

Chicago Scene

MARCH, 1986

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



In This Issue . . .

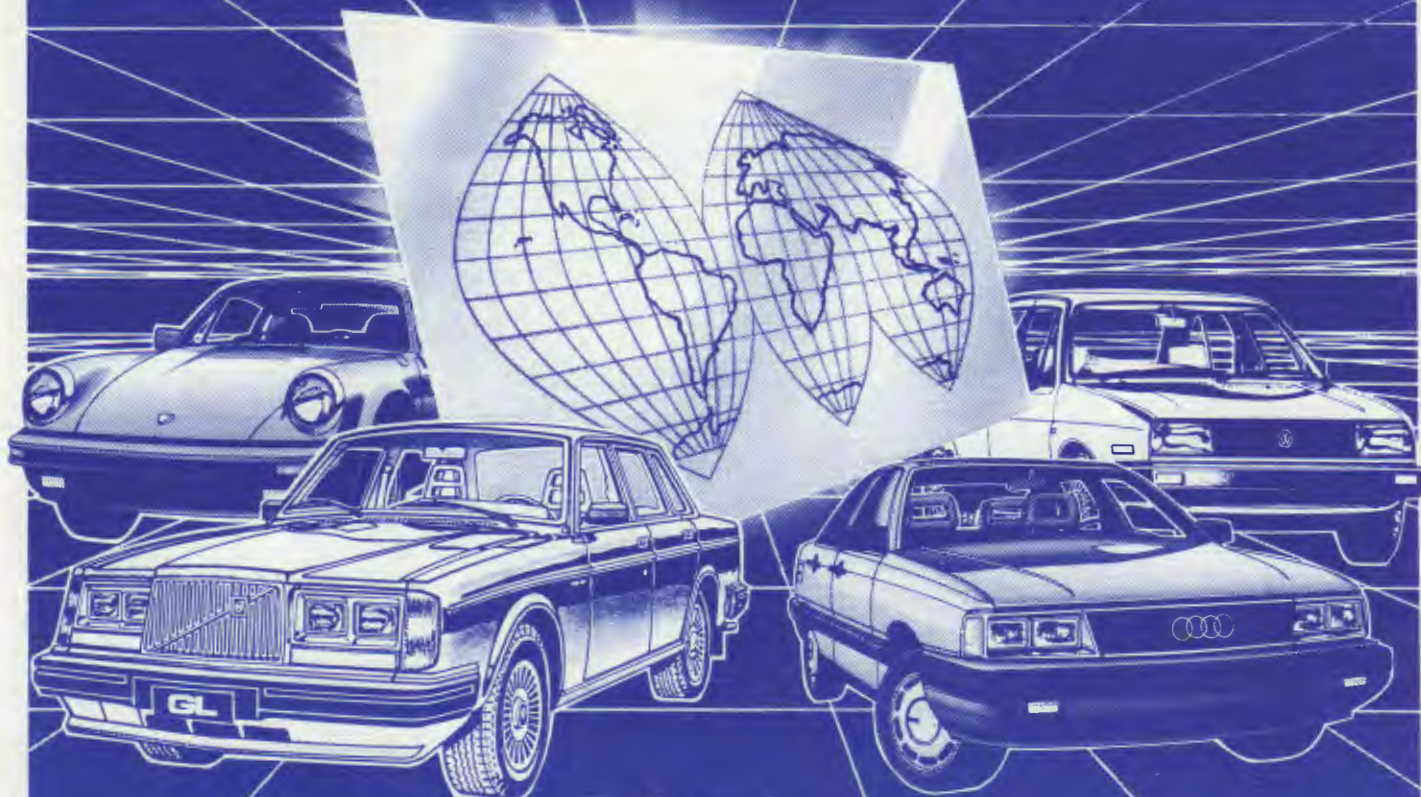
- **Auto Show Review**
- **1986 Porsche Specs**
- **First Rallye of the Year**



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Scenic View

by Jackie and Dennis Raucci

The 1986 Chicago Auto Show

Or . . . An Afternoon With Larry, Darryl, and Darryl

We are writing this article approximately one hour after returning from the Chicago Auto Show. We waited an hour to give the Alka-Seltzers a chance to work.

We wanted to put this on paper while the emotions and events of the day were still fresh in our minds.

Sunday, February 9, 10:00 A.M. The day began nicely enough. The sun was shining, traffic wasn't too bad, and we eagerly anticipated seeing the 959 display. But none of this lasted too long. As we approached the ramp to McCormick Place underground parking, four lanes merged into one. Well, no wonder! There was a crane parked in one of the lanes and two more lanes disappeared mysteriously due to some construction. About a half an hour later, we were looking for a parking place. We parked the car and began our "trek" to the exhibit hall.

After being yelled at and directed here and there by numerous uniformed cretins, we attempted to merge into the lines leading to the ticket booths, all the while being assailed by carnival side show hawkers trying to lure us into the purchase of a Souvenir Auto Show Guide.

We finally got our tickets and stepped from the ticket line into

the next line where we surrendered our just-purchased tickets to gain admission. In the sixteen years we have been attending the Chicago Auto Show, the lines we experienced this year were the longest and nastiest we had ever seen. Other than unintelligible monosyllabic mutterings emanating from Cro-Magnon men in faded blue jeans, engineer boots and leather jackets, a few of the colorful expressions heard were: "Hey, dude!" "The line starts way back there, you _____ off!" "Yo mamma!" and the always popular "What it is, bro?"

At last, we gained entrance into the bowels of McCormick Place. After cutting our way through crowds enthralled by the sequined-gowned bimbettes, and bib-overalled, tobacco-spitting morons drooling on the pick-up trucks (visions of Deliverance—"Squeal like a pig!") we came upon an oasis. Glistening under the overhead lights, we were drawn to the 959 display as were thousands of others. The 959 was surrounded by so many people, that from 10 feet away, the car couldn't be seen. Once we got through the mass of humanity, to the car itself, we were treated to a magnificent sight. We've seen numerous pictures of the car in magazines and newspapers, but the real thing defies description (although we'll try). This 959

was a cut-away version of an actual car. From the driver's side the car was complete and intact in a flawless deep silver pearlescent paint. From the passenger side, however, the car was a cut-away showing the engine, interior, suspension, body construction, etc., etc. The car was literally cut in half. It was not, however, available at 50% off the price!

We picked up several posters showing the 959 on one side and all the other Porsche models on the other. It was the only available piece of literature at the display. We got a tiny metal 944 turbo model (provided by PCNA), and headed over to look at the other Porsches. All the Porsches were Guards Red—what else? Besides the 928, 944, and 911, there was a 911 turbo and a 944 turbo to be seen. After milling about for several more minutes, we wandered over to the "VIP Toys" exhibit, where Arnold Zann was seen dangerously close to the black 911 slope-nose (see front cover photo). When questioned Arnold said, "Just looking!" and "Please don't mention this to Sheila."

Not far from there we ran into Gray Smith and his two friends from "A Touch of Class." Gray was eyeballing the red Ferrari

(Continued on next page)

On The Cover

1986 911 Turbo Slope Nose
Photo by D. Raucci

AR AUTO WERKS OF ROCKFORD

PORSCHE

AUDI

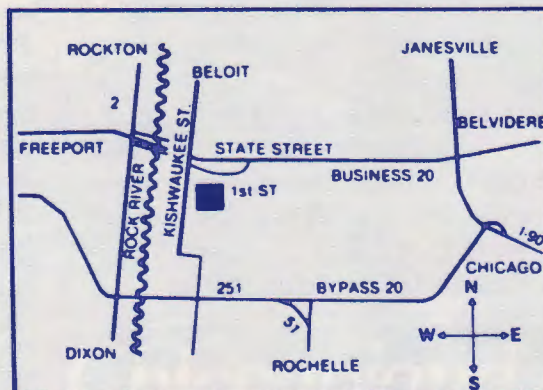
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1986 Auto Show (Continued)

Testarossa. Gray's comment was, "Please don't mention this to Chris."

We spoke for a few moments, and pressed on. Somewhere between Ryba's fudge (being purchased by gelatinous behemoths) and the Telorex 5000 Personality Computer, we met Jim Becker. Seems we weren't the only ones disenchanted by the long lines. Jim said he had experienced Murphy's Law of the Longest Line. That theory is as follows: "Whatever line you get into will be the longest and slowest moving line."

We proceeded to check out the rest of the automotive offerings. We found most of them to be

typical, run-of-the-mill transportation with a few exceptions—the Corvette Indy, a Buick prototype, all of the Ferrari's, and the Lamborghini Countach.

We then set out to investigate the array of booths in the "Outer Limits" of the exposition. We are still trying to figure out the connection between an auto show and the "Wonder Knife" which "cuts through bone and frozen food." We saw this year's version of the "Veg-O-Matic" which slices and dices, and the new "Vita Mix" which can make soup, juice and bread. You figure it out!

We avoided the Encyclopaedia Britannica Booth and took a

pass on the vibrating recliners. These along with the other bizarre product displays only added to the carnival atmosphere of the day. We made our way through the throngs to the exit. "You gotta have your hand stamped to get back in!" she snarled. "NO WAY!"

One last sideshow on the way out was the grungy man standing in a dark, damp corner of the parking garage entry, selling grotesquely shaped 6 foot tall mutant balloons. Is this for real or was it just a bad dream? If it wasn't for the 959, the Porsche display plus the friends we saw there, the day would have been a total waste of time. Next year, we think we'll stay home and sniff our dogs' heads.

THE PORSCHE HI-FIVE!



Words From The Bush (not necessarily burning!)

by Jack Bushmeyer, President

Who couldn't be a little excited by the Chicago Bears' season and winning the Super Bowl? During the watching of the Bears' games this year our youngest asked, "Why do they jump up in the air and hit hands?" The boys explained, "That's the Hi-Five. You do it when you have done something good or want to show a person they made a good play." It's a pat on the back. It's being a part of another person's feelings. It makes you feel good—together. (From all of this, one can see that Sheryl is spending way too much deep thought time with the kids!) But on with what this has to do with the Porsche Club. The incident made me think of my experience driving the 911 on the street earlier this fall and the camaraderie I always feel when I flash the lights at

another Porsche and when they return the gesture.

In reflection of my feelings when this happens, one can only say that this is the "Porsche Hi-Five". It fits our boys' definition. You have done something good. You enjoy one of the best-engineered cars in the world—a Porsche. You show another person they did something good. They have a Porsche also. You both feel good together and share the accomplishment of a goal you wanted in your life. You made a good play and it feels GOOD! So let's flash those "Porsche Hi-Fives" out on the highways and byways of our lives. It's not passe to tell another Porsche owner, "Hi, you made a good play!" Give the "Porsche Hi-Five."

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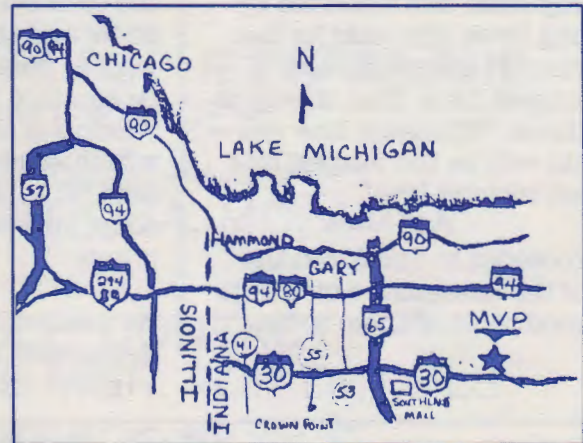
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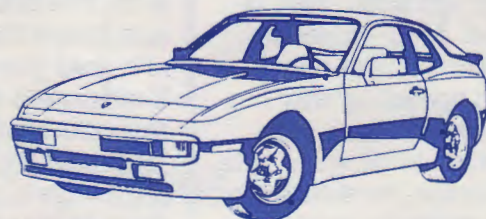
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Rocker Arms and Rocking Chairs

by Barry Sitnick



The Tech and Social Committees have teamed up to schedule what promises to be the most spectacular event this side of Elkhart Lake. The good times begin with registration at 1:00 P.M. Sunday, March 16th, at Perfect Power, 854 C Liberty Drive, Libertyville, Illinois. The technical bent members of our group will stay at Perfect Power for a lecture/question and answer session on engine building. For those of you who do not know, Sol Snyderman, owner of Perfect Power is an engine builder par excellence. He has expertise in four cam Porsche motors, VW midget race motors, and is a certified aircraft engine mechanic. Learn why our beloved powerplants run and run with so much torque and power. See exactly how engines

are built for power or for longevity or both. Learn proper engine maintenance so you can enjoy your original motor for as long as possible. During the question and answer period you will have a chance to clear the air of some of those black magic tweaks that we all hear about but may or may not work. Incidentally, Sol Snyderman runs a very tight ship, antiseptically clean, so just seeing the engine shop alone will be a super treat.

Now, while all this is happening the Social Crew will tour the nearby town of Long Grove. Long Grove is known worldwide for its fine antique shops, fine confectioners, and quaint ambiance.

Then for the grand finale we will enjoy the finest—Bacino's Pizza, beer, soft drinks, (cash bar), catered at Perfect Power.

So whether your particular fancy is rocker arms or rocking chairs this tech session is for you. Be there or you will not be privy to what the rest of us will be talking about all year!

Directions to Perfect Power: Take the Tri-State Tollway (I-94) to 176 (Lambs Farm). Go West on 176 for 1-1/2 miles to 5th Street. Turn right on 5th Street to Liberty Drive. Turn right on Liberty Drive and follow to 854 C Liberty Drive.

Rocker Arms and Rocking Chairs

Sunday, March 16, 1986

YES! Please count me in!

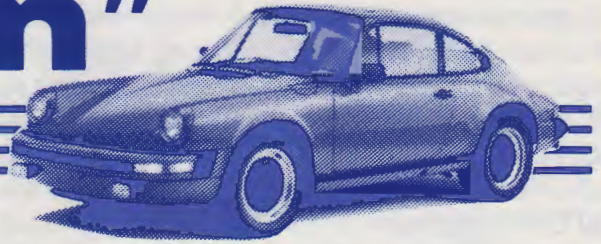
I would not miss this Tech/Social Event for Anything!

Name _____

Member Applicant Number of guests _____

Pre-registration fee: \$7.00 per person, if received by March 6th. The price after March 6th and at the door will be \$8.50 per person. The price includes pizza, drinks are for cash. Please make checks payable to "PCA CHICAGO" and send to: Barry Sitnick, 900 South Clinton Street, Chicago, Illinois 60607.

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

NEW MEMBERS

by Sheila & Arnold Zann

GERALD BUTLER
7901 S. 84th Avenue
Justice, IL 60458
312/563-0089
Gerald owns a '62 Silver Coupe.

MICHAEL & CANDY CONSOLO
168 Vista Drive
Lake Zurich, IL 60047
Michael and Candy own a Tan
'78 911.

JEFFREY & ELIZABETH EDGER
1217 Briarwood Lane
Libertyville, IL 60048
312/362-6014
Jeff and Elizabeth own a '84
Silver 944.

HENRY ESTRADA
2868 N. Kimball Ave.
Chicago, IL 60618
312/772-8037
Henry owns a '76 yellow 914.

PAUL HARRIS
109 S. Hunter Ave.
Joliet, IL 60436
815/727-4412
Paul owns a '75 Black Roadster.

CHARLES & DOROTHEA RIETZ
11 Hickory Hollow Drive
West Dundee, IL 60118
Charles and Dorthoa own an '81
RED 924 Carrera GT.

JEFF ROSENBERRY
1365 Dory Circle South
Hanover Park, IL 60103
312/830-2572
Jeff owns a '55 RED Speedster.

JAMES SADLON
12 Farmington Close
Rockford, IL 61111
815/877-6627
James owns a RED '79 928.

Transfers Into the Region:

DAVID DUPONT
540 North Lake Shore Dr.
Chicago, IL 60611
David transferred from North
Country and drives an '84 944.

PERRY & MARY LOU STEWART
9 Timber Ridge
Coal Valley, IL 61240
The Stewarts drive an '84 944
and transferred from Potomac
Region.

Transfers Out Of The Region:

Jack and Patricia Gilsdorf moved
to Atlanta, GA.

Jerry Quebe moved to Alexan-
dria, VA.

WHAT'S HAPPENING

The Rights (and Lefts) of Spring Rallye Sunday, April 13 by John Bohlander and Jim Harper

The first car will be off at 1:00 P.M. April 13 for a brisk tour, T.S.D. type, of Kane County. Starting from the Lincoln Inn, 1345 S. Batavia Avenue (Rt. 31) Batavia, IL we'll explore about 100 miles of the counties best backroads. Due to the exceptionally fine weather expected this spring a large turnout should ensue. In anticipation of this, many trophies have been made. It would be a shame if you missed getting one. So, read the rallye definitions, wind your stop watch and see you in April! Start-Finish-Trophies-Dinner at: The Lincoln Inn, 1345 S. Batavia Ave. (Rt. 31) Batavia, IL. Dinner will be off the menu.

My clock's all wound up and I am ready to cast off. Sign me up for: Equipped/Navigational Class

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Member Applicant Guest

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Region _____

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What's Your Favorite? What's the Region's Favorite?

by Bob White

A few weeks ago you were asked to express your preferences for the various kinds of events that we have each year. A remarkably large percent of you responded, approximately 35%, and for some reason that I do not quite understand, I was asked to make some sense out of the results. "That sounds sort of silly," you may say. "All you have to do is count up the numbers," i.e., autocrosses got more votes than concours, right? Well, not quite, since that approach doesn't give correct credit for events that are, for example, everybody's third choice.

A good illustration is our green 911S. Wilma, I and our two children voted on the color when we were ordering the car; three points for first choice, two for second, one for third. Well, each of us voted for a different color for first choice, so each of those colors had three points. We all voted for cond green as our second choice, and as 4 x 2 ó 8, it won. This approach is called the weighted average approach. The point is, there are different ways of interpreting results of preference choices.

Some of you will think, "Here we go, you can prove anything with statistics!" It's not that bad! Let's look at three means of tabulating the results. Table I shows the most simplistic (and least accurate) ranking based on the largest number of votes in each preference category. At first look it seems about right . . . that is, driving events are at the top and we are made to be

driven. Looking further, though, we have rallies last and all know Porsches that seems strange.

TABLE I
Based on Largest Number of Votes in Any One Preference Category

1. Autocross
2. Gymkhana
3. Drivers' School
4. Tech Session
5. Social
6. Concours
7. Rallye

Let's try another approach. Table II is based on the percentage of just first place votes. The driving events are still on top, but now rallies have moved up to fourth place and concours is last.

TABLE II
Based on Percentage of First Choice

1. Autocross
2. Drivers' School
3. Tech Session
4. Rallye
5. Gymkhana
6. Social
7. Concours

Neither of these two tables takes account of all those second and third place preferences we talked about. This problem is corrected for by using the weighted average concept. Thus, Table III is the best method and accounts for each placing. The lowest total points is best, i.e. first places are one point, second place,

two, etc.. The driving events are still obviously the most popular. Somewhat of a surprise is the fourth place finish of tech sessions above the five placing of rallies, since attendance at tech sessions has traditionally been low.

TABLE III
Weighted Average

	POINTS
1. Autocross	318
2. Gymkhana	394
3. Drivers' School	427
4. Tech Session	509
5. Rallye	528
6. Social	578
7. Concours	636

This's year's calendar reflects all these areas and the results of the poll. More driving events than the others, but the usual Chicago three concours and rallies and an active social program. Regardless of your absolute preference, try some of the others too. You might just try it and like it!

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SPECIFICATIONS

1986 Porsche Specifications

Obtained at Chicago Auto Show

944 Coupe:

Engine: Front mounted, liquid-cooled, in-line four-cylinder aluminum alloy engine. Twin counter-rotating balance shafts for vibration damping. Digital electronic fuel injection and ignition system. Displacement 2479cc's. 143 hp with a maximum torque of 137 ft. lbs. @ 3,000 rpm.

Transmission: Rear mounted five-speed manual or three-speed automatic transaxle. Coupled to engine by rigid transaxial torque-tube with high speed internal transmission shaft. Dry plate single disc clutch.

Suspension: Front—Independent with cast aluminum alloy transverse control arms. Coil-spring over shock McPherson strut. 20 mm stabilizer bar. 7 x 15 pressure-cast alloy wheels mounting 215/60 VR 15 tires. Rear—Independent with cast aluminum alloy diagonal trailing arms, and transverse torsion bars. 7 x 15 pressure-cast alloy wheels mounting 215/60 VR 15 tires.

Brakes: Dual circuit, 4-wheel disc brakes. Servo-assisted, floating calipers. Internally vented discs.

Body: Welded, unitized construction. Double-sided zinc-galvanized steel. Drag coefficient 0.35. Available in coupe body only with low-frontal area design incorporating spoilers front and rear. Front spoiler incorporates air intakes and integral driving lights.

Interior: Trimmed in cloth, leather, or leather-grained vinyl. Driver and front pas-

senger seats with electric height, tilt, and backrest adjustment. Air conditioning, power windows, tinted glass, and power steering. Left and right electrically heated and adjustable outside mirrors, and four-spoke leather sport steering wheel fitted as standard equipment.

Performance: Acceleration 0-60 mph in 8.3 seconds (manual), and 9.8 seconds (automatic). Top speed of 131 mph. Estimated fuel economy of 20 mpg city, 27 mpg highway (manual) and 19 mpg city, 24 mpg highway (automatic).

944 Turbo:

Engine: Front-mounted, liquid-cooled, in-line, four-cylinder aluminum alloy with KKK exhaust turbo charger with air-to-air inter cooler. Digital electronic fuel injection and ignition system. Displacement 2479cc's. 217 hp with a maximum torque of 243 ft. lbs. at 3500 rpm.

Transmission: Rear mounted five-speed manual transaxle with external oil cooler and pump. Mounted to engine by rigid transaxial torque-tube with high speed internal transmission shaft. Dry plate single disc clutch.

Suspension: Front—Independent with cast aluminum transverse control arms. Coil-spring over gas-pressured shocks McPherson struts. 22.5 mm stabilizer bar. 7 x 16 pressure-cast alloy wheels mounting 205/55 VR 16 tires. Rear—Independent with cast aluminum alloy diagonal trailing arms, and transverse torsion bars. Gas-pressure shocks. 18 mm

stabilizer bar. 8 x 16 pressure-cast alloy wheels mounting 225/50VR 16 tires.

Brakes: Dual circuit four wheel disc brakes. Servo assisted four-piston fixed calipers. Internally vented aluminum alloy discs.

Body: Drag coefficient 0.33. Deformable polyurethane nose-section covering alloy bumper, containing air intakes for radiator, inter cooler, oil cooler, brakes, and integral driving lights. Rear underbody spoiler and hatchback spoiler of deformable polyurethane.

Interior: Same as 944 Coupe except includes automatic climate control.

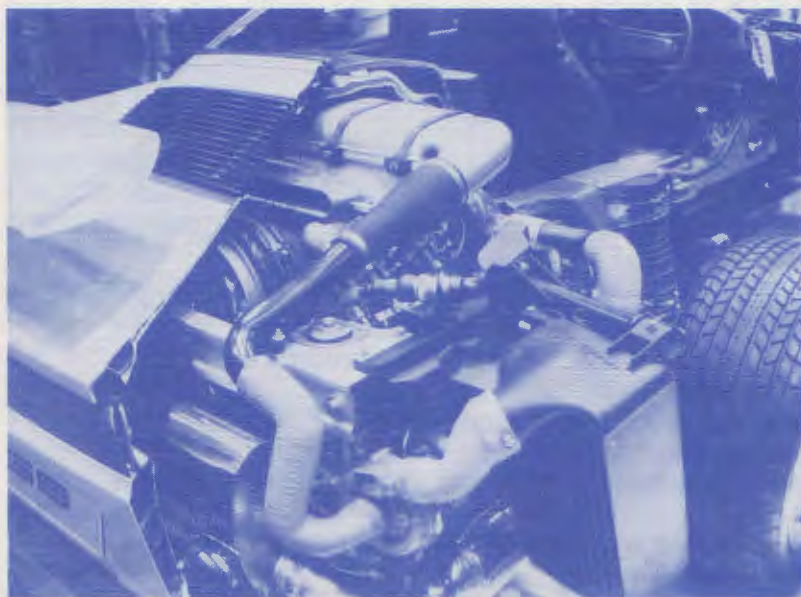
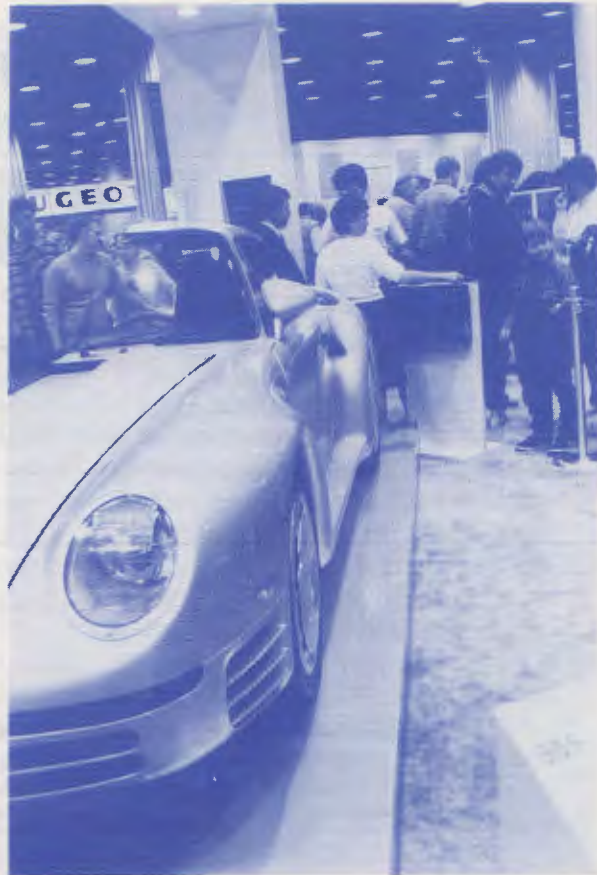
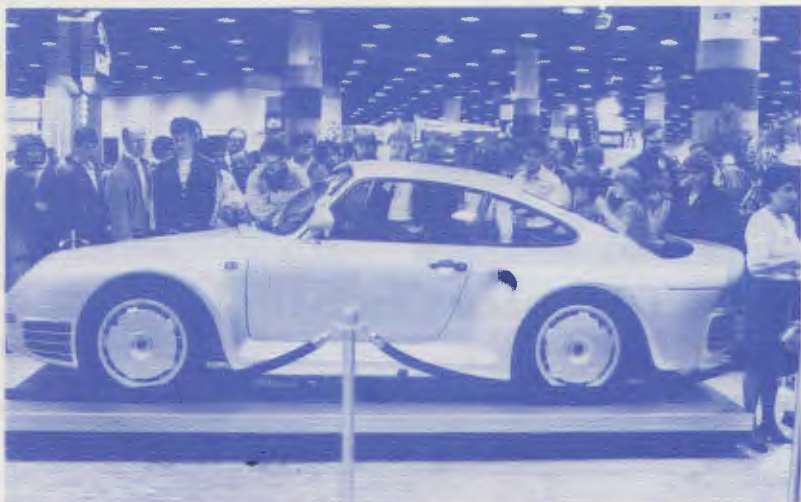
Performance: Acceleration 0-60 mph in 6.1 seconds. Top speed of 152 mph. Est. fuel economy of 19 mpg city, 27 mpg hwy.

959—Group B:

Engine: Six-cylinder, opposed-piston, with new type stage turbocharging and intercooler; Capacity 2.85 liters; four cam shafts; four valves per cylinder; hydraulic valve adjustment; mixed cooling (cylinders by air, heads by water); digital engine electronics for performance-optimized fuel injection and ignition systems; output 450 hp.

Chassis: Variable all-wheel drive in transaxle design, optimized driving dynamics through electronic computer with program control; dual transverse-arm suspension for all wheels; ABS; adjustable vehicle ride height and stabilizer stiffness.

Interior: GT interior with full leather, air-conditioning and advanced stereophonic high-fidelity system.



Next Month . . .
Specs on 911, 911 Turbo
and 928S.

Photos by Dennis Raucci

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Eighteen Unnatural PCA Laws (Submitted Anonymously)

- 1. Patterson's Law of the Kitchen.** Cleanliness is next to impossible.
- 2. Law's Law.** Everybody lies; but it doesn't matter, since nobody listens.
- 3. Zann's Law.** Virtue is its own punishment.
- 4. Bohlander's Law.** If the shoe fits, its ugly.
- 5. White's Guide to Modern Science.** If it's green or it wriggles, it's biology. If it stinks, it's chemistry. If it doesn't work, it's physics.
- 6. Holleb's Law.** In any organization there will always be one person who knows what is going on. This person must be fired.
- 7. Ostholthoff's Law of Debate.** Anything is possible if you don't know what you're talking about.
- 8. Beach's Law of Retroaction.** It is easier to get forgiveness than permission.
- 9. Iser's Rule of History.** History doesn't repeat itself—historians merely repeat each other.
- 10. Gutmann's Law.** A closed mouth gathers no feet.
- 11. MacKay's Law of Location.** No matter where you go, there you are.
- 12. Bushmeyer's Law.** When the going gets tough, everyone leaves.
- 13. Bangert's Formula For Success.** The secret of success is sincerity. Once you can fake that, you've got it made.
- 14. Knoerzer's First Law of Synergism.** The one day you'd sell your soul for something, souls are a glut.
- 15. Bacin's Sausage Principle.** People who love sausage and respect the law should never watch either one being made.
- 16. Minato's Postulate.** For every action, there is an equal and opposite criticism.
- 17. Gallagher's Razor.** Never attribute to malice that which is adequately explained by stupidity.
- 18. Leed's Law.** When we try to pick out anything by itself, we find it hitched to everything else in the universe.

MINUTES

A Note From The Secretary

by Jean Kaitis

As I had mentioned at the General Business Meeting, one of my goals as Secretary will be to keep you informed of the happenings at the monthly board meetings. Some of you are probably wondering why the Minutes are always one month behind. The cause is due to a formality we cannot change. Before the previous months' Minutes can be printed they must be presented to the board for approval. This can't take place until the next meeting, so by the time the minutes are approved and given to the newsletter editors, they're (the Minutes) one month behind.

The format I will be using in the Minutes will now be based on the actual format of the Minutes as given to the board. This will hopefully give you a better idea of what is happening at the meetings. If you have any suggestions please feel free to give me a call.

January 10, 1986
PCA/Chicago Region
Board Meeting
Place: Home of George and
Linda Gutmann

Meeting called to order by President Jack Bushmeyer at 8:12 P.M.)

Secretary: The minutes of the December 13, 1985 meeting were approved with several typographical error changes.

Treasurer: Financial report as of 12/31/85 compiled by Eve Estrada was presented by John O'Keefe subject to audit. The board approved Kathy Sowa, CPA, to audit our books for 1985. All advertisers will now be billed in 2nd month of the

quarter rather than billing at the end of the quarter.

Vice President: Wilma White stated that insurance requested for the January/February/March events were sent in.

President: Jack Bushmeyer presented three more PCA notebooks to board members who missed the last meeting.

Newsletter Editors: Jackie and Dennis Raucci indicated that the January newsletter was mailed on 1/10/86.

Advertising: Tom Harwood advised us of a new full page ad being added to the newsletter. He also stated the possibility of several more advertisers for March. It was again brought up that some possible advertisers are requesting a contract be drawn up for advertisers.

Membership: There were no new applicants for membership.

Coordinators:
Autocross/Gymkhana: Bill Samp will chair the ice gymkhana at Lambs Farm.

Concours: Bruce Janecek indicated the need for new Concours judging forms to be printed. He will do a rough draft and submit at the next board meeting.

Rallye: April 13th rallye will be chaired by John Bohlander and Jim Harper. It was suggested that a rallye school would be helpful for both old and new members.

Safety: No report.

Social: Linda Gutmann reported there will not be a getaway weekend in March. Instead there will be a March 2nd Brunch. There will also be a brunch in the fall.

Tech Crew Chief: There will be four permanent and two alternates for tech crew this year. The March 16th Tech session will be a lecture on engine building at Perfect Power.

Goodie Store: Linda Patterson presented an activity report and profit-loss statement, both dated 12/31/85. The 1985 Goody Store Profit reported was \$974.83.

Coming Events: Preparation for the January 19th general meeting was discussed. At that time it was stated by George Gutmann that the special task force group never met to discuss task force results. Jerry Quebe compiled all options based on individual phone calls to the task force members. It was decided that at the next board meeting the task force subject will be brought up during old business.

Old Business: The final report on the Dinner Dance is that the Elmhurst Country Club is now called the Oak Meadows Country Club. They were bought out by the Forest Preserve. Bruce Janecek suggested anyone attending a board meeting contribute to a kitty to help defray costs for food and drink which was similarly suggested last month by Todd Kaitis. It was discussed and the idea was again rejected.

New Business: No new members reported this month.

Minutes continued

The following event dates were changed and voted upon as follows: Road America-August 23/34 revised to October 11/12. Rallye-October 19 revised to August 23/24.

Wilma White stated that we must send a check for \$1,000 by 2/1/86 or we lose our Road America dates.

Jack Bushmeyer appointed a committee consisting of Rich Lotesta, Nick Brenkus and Ed

Leed to find other track sites for future events.

Based on a response to a question regarding event preference on the address correction forms mailed to Chicago Region PCA members, the following information was concluded from most favorite to least favorite: Autocrossing, Gymkhanas, Drivers School, Tech Session, Rallye, Social and Concours. (See Bob White's article in this issue for details).

The meeting was adjourned at 10:48 p.m. The next meeting will be on February 14, 1986 at 8:00 P.M. at the home of Todd and Jean Kaitis.

Respectfully submitted,
Jean C. Kaitis

Calendar of Events

- March 16 ... Tech Session/Perfect Power
- April 13 Rallye School/Rallye
- May 4 Driver's School/Autocross
- May 18 Restaurant Tour No. 2
- May 24-25 Elkhart Lake I Weekend
- June 4 Blackhawk I (Midweek)
- June 7 Boat Ride
- June 21 Night Rallye
- July 2 Blackhawk II (Midweek)
- July 13 Autocross
- July 27 Potter's Picnic
- August 3-10 Parade Week
- August 23-24 Two Day Rallye
- September 7 Concours
- September 28 Charity Gymkhana
- October 11-12 Elkhart II Weekend
- November 9 Concours
- December 6 Dinner Dance

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The "Chicago Scene" is the official publication of the Porsche Club of America, Chicago Region and is published monthly. Material must be received by the "Scene" editors no later than the 10th of the month to be published in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all material submitted for publication. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. Statements appearing in the Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

by Howard (Duffy) Nopenz

Over the P.A. came the announcement, "Mario Andretti had just been passed over for the first time ever at the Long Beach Grand Prix." Danny Sullivan could not have chosen a better spot to make his move, right in front of my wife and me. Unfortunately for Sullivan, he ran out of fuel—twice; Mario's one pit strategy worked perfectly.

The race over, Kelly and I started up the California coast in the red 1979 European 911 of a close friend. Our first night was spent in Solvang at The Chimney Sweep Inn—in one of their two Enchanted Cottages. The loft room was decorated with antiques; it was one of the


quaintest places we have ever stayed.

California's Route 1 most certainly ranks highly on my list of the best Porsche roads in the U.S. With the ocean on the left and mountains to the right, we leisurely drove to San Simeon. Even though I would prefer to spend my twilight years in Ashville, North Carolina, retiring in the Biltmore House, the tour of the Hearst Castle was most enjoyable.

The next morning we motored through the Big Sur and into Carmel. Casanova's sweet table—a cup of cappuccino—all in an enclosed courtyard! We left only because dinner

awaited us at the Quail Lodge, and I was almost hungry again. Lacking the magnificent ocean sunsets of Pebble Beach is definitely the lodge's only shortcoming.

To bore you with the ride into San Francisco and the dinner at Amelio's (you should have a veal dish and at least two desserts—one of which must be the white chocolate mousse), would not be polite. And to divulge the route from St. Helena to Mendocino would just add more traffic on a second true Porsche road. Well, perhaps I might tell, only if you promise not to go this April.



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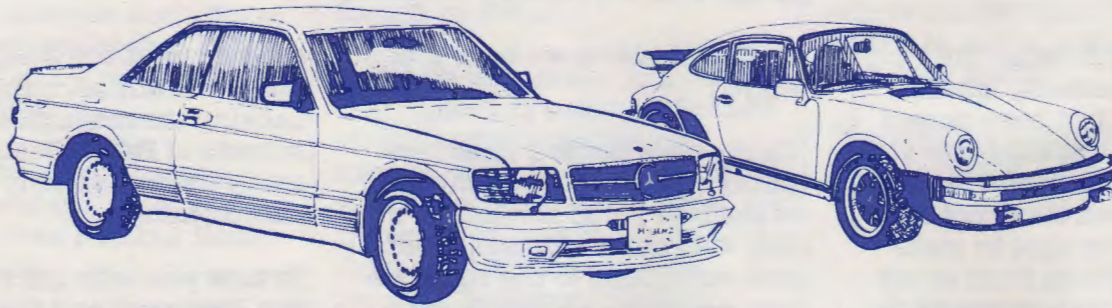
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IN DIE VERGANGENHEIT

by Ginny and Bob Gummow

March 1961

The very first Chicago Region Ice Gymkhana was held February 19 at Lake Lawn Lodge on Lake Delavan. 36 cars participated over 4 different courses. We remember it well. It was a nice sun-shiny day and the ice was as clear and slick as a sheet of glass. If one got over-eager he might slide into the next county. Cars were gliding in all directions. Les Detterbeck's Corvair turned in some pretty respectable times. Familiar names in final results: Gummow, 7th; Gladish, 9th; Stonecipher, 20th; Potter, 35th; Beach, 36th (this guy has improved considerably over the years); and G. Gummow, 1st in Ladies. Ray Cuny and Wayne Coursey were welcomed as new members.

March 1966

The infamous Polyethylene Punch of the 9th Parade struck again at the Social/Porsche Auction held at Beach's Boredello in Maywood. The food served didn't seem to dull the response of the concoction in the white crock and a poll the next day indicated that its punch had not diminished. For Sale item of note: '61 1600 sun-roof—like new and loaded. No rust. Ruby red, full leather, chrome wheels, Becker AM-FM, (and on and on) 44,000 miles \$2400, firm. Treffen to Stuttgart for this year to include a tour to Russia. Included in itinerary: Stuttgart/Vienna/Prague/Yalta/Krakow/Moscow/Warsaw/Berlin/Hamburg.

March 1976

On February 22, 75 grape lovers drove to Auto Classics in Rockford to partake in the Bacchus Bash IV winetasting/Concours. A heavy snowfall the previous day held the Concours entrants to 6. Tom Masles rented a truck to haul his beloved black '911, not realizing that he would have to deflate the truck's tires to load and unload the car! Concours winners: Bruce Janecek, Class A; Ed Leed, Class B; Ed Russ, Class C; Dean Bangert, Class D. Dinner followed at the Holiday Inn in Rolling Meadows.

MISCELLANEOUS

Letter to the Editors

I received my February "Scene" today and it's just fabulous. Don't know how you manage to keep it fresh, exciting and chock-full o' interesting articles. You do a great job!

One question regarding the new picture of the Raucci's on the back inside cover. Do the names in the caption refer to those in the picture from left to right?

Looking forward to your response.

Yours truly,
Bob O.

Editor's Reply

Dear Bob,

The correct caption for the photo should read: (Left to right): Jackie (co-editor), Heather and Penny (caption writers), and Dennis (co-editor). Penny and Heather were glad you asked this question, as they did not wish to be confused with Dennis.

Jackie & Dennis Raucci
Editors, "Chicago Scene"

Owner's Survey

by Len Tralmer

This information was gleaned from the 1986 PCA Calendar (assuming 1 Porsche/entry). Approximately 380 members, 130 locations. Of 380 cars, 158 cars (42%) are in the following "Top 12" locations:

1. 60 Porsches Chicago
2. 15 Porsches Rockford
3. 12 Porsches Barrington
4. 11 Porsches Evanston
5. 10 Porsches Munster
6. 9 Porsches Schaumburg
7. 7 Porsches Glenview
8. 7 Porsches ... Highland Park
9. 7 Porsches Lake Forest
10. 7 Porsches Naperville
11. 7 Porsches Northbrook
12. 6 Porsches ... Arlington Hts.

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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 early (1970) 911S factory 6 x 15 alloy rims in good condition. \$390/offer. George A. Estrada. **312/763-2557.**

Wanted: 914-6 suitable for autocrossing. No structural rust problems. Prefer modified model yet suitable for the street. Call with complete details and lowest acceptable offer. **Bob Law 312/234-3387** (Eves).

Want More Power? Benefit from our 13 years of Porsche experience. We know what works and we offer super values on engine, exhaust and suspension components. **Partsource International 312/382-7911.**

WANTED: Members interested in helping organize and run the October Road America event. Previous experience not necessary. Enthusiasm means alot! Contact Bob Law **312/234-3387** (Eves).

FOR SALE: Radar Detector—BEL Vector GaAs Diode. Just introduced state of the art technology. Only one month old. Performance as good as Escort for only \$130. John Welda **312/381-1194**, 435 Shoreline Road, Barrington, IL 60010.

FOR SALE: Four (4) Empi-style wheels (black centers) with mounted 185/70 Kleber GTS tires. Suitable for 914-4 or Super Beetle. \$225/Offer. Dale Block, 3219 Caroline Drive, Joliet, IL 60435. **815/436-9121, 312/759-1800 X240** (Work).

FOR SALE: Complete air conditioning system for my 1974 911. VoA after market unit with Sankyo Rotary Compressor. Includes most parts, evaporator, radiator, controls, etc. Hoses were sacrificed during removal. Good for parts or possible installation. Everything did work before removal. Price: FREE, but you have to take it all. Pat Yanahan, nights and weekends **312/887-7605.**

Porsche Factory Calendars \$25. Limited quantity!! **Partsource International 312/382-7911.**

Are you ready to re-tire? I have, for your rolling enjoyment, the following choices of premier rubber: Either set of four (4) all 225-50 VR 16 Pirelli P-7 with 75-80% tread remaining or Bridgestone Potenza RE-91 NEW! So that my family can be kept in the manner to which they have become accustomed, my nationally advertised price (PANO) is being **drastically** reduced only in this ad. My price includes: A six-pack of your favorite brew. Anything but Billy Beer. A promise to enter your Porsche in one of our three 1986 regional concours. I'll even armorall the tires for you. \$400. Please help me get rid of my spare tire before Jean does. I thank you. **Bruce Janecek (Days): 312/354-1903 (Nites): 312/246-5492.**

FOR SALE: 1984 911 Carrera Coupe WPOAB0913ES122177. Blk/Blk-Blk Headliner, F/R spoilers, Limited slip, Sport seats—Shocks, Sunroof, Alarm, Monterey, Raised Hub, H1 Lamps, 16-inch Anthracite MSW Wheels with Yokohama A-008, Lowered with Camber Bar (Manny), Stone Guards, five year warranty, 7000 miles, very sharp, \$36,500. **James E. Barsyk**, 2510 North Wayne, Chicago, IL 60614, **312/975-8306.**

New Whistler Spectrum and Spectrum Remotes, \$219 each. Cobra Portable CB Radio's—List \$99. Now on sale for \$49 each. Excellent savings on BEL, COBRA, WHISTLER and others! **Partsource International 382-7911.**

FOR SALE: Seats. 2 Recaro KRS black with adj. hd. rests. base plate-used 2 months. \$625 per pair. 2-1969 912 black with adj. hd. rests \$200 pair. **George LaCross 312/422-5212.**

FOR SALE: 1964 356SC coupe. Excellent drive train and tires, paint stripped, needs rockers and longitudinals, \$3700. 1973 911T Coupe, S options, solid car, still has original window sticker, \$9700. 1975 911S Coupe, air, new sheepskins, and P6's. Rust free Texas Car, \$11,500. Want Speedster, roadster or cabriolet, any condition. **Neil Oppendike, Home: 815/523-2419, Work: 815/625-1062.**

FOR SALE: Two snazzy-looking Vetter Fiber 100, Snell approved helmets. Sizes: 1-Small, 1-Medium. Worn only once. \$75.00 each. Call Bob or Patty at **312/784-6865.**

FOR SALE: 1973 Carrera RS Touring Model. One of the original 1000 made. Absolutely original condition. Fresh rebuild on engine. Orange/Black 45,000 miles. One of the fastest and best-looking automobiles you'll ever drive. Asking \$25,000. **Franz Fleischli 217/789-0208** (Work) **317/787-8151** (Home).

FOR SALE: 911T (2.2) engine needs rebuild \$500. CIS Fuel injection system, complete \$400, including recent warm up regulator. Four Fuchs 5 1/2 x 14 alloys to fit 911/914-6, 4 fiberglass flares for 914 (\$100 set). 2 rear rotors for 914/6, \$25 each; 4 185-15 Michelsins \$25 each. **Jim Fuerstenberg 312/446-9120** eves. or **312/761-1887** eves. or **312/383-5392.**

Porsche Play Contest

by David Cooper and Carrie Goldstein

Although a few members submitted ideas for stories to us, which was our original object, less people have volunteered than we had hoped. So, in an effort to lure great Porsche tales from more members of PCA-Chicago, we offer a contest:

Grand Prize: The Porsche Museum of Japan Catalogue. A wonderful book of color photos of rare Porsches described in the above story. Text is in English and Japanese. 121 pages.

To enter: Be one of the first five people to submit stories, or whatever, to David Cooper or Carrie Goldstein. The best story of the first five, in our opinion, wins the book. No purchase necessary. Void where prohibited.

Contact David Cooper, 155 W. Burton Place 6, Chicago, Illinois 60610, 726-4517 (days) or 944-3980 (evenings).

AUTO BIOGRAPHIES

Bob Law and wife Cindy have been members of PCA for over 7 years. They have two children Brandon and Ryan and live in Lake Bluff, Illinois. Bob has been Autocross Coordinator in 1981, 1983 and 1984. He owns a 1974 911 and enjoys driving it at all the PCA events as well as some non-PCA autocrosses. A dentist by trade, when he's not drilling and filling, Bob likes to spend time with his family or golfing.

John and Jeannie Ruther were members of Milwaukee Region from 1972 to 1975, and became Chicago Region members in February 1985. The Ruther's own a 1979 930 Turbo and are active in rallying with PCA, SCCA and Four For-

wards Sports Car Club. John is President and CEO of Share Health Plan of Illinois. In addition, he and Jeannie are professional motorsports photographers and have covered events throughout the U.S., Europe and Canada. Their work has been published by Auto-week, Road & Track, Cavalcade of Auto Racing, and for the past 10 years they have provided the majority of the photography for race programs, posters and schedules of events for Road America. (Editor's Note: They have not yet, however, had any photos published in the Chicago Scene. We'll take whatever the other magazines have rejected!)

Phil Zminda is a relatively new member of Chicago Region. He joined in June 1985 and has become very active. He owns a 1985 Kalahari Gold 944. Phil lists production management as his profession, but also enjoys cross-country skiing, auto repair, amateur radio and computers. He says: "As a new PCA member, I've been trying to attend every event to see which activities I like best. So far I like them all. The driving events have improved my driving skills. The Rallye taught me how to follow implicit instructions, and the concours have made me keep the car spotless. I have a lot to learn about the car, but PCA has really helped in accelerating my progress with the new car."

Western Michigan Region Presents Spring Tech Session, April 19, 1986

Tech, Tech and Away!!! How many times have you finished reading Panorama's Tech Q & A, and said to yourself "Boy, I wish I could ask Bruce Anderson about . . ." or "What would Bruce think about this modification?" Well, now you'll have a chance to ask Bruce that all important question in person! On Saturday, April 19th, WMR/PCA is having a Spring tech Session, and we are presenting Bruce Anderson, National Technical Chairman of PCA as our guest speaker. From 10 a.m. until 4 p.m. at the Grand Rapids Porsche Dealership, the Car Barn, Bruce will have the floor to share some of his Porsche expertise and experiences.

Bruce is a 21 year member of PCA, having joined in 1964. Through his PCA career he has owned several Porsches, but now has only three: a 1957 356 Speedster, a 1970 914-6, and a

1983 944. He has acquired several trophies and awards from PCA regionally as well as nationally in every facet of PCA life. Bruce is currently the General Manager for Garretson Enterprises in Sunnyvale, CA, an independent Porsche Specialty business. For more background information on Mr. Anderson, see your May 1985 issue of Panorama, "Questions for the Tech Chairman" by Bill Patton.

Bruce has been PCA's tech expert for six years running . . . and still running! He travels to about six tech sessions each year for PCA. Two major topics are on the agenda for the day: The Comparison of Production Porsches and how they relate to Racing Porsches; and Porsche Engine Modifications.

An adequate question and answer session will be scheduled.

A Ladies Outing will coincide with the Tech Session. A Seminar/Tour/Luncheon is being organized for those interested. Also transportation will be provided to two nearby shopping malls, unlimited eating establishments, and at least a dozen movie theaters.

Overnight accommodations are available at various hotels/motels near The Car Barn. There will be an all-you-can-eat buffet at the Holiday Inn East, just across the street from the Car Barn. Please join us for an evening of talking, and yes, more from Bruce Anderson.

The charge for admission to the Tech Session is \$10.00 per person. This includes a handbook of useful technical data. For registration or more information write: Lori Schutz-Riley, 166 Plymouth N.E., Grand Rapids, MI 49503



Porsche Derby '86

April 25th through April 27th, 1986

The Kentucky Region invites you to attend the 12th Annual Porsche Derby

The weekend includes a welcoming Mint Julep party; a Saturday morning Concours and box lunch; afternoon options of Churchill Downs or Horse Farm tour or Distillery tour; Saturday evening Awards Banquet; Sunday morning Tech Quiz with Autocross to follow. Holiday Inn price is \$46.00 per night per couple. Porsche Derby registration is \$85.00 per couple for Churchill Downs option, or \$75.00 per couple for Horse Farm or Distillery Option.

For more information, call:

Cheryl or Phillip Doty
(502) 244-0478 between noon and 9:00 P.M. EST
or write to 306 Coatbridge Place, Louisville, KY 40243

Zone Four Calendar

March 1
Zone Four President's Meeting
Ft. Wayne, IN

March 15
Tech Session
Central Indiana Region

March 15
Monte Carlo Party
Mid Ohio Region

March 16
Tech Session-Perfect Power
Chicago Region

March 16
Gutter Buster's Bowling Party
Milwaukee Region

March 30
Wine Tasting Party
Milwaukee Region

April 19
Tech Session-The Car Barn
Grand Rapids, MI
Western Michigan Region

April 13
Rallye
Chicago Region

April 20
Progressive Dinner
Milwaukee Region

April 25-27
Porsche Derby
Louisville, KY
Kentucky Region

April 26
Tech Session-Jeffords
Milwaukee Region

May 4
Driver's School/Autocross
Chicago Region

May 3-4
Driver's Clinic/Autocross
Mid Ohio Region

May 10
Wash & Polish
Milwaukee Region

May 17
Saturday at the Track
(Indy Time Trials)
Central Indiana Region

May 17-18
Maifest/IRAC
Maumee Valley Region

May 18
Driver's School
Milwaukee Region

May 24-25
Elkhart Lake I Weekend
Chicago Region

May 26
Indy 500 TV Party
Mid Ohio Region



WHO'S WHO?



President:
Jack Bushmeyer
291-9093



Vice-President:
Wilma White
217/367-0356



Secretary:
Jean Kaitis
490-0525



Treasurer:
John O'Keefe
442-0371



Imm. Past President
Harold Beach
344-3508



Director:
Nick Brenkus
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Director:
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Director:
Rich Lotesta
357-6716



Director:
Walter Minato
259-7334



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1986 Coordinators

Autocross

Jim Becker 420-7155

Concours

Bruce Janeczek 246-5492

Goodie Store

Linda Patterson 223-5685

Membership 769-8193

Sheila & Arnold Zann..386-2864

Rallye

George Gutmann 631-6042

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Nick Brenkus 289-3396

Social

Linda Bacin 655-1982

Tech Crew Chief

Barry Sitnick 951-5765

Photographer

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