

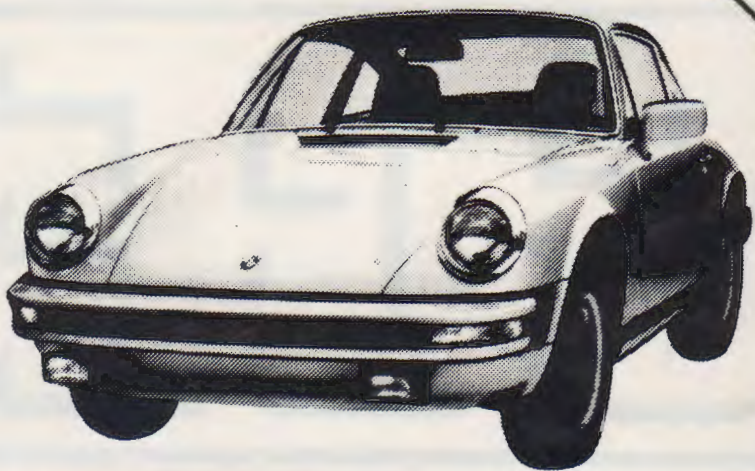
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March 1982



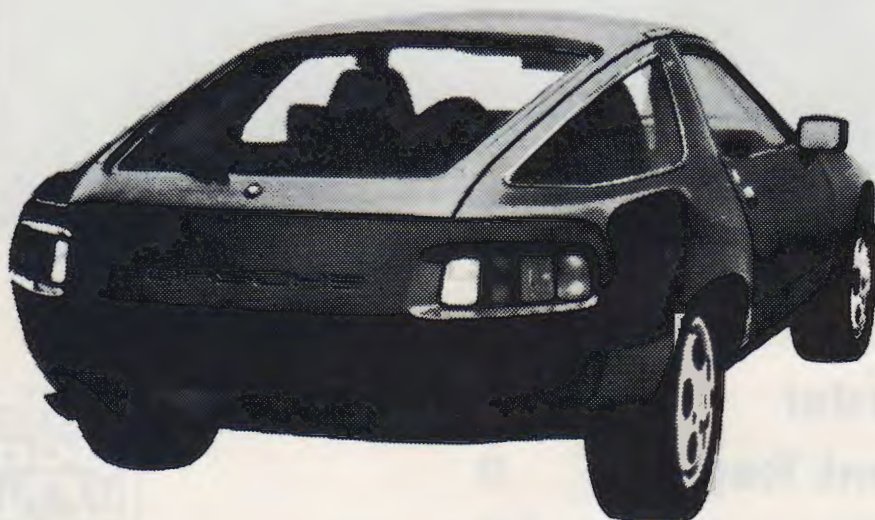
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FRONT PORCH

WOMAN TO WOMAN
By Julie Quebe



In reading Jerry's article last month, he brought up a point about our club having too few women competing in gymkhanas and autocrosses. I have heard of a number of reasons for this, most of which aren't very sound.

First I hear women say "It's my husband's car." Maybe all husband's aren't as generous as mine, but he has done everything he can to encourage me to drive. I think if a wife is at the event supporting her husband's enthusiasm over his car, the least he could do is let her drive it and enjoy the car with him.

Second, we have women who don't know how to use the clutch or don't drive the car any other time and don't feel comfortable driving at events. This is a problem that only can be worked out at home. Talk to your husband, ask him to teach you how to use the clutch (you may have to drive the car in an emergency sometime). On those long trips or driving to the event, share the driving. It would take such little effort and sacrifice on your husband's part to make you feel comfortable in your car. Once you are familiar with the car, you will find that in driving in autocrosses and gymkhanas, you will learn more about the proper handling of the car and techniques that are applicable to every day driving.

A third reason I hear is, "Everyone is watching me!" Nobody is watching you to make fun of you. People watching you may be envious of your skills or just pulling for you.

On the other hand, they can see what you are doing wrong. From my personal experience with our club, they will bend over backwards to help you correct your mistakes and improve your driving skills. Even if you do pull a biggy and run into the woods with a single male instructor in the passenger seat of your car, you'll live through it.

Last but not least is the lack of competitive spirit that keeps women from entering events. Well ladies, look at the women who are entered, do you see any hard core - teeth grinding - give you a bloody nose if I lose - competitors out there? Of our women competitors, the best and most experienced are out to enjoy driving the car and share a good time with fellow club members and not motivated by the thought of winning a trophy. These ladies are also willing to share their knowledge and experience with us that are new at the game.

Which brings me to a suggestion I would like to make to the board for some future events. I have found at some of the tech sessions and driving schools I attended, that these events are geared towards the person who already has had some autocross experience and is familiar with a lot of the slang, and autocrossing vocabulary. To us who don't know about "apexes", "heel and toeing", etc., we get lost at the first corner. And in a tech session, forget it! I could probably find where to put the oil if I were given enough time.

I would like to see the club put on a tech session and driving school that really gets back to the basics. This wouldn't necessarily be closed to men. A lot of men could learn from it, but I would like to see it presented with the understanding that they are talking to people who haven't spent much time, if any, underneath the car and don't know technically the how's, when's, and why's of autocrossing.

I think these type of events, along with Blackhawk and Elkhart Lake, would help in our women members wanting to and becoming better drivers and in

(Continued Next Page)

turn participating in the autocrosses and gymkhanas with less apprehension.

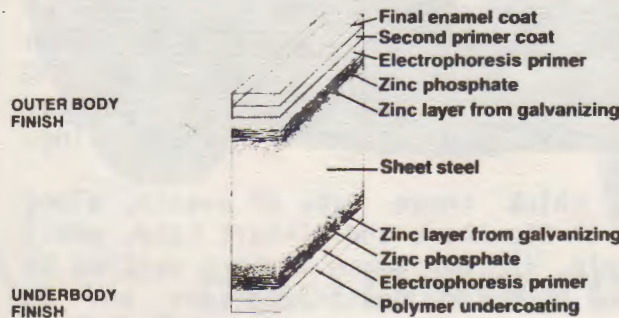
If any one would like to help me support such an effort, let me know what you think of a ladies orientated tech session and driving school. Also, if you don't know who to get some driving instructions from at events, come see me. I'll tell you everything I know, and then introduce you to someone who really knows what they are talking about.

I hope to see you at the April gymkhana. I'll be the other one competing in the white Carrera. (That is if Jerry can figure out how to re-assemble it by then).



Did You Know That ?

Porsche Audi warrants to the original retail customer and any subsequent purchaser that every 1982 Porsche vehicle imported by Porsche Audi and sold as a new vehicle to a retail customer will be free from rust perforation of the vehicle body for a period of seven (7) years after the date of delivery of the vehicle to the original retail purchaser or the date the vehicle was first placed into service, whichever comes first. If any part of the vehicle body is perforated by rust under normal use and service and the vehicle is brought during this period to the workshop of any authorized Porsche dealer in the continental United States, Hawaii or Canada, the dealer will, without charge, repair the perforated part or replace it with a new part.



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HOLD THAT LINE !!!

By Bob Ostholthoff

Inflation. Don't you love it? No matter where you turn it hits you. You fight it, study it, hate it, and mostly just shrug your shoulders and give in (especially at the gas pump, eh?).

We're sensitive to this at Chicago Region board meetings and spend many hours figuring how to keep costs down in order to keep entry fees down. If none of us can afford to attend the events the club will wither and die.

Although Chicago Region is a not-for-profit organization we must conduct ourselves like any efficient business. Through this club's past and current efforts we maintain financial solvency that is enjoyed by very few PCA regions. As a result, in this damnably expensive economy we are still able to offer absolutely top-notch events at a reasonable price.

What has hurt us more than anything else have been the accompanying costs involved in a PCA event. A few years ago an autocross weekend at Road America used to cost me about \$125 (entry fee, meals, budget lodging, and gas). This year I spent close to \$200 paying a comparable entry fee, eating at Siebken's for about the same price, but staying at the same motel with almost 50% higher rates, and spending \$65 for gas! Oh, sure, my "E" is thirsty, but I'm not alone. (I do hope the 914 boys will take me back into the fold - really cuts that gas budget!)

The highest cost for most events is trophies and we continue to find creative ways to produce attractive trophies at a bargain price. Our policy of dinner prices at cost will not change. And we will adjust entry fees to just cover any applicable rentals.

(This is never easy, either. An average day at Road America costs us \$1,100. That's right - per day, plus rental costs for ambulance, radios,

guards, etc. Adds up pretty fast, doesn't it?)

So, we realize it costs money to participate and that there's an inclination to be more selective in attending events. But we won't just lay down and succumb to inflation. We will hold entry fees to last year's level or, if increases are needed, they will be held below normal inflation rates.

Fear not! We're all in this together. Cost-cutting efforts and continued participation keep us thriving. We are the envy of many PCA regions nationwide and intend to stay that way. As John Housman would say: "We make our region successful the old-fashioned way - we..." (Sorry I can't finish that line. You'll have to do it yourself.)



RALLYE

Achtung!

ADVENTURE
SOUTH
OF
THE
BORDER

11:00 A.M. SUNDAY
MARCH 28, 1982
MCDONALD'S, MUNSTER, IN.

See Complete details, registration form and map to McDonald's in this issue of the Scene. Shake those blahs! Head for the sunny south! Register NOW!

Outmarker

ADVENTURE SOUTH OF THE BORDER

By Jerry & Helga Meyer

Want to get away from the winter blahs of Chicago? Is cabin fever causing you anxiety? If so, here is your chance! Uncover your Porsche, and on Sunday, March 28, head for the sunny south - Munster, Indiana.

This year the rallye master promises you a straight forward, no tricks, no traps, rallye. The object of this rallye is to have 100% of the cars finish on course. We mean it, no tricks, no traps!

The rallye will begin and end approximately 40 miles from the Loop, and cover less than 100 miles. Volunteers are needed to man check points or pre-run the rallye. Please call Jerry Meyer at work (312-375-8585) or at home (219-838-9232).

So, mark your calendar, and 'participate in one way or another. Come on south of the border. Start off the rallye season with a straight forward TSD rallye in the sunny south. Start point is McDonald's at 515 Ridge, Munster, Indiana.

11:00 Registration at McDonalds
11:30 Drivers' Meeting
12:00 First car off
4:00 Dinner at Smugglers

End point will be at Smugglers' Inn, 9201 Calumet Ave., Munster, Indiana, where you will order from the menu which ranges from soup and sandwiches to full dinners at reasonable prices.


Special Event oooo

Chicago Region will have a 25th Anniversary Social event on April 17. Plus, the Executive Council has accepted our invitation to hold their spring meeting in conjunction with our event. Special presentations will be made by Hank Malter. Further details next month.

oooo Special Event

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

goody store 

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REAR VIEW MIRROR

1982 TECHNICAL SESSION
THE REASONS WHY NOTHING
EVEN COMES CLOSE
By Fred & Pat Bartlett

On 17 January, 1982, we learned some of the reasons why Porsche builds the finest sports cars in the world.

First, Howard Yefsky, the technical chairman, introduced the program and Kern Fisher of F & W Rallye Engineering. Mr. Fisher explained the auto accessory items that he offers for sale and began a unique lighting presentation. By illuminating a projection screen with various driving, fog and spot lights, we were able for the first time to compare the standard U.S. sealed beam headlight with various quartz-halogen lights. Mr. Fisher recommended lights from Cibie, Marchall and Hella. An H-4 two-way quartz-halogen system seems to be the best for most Porsche installations.

Al Herte, Porsche-Audi service manager, discussed the past, present and future of Porsche A. G. He indicated that the problems affecting the international auto industry also affect Porsche. He explained that Porsche must increasingly rely on outside engineering projects in order to maintain their continued growth.

Mr. Herte gave a slide presentation, featuring the Weissach Technical Center and test track. A computer assisted dynamometer and tire research center are typical of this well-equipped facility. This technical center has been instrumental in the design of everything from NATO Leopard battle tanks to successfully racing machinery.

A supervisor and worker inspect each body before painting. Their well trained hands can instantly spot small imperfections and repair them before painting. After painting, an inspector tests the paint, not only by eye but also by a specialized electronic gauge that checks paint depth in a number of places.

In a process developed by Porsche, complete cars are made of zinc coated steel. This steel requires special welding techniques in order to preserve the zinc coating. This special steel allows Porsche to offer a seven year no rust perforation warranty.

When final assembly is completed, each car is road tested by an experienced driver. His inspection form contains 189 points on which he must check. If he rejects the car for any fault, the car goes back for repair. When the repair is complete, the test begins again. In this way, the Porsche owner receives the safest and most reliable sports car in the world.

Mr. Bill Haggarty of Porsche-Audi explained the Porsche concept of passive safety. This form of safety is necessary when an accident is unavoidable. Its function is to provide crash zones that will absorb impact, leaving the occupants alive and unharmed. Mr. Haggarty explained that at Porsche, passive safety begins at the front bumper, into the crash zones and then through careful selection of seats, shoulder belts and other interior features.

The movies that were presented gave many sad moments to the audience as one Porsche after another was destroyed in controlled crashes. Each model is run into a solid wall at 35 miles per hour, both perpendicular to the wall and at a 30° angle.

As, designed, each car absorbed the energy of the accident, leaving the occupants alive. Similar crashes at the rear and side provide experience in safe construction. All of these tests demonstrate that SEAT BELTS SHOULD BE WORN by every aware motorist.

Another interesting test involves a fire test of a 928 plastic gasoline tank. A 1200° fire is started under the rear of a 928. Even after a number of minutes, no damage is evident. When the fire was quenched, inspection showed only minor tank damage with no leaks. Quite a remarkable performance for plastic!

Al Herte concluded the technical session with a question and answer period. The audience inquired about the 911 Cabriolet (coming in early 1983, but not with 4WD), and 944 (coming between April and June) and the Audi Quattro (perfect for Chicago winter). A fine dinner followed at Hans' Bavarian Lodge in Wheeling.

Mr. Herte then gave an interesting presentation on active safety. This can best be described as the mechanical features of a vehicle that prevent accidents. These features include adequate power, proper suspension, effective braking, responsive steering and good visibility. Everyone can agree that Porsche stressed these qualities long before U. S. Government standards were enacted.

The Porsche line for 1982 was also discussed by Mr. Herte. In the 911 and 924 series, formerly optional equipment is now standard. The 928 now features the front air dam and rear spoiler of the European 928S. Also included is a reverse lock out which makes gear shifting easier. A unique fuel consumption gauge shows both MPG and gallons per hour at idle.

Perhaps the best surprise of the new model year is that all Porsche prices have been reduced.

Mr. Don Yokum of Porsche-Audi explained the quality control that goes into every Porsche. This discussion was enhanced by a slide show featuring some of the production checks involved in the manufacturing of a Porsche. Sophisticated test stands are used to inspect engine components at exacting tolerances. Each road wheel is tested for radial and axial run-out. Dash gauges are individually tested for proper functioning. Elaborate test jigs are used to be sure that body parts are properly welded and finished. A computer based machine can test all electrical components in the 928 and 911 series, leading to improved customer satisfaction. As designed, each car absorbed the energy of the accident, leaving the occupants alive. Similar crashes at

the rear and side provide experience in safe construction. All of these tests demonstrate that SEAT BELTS SHOULD BE WORN by every aware motorist.

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Did You Know That ?

Treffen

Treffens are an established activity of PCA dating back to 1958. "Treffen" is a trademark belonging to PCA, Inc. Bids for the Treffen are solicited by PCA each year and reviewed by the executive council to determine who will receive the PCA endorsement. This endorsement is significant because only the PCA endorsed "Treffen" will receive the special privileges reserved for PCA by Porsche A G. These include the Weissach track rides and the factory dinner and cocktail parties with Porsche management and the Porsche family. Thru the bidding process, PCA is able to bring to the membership a "Treffen" with the best combination of program, convenience and cost.

PHOTOGRAPHS

By John Bohlander



Al Herte discussing the future directions of Porsche.



George and Eve Estrada getting a little light advice from Kern Fischer.



Bob O. - "As Pres. I get to sit on your lap."
Julie Q. - "As Scene editor I get to say and do as I wish."



Mike - "When is the next deadline for the Scene?"
Jerry - "You must be new in the club, no one's ever said that to me before."



Kern Fisher - "...if you buy all four steering wheels then the driver doesn't have to do all the steering".



Event Chairman Howard Yefsky speaking softly.



Kern Fisher "...and this is our line in floor mats. Note the extra heavy vinyl heel pad, this is for you fellows with lead feet."

METRIC CRESCENT ?

Geez...there's some sensitive folks around here. Miss one deadline...by just a teensy little bit; you'd think they let an Alfa into the line at Elkhart the way they carry on. Sorry folks. When I got the next issue in the mail without me in it I was crushed, flatter then Owen Johnson's pocketbook after rebuilding his stock engine. (Why is it, by the way, that engines are "stock" until they go on the market and all of a sudden they become "bulletproof".)

....All right. All you high rollers out there with 944's on order, let me know who you are. First one delivered owes us a ride and a drivers test. Better buy these suckers soon. If it's a winner you can count on the price almost doubling in 2 years Ala the 928. Hey..no cynics allowed in the PCA..especially poor ones.

....Mixed up priorities department?...Take a look at the size of the engagement rock Bob Gamble got his friend Chris Diccaro..looking serious.

.....Dan Bacin, our Imperial Potentate of Pizza has received the High Point Driving Award for Autocross competition from the Mercedes Benz Club of America. Dan claims he got his "keen edge" from hot shoes in PCA. Congratulations to Dan who drives an awfully pretty white turbo when not tooling around in his MB.

....How did they move John Bohl-ander's Porsche when it was sitting on blocks, (no wheels folks) in his garage? Simple, put 4 Goodyear hats on four semi-strong gorillas, have them each pick up a corner of the car and have George Gutmann stand in the back and make sounds like an engine. I hope they enter at Elkhart, then we could beat somebody.....

....Our old friend Joe (Rat) Ratschen and his beautiful wife Renata were in town visting old friends and showing

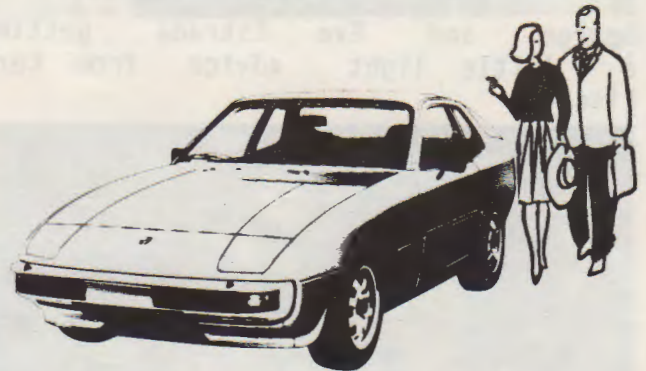
off new kid Nathan (now officially known as the Natrat) who was born last August. They are living on Phoenix where Joe's talent has made him #1 at Camelback P/A

....I hope all you folks joining the Gunthers on their trip to Austria have had a good time skiing and touring. It sounds like a great trip.

....Which reminds me, if anybody out there in radioland has some ideas or good deals (tires, parts, accessories) that need group participation to be better, put it in the newsletter and we will see what happens.

.....Also, start working now for gymkhana sites for this season. See if your company will let us use their 2 million acre unobstructed parking lot some Sunday afternoon.

.....Keep your eyes open and keep those cards and letters coming.



IN-BOX

The following note was received by Helga Meyer.

"We want to sincerely thank the Club for including Chris and I in the Road America event each summer and inviting us to the Christmas party. We had a wonderful time at the party Saturday. Food was good and the people always exciting and fun.

Thanks again, Helga, and please pass our words of appreciation to the club. Also, we are grateful to receive the monthly "Chicago Scene". See you soon. Have a wonderful Christmas!

Mr. & Mrs. Chris Dickens

Outmarker

PORSCHE LAKEFRONT REGATTA

By "Commodore" Dick Gunther

Jim and Lori Kutill, my co-chairpersons, have made it possible to sail around a buffet table at the Columbia Yacht Club to Build Your Own Burger. To be consumed, of course, with your favorite beverage furnished by the cash bar at the club.

Prior to this gastronomic enticement, we will be cruising around "buoys" at Soldier's Field, in sunny 68°F, weather. All of this is on order and confirmed for Sunday, April 25th.

So, please be one of the 100 entrants registered for the first Porsche Regatta, oops! autocross of 1982.



GNU Maim Bears

GNU MAIM BEARS

By Mae and Walter Minato

The following applicant was approved for PCA membership:

MICHAEL AND JULIE HESTERMANN

98A Flemington

Road Melbourne, Australia 3052

1960 Silver 356B Coupe

Brian and Susan Allman have the recruiting rights to Euro-Africa, but Jerry and Helga Meyer have the rights to Astral-Asia. Michael accompanied the other Australian member, John Dare, on a trip to America last summer. He acquired a supply of parts for grateful Porsche owners down under. Michael and John then travelled to Asheville, N.C. to visit with Chicago Region members at the Parade.



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BY APPOINTMENT ONLY

Who Are Those Guys ?

By Frank Wagner

Who are those guys? That's one of the common phrases I hear when a delegation of Dirty Dozen go out of region to autocross. After a while, I wondered if anyone in Chicago Region knew us. So one evening I thought it might be nice to sit down at my desk and fill everyone in.

The first newsletter photo and "Dirty Dozen" caption about us appeared in the December, 1974 Scene. In that photo, half of the original Dozen appear. I doubt if you'll remember all of us, but for those of you who want to check your memory, here it is. There was Joe and Darlette Ratschen, Ed and Donna Larson, Joe Marcin, Marion Kuznar (now Mrs. Joe Marcin), Terry Baumhardt, Lee Kass, Hokey, Joe Leicht, Greg Blegan and myself.

This group of people all had something in common. First, we all had our Porsche's serviced in the same neighborhood garage on Clybourne Avenue (sorry Jake, no free advertising). We also had a common interest in a bar on Lincoln Avenue called Papa's III (which has since closed because we quit going there). We also were members, or applicant members of this crazy sports car club called something like Porsche Club of America, Chicago Region.

The whole deal actually got started as a joke. Pretty good joke, huh? Everyone is still laughing at us. Seems that Dan Gallagher kept calling us by our wrong names so it was easier to just say "Hey, Dirty Dozen".

Well, not to let a good thing die, I decided to have some tee-shirts made up to match our new name. So at the Road America event in September 1975, we made our public appearance. Only eight of us made the event, but it was enough to get the point across.

Since that time, almost seven years ago, we have undergone changes. We have changed with several of our original members selling their Por-

schies for B.M.W.'s. Ed and Donna Larson and Joe Leicht have stepped backwards to the slower "Bimmers". Greg Blegan sold his 912 and tried four wheeling and marriage. The jeep is gone, but the wife still remains. Joe and Marion are still with us in spirit. Joe has stored his concours 911 for a little while, but someday he'll have that beauty out again. He'll teach some of us "old pro's" what a smooth shift really is. Joe Ratschen has moved to Phoenix, Arizona to start a branch Dirty Dozen.

With the opening for members getting out of hand, the remaining Dozen decided to keep the group alive. After all, someone has to volunteer to drink the beer all up! So with that thought in mind and the well being of the Chicago Region at heart, we took on Joe Hill. Granted Chicago Region, you may have Terry Baumhardt to thank everytime we have a barrel of beer at an event that needs tapping, but who drinks all those suds?

As time moved ahead, we took on two other members. Both Jim Sovik, alias "The Sprinter" and Tom Thompson were taken under our beer mugs for guidance. It's no easy task to take an Ohio State grad and make a partyer out of him, right Firm? And worst yet, a Notre Dame grad. Do you know Tom never drank beer before meeting the Dozen?

So we have been able to grow in numbers, never exceeding the twelve figure, though. Even after we took on the "Child Molester" Peter Brink, and "The Wino", Ron Starkey.

What started out to be a joke has turned into a big deal. Our little group has made numerous friends in all our neighboring regions, especially the I.R.O.C. regions where our Dirty Dozen name appears in many of their newsletter articles. We've autocrossed all the way up at Brainerd International Raceway in Minnesota to Mid-Ohio in Ohio. We've been thrown out of some of the best motels, and welcomed with open arms in some of the worst. We've been known to make beautiful women laugh and children cry.

Our motto is "What, no beer? I ain't stayin'." We have a couple of openings left for lady Dirty Dozen members. Send your applications to: "Firm, Schaumburg, Illinois," he'll get it.

Those of you out there that want to meet us, feel free. Just walk up to one of the people with the blue or gray tee shirts with the lettering spelling "Dirty Dozen" and say, "Hi, do you want a beer?" Guarantee, you'll make a friend for life, or at least until the beer holds out!

Mothers hide your daughters, the Dirty Dozen are coming to town! (Sorry, Marion, it's the male chauvinistic pig in me) Enjoy!



COVER CREDITS

Off course!! Re-read your generals. This won't be found on the Meyer's rallye but you will run into it on your way to the Wickenburg Inn, 50 miles from Phoenix, Arizona (that is, if you just keep your eyes open). Dick Gunther took this shot so the next time he goes on vacation to the Wickenburg Tennis & Guest Ranch, he will remember what the entrance road looked like. Being good rallyers, as Dick & Joyce are, they passed it by twice. Gravel roads don't exist, right?

(EDITOR'S NOTE: Any resemblance between names depicted in this photograph and real-life characters is purely coincidental)



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Porsche Racing News

Porsche Racing News

1981 - New Champions, New Championships

By Ed Triolo and Fred Heyler

Porsche - Audi

Since the 1950's, Porsche racing victories have been a significant part of the U.S. motorsport scene, and the 1981 season was no exception. What's more, it marked a turning point for the firm's U.S. racing history.

A new generation Porsche racer made a respectable debut at this year's 24 hour Pepsi Challenge. Although the 924 Carrera Turbo experienced teething problems at Daytona, the 24-hour race was a concentrated valuable lesson. The "old" model Porsche 935 in the hands of Brian Redman, Bobby Rahal and Bob Garretson went on to win the premiere event. Indeed, 935 Turbos won the Camel GT Manufacturers Championships with 10 victories in 17 IMSA races.

In his peerlessly-prepared 935, Californian Bob Garretson won the 1981 World Endurance Drivers Championship, the fourth time an American Porsche driver captured this international crown for long distance racers. Garretson also won the 1981 Porsche Cup of International Manufacturer's Championship.

The 924 Carrera Turbo's sprint racing year began in May at Charlotte Motor Speedway's SCCA CRC Trans-Am race, where Porsche's production-based 4 cylinder 924 went head-to-head for the first time against the Trans Am's tube-framed, V-8 Corvettes, as well as the V-12 Jaguar.

Although giving away much horsepower to the competition, the 924 racers turned in some stirring performances in the hands of drivers such as Al Holbert, Hurley Haywood, Doc Bundy, Paul Miller, Bruce Levin and Ludwig Heimrath, Sr. and Jr.

At the SCCA's Road Atlanta runoffs, a 924 driver was crowned D Production champion for the second year in a row. Danville, Illinois' Tom Brennan drove his Herman+Miller Porsche Audi 924 to

the D-P crown, picking up the torch from 1980 winner Doc Bundy. Once again in 1981, all the Porsche Audi dealer teams fielding 924 race cars won invitations to the runoffs.

Josef Hoppen, Porsche Audi's Manager of Special Vehicles, was pleased with the Porsche competition year. "U.S. Porsche racing teams have done an outstanding job, proving the 935's reputation as the finest machine ever created for the FIA's International Group 5 regulations. We're also gratified by the team's faith in Porsche for the future. Bruce Levin, Al Holbert, Ludwig Heimrath and the Herman+Miller team will all concentrate on running 924 Carrera Turbos in the 1982 Trans-Am."

Looking even further down the road of Porsche racing, Hoppen cited the importance of the International Group C category both to Porsche and to U.S. motorsport.

"In addition to their traditional role of offering various production-based race cars, Porsche looks to the challenge of pure engineering -- one reason why the firm feels strongly about the Group C concept of GTP race cars.

"Porsche's International Group C car is well underway," Hoppen stated, "and we look forward to the time when U.S. race fans will have a chance to see it in action against top entries from a number of other manufacturers."



JLP Racing Plans

The Pauls (J.L.P. racing), Jr. and Sr. have indicated they will campaign a new 935 in IMSA this year. They will be selling last years 935 and the Lola T-600. Says Paul Sr., "We made a mistake last year trying to compete with two completely different cars. We think a Porsche is going to win more races this year, so we're going with a Porsche."

It is reported that J.L.P. racing's new Porsche 935 racer is being built from the hulk of a wrecked 911! It seems that inflation may be serving as the "mother-of-invention".

Pauls Win Daytona

1982 IMSA Schedule

Jan. 30	Daytona
March 19-20	Sebring
April 4	Road Atlanta
April 25	Riverside
May 2	Laguna Seca
May 16	Charlotte
May 23	Mid-Ohio
May 31	Lime Rock
June 20	Summit Point
July 4	Daytona
July 11	Brainerd
July 25	Sears Point
Aug. 1	Portland
Aug. 15	Mosport Park
Aug. 22	Road America
Sept. 5	Mid-Ohio
Sept. 12	Road Atlanta
Sept. 26	Pocono
Oct. 9	Lime Rock
Nov. 28	Daytona

1982 Formula One Schedule

Jan. 23	South Africa
Mar. 7	Argentina
Mar. 21	Brazil
Apr. 4	Long Beach
Apr. 25	Italy (Imola)
May 9	Belgium
May 23	Monaco
June 6	Detroit
June 13	Montreal
July 4	France (Paul Richard)
July 18	Britain (Brands Hatch)
Aug. 1	Germany
Aug. 15	Switzerland (Dijon)
Aug. 29	Holland
Sept. 12	Italy (Monza)
Oct. 3	Las Vegas

1982 SCCA Trans-Am Schedule

May 23	Road Atlanta Ga.
June 6	Sears Point, Calif.
June 13	Portland, Oreg.
June 27	Monterey, Calif.
July 4	Seattle
July 18	Lexington, Ohio
July 25	Elkhart Lake, Wis.
Aug. 8	Brainerd, Minn.
Sept. 5	Trois River, Quebec
Sept. 12	Mosport, Ontario
Oct. 10	Monterey, Calif.

1982 World Endurance Championship Schedule

Mar. 14	Brands Hatch
Mar. 28	Imola
Apr. 18	Monza*
May 16	Silverstone*
May 30	Nurburgring*
June 19	LeMans*
Aug. 22	Mosport
Sept. 5	Spa
Sept. 19	Dijon
Oct. 3	Fuji
Oct. 31	Buenos Aires

* World Championship of Makes Events

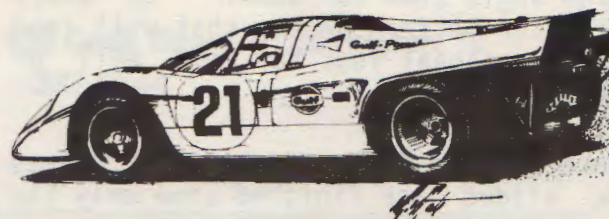
1982 SCCA Can-Am Schedule

June 27	Lexington, Ohio
July 11	Watkins Glen, N.Y.
July 25	Elkhart Lake, Wis.
Sept. 5	Trois River, Quebec
Oct. 3	Riverside, Calif.
Oct. 10	Monterey, Calif.

924 Racing Preview

It is reported that Porsche has signed Doc Bundy, Paul Miller, Pat Bedaro, Jurgen Barth, Jim Busby and James Brolin to drive Daytona and Sebring. The two B. F. Goodrich T/A shod GT0 class 924S will be prepped by Herman & Miller and Brumos. Porsche also plans to enter the cars at Silverstone and LeMans with additional drivers to be announced.

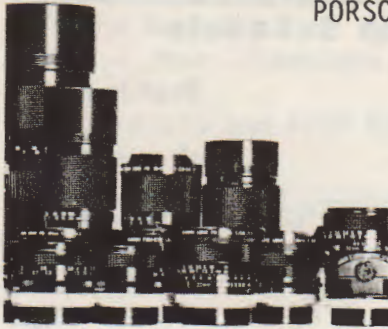
924 TOP FINISHER ON STREET TIRES DAYTONA



Porsche Photography

PORSCHE PHOTOGRAPHY

By Omar



Last month we made the choice and now we own a new camera with a few extras. So let's go out and take some prize winners.

Elkhart Road America is an excellent spot to make some very fine photos, as the best in cars and drivers are all there for the running.

If we want color prints we can use negative color or if we want to project our slides then Kodachrome or Ektachrome is our choice. Of course top quality color prints can be made from slides, but it generally has to be done by a professional lab or someone who knows the technique. This is not a process for the corner drug store. From a good slide you can expect to get a top quality 16x20 print if a 4x5 or 8x10 interneg is made first.

But here we are at Elkhart and there is so much to see and photograph. Most people go to the track and only photograph the racing cars. But think about the color and drama in the paddock and pit areas. Here is where a long focal length or zoom is very handy. An 80mm to 200mm zoom is great. Keep your eye open for your favorite driver and keep shooting. For long lenses, to cut down on motion in the photo, the camera is best at high shutter speeds of 1/250th to 1/500th of a second. For a different approach for drama in the cars use a wide angle 17mm to 35mm. Be alert also for pattern photos that will lend a professional look to your wall or photo album.

Take lots of film and when your prints or slides are finished show only the

best of them, the rest should be filed in the wastebasket. If they are really pleasing to you, have large prints made for your den or office.

This time we have concentrated on the preparation. Next time we will talk about the cars on the track.





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Indiana "Treffen"

By Chet Szerlag

A widely shared characteristic of Porsche owners is their enthusiasm for motoring. For instance, when traveling in your Porsche, have you ever sought out a more scenic or perhaps unfamiliar route, in order to do a little exploring with your Porsche? At other times, have you felt reluctant about reaching your destination, simply because you wanted a few more minutes behind your leather-wrapped wheel? (trips to your mother-in-law are excluded here) If any of the above apply to you, please read on.

There are occasions where a measure of pre-planning can result in a memorable experience that combines motoring pleasure with a touch of adventure and "horizon stretching". Our region's Road America weekends certainly fall in this category, as do National Parades and the annual Treffen to Stuttgart. Conversely, there are unplanned, and somewhat impulsive, "day trips" that one can stage to numerous points-of-interest within a few hours' radius of one's home. ("Day trips" are defined here as the opposite of overnight trips)

I'd like to tell you about a recent day trip that I took to Indiana. For you Chicagoland denizens, Indiana is south of the Illinois border, and yes, they accept American dollars there. I don't recall where, nor how, I came to know about the A-C-D Museum (no Martha, it's not the AC-DC Museum), but I made a mental footnote to visit it, whenever time and circumstance would allow. The museum is located in the sleepy town of Auburn, Indiana, and is approximately a 4-5 hour round-trip from the metropolitan Chicago area.

What is the A-C-D Museum?

I'm glad you asked. The acronym stands for the Auburn-Cord-Deussenberg Museum. (Keep reading, there's a Porsche somewhere in this story!) More specifically, I'm talking about the site of the original, and only,

factory that produced the legendary Deussenbergs of the 1920's and 1930's. Have you ever heard the phrase, "It's a Deusie!?" That popular phrase was used to describe anything extraordinary or special, and pretty much sums up the stature of the marque during its short reign. If you're at all fuzzy about the early chapters of American automotive history, the A-C-D Museum is an excellent self-study experience that I highly recommend. (You'll get an extra 20 points on the quiz if you can find the photo of Jimmy Cagney standing beside his shiny new Deussenberg on the steps of Chicago's Field Museum, before the days of acid rain).

The factory has long been shuttered, but the original factory showroom has been restored and re-opened as a museum, complete with its original art-deco designs and fixtures. I might add that it is also entered in the National Register of Historic Places. The showroom building is a two-story structure, with the second floor originally dedicated to administrative offices. Today, the first floor is a re-creation of the original showroom as it looked in the 20's and 30's, while the second floor is now a series of large rooms with individual exhibits and a very large collection of unusual and rare motor vehicles.

The collection spans marques built at the turn-of-the-century to modern day classics, including motorcycles. It is here that one can find several Porsche types.

The first floor's former showroom is arrayed with flawless examples of the Auburns, front-wheel drive Cords, and supercharged Deussenbergs that were handmade in the adjacent factory complex. The showroom's visual impact is akin to the photo essay found in the June 1980 issue of Panorama, describing the New York showroom of Max Hoffmann. The A-C-D automobiles are outstanding examples of superior engineering and automotive design. Even today, nearly fifty years later, they appear ageless. The showroom space is dedicated to displaying the A-C-D marque, with the centerpiece being a "100 point" Deussenberg straight from the Pebble Beach Concours!

(All you concours freaks out there must check this one out!) In a rear part of the first floor one can also find antique gas station pumps, service signs, tune-up equipment, and period photos illustrating men and autos in action.

The museum is fascinating to experience because it's like entering a time machine and being transported back in automotive time. The Deussenbergs, which were designed by the famous designer Gordon M. Buehrig, are visual knockouts, and represent one of the pinnacles of America Automotive design. After touring the museum, my overall reaction was that the Porsche is a modern-day equivalent of what the A-C-D marque stood for in its heyday. The timeless automotive traditions of design integrity, superb engineering, style, and adventure are alive and well in Auburn, Indiana!

I think it is a fair statement to also say that without the genius of Mr. Buehrig's designs, there would not have been the A-C-D automobiles, let alone the A-C-D Museum. For those of you interested in learning more about Mr. Buehrig and his work, there is an excellent 192 page book entitled, "Rolling Sculpture: A Designer and His Work", which is available from Classic Motorbooks.

I originally decided to visit the museum because I had a free Sunday, and because I wanted to refresh my understanding of the early era of American automobiles. However, I was not prepared for the first-rate quality of the museum, and its diverse exhibits. It is difficult to properly take-in all that's offered in the museum, because it is literally overflowing with motor vehicles and related items. I'm planning a return visit, in order to more fully digest my first impressions. There are approximately 125 cars on display. In addition to the several production-model Porsches, I found early examples of Aston Martin, Ferrari, Morris Garage (MG), and Jaguar. In my opinion, the A-C-D Museum strongly rivals the collection found at the Henry Ford Museum in Dearborn, Michigan, in both quality and quantity.

In addition to the automotive fare, the museum features exhibits mirroring the "sociocultural" milieu in which the autos existed. As a result, not only do you see mechanical inventions, but you also get genuine art-deco, the history of home entertainment from Victrola through early radio and television, period clothing and fashions, antique toys, and an unparalleled collection of artifacts, souvenirs, and collectibles from the Chicago World's Fair of the 1930's.

In summary, the museum is an ideal destination if you're feeling impulsive, or if you're planning a leisurely day trip. The museum is easy to find if you follow the map illustrating the available routes from Chicago.

I recommend using Route 30 through Indiana to get to Auburn, because it is a relatively good "Porsche pushing" road. On the return leg to Chicago, I recommend using the Indiana Toll Road, because it is a fast trip back, thereby minimizing driver fatigue.



Auburn-Cord-Duesenberg Museum



Home of The Classics

FIRST GEAR

FLIGHT 914 CLEARED FOR TAKEOFF

By Terry Johnson

With the outside thermometer reading 24 below, what better time than to reflect back on that hot summer day last year. Mid-week at Blackhawk. "Leave your stingers at home but bring your helmets". Some ten years ago, I had come to Blackhawk to watch a MSCC race. You can imagine, therefore, the numerous fantasies I was to fulfill this hot July afternoon.

Tech inspection, 35 pounds in the Michelins, "Grid your cars...we're going to take a few parade laps, follow the lead car, don't race, just get a feel of the course" The first few laps were nice but only if that 911 in front would step on it a bit. Lap three, hey, he must have heard me, hey, not so fast! How come he makes it look so easy? He's probably got P7's, Bilsteins, or whatever. Now wait a minute, T.J., this is supposed to be a driving school. Rather than going out and installing a turbo, let's try and do what one is supposed to do in school...let's learn how to drive first.

I can't say enough about the handout I received on driving techniques or the tips from my instructors. While it all seems so logical, once you read it, it never had been explained to me that way before. "Think of having four foot pedals. Where is your left foot on the corners? Find a comfortable firm spot and make sure you brace your left foot with it."

That little tip sure eliminated leaning almost out the side window and those jerky steering motions trying to pull one up straight. The simple idea of positioning your hands, anticipating their 9 & 3 position during the corner before the turns sure beats getting fingers caught in the spokes. I could go on plugging the benefits of Blackhawk, but you've got to experience it for yourself.

As I drove with my instructor, he had pointed out various danger points on the course where you cool it, as well

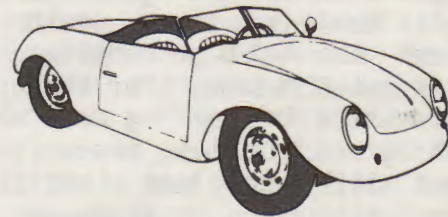
as those turns with escape routes. He had briefly mentioned turn seven as being the end of the farmer's grass runway. It didn't seem like a significant comment then, but after trying about 20 times, I finally got through turns 5 and 6 smooth enough. Boy, was I rolling toward turn 7! The sensation of lifting off the ground probably lasted 2 to 3 seconds at most. What a rush. You guessed it, I braked late, I turned late. "How do I get my Lufthansa out of this sand?"

I think I understand what it means when you see PORSCHE: "Nothing else comes close". I certainly am looking forward to returning to Blackhawk in 1982.

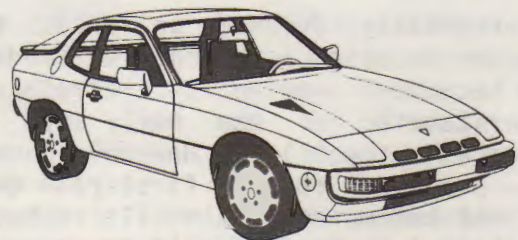


Porsche Literature

A guide to Porsche Models
from 1948



to 1982



Porsche Audi has prepared a 24 page pamphlet entitled "The Porsche Family Tree". This publication traces the various production cars from the 1948 356 prototype to the 1981 928. In addition to sketches of the various models and text tracing their development there is also a complete listing by year and model of horsepower, engine serial numbers and chassis serial numbers. This pamphlet is an excellent pocket guide to Porsches. It should be available thru your local Porsche Audi dealer. The cost is not known but thought to be free.

PSSST !!

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FOR SALE: 914 battery box, orig. \$40. 5-14" original mags w/P-6 tires mounted. One P-6 is like new, 3 are only fair, 1 needs adjustment but has excellent tread, only 1,000 miles on this tire. Package deal only. \$525, offer? Frank Wagner 237-2220, 9-5 weekdays, or 616-245-0981 weekends.

WANTED: 1-15" factory 6" wide mag, five spoker only. Must be straight and cheap. This is going to "6 Paks" 1982 Auto-X Campaign. We need all the help we can get. Probably tax deductible. Frank Wagner 237-2220, 9-5 weekdays, or 616-245-0981, weekends.

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FOR SALE: 1981- 924, 5 speed silver, A/C, electric windows & mirrors, sun roof, AM-FM cassette, 4,000 mi., best offer. Call Teri Goslin (312) 771-6678.

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FOR SALE: 914 2.0, 1974, silver, 1981 IROC class champion, 195-60 Pirelli P-6's, sway bars, ready for auto-crossing. \$4,500 or best offer. Call Dave Kramer, days (616) 957-0600, nights and weekends (616) 245-3841.

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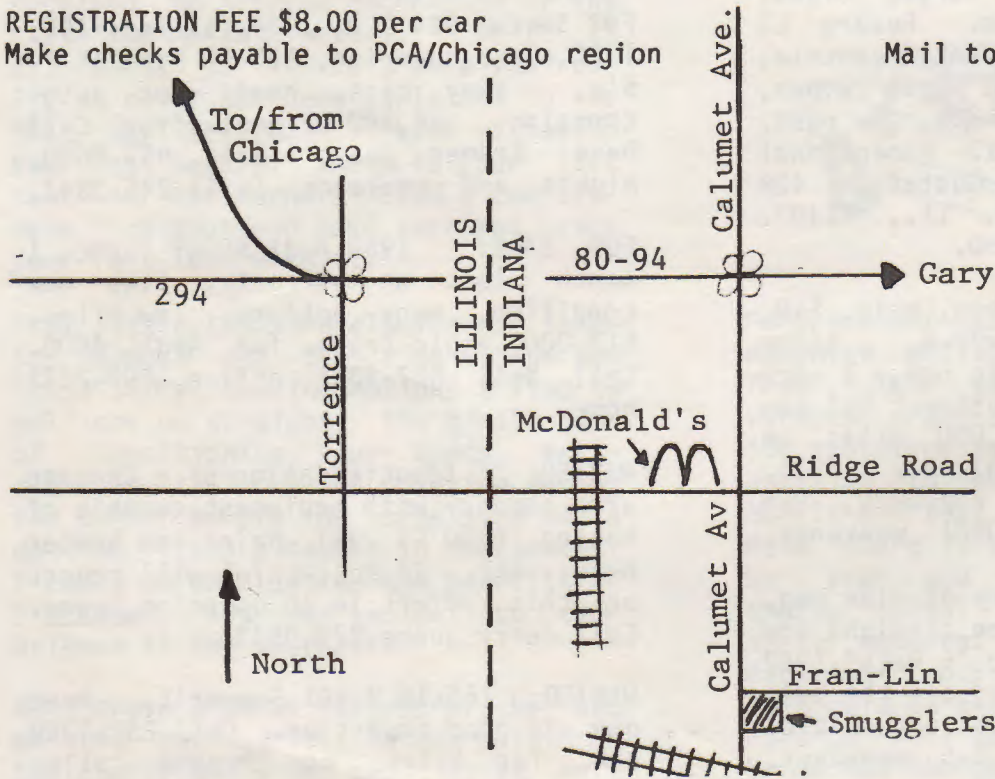
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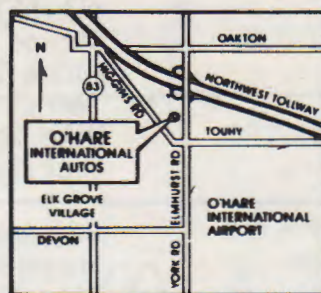
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