

AGENDA

the
Porsche Club of America
hereby presents to
Chicago Region

In recognition of faithful, devoted and outstanding service to the Club, and for exemplary furtherance and promotion of its general objectives, goodfellowship and motoring excellence.

With this award goes our gratitude and sincere best wishes.



Date: April 17, 1982

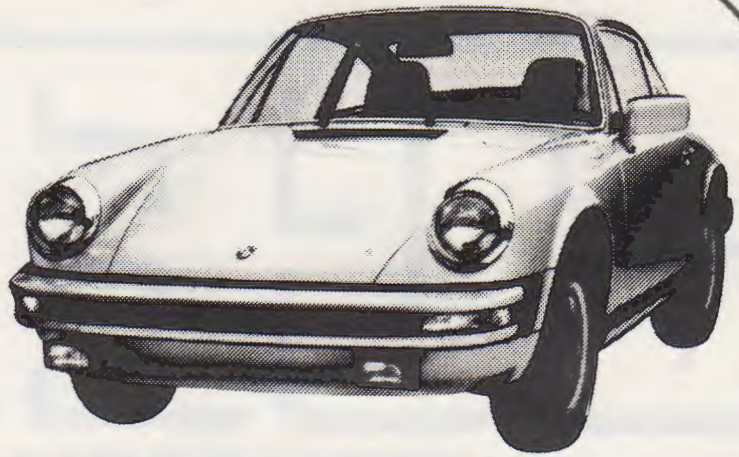
Natl. President: *Frank Yates*

Natl. Secretary: *Sandi Wisura*

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May 1982



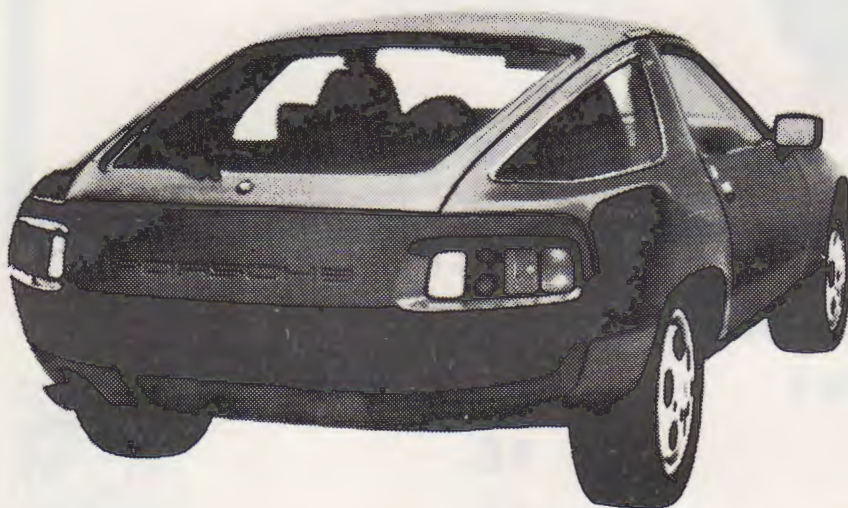
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FRONT PORCH

ANOTHER LITTLE PLEASURE
- GONE!



By Jerry Quebe

As I sat reading the article in the Wall Street Journal, my first reaction was that a relic from the past was finally going the way of the dinosaur. An antiquated industry long suffering from short range thinking, Federal regulations and stifeling union agreements was finally going to take a small but historic step ahead.

To be sure, some of the hurdles were still in place, but it appeared that the arguments were strong and the logic sound. Management was finally going public with their plan. The Federal Government, except for their regulations which still favor the power of the unions would throw up no road blocks through their various safety and regulatory agencies. The major problem remained the feather-bedding union policies that desire the retention of jobs at almost any cost.

But the results were so promising, how could it be defeated? How can you not win when you are proposing a modification to your work process that will reduce major energy consuming pounds. Why lug that weight around when it was no longer necessary and would save not only energy by reducing weight, but also the cost of its raw materials, the cost to assemble it and the on going maintenance of it. All of these benefits ultimately passed on to us the customer. It was a dream idea whose time was along overdue. It should have been implemented years ago, but better late than never. Or was it? Is that relic of the past really a dinosaur?

As I thought about it further, I tried to picture myself sitting at a rail-

road crossing nervously awaiting the passing of each rail car, wondering when the end would come.

If you are unfortunate enough to arrive at the crossing as the engines go by, you can sense the length of the wait by the number of engines. That's not very precise, however. What you really do is watch each car as it comes into view, anxiously awaiting the signal that the end is there and you will be on your way. Think about it.

You sit there, of course, looking for that relaxing sign that signals that the wait is over and you will be on your way. That sign that relieves your anxiety. The sign - the caboose! and now someone claims it is dead weight. Serves no useful purpose. We've lost sensible speed limits on our highways, we have lost our free breathing engines, we have lost design flexibility thru 5 mph bumpers and now we're going to lose our cabooses.

My God! They're taking away all of our pleasures.



FROM THE ZONE

IRAC VIII-1, Waterford Hills

The first event in this year's IRAC (Inter-Regional Autocross Challenge) Series will be June 12-13 at Waterford Hills Raceway near Detroit, MI. Keeping with tradition it will be a two day driver's school/autocross. The Saturday driver's school is mandatory if you haven't been to Waterford in the past three years. EARLY arrival and tech will be required this year for both Saturday and Sunday. Tech will be from 8-9:15 Saturday and Sunday, with MANDATORY DRIVER'S MEETINGS STARTING PROMPTLY AT 9:15 a.m. each day.

Prices are \$25-Sat./\$35-Sun./\$50-both days. Call (313)464-2580 and leave a name and address, including ZIP, or write to Charlie Brown, 38901 Ann Arbor Trail, Livonia, MI 48150.

The 'O'val Office

DRIVING EMOTIONS

By Bob Ostholthoff

My recent trip to Europe was fabulous but it left me with one major disappointment. I am sporting a driver living outside of Europe. Which means I'm missing the action because Europe is where it's at for drivers. So, my return to the U.S. has made me a sadder and more frustrated sports car driver.

There are reasons for it. Europe's size, terrain, and fuel availability have always demanded smaller, more nimble, and more efficient cars. The U.S. has miles of open, flat territory conducive to a luxury cruiser.

As I drove the European roads in a VW Golf (Rabbit in the U.S.) with the Quebes and Joe Thoesen, I found myself emotionally and rationally analyzing whether I preferred the European or American way of driving. The emotional approach was easy. You get to drive the roads in Europe fast and hard all the time. And the cars! Even the sight of a Ford XR3 (U.S. Escort) send one's blood rushing. Don't laugh - theirs has a mini whale-tail, wide rims, fat tires, and will outperform a 924.

Rationally, though, I had to examine things more thoroughly. The major drawback in the U.S. is the 55 mph National Maximum Speed Limit. This is a big country at it takes a long, and boring time to cross it by car, particularly if abiding by the NMSL. I simply can't justify such an unfounded law.

The U.S. roads are deteriorating, with increasing traffic volume and reduced funds (so we hear) rapidly making a bad situation worse. The driving techniques of the U.S. driver are no better.

Constant left-lane-hanging on the expressways, inefficient passing on two-lane roads, and discourteous city driving can make a daily drive an ordeal.

Conversely, Europe's roads have reasonable speed limits (70 - 90 mph) with West Germany's autobahn having no limit away from major cities. Primary two-lane roads show wear on rare occasions and the autobahns are as smooth as billiard tables. Even more impressive is the attitude of the European driver. On the autobahn you don't use the left lane unless you want to pass. Then you get back in the right lane, pronto, or be deservedly chided by the driver you held up even momentarily.

Passing on sideroads is a joy to behold. Initial observation of the accepted procedure can be frightening. Cars attempt to pass with oncoming traffic dangerously close, but always seem to miraculously make it. What you quickly realize is that there is a genuine cooperation among those involved. The passer moves out quickly and holds a close line to the passee. The passee hugs the shoulder and the approaching traffic does the same, resulting in an incredible amount of room so that everyone can continue at their respective speeds and positions.

It's not all roses in Europe, though. Despite the countless reports of the autobahns' safety records, when an accident does happen, it's damn serious. Is the high speed less boring? Well, I was still able to doze off at 90 mph (don't tell Joe or the Quebes). The roads are good, but their overall design and extensiveness are still below that of the U.S. They simply couldn't handle the volume that ours do.

There are many interesting pros and cons to driving in Europe. But, frankly, who the hell cares? I love to drive, so I'm making this decision emotionally!



Did You Know That ?

More Maim Bear Gnus - The Porsche Club of America now has over 16,000 members. Including affiliates and family, the count is over 28,000.

METRIC CRESCENT ?

Every year at about this time in this part of the country, one begins to again question ones level of sanity to live here in the land of the "Hawk" wind.

I mean here it is April, and the weather guy says we are going to have snow today (This must be the price we pay for having 3 days over 50°). Snow means salt. Salt means no driving the foreign car. It's too cold to work in the garage. I can't fly anywhere warm. Doom, depression, yuck! But probably (hopefully) by the time this hits the streets, winter (all of it) will be a memory, our fine Midwestern character will have been strengthened through the adversity we have overcome. Things outdoors will take all our time and the festival of summer will begin. And that means more PCA events and once again being able to enjoy all the good people that get together and have an incredibly good time all because of this over engineered, expensive hunk of German iron that keeps us busy, broke, entertained, elated, etc.

...Congratulations are due to Susan and Bob Bensman who have passed their apprenticeship for parenthood. Their first child, David William, was born on February 7, at 6 pounds 4 ounces...

....Joe Thoesen was a tremendous help to all the people on the Austrian trip. Turns out he speaks fluent German and got the tourists out of many confusing situations and into some good ones.....

...Its been an busy spring for John and Gail Gustavson's kids. Brain hit the big time on the Bozo show and got up to two of Bozo's buckets (a TV star). Carrie swam in the Illinois Championship for age group swimmers and won 1st Place in the 100 yard breaststroke and 2nd Place in the 200 yard for 13 year old swimmers (beat out by 2 Hundredths)....

....Eddie Russ and his sidekick Little Bobby 0 wowed the crowds, dancing and singing in a musical put on by the Winnetka Womens Club. These guys have

talent. It was an enjoyable performance....

....Our spies tell us that Tom Harwood, our Treasurer, is now President of the North Side Branch of the Chicago Medical Society. This reportedly took place on April Fool's Day, but Tom still believes it's true....



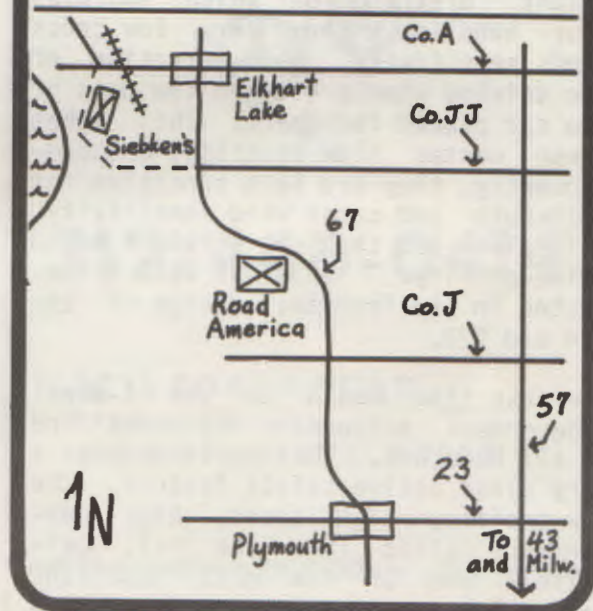
GYMKHANA

Achtung!

KEEP
OFF
THE
GRASS

Road America
Elkhart Lake, Wisconsin
May 29-30, 1982

Registration and Tech will begin 6:00 PM Friday night at Siebkens. They will also be open at 8:00 AM Saturday at the track. Contact Siebkens directly for lodging. See the April issue of the Scene for details.



Porsche - Active Safety

By Al Herta

The timeliness beauty, high quality, top performance, the ultimate in handling, combined with what? Safety! Safety has become a household word in the last decade and a half. In the auto industry, we actually segregate safety in to two major areas. One is called "active" safety and the other one is called "passive" safety.

Passive safety has been accelerated in the last ten years thru very heavy government intervention. An example of passive safety is the front and rear deformation zone which is actually built-in and comes into play only in an accident situation, therefore passive safety. Of course this is created by hundreds of tests including crash tests.

I would like to discuss with you the features of active safety. Porsche has always been leading in active safety. Let me give you a few examples of active safety. There are those elements on your car that are simply active while you are driving your car and thus intended to aid in the prevention of an accident. The high performance of the engine on the 911SC or the 928 which has, of course, much more torque is definitely a safety element. Another is a 50/50 weight distribution which improves your handling, thru very low cross winds sensitivity, good traction of the driving wheels and and the mass of the car placed far apart. This makes these masses slow reacting, and consequently, they are less sensitive for spin-outs and cross wind sensitivity. This gives you the best straight ahead drive-ability. This is well illustrated in the Transaxel design of the 924 and 928.

The next item would be the 4-wheel independent suspension which you find on all Porsches. This definitely is a very clear active safety feature. The low profile, high speed, high performance tires like the P-7. Definitely one of the most important safety items you can have. Four wheel

disc brakes with high performance non-fade ventilated discs, or the Weissach rear axle of the 928.

The negative roll radius is a very active safety device. Porsche isn't the only one with this feature but we do have it and it has many advantages. It gives superior straight ahead handling features. Perhaps I should explain. On a conventional car, when you have a flat tire, or you are braking on an uneven surface, such as on one side snow and the other side dry road, the side on the dry road will pull over on that side and you may spin. If you have a flat tire the side with the flat tire will pull and you have an opportunity to spin. If you have a negative roll radius, with a flat tire the tire will spin in the opposite direction, or it is actually pulled from the opposite direction. The same is true if you brake on one side snow, the other side dry. That is what the negative roll radius does. The car will definitely hold straight. We have made demonstrations by placing soap on one side of the track and brake. The car will not spin. You take another car that has the old conventional system and it will spin. That is the advantage.

With negative roll radius, we are also improving our safety in our braking system. Porsche uses a diagonal dual braking system. The domestics and many others with dual braking systems have one system for the front and one for the back.

You probably now know that the front wheels provide 80% of the braking and the rear only do about 20% depending on speed, of course. Assume that your front brake circuit fails, all you have are your rear wheels. To experience this, try to brake your car with your handbrake, see how long it takes. Porsche developed this diagonal brake system. By adding one front wheel and one rear wheel on one circuit this always gives you a 50% braking effect with one front wheel dead. Why can we do this? Because we have negative roll radius that even though only one wheel brakes, it will not pull you to

that side, and the car stays straight. When you are going 80 MPH that is very helpful.

It may be the difference between going in the ditch or staying straight and pulling safely off the road. That is what the negative roll radius accomplishes in conjunction with the diagonal brake system. That is our good vision in our cars. It is very simple, but it is there and it works for you. ✓

Outmarker

THE NONUNGO BOX DRIVING EVENT
By Julie Quebe

DATE: June 13, 1982

TIME: Registration/Practice 10-12:30
Time Runs at 12:30
Dinner at 6:00

PLACE: SW Corner of Lakehurst Mall
Waukegan, IL.
Highway 120 & Tristate 94

DINNER: Country Inn at Lambs Farm
Highway 176 & Tristate

With the 2nd Gymkhana a little under 2 months from becoming a reality, we want to say how much we're looking forward to seeing you all in Waukegan and to fill you in on a few more details on the Nonungo Box Driving Event. If this sounds vaguely familiar to you, you are probably going to the 27th Porsche Parade. If you're not, you probably don't have any idea of what I'm talking about, which has happened before. Parade goer or not, get a sneak preview of the Chicago version of the Reno Parade's Ungo Box Driving Event. The course is designed to challenge the driving skills of the most experienced driver as well as enabling the novice to drive their Porsche at a high rate of speed. Reno or Waukegan, the driving excitement will be the same. After a full day of driving, we have the opportunity to gather at the Country Inn at Lamb's Farm and enjoy a sandwich buffet. ✓

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"Borderline FANTASTIC"

By Joe Thoesen

"Quality is job 1". Where have we heard that before? Well, quality has been job one in Germany for a long time, and it shows.

This is reflected in what some of the club members and I had seen while on the ski trip and factory tour. After the club members had left Germany, I stayed on and while there, made the Mercedes and BMW factories part of my trip.

I was very impressed by the Porsche factory, with of course the product, but also quality, attitude of employees, facilities and of course the hospitality of Ilse Natalie and all others who made our trip more pleasant. The personalization that goes into every car built by Porsche is very evident and having seen this I feel even more proud to own one. What a difference pride makes.

My adventures took me back to the factory for some last minute items from the goodie store and also to my surprise, to "Werk I", the repair and service center. There I saw factory 935 street cars in various stages of production, a 928 rally car, mud and all, and a 356 tub in the process of a factory restoration. What a thrill! I couldn't satisfy my appetite for everything in that facility, so much we haven't seen as yet. I wondered what the future holds for us on this side of the pond.

Mercedes and BMW were also very impressive, in that despite the mass production (Mercedes at 1700 cars/day), the care and diligence are also very evident. What a finished product, especially the euro versions. These were truly hairy autobahn cruisers. I came away feeling

that no matter which of the marques someone chose, it would be a fine automobile.

An extravaganza in automobiles is the only way to describe the trip to these factories, coupled with what was seen while driving the autobahn. How do you describe having your doors really blown off, when you are doing over 100 mph yourself? Such a high concentration of talent in one country. One way to relay the true excitement was a term some of those heard me use on the trip "Borderline Fantastic!".



Did You Know That ?

If you bought a new car in 1981 you paid approximately \$725 for emissions equipment.

MINUTES MINUTES MINU

By Helga Meyer

The March 12, 1982, Chicago Region Board meeting was held at the home of Mae & Walter Minato.

20 year membership certificates and Chicago Region's charter, will be presented by Hank Malter at our 25th anniversary dinner on April 17. PCA membership totals 16,200 primary members.

The anniversary dinner plans were discussed and \$300 was approved for centerpieces & decorations by Bonnie Gladish.

Neil Holleb, Parade chariman, presented his Parade staff; the treasurer, Rew Godow, was approved by the Board. The Parade logo contest was won by Bruce Morser.

Turn in your suggestions for enthusiast and family of the year to Bob Ostholthoff.

George Gutmann, who is on the PCR committee, explained about 60 series tires; whatever tires came with the production car are legal, but all other cars which run 60 series tires will have a points' penalty. As always, Chicago Region will run by the previous year's PCR's.





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Respectfully,
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IN-BOX

Dear Julie & Jerry:

Congratulations on the Scene. The new format is attractive with lots of variety. Our always good publication continues its improving evolution at your hands.

The "Metric Crescent" is particularly enjoyable but I must agree with its author. I too am tired of reading about our president's love life (or lack thereof). Keep digging. More and better news is out there.

Still searching in Chicago,
 Bob Ostholthoff

Teena Virgo received a note from the Buckthals. For those who would like to keep in touch, their new address is:

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FROM THE ZONE

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Insight

R.A... THE ULTIMATE AUTOCROSS

By Bob Law

Okay, fans in the stands, you've had a (not so) short autocross last month and now it's time for the big one up in Elkhart Lake, Wisconsin. If you were at Soldier's Field and you thought things were hot and heavy, you ain't seen nothing yet, baby! Although there is a big difference between sliding through pylons on a (relatively) flat, (relatively) smooth parking lot and racing a four mile high speed road course, the principles of a good run must be the same.

After reading last month's article on teching by Ron Starkey and having completed your tech following his points, it's time to take your place in line before your first four miles of unsexual orgasm. But wait, are you really prepared? My last article spoke of the proper mental attitude so let's take a quick look at your physical surroundings. Besides the obvious got that belt buckled and chin strap on, how about those shoes? Got a pair of tennies or driving shoes I trust? And your driving gloves helps greatly especially if you don't have a leather wheel. We would also like to see you in long sleeve shirts and long pants, but not so long or flaired that things get tripped up in a "tight situation." So enough with the small talk, Neil has just sent you off from lane one and you're flying. "Oh my God, what are those pylons doing here?" Hope this doesn't come as any surprise to you. We trust you've done your homework and know where the pylons have been set on the course. Thanks to a lot of ingenuity and forethought, the pylons have strategically been placed to break your speed and make sure

you're in proper position on the track. Pay attention to their position prior to getting on the track and driving parade laps.

So, okay, that's cool, I've got it down pat. Now let's get through the course without knocking down those little orange suckers. With each fallen or misplaced pylon costing several seconds, this is the place to take it easy. Your first runs should be reasonably slow picking an early braking point landmark. Each subsequent run, take it a little faster, braking slightly harder and later. After a few runs, you'll find your maximum point short of pure squirrely. After smooth and fast runs past the pylon speed brake portions, the turns will become a piece of cake. Let's take for example, turn five at Road America. I've always considered this one of the most exciting and important turns on the course. You've just completed the fastest straight-away on the course and our trusty pylons have you in the right position. Again, it's time to work on your landmark for a braking point (starting early in the weekend, don't ya know). Those tennies and Porsche's pedal position allow for great heel and toeing to come down in gears while still braking and keeping the RPM's up. Turn five takes you from a long, fast straight onto an uphill straight so a late apex is in order. Simply explained, stay far right on the track as deep into the turn as possible prior to turning the wheel for the ensuing left. Contrary to a Sunday drive down Lake Shore Drive at the S, you want to make as sharp a turn, as late as possible, at maximum speed and still be in control. Road America is a very safe track with several run-offs. A run-off, as located at turn five, will allow you to continue.

straight if out of control, rather than lose it altogether in the turn. By all means, use the run-off rather than fighting the turn to the point of spinning out. Remember, there are two other wrinkle free Porsches following you, not to mention your pride and joy. To further help insure keeping the car on the track, notice the speed bumps (you'll know why they're bumps when you hit them) at the inner portion of the track, at the apex, and the outer portion just through the turn. Pay attention to the rubber on the track left from thousands of other cars pointing out the precise line you should be on. Between the speed bump placement, used rubber on the track, and close observation during numerous warm up laps, this and other turns will continue to become easier even at faster speeds. I might add that during your runs, may it be the lead car or chaser, this is not the

time to let your mind wander. Total concentration is an absolute must for a safe, enjoyable and controllable run. Learn from your previous laps and apply it at subsequent runs. If you haven't driven Road America before, you'll have an instructor aid you in your first efforts, but it always helps to do your homework first. Get yourself a track map, a glass of suds, and grab someone in Siebken's Friday night to talk you through the course turn for turn. Remember use that old B.S. motto...Be Prepared.

See you in Wisconsin.



Did You Know That ?

It is rumored that next year the 928 will only be available as a 928S? This time, however, it will get a 4.7 litre engine and 20 more horsepower.



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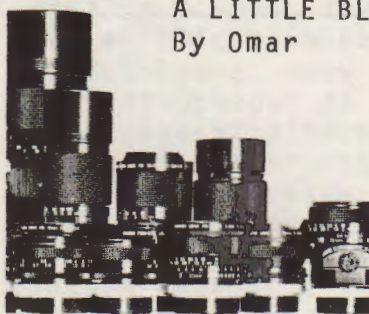
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Porsche Photography

A LITTLE BLUR IS BETTER
By Omar



The next time you go to the races you may want to try something different in the photography of the race cars in action.

Instead of trying to stop all the action as most people do, try to get it a little blurred. If done properly the background will be a slight blur to a full flowing movement, depending on how slow of a shutter speed you use and how much you move the camera. This will take some practice and some shots will not be usable.

Pick a spot on your favorite

track and stand so you are facing straight to the course. Turn your upper body only toward the direction of the cars. As the car comes into your view finder swing your body and follow the car. As you are moving release the shutter and keep the swing after the shutter is released. Almost 90° will be used if you do it right as far as your movement is concerned. The shutter speed should be slow, 1/50 or slower depending on how much you wish the background to blur and how fast the car is going. If done right the car will be blurred enough to show motion but with detail in the car, background, and foreground will have a nice flow. By using a lot of film you'll get the hang of this and your action shots will improve. Of course, if you want to get maximum detail in the car, a faster shutter speed must be used. Only you can decide that.



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BY APPOINTMENT ONLY

REAR VIEW MIRROR

ADVENTURE SOUTH OF THE BORDER
By Bob Johnson and Jeanne Hart

Finally a decent weekend and what better way to spend it than to hose Winter off of the Porsche and to wander around the Indiana countryside trying our luck once more at rallying.

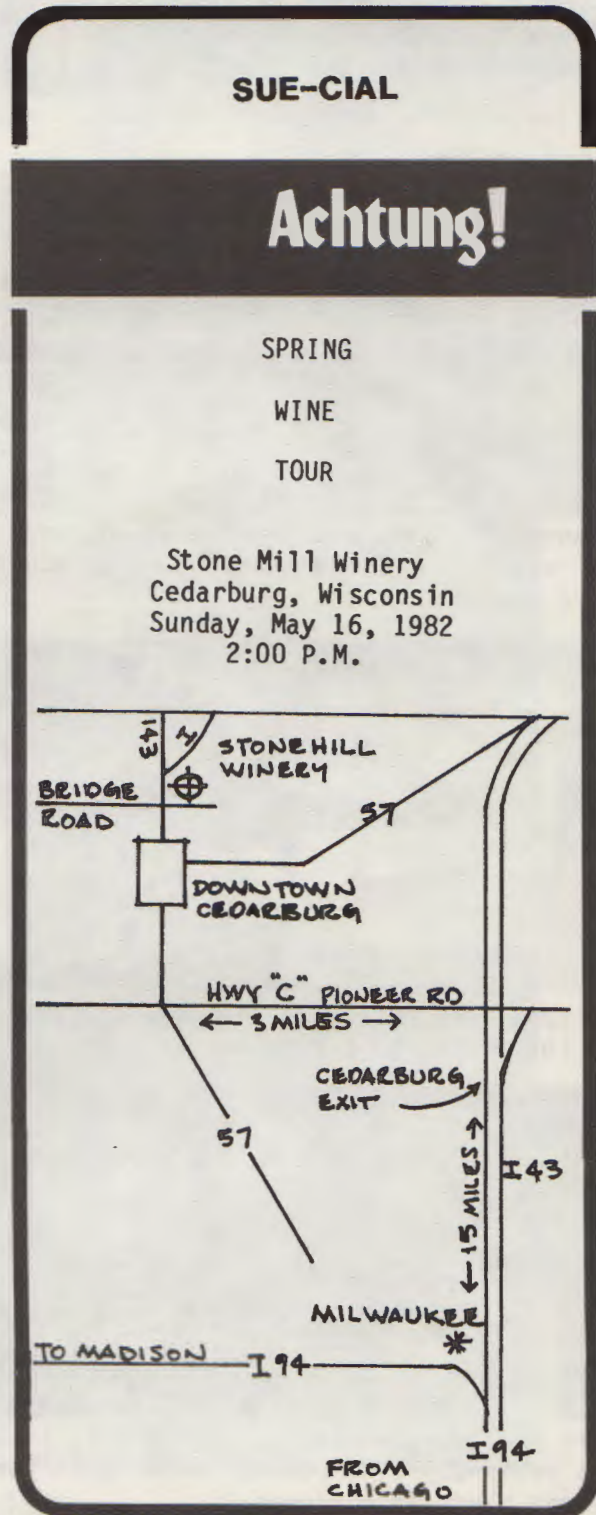
I must emphasize the work luck because skill did not play a major role in our eventual success. After the first three legs, we were confidently rolling along with only 263 points. Maybe we were too confident or perhaps we just reverted back to our blind and stupid selves, because we never saw any bears on the left (could that be something we were supposed to do?). Anyway, about 10 miles too far south, it dawned on us that we were lost and that perhaps we were about to suffer another DNF as in 1980's TANSTAAFZ--another Meyer production. Determined to finish we turned around, guessed at where we should have turned and proceeded to drive right past the old mill (it looked like an old mill but there was no sign). After cruising for another 5 miles, we again came upon the old mill and with regained intelligence, or was it all of the Porsches in the lot, we determined that we had finally rejoined the rallye.

Our 30 minute rest stop lasted about 2 minutes when we decided that our scenic tour had made us slightly late. Off we went, faithfully following the remaining instructions and finding at the next check point that our error on the 4th leg was only 51 points--not bad for driving an additional 25 miles.

After the 4th leg, we knew we were destined for greatness and no matter how hard we tried, we didn't get lost the rest of the day (thanks in part to some

timely pointing by Jerry).

Thanks to everyone involved in staging this rallye and especially to Jerry and Helga Meyer. It seems everyone enjoyed themselves.



PHOTOGRAPHS

By John Bohlander



Rallye workers getting directions. We should have used theirs.



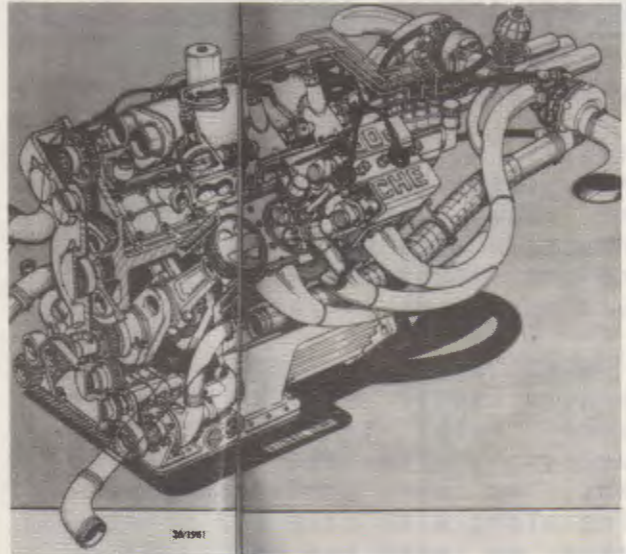
Jeanne - "If you would have known where to wear your sunglasses, Bob, we would have seen the totem pole!"



Jerry - "Take the San Bernadino Freeway to the Schlossen cutoff and....."



Mark - "Cheer up Sharon! After all, it's not every day 1445 points will get you second place in equipped."



Monte Carlo Leg??????



The Mores before the rallye - they are still smiling!



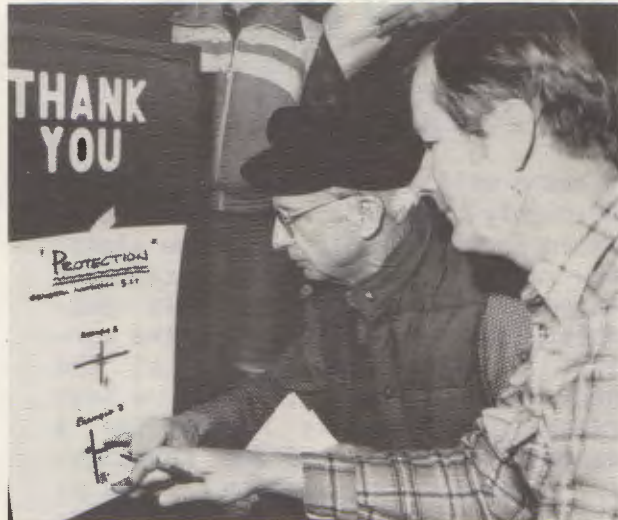
Helen - "Joe,.....who's Max?"



Brenda - "Let me show you my idea of protection, Rich!"



Diane - "Keep it clean Dan, I would like to be able to show this to the kids."



Don - "What do you say Norm, this clarification might just as well go on the inside of this garbage can."



The navigator is the wide eyed one on the left.



Helga - "Twenty dollars is nice, Dave, but I'm not sure it will guarantee a trophy."



Norm and Ellen executing last route instruction.



Allison - "Thats O.K. Hokey, third place in equipped isn't so bad."

Hokey - "Out of four teams?"



Rallye Winners!!!!

REAR VIEW MIRROR

ADVENTURE SOUTH OF THE BORDER
(indeed it was)
By Jerry and Helga Meyer

We had a well attended event, enjoyed thoroughly by most, even though some missed the totem pole and a few signs. The rallymaster would like to thank the people who really made it possible: the contestants and the workers. Assisting along the way at the checkpoints were Pat, Erin, & Sean Brennan; Don & Alexis Mores; Tom & Randee Beverly; Mike & June Kovacich; Mike Hamburg, Jim Gladish, & Ralph Richardson; John, Dianne, & Mindy Welda; Helga & Heidi Meyer; Lou & Melanie Sterbenc. Kathleen Brennan assisted with the video camera.

In addition to those who worked the day of the rallye, we'd like to thank those who pre-ran the rallye: The Beverlys, Mores, & Sterbencs; Bob & Wilma White; Chris Jensen and Jeane Nowak.

Special thank to Cheryl Gordon and her WANG machine for all the typing. Thanks also to Mary Ann Barsic, who arranged for McDonalds for the start point; and thanks to Wendall, manager at Sumggulers' Inn, who provided the end point, where everyone could order anything directly from the menu. Many of the contestants appreciated this.

RESULTS Equipped Class

1st	1262	George & Linda Gutmann
2nd	1445	Mark & Sharon Smedley
3rd	1533	Mike Holzner & Alison Bond
4th	1577	George Melford & Mark Baker

Unequipped Class

Trophy Place	Overall	Points	
1st	1	453	Bob Johnson & Jeanne Hart
	2	1455	Mae & Walter Minato

2nd	3	1495	Dan & Diane Gallagher
	4	1547	Bob & Jim Ostholthoff
3rd	5	1573	Ed & Deb Leed
	6	1617	Sue Blomquist & Vic Berger
	7	1683	Mark Kaufman & Theresa Botkin
	8	1685	Don & Alice Sobeck
4th	9	1722	Joe Hill & Joanie Moliware
5th	10	1825	George & Eve Estrada
	11	1865	Nancy Engle & Bob McCambell
	12	2000	Norm Studier & Ellen Leigia
6th	13	2059	Jose Flores & Rene Claidio
	14	2129	Rich Lotesta & Brenda Davalle
	15	2299	John Bohlander & Phyll Bohlander
8th	16	2367	Brian & Sue Allman
9th	17	2421	Eugene & Gabbie Coburn
	18	2514	Jerry & Julie Quebe
10th	19	2598	Dean & Milly Bangert
11th	20	2719	Dave & Kathy Nicholls
12th	21	2903	Chuck LeBedus & Bob Bixier



"On Holiday"

By Jean C. Galuszka

To all of you non-skiers that decided a trip to Austria for sight-seeing wasn't worth it you're wrong! I found that out quickly. My first day of skiing (and basically the last) ended during my first run at a place called AXAMER LIZUM. So from that point on I knew that buses and tours would become a major portion of my day. IT WAS WORTH IT!!!

The week started out with gambling on Monday night in a town called Seefeld (SAY-FELD). But gambling isn't all that Seefeld had to offer. For the outdoor type you had down-hill skiing, cross country skiing, ice skating, curling and many nice outdoor cafes. For the semi indoor and indoor type you had a combination indoor/outdoor pool and sauna. I did have the opportunity to try (and I do mean try) cross-country skiing there. If I chose to go back to Austria Seefeld is where I'd stay. They groom the slopes and also have a ski patrol (something most other areas were lacking).

Wednesday evening was one of the largest group outings. We all feasted on pig, turkey soup, bread, unlimited beer and wine, and for a few of the men they tried feasting on the wench. BOB O. WON'T YOU EVER SETTLE DOWN!! This medieval dinner was known as Tyrolean evening. A lot of singing, yelling and food throwing!

Thursday was an all day trip to Salzburg (Mozart's birthplace). It began with a stop in the town of Rattenberg where they're famous for glass-cutting and then on to Salzburg. There you could tour a castle, take in some of the shops, tour the gardens, and a whole lot more.

Towards the end of the week Todd and I teamed up with Hokey and Allison and had a great time in Italy. One thing to remember if you plan on visiting Italy - the shops are closed from noon to 4 o'clock. (They believe in afternoon delights.) Ordering food was one of the hardest things to do. Using your hands didn't work! So we did the next best thing; pointed on the menu (even though we didn't know what we were ordering). Todd and Allison who are both fish haters ended up ordering fish and Hokey and I who are fish lovers ordered a pizza steak. So we ended up swapping dinners.

Stuttgart was the ultimate! Touring the factory was more than I ever expected. Ilsa our tour guide was not only an excellent representative of Porsche but also a great driver! She handled her 928 demo as if she were on her way to a fire. We all had a hard time keeping up with her.



The people in Germany are very open-minded which Todd and I found out on our way to the pool. His swim trunks were in his suitcase in the Gunther's car. When we asked if he could rent a pair he was told - "Swim trunks - na. Naked - Ya!!!" It's really funny how many Porsche people shyed away from swimming just because they wouldn't allow swim suits. BOB O. ONLY WANTED TO WATCH.

AUF WIERDERSEIN!!!



RADAR In Use

RADAR SPEED DETECTION IN USE

By The Chicago Police Department

The use of radar by police agencies, has brought forth many questions relative to its use. The following has been prepared as a simplified explanation of the use and function of radar.

Radar is one of the many scientific aids useful in law enforcement, used to measure vehicle speed quickly and accurately to determine if a driver is violating a speed law.

Radar equipment used by the Chicago Police Department is a method used in World War II, for locating and determining the direction of movement and speed of enemy aircraft. The radar unit in use is a simplified electronic device that automatically measures the speed of a moving object. It consists of two pieces. One, the "antenna" which is shaped like an automobile spotlight and contains the transmitter and receiver elements. Two, the meter and control box which contains the instrument's amplification, adjusting, measuring and power supply circuitry. Operating controls and calibrating adjustments are mounted on the cabinet front, as well as the speed indicator meter.

Radar works on the Doppler Principal, wherein a signal of known wave length is transmitted and directed toward a moving object. The signal beam is reflected by the moving object back to the antenna at a different wave length. The radar instrument translates the difference in wave lengths into miles per hour. This difference is indicated on a meter dial located on the front of the control box. The reading on the dial indicates the speed in miles per hour at which the timed vehicle is traveling.

Police vehicles equipped with radar are used where excessive speed is a major cause of traffic accidents. The officer then watches traffic and the speed indicator for any vehicle moving at a speed in excess of the legal limit.


In order to use a radar unit consisting of two component parts, the officer mounts the antenna head or transmitter on the side of the police vehicle, facing the direction of travel which is to be speed checked. The speed indicator with a range setting control enables the officer to set the radar beam at a practical working distance. This range may vary between 1200 and 100 feet. The most practical working distance for a municipality like Chicago is between 900 and 300 feet. This range depends on the locale and contour of the surroundings.

With radar, an officer usually makes his speed determination from a fixed location, rather than from a vehicle that is in motion. This method is not only the most accurate and safest, but is fully accepted by the courts. The officer can also observe a violator for quite a distance and can readily determine a safe place for the violator to pull his vehicle out of traffic.

In most cases, the radar officer directs the antenna beam toward the rear of his squad to speed time vehicles approaching from the rear. If he needs to pursue a vehicle, he will proceed in the same direction as the flow of traffic, rather than making a "U" turn. By using this method, the hazards of disturbing the flow of traffic are greatly reduced. He can however, also check speeds of vehicles going in the opposite directions.

Certain tests are made in determining the accuracy of the radar timing device. After the

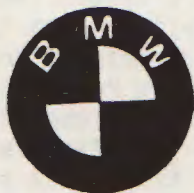
unit has been properly mounted, it is then energized and allowed to "warm up". While driving to a location, the officer checks his radar meter and compares the reading with a calibrated speedometer. This is done by driving at a fixed rate of speed and observing the radar speed meter which registers the speed of the squad car by picking up the reflected radar beam from parked cars or stationary roadside objects. When the officer arrives at a speed timing location, he parks his vehicle at the side of the road. He then checks his radar equipment for accuracy by using a tuning fork of known calibrated frequency of vibration. The tuning fork used in Chicago, has a calibrated frequency that is set for 65 miles per hour. To make the test, the tuning fork is struck against an object which starts it vibrating. While it is

vibrating it is held in front of the antenna. If the radar set is functioning properly, the meter will register 65 miles per hour. The radar manufacturers guarantee their instruments to an accuracy of plus or minus two (2) percent, over a 100 mile per hour range. A vehicle indicated as moving at 50 miles per hour, will be actually traveling between 49 and 51 miles per hour. Any such errors occur only in the higher speed ranges. To minimize them, the meter is calibrated in favor of the violator. 

(EDITOR'S NOTE: This was a handout distributed by the Chicago Police Department at the recent Chicago Auto Show. It obviously is written from the Police point-of-view.)

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Honored Guests

By Bob Ostholthoff

Joyce Gunther added a two-day extension to her Austrian ski trip pretty much as an afterthought. There were 15 PCA/Chicago Region members who signed up for her 50-person trip, so why not see if a Porsche factory visit could be arranged?

Everyone knows the Treffen is the trip to take to the factory. Yet, our brief 36 hour visit with Porsche representatives and the accompanying tour was an impressive statement made to us by Porsche. We, as Porsche owners and PCA members, are valued customers and were treated as honored guests.

I missed the chance to see Ilse Nadele when she visited Chicago Region several years ago but had heard many stories of this wonderful factory representative. I was looking forward to meeting her and it wasn't long before I got my first sample of Ilse hospitality. Upon checking in to the Stuttgart International, our room keys were accompanied with an envelope from Ilse and George Ledert (Porsche Marketing Manager) containing a welcoming note and our schedule of activities. That evening Ilse joined us for dinner in town. She was as lovely as all the stories, giving us a cordial welcome and spelling out our following day's itinerary.

The next day's factory tour in Zuffenhausen (which is a short drive outside of Stuttgart) was a thrilling event that requires its own story. Suffice it to say it is worth the trip, including the lunch at the factory cafeteria, the quality and beauty of which are matched only by the cars that Porsche produces.

We caravanned from Zuffenhausen to Ludwigsburg following Ilse in her 928. Apparently Joyce G. and Joe Thoesen (Ilse's passengers) were urging Ilse on to see what the 928 could do. She and the 928 outran us all, but she eventually let us catch up.

Ludwigsburg houses the management

offices and the (in)famous Goodie Store. We spent a good deal of time and an even greater amount of Deutschmarks at the store.

We were fortunate to run into Ed Peter, Porsche's Export Manager. A well-liked and familiar face to PCA, Ed spent several charming minutes with us, fielding a rapid-fire barrage of questions from us all. He successfully dodged most of our "confirmed rumors" with an aplomb that would have put Houdini to shame.

Earlier in the day I had asked Ilse if it would be possible to arrange a brief interview with any management personnel, preferably Chief Stylist and 928 designer Tony Lapine. His U.S. trip had been cancelled last fall, so I thought it would be a fun "scoop" for our Region to interview him. She explained how busy the management people were but she made every attempt to accommodate us. She even invited Julie, Jerry, Joe Thoesen and me to her office so that we could call Mr. Lapine and possibly conduct a phone interview. No luck. He was not in, but Ilse had again showed her graciousness by trying so hard.

That evening was the capper to a memorable visit. A beautifully decorated room was arranged by Porsche and we were their guests for dinner. I was an early arrival that evening and as Ilse greeted me she also presented me with a surprise. "Bob, I'd like you to meet Tony Lapine." If you think I was overwhelmed, you're right! Can you imagine any other company in the world that would go to such lengths to please their customers?

Tony proved to be a fascinating man. His background is known to many PCAers and it is a varied one, indeed. Russian born, Lapine's career includes 17 years at GM's styling department in Detroit prior to joining Porsche in 1969. His outlook on Porsche and life in general is very philosophical with many comparisons to fine wine and food, obviously two of his passions.

We remarked at how impressed we were at the freedom to move about in our

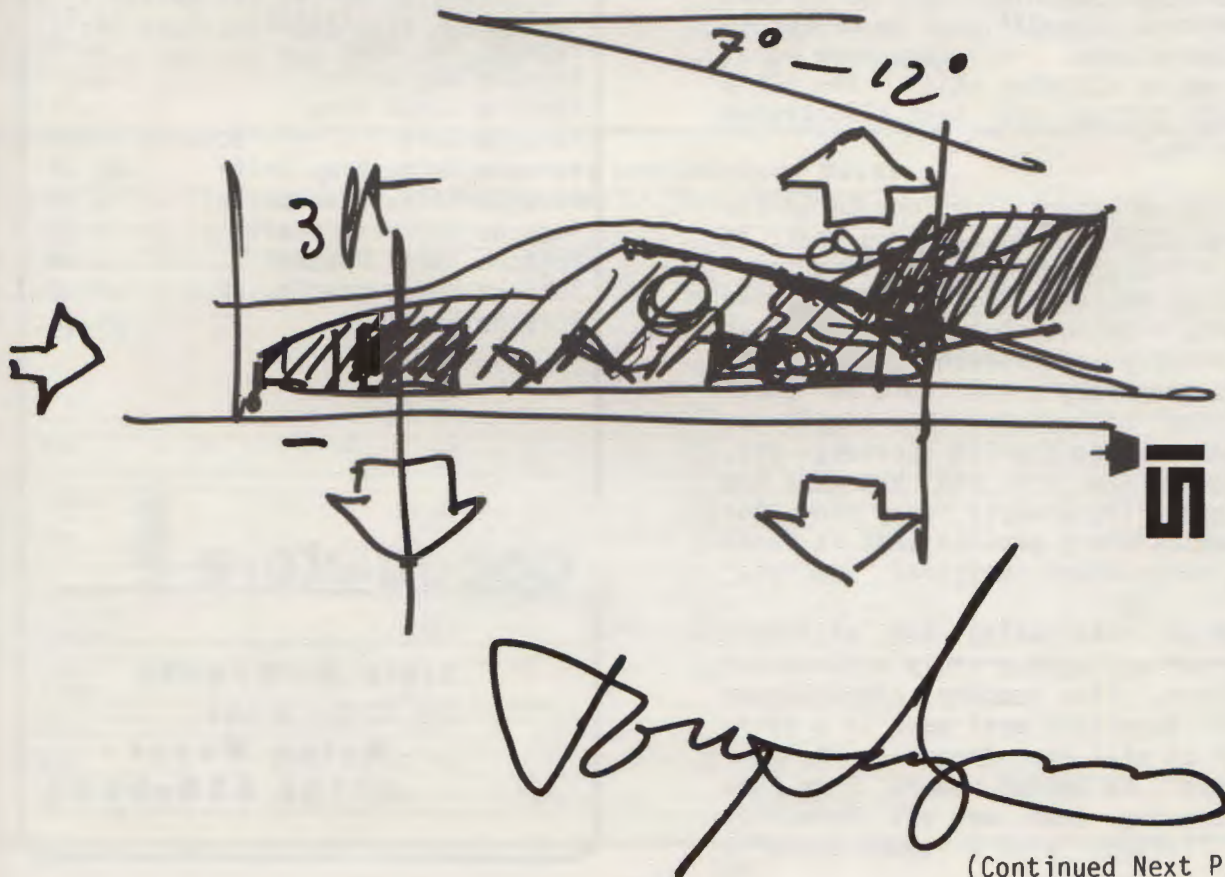
tour of the production line. To him the line .."is like walking into a fine restaurant in Italy or France. Most of them have the kitchen as the entrance. At Porsche, the production line is our kitchen and we want you to see exactly what we do. We are very proud of it."

We tried desperately to discuss his contribution to the 928 but he humbly insisted on using "we" in any styling references. However, one did sense a slight frustration by the pure stylist in him as we discussed the 928's initial production configuration. Tony said that the 928.."was one of the most difficult challenges that the designers had." When asked if he considered it one of his best designs the response was a firm "No." He feels .."the length to width ratio of the car is not right. I would prefer it to be longer." His sentiments reflected the obvious compromises that styling, engineering, and management must make toward a final decision.

He gave us a brief aerodynamic lesson explaining "spoiler" options for

certain conditions. This lead to discussing the new "S" package for the American 928 (which includes a higher performance engine in Europe) and the 911 whaletail. Most Porsche models change aerodynamically as more power and, consequently, speed increase. Of the 911 he explained.."The 911 was originally designed to go not more than approximately 102mph and the original body style was fine for that. As the car's terminal velocity increased, stabilizing devices had to be added and improved so the car could handle properly". Thus the reasoning for the 928S package. With the 300hp engine in Europe, better aerodynamics are required. The U.S. version is basically cosmetic.

I asked the obvious - "Were they aware of the "S" package spoilers when they designed the car?" When designing any new car, apparently every aerodynamic option is considered. As Tony said, "You certainly must give us credit for knowing all of the aerodynamic devices that we can put on a car before its introduction." Then why wait so long



HOTEL STUTTGART INTERNATIONAL

(Continued Next Page)

before adding them to the car? The implication was that is determined by management based mainly on marketing strategy.

One Porsche story that Tony was most proud of was how the 924 eventually reached production. The 924 was originally designed for VW by Porsche. There was a management change at VW when the 924 was nearing completion and the new head of VW decided against the 924. Porsche liked it so much that they bought the car from VW, even repaying them any money Porsche had received for design/development work.

Though often maligned, the 924 will probably become the second generation 914. Over 100,000 have now been sold making it one of the most popular models ever. He also told us that the 924 will continue to be produced, contrary to what we have heard in the states. Our impression, though, is that the 924 will no longer be imported to the U.S.

We asked if the Mazda RX-7 and similar cars were hurting the 924 image and saleability. To him "there is no real comparison. The 924 must be driven to be appreciated. All cars have equal performance standing still. The 924's characteristics are best illustrated in motion."

What can we expect from Porsche in the future? "If I could tell you that, it would make very interesting conversation wouldn't it? We are working on certain things, but if you look at the history of Porsche, they have always been very predictable in their evolution of models. One simply has to look back to the 356 series, 911, and even the 924 and see what has happened. (We always) leave room for an evolutionary process that is based on a very sound original concept."

It was an interesting and enjoyable conversation with a truly well-spoken gentlemen. Fine company complimented by an excellent meal made it a visit few of us will ever forget. We said "Goodbye" to George Ledert, Tony, and Ilse knowing that we all were, in fact, friends with a common bond. ✓

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Porsche Belt Buckles	9.00
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Porsche Neckties	15.00

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ILLUMINATING FACTS

By John Bohlander

Occasionally one must replace one of the small bulbs on their Porsche. This is not a large task. However, the German bulbs do not always display a U.S. type number. This makes replacement somewhat haphazard unless you have a stock of bulbs from the local Porsche dealer. As an aid when at the local parts emporium, the accompanying chart shows replacement bulbs for the various functions found on '65-'73 911's & 912's. Late 911's; 912E's; 914's; 924's are similar, just follow the description in the Owners manual for wattage or candle power (CP). In the chart there are some bulbs with no U.S. equivalent. If the local Porsche dealer does not have any then try one of the foreign car parts dealers. They may even stock original Phillips or Osram bulbs with the nickel plated bases that never corrode.

928's present a problem in replacing bulbs. The failure warning system on the car reads the current draw for each lighting circuit to determine if it is functioning. One must choose a bulb that matches the current draw of

the original bulb. With a small D.C. ammeter, one could test a good bulb to determine the current draw. Using the car battery alone for 12.8V and with engine on for 14V, check the current against bulbs shown in the chart. Note: the replacement bulb must of course have the proper size base. (All electrical data is from the General Electric Co. miniature lamp catalog)

For six volt 356's, the U.S. equivalent chart is not finished yet. But, there does appear to be an equivalent for most of the functions.

If anyone has converted to 6 volt Q.I. headlamps and finds them burning out rapidly, it's most likely from too low a voltage at the lamp. If the quartz globe does not get up to about 525°F the halogen gas will not redeposit the tungsten boiled off the filament back on the filament. A sure sign of this problem is the globe of the lamp becoming silvery black. If the voltage regulator is keeping proper voltage at the battery, than a relay system direct from the battery for the headlamps will solve this problem. Be sure to use 14 ga. or heavier wire for the headlamps and good connectors that will not corrode.



1965-1973 911 REPLACEMENT BULBS

USE	W	C.P.	PORSCHE NO.	U.S.NO.	VOLTS	AMPS	C.P.	HOURS	DUTY	U.S.NO.	VOLTS	AMPS	C.P.	HOURS	DUTY
BACK-UP EARLY	18	15		1003	12.8	.94	15	200		1141	12.8	1.44	21	1000	
	25		N.107.732.2	1156	12.8	2.1	32	1200	H.D.	1073	12.8	1.8	32	200	
PARK/TURN STOP/TAIL	21	32	999.631.115.90	1161	12.8	1.35	22	500		105	12.8	1	12	500	
	5	3		1034	12.8	1.8	32	200		1157	12.8	2.1	32	1200	H.D.
					14	.59	3	5000		14	.59	3	5000		
				198	12.8	2.25	32	1200	H.D.						
			14	.59	3	5000									
TURN	21	32	N.017.732.2	1156	12.8	2.1	32	1200	H.D.	1073	12.8	1.8	32	200	
				199	12.8	2.25	32	1200	H.D.	1141	12.8	1.44	21	1000	
LUGGAGE LATE	5		N.017.718.2	97	13.5	.69	4	5000	H.D.	67	13.5	.59	4	5000	
				1155	13.5	.59	4	5000	H.D.						
	10			89	13	.58	6	750		631	14	.63	6	1000	H.D.
LICENSE SIDE MARK PARKING	4	2	900.631.103.90	1895	14	.27	2	2000	H.D.	1893	14	.33	2	7500	H.D.
				1889	14	.27	2	2000	H.D.	293	14	.33	2	7500	H.D.
				1891	14	.24	2	500		57	14	.24	2	500	
				1816	13	.33	3	1000							
HEATER BLOWER	1.2		900.631.129.00	74	14	.1	.7	500		37	14	.09	.5	1500	
GAUGES	2		N.017.722.2	NONE											
DOME	10		900.631.106.90	211	12.8	.97	12	1000	MUST HAVE BULLET SHAPED ENDS						
FOG	35		900.631.130.90						OSRAM NO. 7309						PHILLIPS NO. 12227

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FOR SALE: 6x16 and 7x16 Factory alloys with polished edges and black centers with brand new late style P7's Concours cond. Upgrade your Carrera! From my 911SC. Replaced with BBS. \$1600 FIRM Brian 272-0114 after 7PM

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FOR SALE: 1979 924 Porsche. Mocha black, gold trim with saddle colored leather interior. AM/FM stereo, sun roof, rustproofed, 24,000 miles, \$13,000. Terry Beverley, 263-2800 ext. 660.

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WANTED: 105/50x15 used P-7's. Call Larry (its stock) Grover, 219/291-3112 ext. 361, Mon-Fri, 10am-4pm, 219/255-6576, home or Frank Wagner 312/237-2220, 9am-4pm, Mon-Fri, 616/245-0981 weekends.

FOR SALE: 1980 Targa Metallic black with tan leather. Fully equipped with all available options. 11,800 careful miles. Perfect condition, stored winters. Call Chuck Deets at 656-8900.

FOR SALE: 57 Speedster #82741 - rebuilt engine (Bob Hubert) #932064. White with new red vinyl and carpeting. New seats, top, tonneau cover, and floor mats. New trim, body rubber and strips. New Webber Carburetors, chrome 4 1/2 wheels. 80% restored. \$12,000 - out of a job! Bob Wagner, 607 Cobblestone Lane, Buffalo Grove, Il., 60090. (312) 459-6350.



COVER CREDITS

COVER: This certificate was presented to Chicago Region by our National President, Hank Mälter, at the 25th Anniversary Celebration. This was in recognition of our 25 years of service to the Porsche Club of America.

This award sets a precedent in PCA history, being the first of it's kind given to any region. We should be extremely honored to have achieved such high accolades from National. We thank them for their recognition of our hard work and will continue to strive for excellence in our Region.

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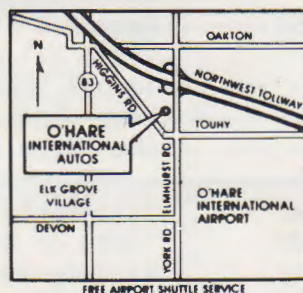
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