office training and support!





ALTOS, TELEVIDEO, IMS MULTI-USER, MULTI-TASKING COMPUTER SYSTEMS ALSO AVAILABLE



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822 SOUTH LAFLIN  
CHICAGO, IL  
738-1105

The word Apple is a registered trademark of Apple Computer, Inc. IBM PC is a registered trademark of International Business Machines Corp.

## PROSELYTES

by Wolfgang, Chris, and Bob Gamble

A few months ago, an applicant asked me if I could get reprints of the entire series of Porsche ads over the past three or four years; the ones entitled "Number 1,2,3 ... in a Series". So far Porsche has used 26 of these ads in magazines. The request sounded completely unreasonable. Where would I get reprints of these ads?

A couple of weeks later, while speaking with the account manager from my company's advertising agency, I learned that her husband used to work on the Porsche account in New York. Well, after a couple of calls I managed to get the name of the creative director for the Porsche account, and mail off a letter requesting four or five reprints of each of the 26 ads. Last week the package from the agency arrived with a series of beautiful ads, and the following letter, which some of you may find interesting.

However, despite my good fortune in securing the reprints, I seem to have forgotten the applicant's name who wanted them.....

Welcome to LAURIE PICHLER, from Clarendon Hills, who joins us as a new member with a shiny black 1973 914. And to JIM AND NANCY CADY from Schaumburg who own a 1972 silver 911S!

## Perfect Power

Aircraft Powerplant Licensed Mechanic now accepting two 911 engines per month. Absolutely no compromise workmanship. **PERFECT POWER** is the automotive division of Blueprint Aircraft Engines at Midway Airport. Engines built to 911S, 906 or customer specifications on request. Racers and autocrossers welcome. For appointments or questions regarding state-of-tune, prices or down-time call Sol Snyderman at **312-433-4457**



# DOYLE DANE BERNBACH INC. ADVERTISING

WILLIAM K. HOPKINS  
SENIOR VICE PRESIDENT  
MANAGEMENT SUPERVISOR

April 17, 1984

Mr. Bob Gamble  
Director of Marketing  
Ragold Inc.  
500 North Michigan Avenue  
Chicago, IL 60611

Dear Mr. Gamble:

Helmut Krone has forwarded your letter of March 15th, and asked if there is anything we can do to help.

Unfortunately, yours is not the first request we have received, and I am sorry to report that we exhausted our supply of engravers proofs for the earlier ads some time ago.

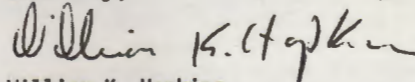
We are, however, currently working with the Porsche Audi Division on developing a book of the entire technical series of Porsche advertisements reproduced from the original elements.

The finished product should be available through the Porsche Audi Division, and through Porsche Audi dealers.

Thank you very much for your kind comments.

Enclosed, please find copies of the proofs we still have available.

Cordially,



William K. Hopkins

WKH/ltg

cc: J. Lawler  
H. Krone

Enclosures

**B** 755 WEST BIG BEAVER ROAD, SUITE 900, TROY, MICHIGAN 48064 (313) 362-2339  
ADELAIDE • AMSTERDAM • BARCELONA • BRUSSELS • CHICAGO • DUSSELDORF  
HONG KONG • LONDON • LOS ANGELES • MADRID • MELBOURNE • MEXICO CITY • MILAN  
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Manny's

# PORSHOP

NEW AND USED

PORSCHE CHASSIS AND DRIVETRAIN COMPONENTS  
AVAILABLE AS REPLACEMENT, CONVERSION AND  
UPDATING KITS.

Benefit from our winning record in building  
and maintaining IMSA, Trans-Am and National  
Production Class Porsches.

16973 Vincennes  
So. Holland, Ill.

312-333-6606  
Manny Shoshoo

BY APPOINTMENT ONLY

## TRIBUTE TO NORM STUDIER

I knew him when he drove a motorcycle, a BMW 1600 and a Porsche 912, all in beautiful condition.

He seemed to enjoy competitive events where speed was not all that important. (But, wasn't he one of a convoy of BMW's stopped for speeding (in the days of 70 mph) returning from a wine tour?)

If you thought Norm was quiet, Ruth was even quieter but, there they were at rallies, tours, economy runs and an occasional autocross. Tough at rallies, winner at economy runs and a smooth driver at autocrosses.

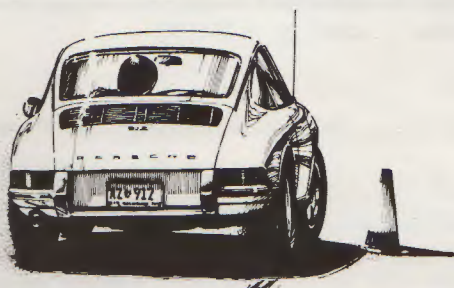
I picture Norm having started in "sports cars" when Max Hoffman was still racing. At meets, most people would arrive in MGs and Jaguars. Rich folk would have Ferraris or Mercedes, but Norm would have had a Gordini or Porsche first on the block with a thoroughly thought out decision.

Norm could have been the driver of that "other" car on your favorite secret road on that perfect day for a country drive in your "sports car".

Chuck Mackay

In a club that is often associated with "Young Lions" and "Hot Shots", it was always refreshing to see Norm at our events. He symbolized the true spirit of a Porsche owner and a PCA member. I looked upon him as a quiet reminder that I would always be able to enjoy my Porsche and the club, regardless of my age. He is and always will be missed.

Bob Ostholthoff  
President 1982-83

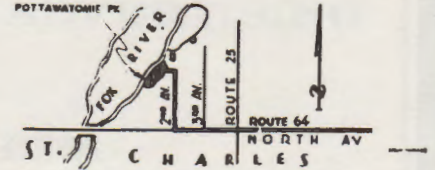


Norm Studiers' son and daughter felt that the Porsche Club would enjoy Norms' collection of old PANOS and SCENE NEWSLETTERS, and have donated his collection to the club. If members are interested in specific articles in these PANOS or SCENES from the past, please contact Wilma White the club's historian.

# REGISTRATION

MAKE CHECKS PAYABLE TO PCA/CHICAGO AND MAIL TO:

SUSAN ALLMAN  
425 MOCKINGBIRD LANE  
BARRINGTON, IL 60010  
(312) 382-5933



-----  
DON'T LET THE BOAT LEAVE WITHOUT ME!

NAME \_\_\_\_\_  
NO OF PERSONS \_\_\_\_\_ @ \$9.50 EACH CHILDREN @ \$6.00 \_\_\_\_\_  
AMOUNT ENCLOSED \$ \_\_\_\_\_

# REGISTRATION

NORTH BY NORTHWEST

OKAY, IT SOUNDS GOOD TO US. . . . DATE: JUNE 16, 1984  
TIME: REGISTRATION 4:00PM  
FIRST CAR OFF 5:30PM  
DRIVER \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
NAVIGATOR \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
Rallye Class: Equipped \_\_\_\_\_ Unequipped \_\_\_\_\_

Car: Make/Model \_\_\_\_\_ Color \_\_\_\_\_  
We intend to sip and sup at Cattlemen's: YES \_\_\_\_\_ NO \_\_\_\_\_

PLEASE CHECK, the Restaurant needs to know how many  
REGISTRATION FEE: \$8.00 per car pre-registered  
\$10.00 at the line  
MAIL TO: PAT PETERSON  
3032 SCENICWOOD  
WOODRIDGE, IL 60517

Make checks payable to PCA/Chicago Region: (312) 985-2373 EVES.

# REGISTRATION

14TH ANNUAL 8 HOURS OF BLACKHAWK

Dear Rod:

I wouldn't miss this opportunity to polish up my driving techniques. Sign me up!

Mail to:  
Rod Gustafson  
1634 Greenmount St.  
Rockford, IL 61107  
(815) 964-9490

PLEASE PRINT  
Driver \_\_\_\_\_

Last Name First Name

Check one.  
Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_

Porsche Model \_\_\_\_\_ Color \_\_\_\_\_

Fees:  
\$37.50 Preregistration (received before July 23)  
\$40.00 Late Registration (after July 23 or at the line)

Circle one:  
I would like instruction. Yes No  
I have my Snell 1970 or newer helmet. Yes No

Total Enclosed = \_\_\_\_\_

Make check payable to PCA/Chicago Region.

No alcoholic beverages may be consumed at any time on the premises. This includes guests. All drivers must hold a valid drivers license and be 18 years old or older. No refreshment or food will be available at the track.

**President**

Brian  
Allman  
(312)382-5933

**Vice-President**

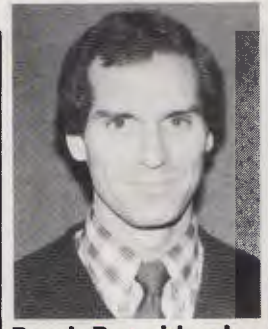
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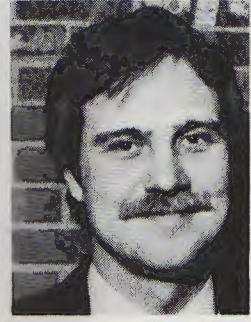
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(312)742-6804

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Ostholthoff  
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(312) 769-8193 PCA#

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**GOODY STORE MAGNATE**

Linda Patterson (312) 223-5682

**SCENE STAFF:****EDITORS**

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Tumilowicz (815) 229-3520 O

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**ART DESIGN**

Stan Tumilowicz (312) 549-0520

**ADVERTISING**

Thomas Harwood (312) 742-6804

## Chicago Region Porsche Club of America



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Kris & Patti  
Tumilowicz



**O'HARE**  
INTERNATIONAL AUTOS

PORSCHE • AUDI • MAZDA

PARTS AND SERVICE TILL MIDNIGHT

- ✓ QUALITY CARS: PORSCHE • AUDI • MAZDA
- ✓ SERVICE AND PARTS 'TIL MIDNIGHT
- ✓ QUADRUPLE CHECK ON NEW & USED CARS
- ✓ COURTESY CAR
- ✓ COMPLIMENTARY CAR WASH
- ✓ TOTALLY RECONDITIONED USED CARS
- ✓ TRIPLE CHECK ON SERVICE
- ✓ GUARANTEED SERVICE FOR SIX MONTHS

**PORSCHE**

"WE'RE THE PORSCHE PEOPLE"

**PORSCHE**

FULL LINE OF ACCESSORIES

**PORSCHE**

EXPERT TECHNICIANS

**PORSCHE**

BODY WORK GUARANTEED ONE YEAR

**PORSCHE**

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PORSCHE • AUDI • MAZDA

1000 Elmhurst Road, Elk Grove Village.

One block south of the Northwest Tollway. 297-2880

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