

# CHICAGO SCENE

# MAY

# 1980

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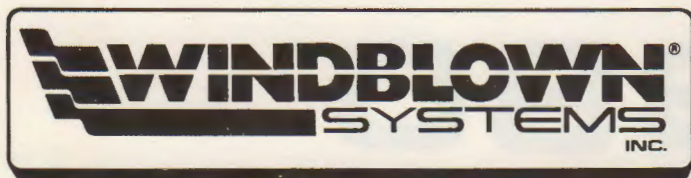
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# REAR VIEW MIRROR

THE IDES OF MARCH + 8  
FROM THE NEW

by James Dorfman

Sundays are usually days for a change of pace for me, it is a chance to let my alter ego surface for a while and do one of the things I like to do best, drive. When I initially received the newsletter explaining the up-coming road rallye, I was reminded of my almost uncanny ability to be doing quite well one minute and find myself hopelessly lost amidst the panoramic countryside and what seemed like straight forward instructions whose author I have obviously tried to out think, out guess and out maneuver. So, when I saw whose name appeared as the author of this rally, I quickly filled out the form knowing full well that George would fulfill all of my expectations and provide a unique opportunity to relive my prior accomplishments.

In keeping with the spirit of the event, Sunday started out with my co-person not being able to go, so being in a resourceful frame of mind, purely as a matter of survival for the day ahead, I took my best shot and was able to find a replacement, who turned out to be better than the original. So, armed with my surrogate Porsche (an Audi 5000), we were off to Klingers. Starting out twenty-ninth had two advantages, first I was about middle of the pack so I had the option to either lead or follow as the situation dictated. Secondly, and more important, was the fact that Brian Allman and his wife were driving car twenty-eight. His knowledge of the art of rallying, and uncanny ability to find unobserved pie plates, and a complete psychiatric workup on the mind of one George Gutmann proved to be not only an inspiration, but invaluable as time went on.

Being a new applicant to the club, I can say that it was a pleasure to meet a good many of the members, even during the creation of the club's new parking lot at an intersection that was clearly marked as incorrect. It was there that I caught up with Brian who was disturbed at George's sense of humor in leading us off course just so we would search for that one more pie plate that would take us back to checkpoint three. The afternoon was the perfect early spring day, and the course provided the necessary variety we all need with our Porsches after a long winter away from it.

Five hours later and one checkpoint short on the score card put me in a tie for tenth place with half the membership. The dinner afterward gave me the opportunity to unwind and reflect upon all that had gone on that day. Having had my expectations fulfilled made it easier to comment on the course with others in the club and compare experiences. Rallys such as this are given to this time of the year like spring itself, they renew each of us, while forgiving the inexperienced and applauding those who think as well as drive. The enjoyment I received from this rally is multiplied by the people I met, their ability to enjoy themselves and the love they show for their automobiles. I am looking forward to the next rally to apply what I have learned and renew the friendships I have made.



## THE IDES OF MARCH PLUS 8

From the Old  
By Brian Allman

Believe me, there is no worse feeling than pulling into Checkpoint 2 and finding out that it's actually Checkpoint Three. As I sat musing over this bit of news, I reflected on all of the wonderful rally schools of Linda Gutmann's I have attended over the years and the fact that all I ever got was "D"s!

Full of optimism, however, we left Checkpoint 3 with our rent-a-rally car and marriage intact. Things were going well until we made the serious error of getting smug. That's right; we thought we were on course. After awhile we began to doubt. Our ever deepening suspicions were confirmed when we paused next to a corn field and were immediately met by seven fellow wanderers who joined us in posing the musical question "Where the hell are we?"

After a short discussion of the questionable birthright of the rallymaster, we proceeded to get back on course. Well, some of us did. How we ever lost Mark and Sharon Smedley in two blocks is still a mystery. I wonder which one of the three roads they took?

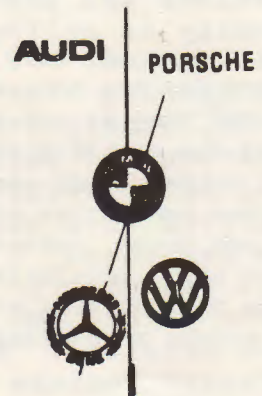
After that, the route was pretty easy and we completed the final legs with no difficulty.

Dinner followed at The Timbers in Woodstock. This is our favorite part of the rally. A chance to relax (read: drink), visit with friends we haven't seen in hours, and find out how many times (3) we were off course. All in all, it was a very enjoyable day. The Gutmanns and Minatos did a hell of a job. I hope everyone had as much fun as Susan and I did. MAEWALLINGEO!



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THE IDES OF MARCH + 8  
RESULTS

EQUIPPED CLASS

1. Jerry & Helga Meyer 416T
2. Jim & Alice Harper  
& Nancy Persha 990
- \* Uzi & Marilyn Justman  
(App) 1027

NAVIGATIONAL CLASS

- \* George & Sara Melford  
(BMW) 429
1. Tom & Phyllis Harwood 871T
2. Tom & Melissa Masles 939

SEAT OF PANTS CLASS

1. Brian & Susan Allman 728T
2. Jerry Quebe & Bob  
Ostholfhoff 766T
3. Tom & Rande Beverly 774T
- \* Bartz Schneider &  
Bernadette Schumacher  
(App) 811
4. Gene & Gaby Coburn 844T
5. Bob Gamble & Chris  
Dellard 912T
6. Peter Corti & Kim  
Biegel 914T
7. Erwin & Becky Shaw 967T
8. Chris Jensen & Pat  
Ruff 969
9. John & Dianne Welda 992
- \* Chuck & Jim Peterson  
(Saab) 993
- \* James Dorfman & Holly  
Kamikow (App) 1029
- \* Russell Kolany & Kathy  
Kokotas (Guest) 1033
- \* Paul Trottier & Audrey  
Thieda (App) 1069
10. John Bohlander 1087
11. John & Jane Kretschmar  
1090
12. Harold & Doris Beach 1091
- \* Joe & Linda Thoesen  
(Horizon) 1114
13. Jules & Kerry LeBoyer  
1128
14. Dean & Milly Bangert 1145
15. Todd Kaitis & Jean  
Galuszka 1200

\* Applicant or Guest or drove  
non-Porsche.

THE IDES OF MARCH + 8  
FROM THE BOSS

by George Gutmann

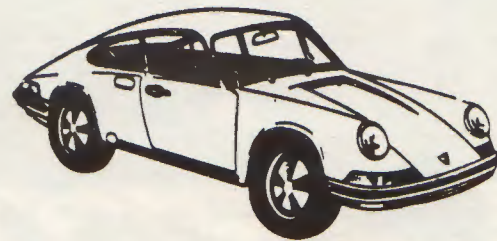
We would like to thank all of the brave souls who came out so early in the year to make the rallye a success, at least from the standpoint of number of registrations. I believe most of you had a good time.

A big thanks goes also to the people who worked our check-points in the cold March winds: Hank & Lois Mayer (Linda's brother), Keith & Reg Johnson (friends from another car club), Diane & Gail Gutmann & Ken, Joe Hill & Joan, Tom Thompson, and Bob (a friend of Mae & Walter).

Finally, a special thanks to our co-rallyemasters for their invaluable help, Mae & Walter Minato.

It is indeed gratifying to put all that work into an event and see it come out so well. We hope that all of you enjoyed it as much as we did. Judging from the comments we have heard, you did. Thanks to all.

MAEWALLINGEO!!!



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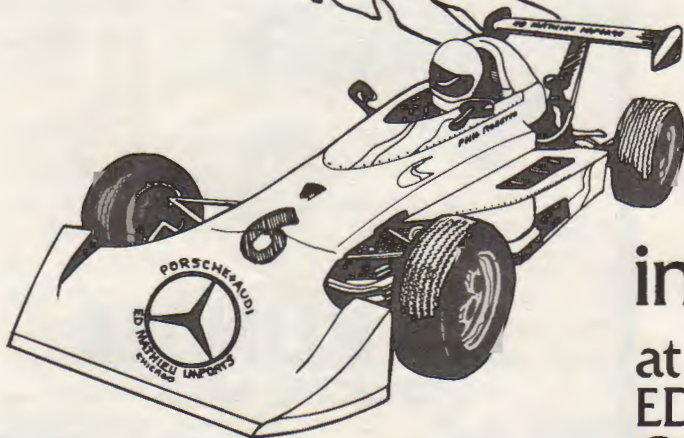
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Joyce: These generals look easier than the assembly instructions for a child's doll house, which any eight year old can do.

Dick: I pulled all my hair out on the last rallye.

Helga: Gutmann rallyes are always easy.



George: Now that I'm retired as president of the BMW club, I intend to get active again.

Sarah: I always liked Porsches better!



Checkpoint Charlie



Harold: I'm really smart. I bought tons of film at pre high silver prices, now I can save enough money to get a new Porsche.

Doris: Go eat a chicken dinner.



We are all very happy to see Mindy well again, with no bad effects. John and Dianne thank everyone for their prayers and cards.



White (Socks): You'd be surprised how many calls I get as National Tech Chairman at all hours asking such stupid questions as how much oil should I put in my Turbo.

Munchkin: You'd be surprised how many calls I get as National Membership Chairman from people who just bought a Porsche and want to join the PORSCHE club.



Todd: I'm so happy that I bought Allman's bluebeast. It really looked nice on the guard rail out on I-90.



Helga: But George, it says right here in the generals that you must complete the instruction before going on to the next one.

George: I don't care what I said in the generals, you should have known to make a right.



Dick: I'm so glad I'm no longer President.  
Wilma (Prez): So am I. Bob wanted to be President for such a long time.



Dan: I'm so glad to be back among my friends.

John: What friends, we only missed your cars.

Tom: I only want to study your remarkable liver.



Sue: This is what I think of this rallye. I rank it right up there with the state of my love life.



Gamble: You're the first girl I thought enough of to bring to a PCA event.



John & Jane Kretschmar thought a rallye was a political gathering.



The Peterson brothers kept their Concours Porsches in the garage and brought a Saab. Looking forward to seeing you at the Concours.



The Bruce Mathers brought their tiny baby along on the rallye in their 914. Unfortunately the 914 broke down. Did you ever try to change a baby in a 914?



Jerry: How is Elkhart going, Bob?  
Bob O: Fine, except I have to miss play practice and I'm on my 4th clutch in the 914. Maybe I may even wash the 911 and take it.



Mark: I hear you bought a 2.2T/934 body from Brian.  
Howard: True, I always wanted an original car. How is your 5000?  
Mark: Awaiting a KKK Turbo.



Old friends Dick & Margaret Gollhofer. Glad to see you again.



Dick: I have good news and bad news. The good is I'm a grandfather again, the bad is my mother-in-law is now living with me.  
Harold: My good news is that I'm getting faster, unfortunately I'm developing a taste for chicken.



Tom: I'm smiling because Mindy Welda fully recovered. The recovery was not due to my vast medical knowledge, but God smiled on her.  
Phyllis: Anyone who needs Porsche sunglasses, please see me.



Tom: After several ersatz Porsches (928, etc), I finally found real happiness in a '72 911. As White (Socks) says it was a very good year.  
Melissa: Oh, Tom, I'm so happy.



The Gutmann kids. Thanks for your help. Your father will cast you in stained glass.



Bob: Now that my wife is President, I never get to see her.  
Helga: Jerry is never around either, maybe we could play tennis.  
Bob: I'm a great tennis coach, good lover, fine driver and can drink beer as well as Gallagher.



Diane: Now that summer is here, Dan will be busy with his cars so I think I'll take Disco lessons.

Milly: Dean is always busy with his cars, so I run my hardware store.

Ginny: Bob is never busy with his car, so I'm searching the attic for old PCA materials. If you have any, please send it to me.



Mark: I notice you never get too attached to your cars.

Brian: How can I, none of them is original.



Jerry: Celebrating the birth of his daughter, Dana.

Bob O: Celebrating his continued single status.

Mindy: Celebrating being alive.



I'm going to vote for Reagan because I hear he's going to raise the speed limit to his age.



White(Socks): Gummow, my '57 356 is almost ready. I'm going to blow the doors off your hermetically sealed 356.

Gummow: You said you weren't going to Concourse the 356.

White(Socks): I lied. I'm just dying to whip you and Gallagher.



Dick: I'm just as good a tennis instructor as Socks, and my serve is better.

Wilma: Joyce says your balls have lost their speed.

Diane: Well my husband's sure haven't.



George: Your 924 would be better off with a 2 liter BMW engine in it.

Peter: Then it wouldn't be a real Porsche.



I'm going to vote for Carter because he's going to raise the speed limit to the number of his broken economic promises.



Chris: I did really well for my first rallye. I've always been lucky, I work for big oil and have plenty of gas.  
Pat: You also have me.



Dean: My cars may not be concours, but I sure do have a good time.  
Ginny: You'd have a good time at a manure throwing contest.



Brian: Now that I've sold the red 911, the blue 911, the black 356, and my Mercedes was stolen, I'm getting low on inventory.  
Sue: You still have seven left. Can't we ever finish a car and just keep it?  
Brian: No, when the perfect Porsche is built, I'll have built it.



Bartz Schneider & Bernadette were going to rallye in his 356, but with the possibility of precipitation, drove his Fiat. Good man.



Bill Elliott and Karen. Welcome.



Linda Gutmann's brother Hank and wife Lois. Thanks for all your help. They were disappointed that the first car through their checkpoint was a Honda.



Tom & Randee brought back a 924 Turbo from the fatherland. Best of luck.



Joe and Linda liked the rallye so much, they drove a Horizon.



Erwin equipped his 924 with two school teachers. Unfortunately they didn't go to the Gutmann School.



Helga: I'd really like to go with you on your next trip to Germany.

Gene: OK, if you don't bring Jerry.

Gaby: Jerry doesn't speak German anyway.

Helga: Munchkins naturally gravitate towards Munchen.



Winners - Seat of the Pants



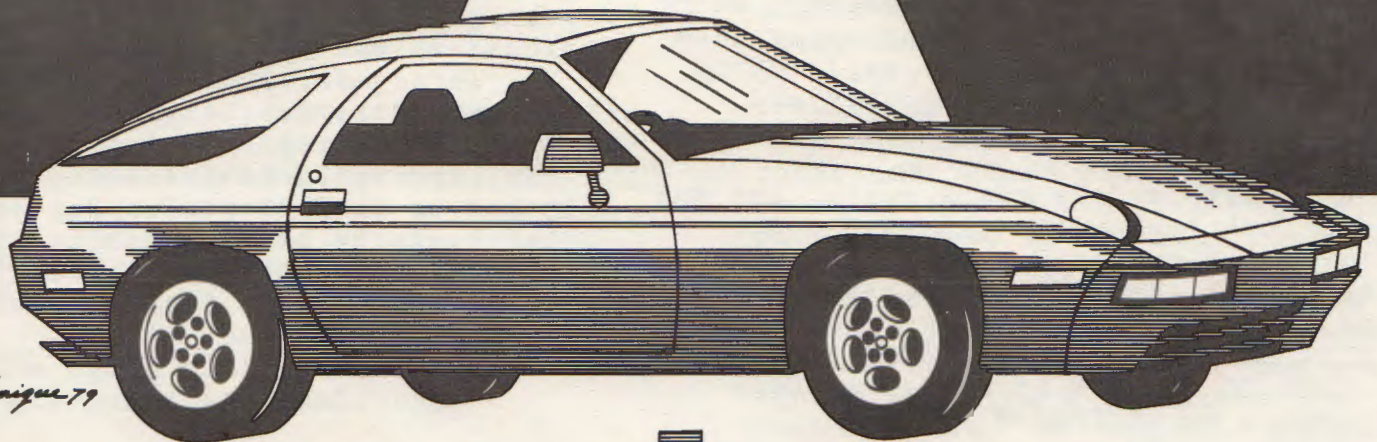
Winners Equipped and Navigational

Have you visited the Goody Store lately? Come on out to the next event and see what items we have in store for you. Guaranteed: there's something for everyone. See the mystery special of the month.

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# UP AND COMING

## DRIVER'S ED 201

Date: May 24 & 25, 1980  
Place: Road America,  
Elkhart Lake, Wisconsin

Here are the details of our first track event of the year. We remind you that this will be a recap and continuation of the April driver's school. You would be well advised to study the booklet you received at the April school and to practice in your Porsche before you arrive at Elkhart. Everything you learn can apply to and be practiced under normal driving conditions.

For those of you arriving Friday night (which we advise so that you are fresh Saturday morning), we will have registration and early tech at Siebkin's Resort (see map). This will save us a lot of trouble and you a lot of valuable track time on Saturday.

Saturday the track gates (see map for location) will open at 8 a.m., first car out at 9 a.m. There will be formal instruction (classroom and in-car) all day Saturday. ALL DRIVERS MUST BE PASSED BY AN INSTRUCTOR IN ORDER TO COMPETE IN SUNDAY'S AUTOCROSS - NO EXCEPTIONS!!!

Sunday track hours will be the same - gates open at 8 a.m., first car out at 9 a.m. There will also be a one hour instruction period (scheduled 9 - 10 a.m.) for those attending Sunday only and those who did not pass Saturday's school.

The autocross will be run by class using a chase car system. You will be required to perform a minimal amount of work, including chase, so that the event runs smoothly. We all have to pitch in and help each other. It's a big track and runs most efficiently when everyone helps.

If you are staying at Siebkin's, you must reserve your room(s) through them. Siebkin's Resort, Elkhart Lake, Wisconsin 53020. 414/876-2600. Room rates: Single - \$32 - \$34.50 per day. Double - \$36 - \$38.50 per day. Tell them you are with PCA.

If you plan on staying elsewhere, contact your favorite motel directly or you can contact the Elkhart Lake Chamber of Commerce, Elkhart Lake, Wisconsin 53020, 414/876-2922 for suggestions. This is Memorial Day weekend, so you might want to stay over on Sunday night as well and take your time driving home Monday.

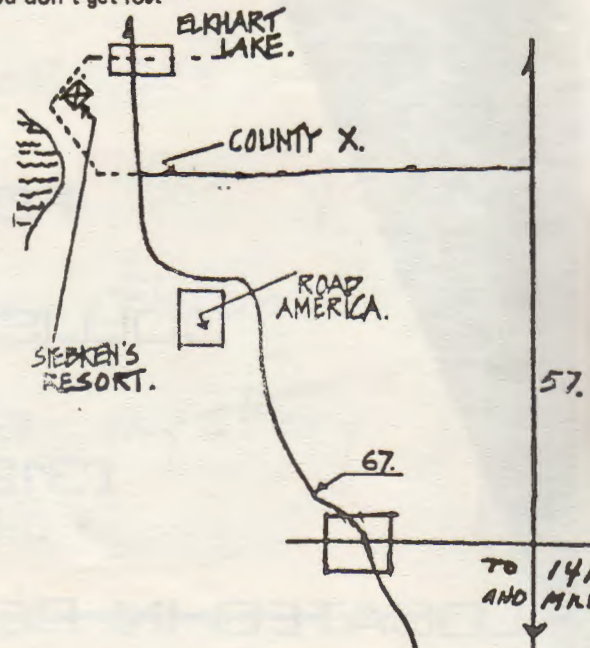
The event dinner will be on Saturday evening (see registration form). All other meals will be on your own. Siebkin's has great sandwiches and have agreed to prepare them for those who order the evening before each day. The restaurant will also be open for breakfast and dinner.

It's going to be a great Porsche weekend. Danny "On-the-Gas" will be representing us at Indy, and we'll have a radio hooked up to follow his progress. What could be better than having Porsches simultaneously circulating the two finest tracks in the country!?

See you at  
Road America.

Ed Russ & Bob "O" - co-chairmen

So you don't get lost --



**SECOND ANNUAL RUN WHAT YA BRUNG  
AUTOCROSS**

Date: Sunday, June 22, 1980  
 Place: Stardust Bowl, U.S. 30,  
 Merrillville, Indiana  
 Time: Registration 10:00a.m.  
 Open practice 10:00-12:30  
 Timed runs begin at 1:00

Yes, race fans, we have once again acquired the beautiful spacious Stardust Bowl site for another for fun only event.  
 Event ground rules:  
 \*Open to any type car  
 \*Guests (your friends) invited  
 \*Helmets required  
 \*Classes for all cars  
 Does your neighbor with the swoopy plastic American sports car think he's faster than your Porsche? Bring him out and teach him a lesson. Does your brother think his Nova is quicker than your 914? Bring him on.

Trophies at the site.  
 Pizza & beer at Shakey's after the event.  
 Special bowling rates for PCA. Stardust Bowl is across from U.S. 30 Dragstrip. Take 80-94 to I-65 South in Indiana; exit East onto U.S. 30.  
 Chris Jensen (312/895-5732) is the event chairman ably assisted by Pete Corti (312/441-7058)

**10TH ANNUAL 8 HOURS OF BLACKHAWK**

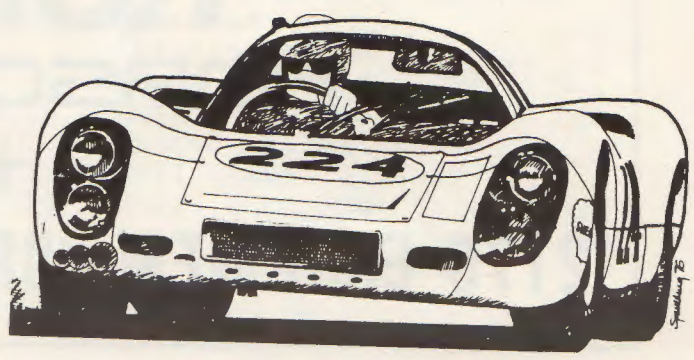
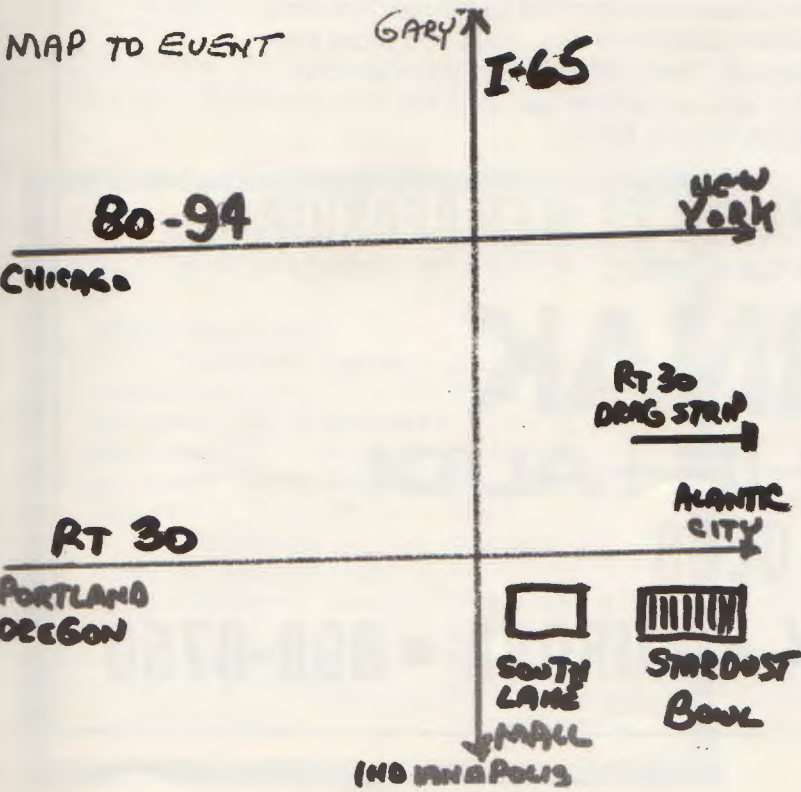
Date: Wednesday, July 9, 1980  
 Wednesday, August 6, 1980  
 Place: Blackhawk Farms Race Track  
 South Beloit, Illinois  
 Time: Registration and tech  
 8:30 a.m. - 12 noon  
 (Registration will close at noon. Be there before that or you will not be admitted.)

If you enjoyed Elkhart, you will love the 10th annual eight hours at Blackhawk. Once again you will have the opportunity to learn high speed handling and safety techniques in complete safety and to get in a little practice before the second Elkhart weekend.

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

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

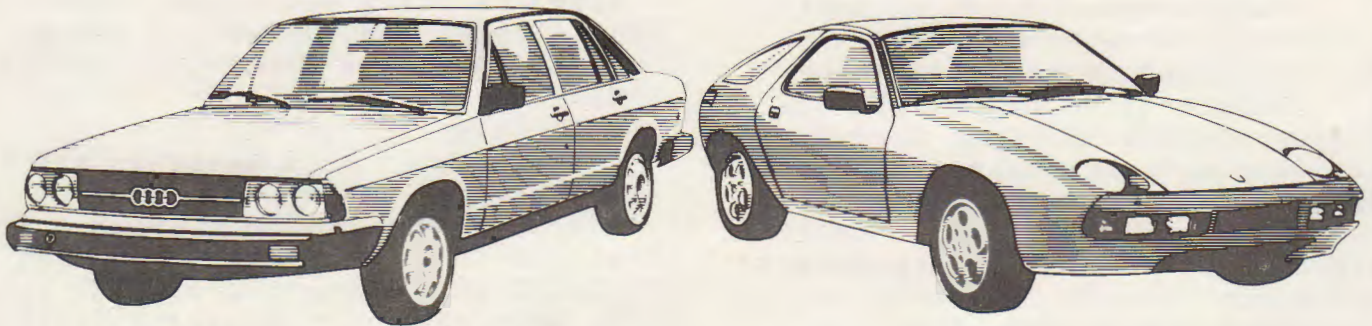
To get to Blackhawk, take the Northwest Tollway (I-90) north to Ill. Hwy 75 (just south of Wisconsin line), West on 75 to T (Blackhawk Rd.), right to Shirland Ave., left on Shirland to Fisher Rd., left on Fisher to T (Rockton Rd.), left on Rockton, Blackhawk is on your right.



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## MINI RALLYE SERIES

The Concours Plaines Rallye Team, Four Forwards Sports Car Club, and Chicago Region SCCA are presenting the 1980 Mini Series of Rallyes. The series consists of 5 Time-Speed-Distance (TSD) rallyes designed for novices. Each rallye concentrates on a few rallye concepts and provides a great learning experience.

The starting point for the Mini Series is the J.C. Penney Auto Center parking lot in Woodfield Mall, on Route 58 (Golf Road) just west of Route 53 in Schaumburg, Ill. For the first 4 rallyes, registration will be 6 p.m.-7 p.m., with the first car off at 7:01 p.m. The end point is the Cattleman's Burger & Brew on Route 62 and Route 25 in Carpentersville. In between is a rallye of 2-3 hours duration over approximately 70 miles of paved roads.

Participants should bring timepieces, a clipboard, scratch paper, pens/pencils, flashlight, and a driver and navigator. Registration is \$5 per car.

Rallye dates are as follows:

Mini I	May 17
Mini II	June 21
Mini III	July 19*
Mini IV	August 16
Mini V	September 21

\*conflicts with PCA rallye.

For more information, contact  
Walter Minato 259-7334

### CHICAGO REGION 1980 CALENDAR OF EVENTS

Road America/ Elkhart Lake	May 24-25
Gymkhana	June 22
Midweek at Blackhawk	July 9
Rallye	July 19
Midweek at Blackhawk	August 6
Potter's Picnic & Concours	August 17
Road America/ Elkhart Lake	September 5-7
Rallye	October 5
Autocross	November 2
Concours	November 16
Dinner Dance	December 6

## TENTATIVE SCHEDULE FOR IROC 1980

May 24-25	Chicago Region Elkhart Lake
June 21-22	Motorstaedt Region Grattan or Owosso
July 26	Michigan-Indiana Region Plymouth
August 23	Western Michigan Region Ionia

For further information or to confirm any of the above dates, contact Tom Thompson 929-6136.



### ZONE 4 CALENDAR

May 3-4	Drivers School-Plymouth Mich-Indiana Region Jerry Forthofer 219/ 825-9859
May 4	Second Annual Concours Maumee Valley Region Sharon Anderson 419/874-8466
May 7	Midweek at Nelson Ledges Eastern Buckeye Region Bill Sovik 216/757-9756
May 18	Concours at the Dearborn Inn Southeast Michigan Region Neil Goldberg 313/644-2363
May 23-25	Drivers Ed. 201 at Elkhart Chicago Region Terri Russ 312/446-2713
May 31	Autox/Picnic at Capital Airport Lincoln Trails Region Dan Boomer 217/429-4338
June 1	Autocross Northern Ohio Region Steve Lannoch 216/371-3098
June 7-8	Drivers School-Nelson Ledges Eastern Buckeye Region Don Rosa 216/757-4676
June 14-15	IRAC II at Waterford Hills Southeast Michigan Region Bill Lovett 313/229-2714
June 22	Gymkhana Chicago Region Chris Jensen 312/895-5732
June 29	Autocross Maumee Valley Region Bill Bauman 419/475-1336
June 29	Great Bublelegum Ball Rallye Eastern Buckeye Region Don Rosa 216/757-4676

# THE RUNNINGBOARD



# THE MART

Date: March 14, 1980

Place: Home of Rip Patterson

Frank Wagner is putting his "tech team" together, consisting of 9 people, 3 to be used at each event. The 1980 tech team consists of Frank Wagner, Jack Shearer, Ron Starsky, Peter Brink, Nick Brenkus, Lee Kass, Jim Sovik, Joe Hill, and Black Bart.

Wilma White announced that our social chairperson will be Susan Allman.

Bonnie Shapiro located a trailer and contacted Neil Holleb.

Each coordinator is to do the scoring for the one overall trophy in each category. They will get scores from the Scene.

Correction was read regarding the point penalty for 911 Carrera as printed in the Scene. Corrected to read over 7", 1 point.

Dick Gunther suggested that tech inspectors should carry tire gauges.

FOR SALE: 2 light brown leather seats from 1972 911. Excellent condition. \$400. Tom Masles  
312/382-2659

FOR SALE: 1978 911SC Targa 9118212210; white; black leather sport seats; 5 speed; P-7's; AC; lowered; CR 4 speaker stereo; alarm system with ignition cutout; quartz lites; Bilstein shocks; floor mats; power windows; ski-rack; 14,000 miles; heated power mirrors; Mint, always garaged. \$24,000. Bob Babbin, 1340 Astor, Chicago, Ill. 60610.  
312/649-0535.

WANTED: ALL 1980 PARADE GOERS  
Please contact Wilma White for a nose count. Our Zone Rep, Lew Moorman, is planning a bash and needs some concrete numbers.  
217/367-0356. 2009 S. Cottage Grove, Urbana, Ill. 61801.

## Body Werks of Barrington

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Work and Painting



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Of Barrington

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# \* LINDATORIAL

Be sure to note the date change for the June event. It will be one week later than originally planned. Now you can spend time with your father and not have to make any decision as to who gets your attention, PCA or Daddy. I understand it also conflicted with the June Sprints at Elkhart Lake, so if you'd rather, you can now take your father there to enjoy the races. Be sure to mark your calendars, that's June 22, for the autocross. The details are in the "Up and Coming" section, with the registration form in the back. Fill it out, send it in, see you there.

Can you believe it?? This issue marks the beginning of our third year putting this paper together. Two whole years and going strong. We hope you're happy with us. We'd love to hear your comments and suggestions. After all, this is your paper, we're here to serve you. The paper is nothing without your support. If you have an article you'd like the rest of the region to read, send it in. If you'd like to write an article on an event you're at, look up George or me. Remember, an applicant writing an article about an event gets credit for working that event.

Here's hoping we can go on for another two years, and then some. I still enjoy it, I hope you do.

Our first Elkhart this year is next, let's make it a success by having a great turnout. See you there.

*Linda*



THESE PEOPLE HAVE NAMETAGS AT THE GOODY STORE, PLEASE PICK THEM UP.

Catherine Adler	Randy Jester
Jamie Adler	Bob Johnson
Alan Andrea	Bernhard Kottler
Ellyn Becker	Sally Kramer
Merrel Booker	Terry Kramer
Richetta Booker	Rich Krejsa
John Bonnett	Joanne Lederer
Peter Brink	Paul Lederer
Bruce Bristow	Karen Maleck
Marge Bristow	Brad Mayeur
John Buddig	John McInnis
Charmaine	Ann Meyers
Alice Cook	Tom Meyers
Bill Cook	Sandi Mikolajewski
John Crabtree	Tom Mirus
Rick Crabtree	Bob Rebmann
Steve Dohrmann	Ginny Rebmann
Ann Gerding	Frances Richards
Tom Gerding	Louis Richards
Trudy Giesel	Adam Rosen(owes \$2)
Jay Gingras	Scott Rosen(owe \$2)
Marge Gollhofer	Howard Rosenblum
Joe Heller	John Ruane
Sharon Heller	Howard Sullivan
John Hennessen	Kevin Sullivan
John Hilton	Lanny Walker
Walter Holz	Edward Wasko
Carrie Horwitz	Jackie Weber
Don Janes	Dave Westen
Linda Janes	Chuck Will





Sebring officials Charles Mendez, left, and Bruce Czaja with the official Porsche 924 pace cars that led the nearly 100-car field.

## Technical Update

Recently, a sports car concept for the future was developed in the Porsche Weissach Development Center. The car, called the Porsche 995, deals with the special problems to be solved in a sports car which meets demands expected in the future. And, since it is often stated that sports cars are bred to be one-sided, high-performance machines, the Porsche project was carefully examined for fuel economy.

For reducing fuel consumption, measures are necessary in almost every component of the vehicle, including the power plant, power train, aerodynamics and secondary power systems. After intensive research the conclusion was drawn that even in coming decades, the classic piston engine will remain the most promising power plant.

Two experimental units close to production standards were chosen for future testing—a four-valve, four-cylinder engine of 2.2 litres, and an eight-cylinder vee engine of about three litres.

The first prerequisite for minimizing fuel consumption is making sure that the engine is at the point of greatest efficiency at all times. This leads to automatization of shift procedures and programming of the characteristic engine pattern to control shifts. Micro-processors could be used, since the driver has no "sensor" for optimal operating curves.

By using the "electronic throttle pedal" an engine can be operated with appropriate throttle flap opening, after choosing the optimum gear ratio (with electronic control in all cases) at the most favorable operational point.

Which transmission offers the best prerequisites? In the end, a

power-shifted transmission with a dual mechanical clutch was chosen. With this system, transition from one gear to another takes place when a chosen gear, previously engaged within the gearbox, is cut into the power flow between engine and driven axle by transition to the other clutch.

The use of steel in chassis construction will be decreased in favor of light alloys and plastics. The result is a determination that vehicle weight should not exceed 2755 pounds.

Wind tunnel tests suggest that an air drag coefficient of  $C_x = 0.3$ , and lift close to zero, are within reason.

In the area of safety, the anti-block brake system can be expanded into drive-slip regulation to avoid spinning driven wheels. This means that critical road conditions, such as aquaplaning, can be perceived early without driver brake action.

Steering can also be improved by electronic influence on steering moments, and by optimizing response to rapid steering wheel movements.

Another safety innovation is a seat with an integrated retention system to improve belt layout for various body sizes, with a belt tensioner which tightens on impact.

A central information/warning/diagnosis system can indicate failures or flaws, but only those important to the immediate road situation.

Last, but not least, a clear increase in vehicle life span is desirable, and to achieve this, diagnostic units could indicate wear and tear, depending on driving style, even before the planned inspection interval occurs.

## 924'S EXCEL AT HOLTVILLE

Both the Showroom Stock A and the new D Production Porsche 924s put on strong performances at the Holtville, Calif. SCCA national championship races.

Bruce Swanbom captured the SSA victory in his Park Porsche+Audi 924—national win number three this year for the 924. Lee Mitchell, in the Don Sharp P+A racer, finished second.

In the D Production race, Greg LaCava, driving the Alan Johnson P+A 924, and Bob Hagestad in the Hagestad P+A car battled fender to fender before taking second and third places behind Wolfgang Maiké's Porsche 911.

## BARBOUR AND FITZPATRICK WIN SEBRING

The team of Californian Dick Barbour and England's John Fitzpatrick wheeled their Porsche 935 Turbo to victory in the 1980 Sebring classic, and in the process set a new GTX record for the historic airport circuit of 109.520 mph.

The winning team covered 253 laps of the 5.24-mile course during the 12-hour Coca-Cola-sponsored event.

Finishing second, three laps back and also in a Porsche 935, was the Interscope team of Ted Field and Danny Ongais.

Next, three laps behind the Interscope car, was the Whittington brothers' 935, followed by the Al Holbert/John Paul/Preston Henn Porsche Turbo.

In fifth place, again in a Porsche 935, was the team of Bob Akin/Roy Woods/Skeeter McKitterick.

In all, Porsche 935s finished in eight of the first 10 positions. Two-time Indy 500 winner Johnny Rutherford teamed up with Ludwig Heimrath and Rocky Moran in another 935 to claim eighth place.

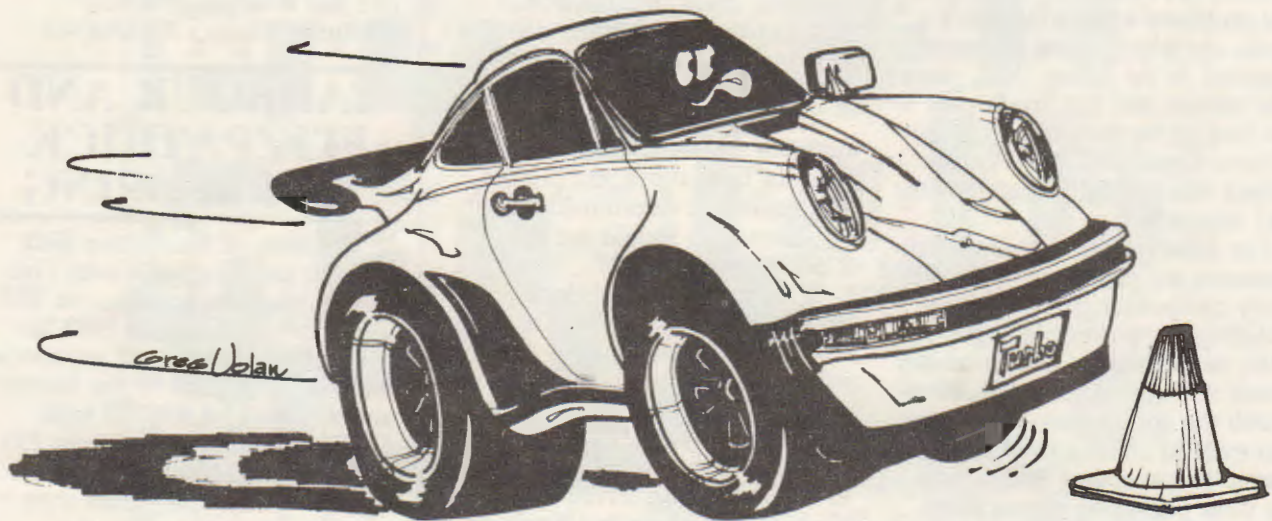
Held in conjunction with the annual Sebring event was the Porsche+Audi Promenade, a hospitality area for P+A dealers and prospects, as well as members of the Porsche Club of America and their guests.

REGISTRATION FORM  
SECOND ANNUAL RUN WHAT YA BRUNG AUTOCROSS

Helga: My \_\_\_\_\_ will blow the doors off anybody's \_\_\_\_\_  
Here's my check payable to PCA/Chicago Region for  
\_\_\_\_\_ driver(s) at \$8.00 each.  
See ya Sunday.

Registration: Helga Meyer, 1101 Oriole Dr., Munster, IN 46321  
219-838-9232

P.S. You may drive as many different cars as you like for one entry fee.



REGISTRATION FORM  
10TH ANNUAL 8 HOURS AT BLACKHAWK I  
JULY 9, 1980

Dear Dan,

I would not miss this opportunity to polish up my bathtub driving techniques. Sign me up!

Name \_\_\_\_\_  
\_\_\_\_\_ member \_\_\_\_\_ applicant \_\_\_\_\_ guest

Porsche model \_\_\_\_\_ Color \_\_\_\_\_  
\$32.50 preregistration (preregistration cut is Monday, July 7)  
\$35.00 late registration (after July 7 or at line)

Please reserve \_\_\_\_\_ Adult dinners - Prime Rib @\$7.50  
\_\_\_\_\_ Adult dinners - Buffet @\$5.25  
\_\_\_\_\_ Children's dinners - Prime Rib @\$6.25  
\_\_\_\_\_ Children's dinners - Hamburger @\$3.00

\_\_\_\_\_ want instruction \_\_\_\_\_ know it all  
Make checks payable to PCA/Chicago and mail to:  
Dan Gallagher, 6710 North Edgebrook Terrace, Chicago, Illinois 60646  
Phone: 312/775-5944

REGISTRATION FORM

DRIVER'S ED 201

Dear Terri,

Wow! Elkhart twice in one year. I can't wait. Sign me up.

NAME \_\_\_\_\_ 2nd DRIVER \_\_\_\_\_

REGION \_\_\_\_\_ SAT. SUN. BOTH DAYS (circle one)

MEMBER \_\_\_\_\_ - APPLICANT \_\_\_\_\_ GUEST \_\_\_\_\_

MAKE OF CAR \_\_\_\_\_ COLOR \_\_\_\_\_ MODEL \_\_\_\_\_

YEAR \_\_\_\_\_ BODY STYLE \_\_\_\_\_ DISPLACEMENT \_\_\_\_\_ (2.0,2.2,etc.)

STREET OR RACE TIRES \_\_\_\_\_ (Specify, i.e. P7's etc.)

WHEEL SIZE \_\_\_\_\_ MODIFICATIONS \_\_\_\_\_

(List all - Use Back if necessary)

1979 PCR classes and autocross rules will be used for this event. No open exhaust allowed except on factory built or SCCA approved race cars.

FEEs:	BOTH DAYS	1st Driver	\$ 45.00	_____
		2nd Driver	\$ 5.00	_____
	ONE DAY	1st Driver	\$ 35.00	_____
		2nd Driver	\$ 5.00	_____
DINNERS (Sat. night)				
_____	Wiemerschnitzel @		\$ 12.50	_____
_____	Prime Rib @		\$ 12.50	_____
_____	Duck @		\$ 12.50	_____

TOTAL ENCLOSED ..... \_\_\_\_\_

Make checks payable to PCA/CHICAGO REGION

Mail to: Terri Russ  
460 Cedar St.  
Winnetka, Ill. 60093 (312) 446-2731

IS YOUR WIFE OR GIRLFRIEND WILLING TO WORK IN TIMING? YES \_\_\_\_\_ NO \_\_\_\_\_

NAME: \_\_\_\_\_

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## CHANGE OF ADDRESS

Name \_\_\_\_\_ Wife's Name \_\_\_\_\_

New Address \_\_\_\_\_

Business Phone \_\_\_\_\_ Home Phone \_\_\_\_\_

## MAIL TO:

PCA/Chicago Region

767 Ivy Lane

Glencoe, Illinois