Chicago Scene

JUNE, 1985

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

PORSCHE CLUB OF AMERICA pca CHICAGO REGION

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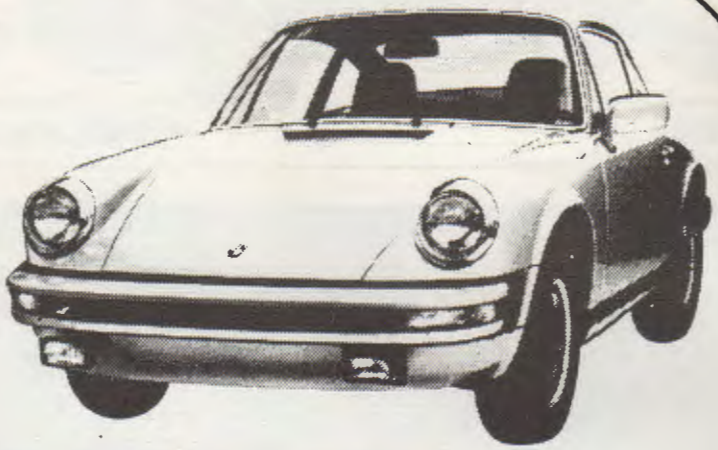

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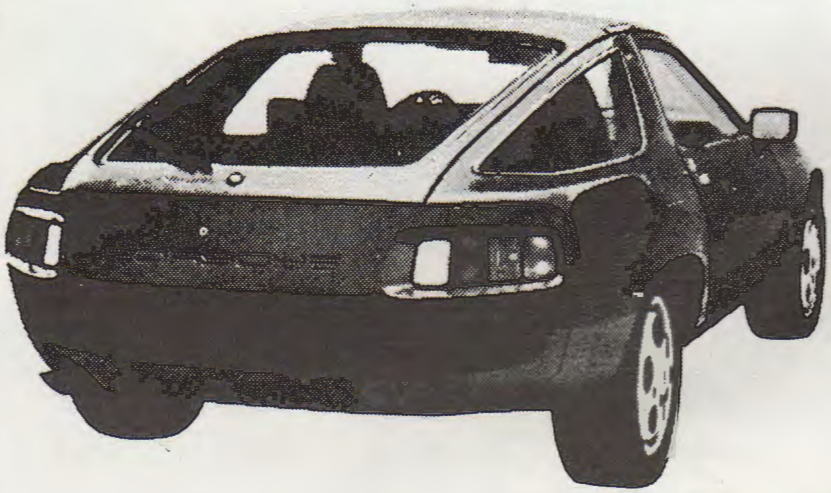

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Scenic View

by Jackie and Dennis Raucci

RALLYE! That word strikes terror in our hearts. Our very first PCA event ever was a rallye. We came in last place. Actually, we were lucky to even find our way to the end point/restaurant. We tried several times since to "complete" a rallye. Seems we either ended up "missing in action" or came in last. But that has all changed (at least this time), thanks to O.J. Meyer's Rallye School.

We attended the Rallye School on April 14 in Indiana. Professor Meyer and his associates prepared an excellent classroom session. Obscure terms (at least they were obscure to us) were explained in language even we could understand. There were bright, eager faces where previously blank stares had been. Everyone jotted down notes and helpful hints and learned the importance of "reading the general instructions".

Bob White presented an exceptional talk on the basics of rallying. (See page 8 and 9 of this issue). He stressed the importance of speedometer accuracy, maintaining steady speeds, etc. Then we were on our own for a Practice Rallye. We were so excited! We didn't miss any checkpoints, we were able to make logical decisions when in doubt on some of the instructions and even found our way back to class for a critique.

We learned that the practice rallye was mapped out by Pat Brennan on his bicycle! (Great job, Pat!) A videotape of the practice rallye was played, pointing out areas where we might have been tempted to go "off course". Then, it was time for the real thing. Instruction sheets were picked up and carefully studied. Out times were given and we headed to the 914, clipboard and pencil in hand. A few hours later we found ourselves at the Knights of Columbus Hall turning in our score sheets. Can this be for real? We didn't miss any checkpoints, we didn't threaten to kill each other, and we were actually having a great time! Unbelievably we took a 3rd place trophy in the "Seat of the Pants" class.

The word "Rallye" used to strike terror in our hearts!

A lot of time and effort went into the planning and execution of the Rallye School—and it showed. We don't think we are alone in our new-found enthusiasm for rallying. Thanks O.J. and Co.! We can hardly wait until June 23 for the Longest Day—Almost Rallye. Hope we don't forget everything by then!

Coming Next Month . . .

Elkhart I Results

Elkhart II Registration

Blackhawk II Information

In Focus

by Harold Beach
President

By the time this hits the press, our Spring Elhkart will be over. Some members will be disappointed that they could not get in on the event as it was filled by the time they sent in their entry form. To miss a chance to drive at Elkhart is to me a real loss.

But on many of our events, members wait to the last minute to send in an entry or else they just show up the day of the event. We are always glad to have as many come to an event that can, but it is very difficult for the group planning the event if they don't know until event day how many will be attending and how many will be going to dinner after the event. So to help everyone involved please send in your entry as soon as you know you will be attending. That way your Porsche can be first in line rather than in some cases, waiting to see if someone cancels so you can run! See you all on the Boat Ride! Don't let the boat leave without you!

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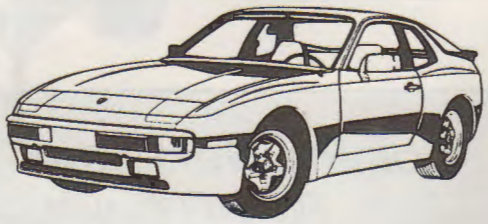

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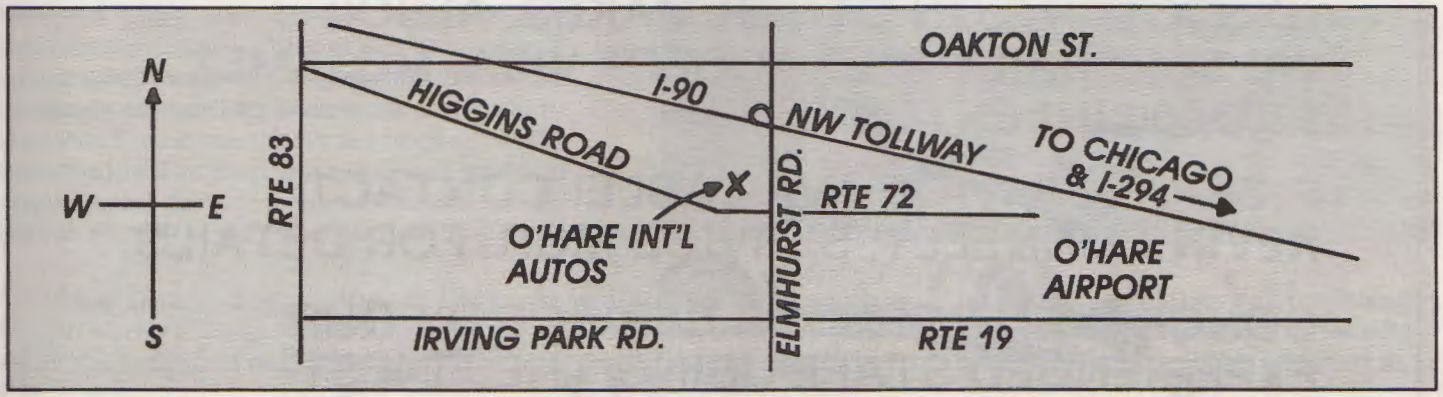
The Longest Day—Almost June 23, 1985

by George & Sara Melford and Jim Harper

In the last edition of Chicago Scene we tantalized you with the announcement of the June 23 Rallye. Knowing you're all anxiously waiting with pen and checkbook in hand, let us give you a little more information so that you can register PROMPTLY.

THE LONGEST DAY—ALMOST will begin from O'Hare International Autos Inc., 1000 Elmhurst Road, Elk Grove Village. Registration opens 11:00 A.M., first car off 12:00 Noon. After a scenic drive of approximately 3½ hours duration through Lake, McHenry and Kane counties, we'll all end up at Cattleman's Restaurant at Algonquin Road (Route 62) and Route 25 in Algonquin. Here you can quench your thirst, satisfy your hunger and compliment the Rallyemasters on the great afternoon you had.

Gee Jim, sounds just like what we need to get in the mood for the upcoming (quickly) Parade—sign us up! Questions? Call George or Sara 297-7358, or Jim 737-5927. (You can also use these numbers to volunteer to work the event). ■



Blackhawk Farms Driving School *by Dan Gallagher*

DATE: WEDNESDAY, JULY 10, 1985
PLACE: BLACKHAWK FARMS RACE TRACK, SOUTH BELOIT, WISCONSIN
(See Map Next Newsletter)
TIME: REGISTRATION OPENS 8:30 A.M.—CLOSES 12:00 P.M.
TECH: 9:00 A.M. TILL 12:30 P.M.—TRACK CLOSES 5:00 P.M.

Here is your opportunity to practice what you learned at the May 5th Driver's School and to practice for the Fall Elkhart Lake Track Event. Blackhawk Farms is a 1.8 mile road course with seven turns. It is a recognized SCCA course with all the safety and comfort features.

Here you will be able to learn and practice high speed handling and cornering techniques in complete safety. Helmets are required and open exhausts, except on race-prepared cars, are prohibited. The instructors will be well-qualified and likely a present or past SCCA license holder. There will also be two ladies only track sessions for those who just want to motor around. Special instruction will be available to the ladies and new members.

As this is a weekday, the concession stand will be closed. You can bring your own picnic lunch or drive four (4) miles to the McDonald's. Alcoholic beverages are only allowed after 5:00 P.M.

Dinner will be held immediately after at Buffa's Restaurant in nearby South Beloit. This is one of the club's favorite restaurants where a fantastic prime rib dinner will be served for only $8.75 (tax and tip included). You can also order off the menu or get the kids a hamburger.

This event is one of the high points of the year and the only one where you can get unlimited non-stop laps around an excellent track. So check your brake pads and brake fluid and come on out. Remember that in the 22 times Dan Gallagher has run this event, it has never rained! ■

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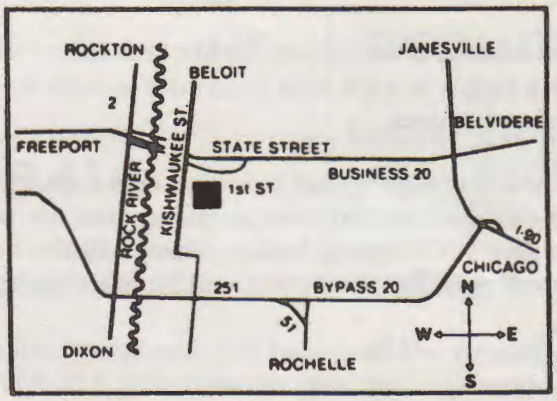

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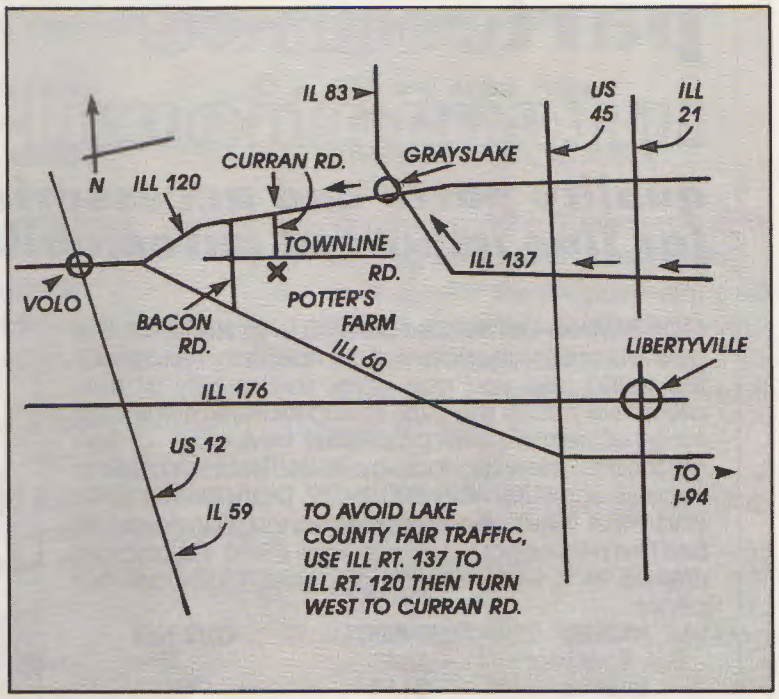
Potter's Picnic and Concours July 28, 1985

by Rip and Linda Patterson

July's Concours is also a picnic. So, after you've got your car clean, gather up the rest of the family and bring them all 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 Wayne Potter 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 all volunteer cooks. There will be plenty of cold tap beer, soda pop, potato chips and condiments. We are hoping Phyllis Harwood will be kind and make us a tubful of potato salad again this year. First brat off the grill at 12:30 P.M. or there abouts.



Activities: Time to clean up the car. Concours will be held on the south grass field. Concour classes will be Chicago Region's Four Classes A through D. See the Concour Classes and notes section in the back of the directory for what areas are judged in each class and Concours Guidelines on page 13 of this issue. Concour judging will start at 1 P.M. sharp.

Games for kids and adults will also be held. I'm sure our enterprising game chairpeople (applicants 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.

Cost: Adults are $6.00 each. Children $2.00 each. Children under 3 are FREE. (Inflation does not affect our picnic). 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 cats, dogs and other pets, and come on out to picnic and polish. ■

in Die Vergangenheit by Ginny & Bob Gummow

1960: No event.

1965: Twenty-six (26) competitors showed up at Windsor Raceway, a competition go-kart track, near Rockford. There was considerable track sweeping due to the fun of spinning out at relatively safe speeds—until one Jim Barr customized his right front fender on a retaining fence. A Rockford auto dealer brought out an NSU Prinz to demonstrate to the crowd—cute the way it lifted its back tire like a puppy on fast turns. Glen Appleton took 1st in the Men's Class and Elaine Cotter, 1st in Women's. Dinner followed at the Lakeview Supper Club adjoining the track. Upcoming event: Wilmot Drivers' School June 13.

1975: May 18 found us all at the Harper Jr. College in Palatine for Safety School II. The usual rain for this event was conspicuous by its absence this year. Black Bart was seen carrying an umbrella but it was to protect him from the sun—a welcome change from previous years. Dinner followed at the Holiday Inn. Dan Gallagher announced the winners of his "What is the name of your Porsche Contest"—the Gunthers for "Golda", their gold 914/6 and the Janeceks for "Czechmate", their red (orange) 914/2.0. Neil Holleb was hoping to recover a photo of himself that was taken when he and Judy visited a nude beach in Martinique. It had disappeared while being passed around at a recent Board Meeting.

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Only One Red Car

Well, Dennis and Karen Chookaszian blew our no red car record . . . and they blew it for us with the second car they listed on their application. Anyway, the list for the new members hit a new record for our "rain" of being membership chairpersons—eight (8) new members, their spouses, and their cars. Here goes:

Dave and Barbara Beach
7641 Jackson Boulevard
Forest Park, IL 60130
312/366-7654
The Beach's have a Blue '73 911T. Guess who they are?

Robert and Linda Blain
3221 Crystal Springs Road
Janesville, WI 53545
608/755-0900
Linda and Robert own a White '83 944

Dennis and Karen Chookaszian
214 17th Street
Wilmette, IL 60091
312/251-6495
Dennis and Karen own a '76 Ice Green 912E and a '56 RED 356 Speedster

James Fuerstenberg
624 Elder Lane
Winnetka, IL 60093
312/446-9120
James owns a '70 914/6

Richard Gurolnick
1311 N. Rand Road
Arlington Heights, IL 60004
312/870-7577
Richard owns a Black '84 944. He holds this month's record for the number of signatures that he has on his application forms. He had 7 names on the log card.

Jim Murry
25 Hamilton Drive
Wheaton, IL 60187
312/653-3357
Jim owns a Silver '84 944.

Tim and Ardes Poisson
418 Ridge Street
Clarendon Hills, IL 60514
312/920-0312
Tim and Ardes hold the record for holding on to their membership package for the longest—since Ed Leed was membership chairman. Tim and Ardes also own two Porsches, a '61 Silver 356 Speedster and '64 356C.

Lyn Rosenbloom
RR 2, Box 125
Clifton, IL 60927
312/694-2140
Lyn owns a 1970 911, and again, it's Silver.

Auto Biographies

LANCE FLYNN and his wife Sue are temporarily residing in Deerfield, IL. He became a "new member" in August 1984 with his 944, but had been a Chicago Region member in the early '70's with a '67 911. Lance says: " . . . sold the car to get money for my SCCA racing effort (G Production Triumph Spitfire) and went from that to soaring (gliding). All those years without a Porsche were too much, so I ordered the 944 for European delivery and spent a couple of fun weeks cruising the Alpine roads and Autobahns (the car will do the advertised 130 mph, but it's depressing to get blown away by the European 911's—maybe I should have waited for the Turbo 944!)" Lance is a Vice-President for Ingersoll Gmbh (Inc.) His main PCA interests are the speed and autocross events, but he and Sue intend to try a rallye or two. They are glad to be back in the club.

TERRYL AND SHELLEY JOHNSON of Northbrook list their Porsches as '72 914, '74 914 and an '84 944. The Johnson's also own a '74 "Thing" which is part Porsche. Terryl works in Information Systems—Quality Assurance and Shelley is in Banking/Loans and Management. They tell us they really enjoy the social aspects of PCA. "It is comforting to know we are not alone in our Porsche passion. Our non-PCA friends look at us like we are weird! Brooks (catsup) and Dusseldorf (mustard) are for sale. We only want to sell one, so we can go racing. We are entered again for the Chicago Historic Races (wheel to wheel with legends)!" The Johnsons are regular Tech Crew members.

KATHY M. SOWA, a relatively new member, joining a year ago, has plunged head first into PCA. She was the 1984 Porsche Parade Treasurer—and we all know what a great job she did! Professionally, Kathy is a financial analyst and also enjoys photography and bicycling. She is single and owns a Charcoal 944. Kathy is looking forward to having a good time with new and old friends who share a similar interest—Porsche!

RAY J. DeMAERTELAERE is an attorney who resides in Park Ridge, IL and has been a member of PCA for 3 years. He has three children ages 8, 17 and 19. He drives a '69 911E. Other hobbies include swimming, water skiing, and cross country skiing. Ray says: "I have always been fascinated with sports-racing cars and I am enthusiastic to become proficient in the driving and handling of such cars. I originally joined the Porsche Club at the suggestion of a Porsche Club member, Larry Bobbe, who has since removed himself and his family to the state of Washington. I have enjoyed my involvement with PCA and believe that the programs planned are rewarding."

Rallye 101

Really Equipped—Or Seat of the Pants (Or It's All in The Head and Feet) by Bob & Wilma White

INTRODUCTION

Rallying is famous for many of the things it is not and one of the most inaccurate is the interpersonal relationship strains it reportedly generates. In actual fact, Rallying is fun and can be very stimulating when one considers the multiple requirements of attempting to understand a somewhat obtuse rallye "master" while trying, without equipment other than what exists between the two ears, to maintain some arbitrary average speed between two unknown locations.

There are a number of important, and sometimes subtle, points which are crucial to being successful in addition to having fun with your Porsche and other companion. Some of these are true for all classes and others are specific to the unequipped class. However, I will list them all together with emphasis on those that are more crucial for the seat-of-the-pants-er.

1) DON'T FIGHT AND REMAIN CALM!!! Getting excited only leads to more confusion (if you are not confused, lost, or questioning an instruction, then why are you excited?), to more mistakes, lost time, etc.

2) NEVER—NEVER GET LOST!!! For seat-of-the-pants types this takes on special significance since it is almost impossible to do the necessary calculations or corrections for the time and miles "lost". If you are unsure of an instruction, stop, keeping track of the time, and work out the correct meaning. Then proceed on course making up the time as shown in a later section.

3) KEEP TRACK OF WHERE AND WHEN. At every instruction, turn, or significant step, write down your time and the mileage including when entering a check point! Many times I have had check point personnel give the wrong in-time and even out times which have already passed. It is also important to have this information in case you do some time get off course or lost and need to get back on the course and to the check point. It is not a question of making up the time, write that off, but getting to the check point so that you do not get the missed check point penalty as well—and are not able to run the next leg on time. Not getting back on course is Double Jeopardy.

4) KNOW THE ACCURACY OF YOUR SPEEDOMETER. Note the above says speedometer and not odometer. For seat-of-the-pants, it is the speedometer and its accuracy which is most critical since you will have the chance to check your odometer against the rallyemaster's. The speedometer error will not be the same as the odometer and will typically change with speed. Check it at around 30 and 60 mph by using a stop watch and mile markers on an interstate. The relation is:

$$\text{Actual Speed (mph)} = \frac{3600}{\text{Time in Seconds For 1 Mile}}$$

5) DRIVE AT STEADY SPEEDS. Pick the speed needed for the CAST. This is based on your speedometer calibration, and the points discussed below under speed considerations, but is typically slightly above the CAST. Then drive as steadily as possible! Most people unknowingly allow their speed to vary—that's a no-no for seat-of-the-pants. If you must slow down for traffic, etc. then when you can speed up drive above the CAST for as many mph as you had to drive below it and for the same length of time. In all cases drive the speeds steadily with as little variation as possible.

6) START AND STOP AT RAPID BUT CONSTANT RATES. This means that as you accelerate and brake, the car feels comfortable and not like you are first being pulled forward in the seat and then pushed back. The force on you in the seat should feel constant. This will make it possible to make a simple correction for the time lost during stops and starts. The level you pick should also be comfortable, which will mean the acceleration and deceleration will be about 0.15 g.

SPEED CONSIDERATIONS AND CORRECTIONS

If you stay on course and follow the points outlined above, then there are only three basic speed corrections or speed rules to be considered. These are:

1) Correcting for starts and stops
2) What speed and for how long to make up lost time
3) It's better to drive too fast than too slow

The lost time due to a start or a stop followed by a start or a stop is given in Figure 1, based on the 0.15 g constant rate concept discussed in item 6 above. Note that there is a start associated with the beginning of each leg and a stop associated with its end, i.e. another start-stop sequence. This is often over-looked by rallyists. In Figure 1, the total time, in seconds lost due to any start-stop or stop-start sequence to or from a speed is shown graphically. You just pick the speed say at the beginning of the stop and read up to the line and then across to the

seconds. Thus for a stop sequence from 50 mph, the lost time is 15.2 seconds. Note that the relation is linear so that from 25 mph the line would be 7.6 seconds or one half that at 50. Thus all you have to remember is you lose about 15 seconds in start or stop sequences from 50 and at other speeds it is the simple proportion of that 15 seconds. Of course, if you sit at the stop sign, for example, for 20 seconds waiting for traffic, this must be added to the lost time for the stopping sequence.

How do you make up this lost time? You obviously must drive faster. The question is how much faster and for how long. I like to use the plus 5 or plus 10 concept.That is you drive at plus 5 mph or plus 10 mph above the CAST for as long as necessary to make up the lost time. Figure No. 2 shows how many seconds you make up for each mile driven at plus 5 mph and plus 10 mph over the CAST. Thus from the figure, if the CAST is 40 mph and you drive at 50 mph, i.e. the plus 10 line, you make up 18 seconds for each mile you drive. Using our start-stop method from above and making the stop from 40 mph the lost time would be 4/5 of 15.2 or about 12 seconds and if we assume we had to wait about 6 seconds at the stop sign, you would have lost 18 seconds. Driving then at plus 10 for one mile would now have made up the time and could return to the CAST.

If you don't want to try to remember too many numbers, it is possible to use average values from curve 2. It will not be exact but in the seat-of-the-pants class that is not too critical. Thus plus 5 has an average value of about 15 seconds per mile in the 30 mph to 50 mph range and plus 10 about 38 seconds per mile in the same speed range.

Finally, note in Figure 2 that there are also minus 5 and minus 10 curves which show the penalty in time for driving slower than the CAST, i.e., if you want to lose time. Note that the loss is always greater than the gain. Another way of looking at this result is that it is better to drive too fast than too slow in that your error will be less. Thus your check point error will be smaller if you drive a little too fast than if you drive a little too slow!

Now, go have fun, since that is really the name of the game. ■

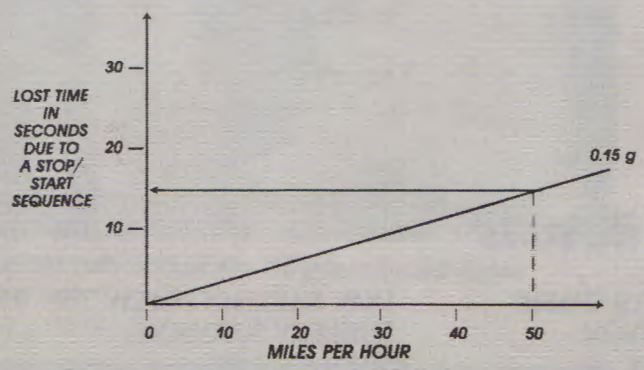

FIGURE NO. 1

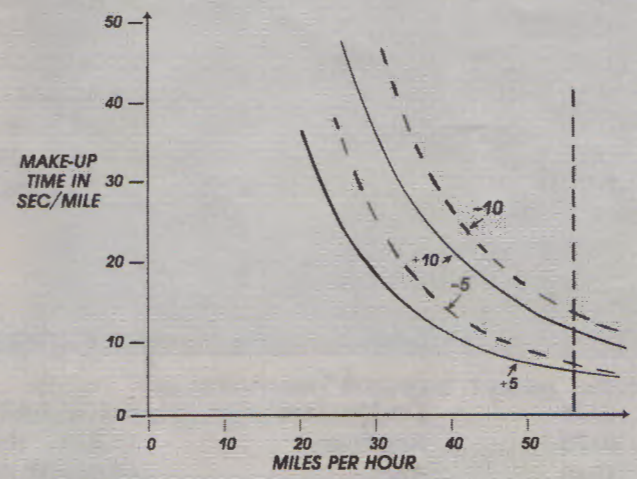

FIGURE NO. 2

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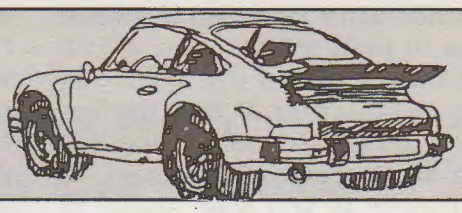
Rear View Mirror #1
Rallye School April 14, 1985



Unequipped Results

Score	Trophy Pos.	Driver's Name	Navigator's Name
0343	1*	MIKE KROOPKIN	DAVID KROOPKIN
0354	2	JOHN BOHLANDER	PHIL BOHLANDER
0449	Honda	GRAY SMITH	CHRISTINE SMITH
0576	3	DENNIS RAUCCI	JACKIE RAUCCI
0661	4	LEE LICHTENSTEIN	ALICE HARPER
0701	Rabbit	LOU STERBENC	MELANIE STERBENC
0745	Stanza	JOE HILL	JONI MOLINARE
0766	5	GLENN SAPA	SANDY SNYDER
0853	6	DEAN BANGERT	MILLIE BANGERT
0899		JIM HARPER	PAM WHITMORE
1108		TYLER BANGERT	CARIN JESK
1214		DENNIS GROLLO	JEFF GROLLO
1421		MARK GADBOIS	SIRI GADBOIS
1541		TOM FINEIS	DAVE KOEHLER
1677	BMW	KATHY SOWA	JULIE QUEBE
2000		NEIL HOLLEB	JUDY HOLLEB
DNF		DAVE BEACH	BARB BEACH
DNS		JOHN DAMAS**	
DNF		BOB HIRSCH	PATTY HIRSCH

*FIRST RALLYE EVER
**SOLO—NO NAVIGATOR

Equipped Results

0328	Dodge Ram	ALICE BARTHOLOMEW	DON BARTHOLOMEW
0573	Replicar	TERRYL JOHNSON	SHELLEY JOHNSON
1046	Audi	ARNOLD ZANN	SHEILA ZANN

These rallyists successfully "maintained some arbitrary average speed between two unknown locations" and have trophies to prove it!

"Hey Dad, let's tell them this is our first rallye!"

Dennis: "At Instruction No. 18, turn right."

Gray: "At Instruction No. 18 you should have turned left."

Helga: "The bathroom? Proceed .1 miles, left first opportunity , right, left, right . . . "

"How can we be lost? We haven't even started."

Kathy: "I thought you said rallyes were fun."

Rallye "Burnouts". Don't let this happen to you!

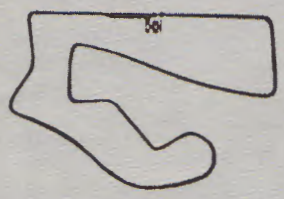
Neil practices technique for new event—PCA arm wrestling competition.

"I still think you should have gone straight at Instruction No. 18."

"As far as I'm concerned, I've successfully completed the rallye if I end up at the bar."

Jerry: "As shown here, today's rallye will be simple and straight forward."

Last Rallye Instruction: "Choke Navigator first opportunity."



Elkhart Lake II Autocross

Road America • Elkhart Lake, Wisconsin
August 17-18, 1985

This event will give you an opportunity to put all the autocross skills that you have learned to use. This two-day event will stress safety, speed and track time. Limit will be 100 cars and the first 50 applicants will receive pit assignments.

You must bring a 1970 or later Snell approved helmet for each driver and passenger. Also, we all know how hot it can get during August, but let's all remember that 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. No bare feet, sandals or open toed shoes are permitted. Driving shoes are recommended.

You will be notified of your acceptance by mail, and you will receive your registration packet, including your tech sheet, when you register Friday night or Saturday morning.

Contact Siebken's directly for hotel and dinner reservations. Other lodgings are available through Elkhart Lake Chamber of Commerce (414) 876-2992. ■

Concours Guidelines For the 1985 Season

These guidelines are formulated to promote enthusiasm and encourage participation by all members of the club. They apply to all scheduled concours for 1985.

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 1985 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

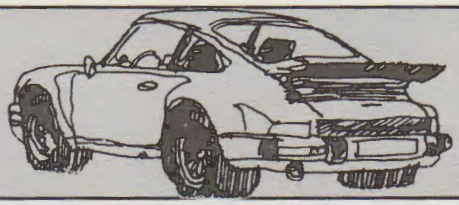
Points Earned Do Not Necessarily Earn Tropies

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. 1985/1984/1983 = 0 points, 1982 = 1 point, 1981 = 2 points, 1980 = 3 points, 1979 = 4 points, 1978 = 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. ■

Rear View Mirror #2

Stick It Too Driver's School May 5, 1985



We Stuck Like Glue at Stick It, Too by Jim Cady

Many of the region's members chose to unwrap their beloved machinery and tour to the Harper College parking lot for the spring driving school. It was a very popular event, and registration was full—sold out! After tech inspection, most of those attending headed to the classroom for some very interesting points shared by Dan Gallagher. (Applause) The cones and smooth parking lot awaited and we ran to our cars like an old style Le Mans start. Did I say "Old Style?" That was to be later . . . The cars were evenly assigned to five different venues which all proved to be great fun. Later in the afternoon, those who like to drive their Porsches in the WET got their wish. The Colonel came out in me . . . that is . . . the chicken appeared and I scooted the two miles home when the rain got serious. I explained that my car hadn't be "teched" for rain. We adjourned to the Snuggery Pub and found that our entry fee had paid for more than leaving tire marks in Harper's parking lot. The appetizers, beer, and door prizes were welcomed by all. As Chuck MacKay said, it was well worthwhile to be there. Since one of the drivers wasn't there for the drawing, my name was the next one to be drawn and I won a great leather suit bag, PORSCHE-ogrammed, of course. Arnold Zann won a new helmet. The experience gained by all may help save their precious cars from a reckless driver or wayward guard rail. The event was well run and went smoothly. Next year, we'll send an invitation to Mother Nature so she is FULLY cooperative, rather than partly. Porsches are great cars, and parts is parts.

Stick-It-Too! by Jean Kaitis

For those of you who missed the Drivers School event, as well as those who left early due to moisture I must tell you . . . you missed a great event!

Most of you would think that a drivers school held at Harper College would only be for the novices. That wasn't the case. There were many long-time members, too. Those diehards who love the typical parking lot autocross wanting to get that "extra edge" before the season really starts! The social hours were held at the Snuggery in Schaumburg. Wonderful appetizers and pitchers of beer were served. And for those who decided to stay for dinner, there were some very good specials on the menu. What really made the event most exciting was that Chuck MacKay surprised the crowd and awarded trophies. The winners were: Eve Estrada—Most Improved, Dan Gallagher—Rookie of the Day, Russ Iser—Dead, Dirty & Last, Barb Godlewski—Not The Fastest, Bob Nelson—Fastest, Lyn Rosenbloom—2nd Place and Todd Kaitis—Guts & Determination. (For not giving up and talking MacKay into putting on the event as well as securing the site). To top that off door prizes were also donated by Partsource and Dana Mark, Ltd. Even though the weather was poor, everyone was relaxed and really enjoyed themselves. If anyone should have been given a trophy, in my opinion, it should have been Chuck MacKay. He possesses the "spirit" we need in the Porsche Club. His extreme energy and talent is something the club should be thankful for. Chuck—Thanks for a great event!

Howard turns the other cheek.

Sheila demonstrates new DNF hand signals.

Local derelicts disguised as Tech Crew, prepare to strip this 911.

Lee: "Russ, looks like your dinner tab comes to $62.50 plus tax and tip."

For added excitement, MacKay inconspicuously mixed humans with pylons.

Inferior import built by famous German truck manufacturer.

Calendar of Events

- ☑ January 27 ..... General Meeting
- ☑ February 24 ..... Ice Gymkhana
- ☑ March 9 ..... Mini-Weekend
- ☑ March 17 ..... Tech Session
- ☑ April 14 ..... Rallye School
- ☑ May 5 ..... Driving School
- ☑ May 25-26 ..... Elkhart Lake I
- ☐ June 8 ..... Boat Ride
- ☐ June 23 ..... Rallye
- ☐ July 10 ..... Blackhawk I
- ☐ July 28 ..... Potter's Picnic & Concours
- ☐ August 7 ..... Blackhawk II
- ☐ August 17-18 ..... Elkhart Lake II
- ☐ September 8 ..... Concours at Oakbrook CC
- ☐ September 22 ..... Charity Gymkhana
- ☐ October 12-13 ..... Michigan Wine Tour
- ☐ November 10 ..... Art Show & Concours
- ☐ December 7 ..... Dinner Dance

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Available in Adults Sizes Small, Medium, Large and Extra Large

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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.

FOR SALE: Four Pirelli CN-36 185/70 VR15 radials mounted on 6" x 15" alloy replicas. Used approx. 3000 miles. Excellent condition. $700. One 5½" x 15" 4-bolt 914 wheel with Dunlop radial (original equipment). Unused $60. Dennis Raucci (Days) 312/452-8880 (Nights) 452-6222.

PARTS: Fox Super Vixen II all Band Superhetrodyne radar detector (Fox's Escort). Latest state of the art technology. Adjustable or pre-set sensitivity, audible + visual warnings, dash-visor-windshield mount, carrying case. Suggested retail $279, slightly used but in original box, a real bargain at $139. J. Welda, 435 Shoreline Rd., Barrington, IL 60010. 312/381-1194.

FOR SALE: 1974 911 Targa. Copper Brown Metallic. Tan interior. 20K on complete rebuild. Have all receipts. Dunlops on recently polished alloys. A/C parts available. New battery, tune-up. Generally good health. PCA evaluation at $13,500 in 1984. Sell for $11,000. Call Tom Thompson 879-1739 Evenings.

PORSCHE CARRERA RSR, 1973, beautiful condition, always professionally maintained, original 3.0 L twin-plug, slide valve motor, original RSR body configuration. Ready to race—GTO, GTU, vintage or interesting collector's car. $42,000 Includes lots of spares. Call Roger Schramm at 815/654-2400 or write: 1911 Windsor Rd., Rockford, IL 61111.

FOR SALE: Parts. 4 speed 912 transaxle. 1 Set 914-6 steel wheels and tires. 2 complete exhaust sets from 3 L 911SC engine. 1 5 speed SC transaxle. 1 911SC engine 3 L, Bad Crank. 1 '79 3.3 Engine and Trans. 2-911S brake calipers and discs. 1 2 litre S engine, new valve job few miles ago. 2 seats from 72 911T. 2 seats from 73 911S. 1 911 engine compartment deck lid, complete, etc. CARS FOR SALE: '75 911 2.7 looks like 84 Carrera. Elec. windows, aerial, 83 interior, black leather seats, wine rose color. '73 2.4 twin plug RSR look alike. Black. New Paint. '57 Speedster. Original. Good shape. Chrome wheels. Red. 846-8500 Dean Bangert.

WANTED FOR 69-72 900 Series; Wiring harness, body to headlamp-turnsignal, Windshield wiper assembly, can use a burned out or broken unit. I need the pivot turnsignal housings w/lens. Left interior door panel, black, with pockets and arm rest. Wayne Potter, 566-5900 (W) or 546-4457 (H).

FOR SALE: 1976 911S Targa, black, red interior, rebuilt engine and clutch with 12,000 miles, new undercoating, auxiliary oil cooler, excellent condition. $14,900. Call Phil Feldsine 312/295-1072.

MISC 944 PARTS: 1 Oil Filter, 1 Air Filter, 2 Elect. Mirrors (Glass Only), 1 Set Floor Mats (Brown), 1 Sunroof Cover, 1 Bra, 2 Sheep Skins (Natural), 2 Fog Lights (Complete Assembly), 1 Seat (Brown/White Stripe), 1 Prema Flo Exhaust System, 1 4-spoke steering wheel, 2 911 Seats (1972). Also 2 6 x 16 Factory Alloys. John Pfligenstofer, 312/375-6822 Days or 219/942-7297 Nights.

WANTED: Seat belts for back of Porsche 911. Harold Beach 345-8340.

FOR SALE: 1982 911SC Targa. Metallic Brown with full tan leather interior. Every option available is on car. Mint condition with exceptional detail work just completed. $27,500.00. Call F.L. Kirby 977-7868 (Days) 498-1429 (Nights).

FOR SALE: For romantic Spring evenings, 1 Saratoga Moon Roof for 911 Targa. $500 or best offer. Also 2-225/50 VR 16 Pirelli P7 tires (only slightly used) $100 each or best offer. 4 5/16" wheel spacers. Call David Cooper at 312/944-3980.

FOR SALE: '84 Porsche 944, 5 Speed. Less than 100 miles (like new). Five months warranty remaining, Lite Bronze Metallic, Brown Leather, Sport Seats, Electric Tilt Sunroof, 15" Forged Alloys, Stabilizers front and rear, Cruise Control, Rear Wiper, 4 Spoke Sports Steering Wheel, Monterey Radio. $24,500. Al Herte 312/991-6790.

WANTED: Co-Driver/Rider to Parade to arrive Saturday night, June 29. Call Lee Lichtenstein Days 577-1550 / Evenings 638-6640.

FOR SALE: 1957-1985 Complete set of Panoramas. Reasonable offers only. Call Harry Willwerth 312/328-4460.

FOR SALE: 1974 911S 3.0 Coupe #9114301073 Carrera "look" and more. Flares, black trim, front/rear spoilers. Silver/black interior. Sunroof. European trim. New leather seats. 16 inch P-7's, factory alloys. 3.0 1979 SC motor 1974 exhaust. 24,000 miles on body, 13,000 miles on motor. Exc. Condition. $18,000. Jim Degen Days only 312/491-0260.

FOR SALE: 1963 356B Karmann Coupe, T-6, #212112, 1600 Normal #609753, 2500 miles on very strong engine overhauled by Peter Fischer with new cam, barrels, pistons, etc., new muffler, heater boxes, gas tank, rebuilt front end, Konis, owners manual, needs usual body, interior restoration and detail, $4000. Bill Garvey (Days) 312/738-6441, (Nights) 312/973-3938.

FOR SALE: 1975 911S Silver Grey, 90,000 miles. Pat Hirschauer, Fort Wayne, IN 219/ 637-5659.

FOR SALE: 1982 VW Quantum GL Coupe. Black with cloth interior. 4-cylinder gasoline engine with 5-speed trans. Sunroof, AC, CB, PS, PB, R. Defog., Ungo Box, Blaupunkt with cassette, GTI wheels with new Phoenix Stahlflex tires. Car has been rustproofed, had had new KYB front struts, and a recent tune-up. It is also under mechanical warranty until November. Asking $7150 OBO. Mike Kovacich 219/ 923-2385 and leave message.

FOR SALE: 1969 Porsche 911S Targa. Soft rear window with a '79 3.0 litre engine, 7" factory alloys. Exc. Cond. Must sell. Asking $15,000. PARTS: 1971 2.2 litre engine with trans., half shafts, gauges, fuel pump, oil tank, gas tank, electric fuel pump, and five 5½ J x 15 steel wheels plus many other parts. Call Mike days 312/263-5400 nites 312/787-1766.

WHEELS: 4 14" OEM Porsche alloys to fit 911-914/6. $100 each. Also available 4 Pirelli P6's, 185-65/14, will fit above wheels or all Audi or VW 14" alloys. $30 each. Jim Fuerstenberg 353-5392 days, 446-9120 evenings or Jerry Weiss at 784-2999.

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Ala Carte

Lawry's—The Prime Rib at 100 East Ontario, Chicago serves only one entree, but if you like Prime Rib, you won't find better anywhere else. Lawry's is located in the old McCormick mansion and the dining area is divided into two large rooms which are staffed by courteous and efficient waitresses.

The dinner begins with a salad served from what the Lawry's people call the "spinning salad bowl". The waitress revs up the chilled bowl, and when it reaches redline, she pours in the Lawry's Vintage French Dressing (from a bottle). It must be a Porsche Design bowl they use, because it seems that everything in it would fly out at such speeds—but it doesn't. The Prime Ribs are brought to the table in a large rolling cart from which the server cuts the portion and cut you desire. (We asked him to just pull that thing up to our table and leave it!) The Prime Rib is always lean and very tasty and the portions never leave you hungry. Mashed potatoes are served with the Prime Rib and are covered in a thick gravy which complements the flavor of the Yorkshire Pudding, which accompanies every meal. Baked Potato is available ala carte with any combination or all of the following: butter, bacon, or chives. Also available are buttered peas or creamed spinach. A variety of desserts is available, but our favorite is the Trifle, which is a spongy cake dough filled with fresh fruit and covered with brandy. Entree prices range from $17.95 to $20.95. There is a multi-story sheltered parking lot one block west of Lawry's on Ontario which contains numerous parking spaces where you can park your Porsche in relative safety while you enjoy your dinner. ■

Zone 4 Calendar

JUNE 1-2
IRAC II—Emery WW-Dayton
Ohio Valley Region

Milwaukee Region
GMAC Autocross
County Stadium

JUNE 8
Chicago Region Boat Ride

JUNE 9
Central Indian Region
Annual Picnic

JUNE 15
Mid Ohio Region
Car Collection & Picnic
Columbus, OH

JUNE 22-23
Eastern Buckeye Region
IRAC III
Mandatory Drivers School
Saturday—Nelson Ledges

JUNE 23
Chicago Region Rallye

Ramme/Central Indiana
Concours—Ball State U.
Muncie, IN

JUNE 29
Eastern Buckeye Region
Porsche Paddock/24 Hrs.
Nelson Ledges

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BY APPOINTMENT ONLY

The Longest Day—Almost Sunday, June 23

Please make check payable to PCA/CHICAGO REGION and mail to:
Jim Harper, 2746 W. 86th Place, Chicago, IL 60652

Driver _____ ☐ Member ☐ Applicant ☐ Guest

Navigator _____ ☐ Member ☐ Applicant ☐ Guest

Rallye Class: ☐ Equipped ☐ Unequipped Car: Make _____ Model _____ Year _____

We're staying for dinner (Order from menu) ☐ Yes No. of Persons _____ ☐ No

Address: _____

City/State/Zip: _____

Phone: ( ) _____

REGISTRATION—PER CAR: $8.00 if received by June 21 OR $9.00 Day of Event

---

Blackhawk II Wednesday, July 10, 1985

Make check payable to PCA/CHICAGO REGION and mail to:
Diane Gallagher, 6710 N. Edgebrook Terrace, Chicago, IL 60646
PRE-REGISTRATION: $37.50 • LATE REGISTRATION $40.00

Name _____

Address _____

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Phone: ( ) _____ _____ Dinners at $8.75 Each

Potter's Picnic Sunday, July 23, 1985

Dear Linda,
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 _____ Children at $2.00 (Children under 2 FREE)

☐ I will be entering the Concours

☐ I will help judge Concours

☐ I will help with the games

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