C H I C A G O

SCENE

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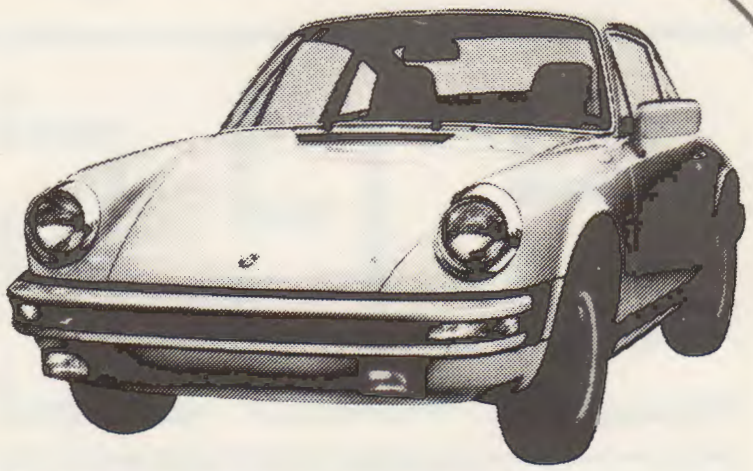
Autocross	**May 28-29**	**3**
Driving School	**May 15**	**5**
Boat Ride	**June 2**	**13**

PORSCHE CLUB OF AMERICA pca CHICAGO REGION

May 1983



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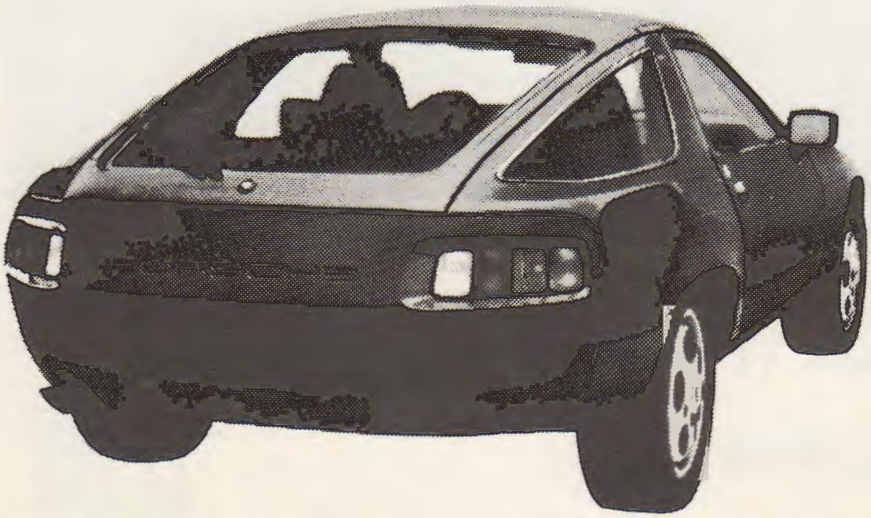

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The 'O'val Office

TEAM EFFORT
By Bob Ostholthoff

The Concours School/General Meeting was a tremendous success. Those of you who couldn't make it missed an informative and an enjoyable event. I have received very favorable comments from a number of people regarding the school and the meeting. Thank you to all who attended and participated.

I would like to reiterate a point mentioned at the meeting - the importance of "crossover attendance". Most of us have one aspect that we favor in the club. For some it's social, others autocross, other concours, etc. Nothing will ever change that.

From recent surveys we took at the 1981 Dinner Dance and this year's directory questionnaire we know the preferences of Region members (see chart). We are definitely a speed event group and not very fond of concours. This is all comparatively speaking, of course. As a result, our attendance at events reflects the preferences (although it would be hard to prove that based on the attendance at the Concours School). This poses no problem for speed events and other more liked activities but it hurts the events that are less popular.

Strong attendance is essential for a number of reasons: socializing is more active, level of competition is better, Region profit is assured, the event chairman is more duly recognized for his efforts, and so on. What all this means is we have to make a concerted effort to attend events in a more balanced fashion, or "cross over", if you will.

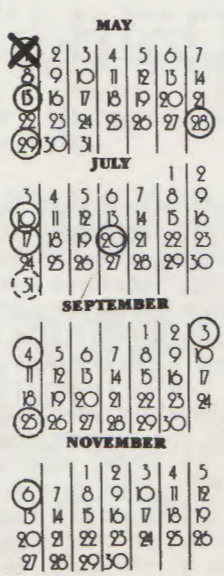
Favorite	AUTOX	RALLYE	CONCOURS	TECH	SOCIAL	GYM	DRIVER'S SCHOOL
1	44	16	4	6	9	10	11
2	16	5	10	12	8	23	26
3	12	15	8	17	10	20	18
4	4	18	12	17	17	16	16
5	9	14	13	19	22	8	15
6	12	18	14	18	17	12	9
Least Favorite 7	4	12	40	10	16	12	7

Circle indicates highest percentage

We can't expect one group to support the others. We need to attend at least one or two of the events we like less than our favorite.

My intent isn't to segregate event categories. On the contrary, I want us to be more homogenous. What's good for one group is good for all. Let's spread our interests to every area of the Region. There's so much for all of us to enjoy. And don't forget, no matter what the event, the same great people are there to socialize with and have a great time!

Drivers School	**May 15**
Road America Autocross	**May 28,29**
Rallye	**June 11**
Boat Ride	**June 25**
Blackhawk Midweek	**June 29**
Ravinia	**July 10**
Potters' Picnic and Concours	**July 17**
Blackhawk Autocross	**July 20**
Parade	**July 31-August 6**
Blackhawk Midweek	**August 17**
Road America Autocross and Concours	**September 3,4**
Charity Gymkhana	**September 25**
Rallye-Tour	**October 8,9**
Brunch	**October 23**
Concours	**November 6**
Dinner Dance	**December 10**



Chicago Region Chicago Region — 1983 Calendar — Chicago Region

Insight

MAKING IT GO FASTER
By Heber MacMahon

Porsches are designed and built with performance so obviously in mind that one might think that there would be no need to modify them for autocrossing. Actually, this is correct - there is no need. Any well maintained Porsche can be autocrossed successfully and enjoyably just as it came from the factory. Indeed the very idea of altering what the factory hath wrought would probably be viewed as sacrilegious in certain concours orientated quarters - almost like trying to improve Beethoven's Fifth Symphony by re-writing it. On the other hand one must remember that all street cars, including Porsches, represent a compromise between performance and comfort. A successful compromise perhaps, but a compromise nonetheless. Thus it is possible to improve the performance of your car on the track, particularly in the handling department, usually at some small cost in comfort for everyone driving.

Bearing this in mind, before you settle yourself in front of the telephone with Automotion Catalog and American Express card laid out before you, you should first decide not only how much you want to spend, but also how far you ultimately want to go, extent you want to transform your air-conditioned, smooth riding, quiet and hi-fi enhanced street car into a cantankerous, bone-shaking, rasping, sweatbox. Even if you think you are prepared to endure all manner of hardships in pursuit of glory, there is another consideration. That is, significant modifications to your car will probably change your classification for Porsche Club speed events. This is a factor you can choose to ignore (as I always have done, to my cost). But if winning trophies is important to you, you had better obtain a copy of the P.C.R's These are a set of detailed rules devised by and available from P.C.A. National, for classifying Porsches specifically according to their degree of modification. Note that this does not necessarily equate with performance. Thus you can't assume that if you are bumped to a higher class because of something you have done to your car, that your car will be competitive in the higher class.

To take an example with which I have reason to be familiar, if you should decide that your old 911 needs a new paint job, and while you're at it you decide to flare the fenders, you'll need wider wheels or spacers or both to fill those flares. Even if the car is otherwise stock, those wheels may cause you to end up competing against race cars that arrive at the track on trailers. Similarly if you have an older 911 and decide to update it by installing a 3 litre SC motor, you might think that this would put you into the same class as the other 'original' SC's. Not so. Into the modified class you go to compete with brightly colored and raucous sounding fibreglass machines held together with Zeus fasteners. But if you read the rules carefully, you'll realize that you can do quite a lot with your car before you get to this point.

Generally, it makes sense to work on the brakes and suspension first. Lowering the ride height is beneficial up to a point, but remember that changing to a lower profile tire will also reduce the height noticeably. Lowering and changing to PM's may cause the car to run around when entering and exiting gas stations (Yes, it has happened to me).

Stiffer than stock shock absorbers such as Bilsteins (sport or race settings) are definitely worthwhile in my experience, though they can give a rough ride over city potholes. If you're serious about autocrossing, you might also consider an adjustable front swaybar. This won't make the car go faster per se, but will allow you to easily "dial-in" varying degrees of understeer and oversteer according to your preference. This gives you more flexibility than merely adjusting front vs. rear tire pressures.

Actually, the first item that I like to modify on any new car, whether Porsche or other, is none of the above. It is the driving seat (howls of horror from the concours contingent). I believe that there is no car made that cannot be made vastly more comfortable and even controllable for fast driving by the addition of a first class dedicated driving seat. I mean the kind of seat you have to lift yourself into and out of, but which holds you solidly in position during fast cornering. It's an expensive investment but remember you can keep the original one and replace it if you sell the car. In the meantime, you have the bonus of a genuine Porsche seat in your living room!

One of the benefits of our club is that there is plenty of free and more or less unbiased advice available. There are enough Porsches of all types in the club that have been modified in various ways that you can learn from other members experience - you don't have to experiment with your own car if you don't want to.

Achtung! Achtung! Achtung!

Ozarks '83

The SCENE has received confirmation that it will be possible for Chicago Region attendees to the Ozarks Parade to obtain lodging close to one another. In order to do this, attendees wishing to request lodging together must forward reservation forms in the same enclosure. To facilitate this for the Chicago Region members, Julie Quebe will coordinate the mailing of lodging reservations. If you are interested in coordinating your lodging send your reservation cards and deposit checks to Julie no later than May 9, 1983. All reservations that I have received will be mailed in the morning of monday May 9. As of this date we are requesting rooms in the main complex. Any further questions you may have please call me at 870-0543. Send all reservations to 1207 E. Olive, Arlington Heights, Illinois, 60004.

Rallye June 11

MINI MIGLIA
By George Melford

WHAT: Our Region's Second Rallye

WHEN: Saturday, June 11
Registration at 3:30 P.M.
FCO at 5:00 P.M.

WHERE: O'Hare International Autos
1000 Elmhurst Road
Elk Grove Village, Il.
see reg. form for map

A Saturday afternoon drive through the scenic northwest boonies over roads veterans have probably seen before and newer rallyists won't want to miss. The last PCA rallye in Chicgo Region before the Ozark adventure for those who may want to sharpen up for the Parade Rallye.

After approximately 100 miles of low pressure driving over roads of northwest Cook and McHenry counties, we'll all end up at Cattleman's Restaurant in Algonquin where you can order what suits you, off their extensive and inexpensive menu, which includes children's meals for those who may bring wee ones along.

Minutes Minutes Minutes

By Gaile Johnson

The March 18, 1983 Chicago Region Board Meeting was held at the home of George and Linda Gutmann.

Bob O. reported that the current national membership as of January 31, 1983 is 17,826 members. There are 116 regions, and the newest is the Big Cypress Region.

Bob O. also pointed out that the Quebe's have done an excellent job in putting out the Newsletter and that it costs less now to publish than it did in 1981.

Bob O. reporting for Jerry Meyer, announced that the date for the May 1 Driver's School has been changed to May 15 due to the unavailability of a site on May 1.

Bob O. also reported that the fee for track rental at Elkhart Lake has gone from $1200 last year to $1500 this year. Ambulance fees as well as security fees and a 5% sales tax on service have also increased.

A decision on whether or not to add a Rookie Class to our awards was tabled until next month.

Autocross May 28-29

Achtung!

MAY FLOWERS
AUTOCROSS

Road America
Elkhart Lake, Wisconsin

May 28-29, 1983

REGISTRATION AND TECH
Friday 6:00 P.M. Siebken's
Saturday 8:00-11:00 A.M. track
Sunday 9:00-10:00 A.M. track

TRACK OPENS
Saturday 8:30 A.M.
Sunday 8:00 A.M.

TIMED RUNS
Sunday 8:30 A.M.

This event is fast becoming a Chicago Region tradition and rate of pre-registration is proof of it's popularity. Register right away to insure your place among the 100 car limit.

This 2-day autocross will stress safety, speed and track time. It will be an excellent opportunity to try out the techniques and knowledge gained at the May 15 Drivers School.

Friday night socializing at Seibkens; Saturday all-day practice; and Sunday all-day timed runs and chase. You'll get your fill of it all over this weekend event. Monday's a holiday so you can stay over and enjoy Elkhart Lake or take a more leisurely drive home. Join us for a wonderful fun-filled weekend.

Don't forget to contact Seibkens directly for lodging reservations and Saturday evening dinner. Specify Wienerschnitzel, Prime Rib or Duck ($14.50).

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OVER ONE DOZEN IMPORT BRANDS

Porsche Perturbation

By Mike (Hokey) Holzner

Six PCA couples went up to Road America for the June Sprints. For the trip home they decided to have a road rally from the track to a restaurant 100 miles away, near where the couples resided. The couples drove as teams, six men and six women took turns driving. From the following clues, can you figure out who the couples are; which cars they drove; and the order in which they finished?

1. Cindy Law, who did not drive the 914 or 911S, finished ahead of Jerry Quebe and Brian Allman.

2. The 911S finished two places ahead of the 914 and two places behind the VW bug.

3. Jerry Quebe finished ahead of Joni Molinare and the couple in the 911S.

4. George Gutmann, Julie Quebe, and the couple in the BMW were leading the pack at the halfway point, but none of the three cars finished first or second.

5. Joe Hill missed a curve and plowed through a haystack, but finished ahead of Susan Allman and behind the BMW.

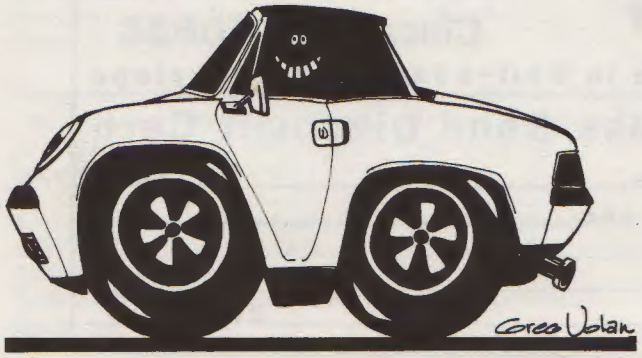
6. Hokey's co-driver went off the road near a Bar, but she managed to drive the car back on the road to finish ahead of the 356, which finished ahead of Julie Quebe.

7. Joni Molinare finished just ahead of Joe Hill who finished ahead of George Gutmann. None of them drove the VW bug, which came in ahead of Joni.

8. The 944 finished behind the 914, which finished directly behind Brian.

9. Bob Law and his partner took a wrong turn, but managed to finish two positions ahead of Loni Anderson and behind Linda Gutmann.

Test your analytical skill. Answers next month.



Driving School May 15

Achtung!

SHARPEN YOUR EDGES

AUTOCROSS DRIVING SCHOOL

May 15, 1983
Stardust Bowl
U.S. Rt. 30
East of I-65
Merrilville, In.

Registration 10:00 A.M.
Class 11:00
Dinner 5:00 P.M.
Shakey's Pizza

This school will help you become a better autocrosser or maybe just finally find out what autocrossing really is. We promise minimal lines, a lot of track time, interesting lectures and an open question and answer period.

The event will be followed by a social gathering at Shakey's Pizza.

See page 19 of your April SCENE for further details. Come out and SHARPEN YOUR EDGES.

New Driving Event Rules

The Board of Directors have approved a rule change for all speed events for helmets and clothing. The new rule will take effect with the first Blackhawk event and remain in effect thereafter.

HELMET: Each Driver MUST wear a helmet with 1970 or later Snell Memorial Foundation approval. A 1975 or later approval is STRONGLY recommended if you are purchasing a new helmet to comply with this new rule.

Be aware that Tech Inspectors will be checking helmets for compliance commencing with the June 29 Blackhawk Midweek.

CLOTHING: Full-length pants, long-sleeved shirts and socks of non-synthetic material are REQUIRED for all drivers. Driving suits or fire-resistive clothing and gloves are highly recommended. Full shoes are required. No bare feet, sandals or open-toed shoes are permitted. Driving shoes are recommended.

Tech Workers Arise

TECH WORKERS ARISE
By Jerry Meyer

What: Tech School

When: 1:00pm May 14

Where: Jerry and Helga Meyer's
Munster, In.

The region needs a strong cadre of tech workers. Working tech at events is a superb way to get involved and to meet people.

Not qualified you say? Well, now's your chance! Come to the tech inspectors school may 14 at Jerry and Helga Meyer's house.

We will teach you what to look for on various Porsche models-how to find the things that tech inspectors should look for to make cars safe for the track.

If you are interested, call Jerry or Helga before May 13th and we'll give you instructions on how to get to our house.

Phone: Work 312 375 8585
Home 219 838 9233

PS: Bring coveralls if you have them.

Porsche Literature

by Tim Bosanoz

Porsche Past & Present
By Denis Jenkinson
Arco Publishing Inc. New York

It is hard to imagine what Count Von Trips, the Artic Circle, a peanut vendor, an earthenware plate, Jim Clark, and a chateau designed by Frank Lloyd Wright have to do with "Porsche Past & Present",but it's just Denis Jenkinson's particular way to tell the history of Porsche automoblies. The history is autobiographical, Denis Jenkinson is a renowned British motor journalist and owner of a well traveled 356A. Those of you who may be familiar with Jenkinson's style of writing will not be surprised at the diverse courses this history takes from time to time, it is simply a way of including the author's reminiscences of his various trips, rallyes, and race meetings from one end of the continent to the other, always sharing his experiences with his friends and fellow Porsche owners and drivers (their names read like a Who's Who of the motoring and the motor racing world). The book is always entertaining as well as informative accounts of Porsche.

The author has had occassion through his friends and acquaintances to experience most of the Porsches ever produced, either for road or track. The author is a Porsche connoisseur, and a very opinionated enthusiast.

You might just take a break from your autocross or concours preparations and relax with Mr. Jenkinson's "tales of Porsche, past and present."

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REAR VIEW MIRROR

CONCOURS SCHOOL/GENERAL MEMBERSHIP MEETING
By Tom Beverly

An enthusiastic group of 130+ Porsche Pushers converged on O'Hare International Autos on March 27 for a "new event", the Concours School/General Membership Meeting.

The morning began with Event Chairman Ed Leed presenting a general discussion of concours including classes and various cleaning techniques. Brian Allman, Concours Coordinator, shared his expertise in the area of products used for the preparation and preservation of our Porsches. (If you would like further information on the products and procedures discussed, these gentlemen would be happy to divulge their innermost concours secrets.) Wilma White discussed the intricacies of serving as a concours judge.

The general membership meeting followed a tasty buffet luncheon. Introductions were made by the officers, board of directors, and coordinators. The membership also introduced themselves and the Porsche(s) they drive.

The coordinators explained their function and previewed events for the year. Autocross Coordinator Heber McMahon reported on a new event for the club - a timed autocross at Blackhawk on Wednesday, July 20. A plea was also issued for additional gymkhana sites which are becoming an increasingly rare commodity.

Rallye Coordinator Mike Zurick reported on a "Parade-type" rallye (unique in that it will be on a Saturday and because George Melford says it will be easy.) The Gummows will also be putting on an overnighter to New Glaries, Wisconsin in October.

Brian Allman threatened (warned) that he might spring a "surprise concours" upon the unwitting (or is it unwilling) at any time. The celebration of the 25th Anniversary of Potter's Picnic also promises to be a special event.

Social Coordinator Sue Allman unveiled a "surprise Ravinia" concert for Sunday, July 10, the surprise being the entertainment scheduled. She promises no surprise for the Boat Ride; it will rain as usual.

Safety Coordinator Jack Bushmeyer stressed that our primary goal is to operate at Porsche speeds but as safely as possible. He also applied an interesting correlation between driving and his personal physiology. (Ask Jack direct about this, this is a family publication!)

Membership Chairpersons Bob & Chris Gamble reported on new membership recruitment and attempts to get applicants to participate regularly so as to become active members.

Scene Editors Jerry & Julie Quebe introduced their staff: Tom Harwood (advertising), John Bohlander (photos & technical editor), Vic & Val Harris (editor assistants, i.e. enlisting volunteer authors).

George Gutmann explained the significance of the PCR's (Parade Competition Rules). Considering how much discussion that has been generated in the past, it was amazing that no controversy ensued. Perhaps it's because of George's position on the national PCR Committee. He stated that those attending the Parade will receive a copy, but anyone may obtain one from the Executive Office for $2.50.

President Bob O. noted that our expanded calendar and '84 Parade would require active participation by many members. Help is always needed for working, but Bob O. stated that finding qualified event chairman is important. The best way to gain experience is to participate and to work an event. Co-chairing is another way to draw upon the experience of others, yet not shouldering all the responsibility. Working in cooperation with the Board is also important. The Board is in the process of preparing "event chairman packets" to assist in the planning and implementation of events.

Many other interesting ideas were aired during the open discussion. Everyone had an opportunity to throw questions (or other objects) at the Officers and Board assembled before the membership. The concensus was that this was an enjoyable informative venture. Thanks to Ed & Debby Leed for chairing a fine event.

Perfect Power

Aircraft Powerplant Licensed Mechanic now accepting two 911 engines per month. Absolutely no compromise workmanship. **PERFECT POWER** is the automotive division of Blueprint Aircraft Engines at Midway Airport. Engines built to 911S, 906 or customer specifications on request. Racers and autocrossers welcome. For appointments or questions regarding state-of-tune, prices or down-time call Sol Snyderman at **312-433-4457**

PHOTOGRAPHS

By John Bohlander

Allman, White and Leed, our Class 'A' professors.

"We don't know if we can stomach the meeting after this lunch!"

George- "Seeing your shirts makes me regret I painted my car."

Gaile- "Forget it Owen, the Carrera stays off of the track!"

Brian- "Actually the best concours tool to buy is a hydraulic floor lift."

Rich- "How is married life treating you two?"
Joy- "What do you mean TWO?"

Manny- "Did you hear what Bushmeyer said about his sperm count?"
Marlene- "I wonder how Sheryl counts it ?"

Florence- "Are you back here to buy some parts?"
Ginny- "Yes, for Bob."
Doris- "Bob needs all the new parts he can get!"

Barry- "You're sure these folding Recaros will fit my 944."

Jerry- "I appreciate the compliment Jean, However its not that big."

Gabriele- "Alan said I would give you what for those wheels and tires???"

Did you ever wonder why Howard is always hugging Mae?

Father Smedley- "We are gathered here today..."

Gene- "Does this price include a 911?"

Debby- "Mr. Gallagher, Do you have a membership card?"

Chuck- "So what did you think of the meeting, Tom? ...Tom?"

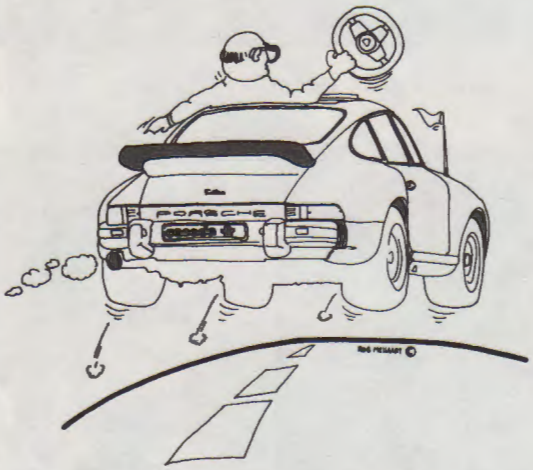
GETTING A GRIP ON YOUR DRIVING

By John Bohlander

Vehicle ergonomics (driver accomodation) is a very demanding task. Designing for the human body requires carefull planning of the interior shape and driving position to fit a stylish and aerodynamic exterior. Porsche has done better than many car companies in building a liveable sports car.

The primary mode of driver accomodation is the adjustable seat. A second method is the adjustable steering column. Common on large cars (including the 928), its use dwindles on smaller lighterweight vehicles.

Since the introduction of the 911, Porsche has offered a special steering wheel as an option. This has been carried over to the 924/944 as well. To fit a driver whose arm/leg length ratio is somewhat different than the typical Bavarian, a steering wheel with a 30mm extended hub has been offered. The result is that the wheel is further from the dash and allows a readjustment of seat position and rake. This provides for more comfortable driving and better control in events like gymkhanas for many people.



Originally the 1965-68 911-912 came with a 420mm diameter steering wheel in plastic, wood or leather. The raised hub version may still be available in leather (part number 901.347.082.73, $430). For 1969-73 911-912 a 400mm diameter wheel was used in plastic, leather and foamed (ugly imitation leather). The extended hub version is still available in plastic (part number 901.347.081.05, $303) and leather (part number 901.347.081.15, $430). A new horn contact is required for these wheels (part number 901.347.940.00, $9.18).

Starting in 1974 a new type of wheel is used on 911's. To obtain the extended hub feature you need only a special hub (part number 911.347.855.00, $81) and three screws (part number 900.146.036.02, $2.15 each) need to be substituted under the steering wheel.

924/944 Porsches have this feature in a special version of the three spoke 380mm diameter 930 style wheel (part number 477.419.091L, $400) available in black or brown.

The only disadvantage to the extended hub setup is that it moves the stalk controls awav from the reach of your finger tips which brings us to the 928.

While everyone is aware of the tilting steering column-instrument pod, there is also a special feature to change the distance between the foot pedals and the steering wheel. This is accomplished without changing the dash to steering wheel distance. This is done by adjusting the foot pedal cluster. This is not a 2 minute job (editor's note: I don't believe John said that) and few mechanics are even aware of the feature. However, with the 4 way or 6 way power seats there should be a perfect fit for almost anyone.

Another consideration in fitting a steering wheel to the driver is the diameter. Porsches generally come with a 400mm diameter wheel with 380mm being optional (930 style). The larger wheels give less steering effort and better view of the instruments but may interfere with the legs. The 924/944 uses an eccentric rim wheel to avoid this leg problem. The small diameter steering wheel gives good feel on tight autocross courses but blocks the instrument view. The 924/944 uses an upside-down tach to improve the view when the smaller wheel is used.

Aftermarket steering wheels are usually very small in diameter and have thick rims. They feel great but really cover up the instruments. It is important with an aftermarket wheel that it be a dished type or it will be much to close to the dash.

One good way to get a smaller wheel on the 1965-73 911 is to use a 914-6 steering wheel. It fits perfectly and has the butterfly horn rim that is much nicer than the little buttons in the middle of the aftermarket wheels.

Lastly, if you do not have a leather steering wheel either put a leather cover on it (the vinyl ones are junk) or get a pair of driving gloves. Either way you will be warmer in Winter and cooler in Summer. The more secure grip lends itself to proper wheel use in events (you are not supose to let your plastic steering wheel slip through your sweaty hands in a driving event).

COVER CREDITS

If you fear that this could happen to you, come out to the May 15 Drivers School.

Sorry Linda (Gutmann) but George provided this photo of your excursion off of the correct line at a Blackhawk Midweek a few years ago. We're not sure how many years ago, but we do know that it was when "Green Guy" was still green.

Mini Series Rallies

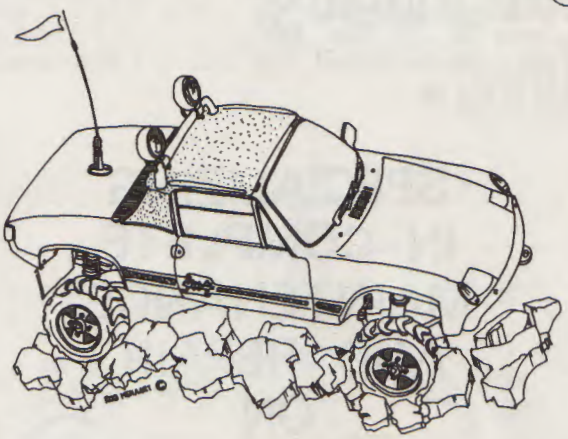
Plagiarized by Mike Zurick

The MINI RALLIES are a series of 5 TSD novice oriented - teaching - fun rallies put on by Four Forwards Sports Car Club and Concours Plaines Rally Team. MINI's I thru IV will be held the 2nd Saturday night of May, June, July and August, MINI V will be the 2nd Sunday afternoon of September. The registration and start point for these rallies is the J.C. Penney Auto Center at Woodfield Mall in Schaumburg. The Saturday evening rallies begin with 5:45 PM registration, the Sunday afternoon event in September will probably start with registration at Noon. Entry fee is $7.00

The MINI's are reputed to be very well thought out, low pressure, safe and enjoyable events. Its almost impossible not to finish a MINI and the routes are such that you'll normally see all the check-points, whether on time or not is another question. The Saturday evening rallies are usually about 80 miles ending at Cattlemen's Beef and Brew in Carpentersville where you order a meal or refreshments of your choice or, nothing at all if you don't feel like it, while awaiting the announcement of results and trophy presentation. The Sunday afternoon rallye will be about 100 miles. At this final event, trophies are also awarded for overall series competition and club competition.

In addition to individual team competition the sponsoring clubs have had a Club Competition. Members of various marque and rallye clubs earn competition points for their clubs and a trophy is awarded to the club with the best overall standing for the MINI SERIES at the final event. The BMW Club has won the past few years.

PCA entrants at previous MINI's include the Melfords, Harwoods, Minatos, Weldas, Allmans, Joe Hill, Norm Studier, and Bob "O". For further information on the MINI's, contact Steve and Doris Malott at 394-9588.
The next MINI is May 14th.



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METRIC CRESCENT ?

by I. M. Unknown

...Rich Lotesta was at the Editor's house last week going through all the old photos from last years events. I think he was looking for those pictures of himself and 'the other women' so his new bride doesn't see them. By the way, Congratulations to Brenda and Rich on their April 16 wedding. Best wishes despite any rumors you might have heard.

...Joel Crabtree has found a modification that will give him the racers edge at Road America. The PCR's don't mention it and the Registrar doesn't know if he should be bumped to improved or modified. What would you think about Racing Wax?

...Take this as a warning to those fast men who put there cars in storage for the winter and do not have any other hobbies to pursue. Ron Starkey pursued his new bride Joy, and they are expecting in the fall. Fast on the track, Fast in the ...

...Dick and Joyce Gunther are on their way to China. Dick sould feel right at home in that size crowd. But we shouldn't talk about Dick's short comings while he is gone.

...It seems there was some strange unnatural forces at work on Bob Johnson's rallye. While prerunning the rallye Walter and Mae Minato's speedometer cable broke on the odo leg of the rallye. Continuing the best they could they became hopelessly confussed as well as lost. While in this state they ran across Tom Thompson and his navigator who where equally confussed and lost. It happened that their cable also broke shortly after starting the rallye. May the force be with you.

...Todd Kaitis has been lured back to Chicago and now resides in the parts department at Peter Fischer Import Motors, Inc. Check out the revisions to Peter's ad in this issue.

...I don't want to complain about the wet spring we are having but the 911 has moss growing on the north side of it. One minute the sun is shining and you take your car with the P7's out for a spin and the next minute it's snowing and I don't have to mention who is doing the spinning now. The delay in the Scene this month was directly related to how much water was in the Quebe's basement. Julie refusses to use the electric waxer while standing in water.

Boat Ride June 2

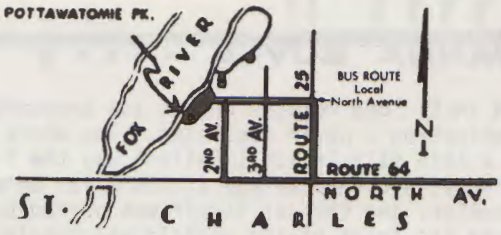
CRUISIN' DOWN THE RIVER
By Susan Allman

Date: Saturday, June 2
Time: 6:00 to 8:00
Place: Pottawatomie Park
St. Charles, Illinois

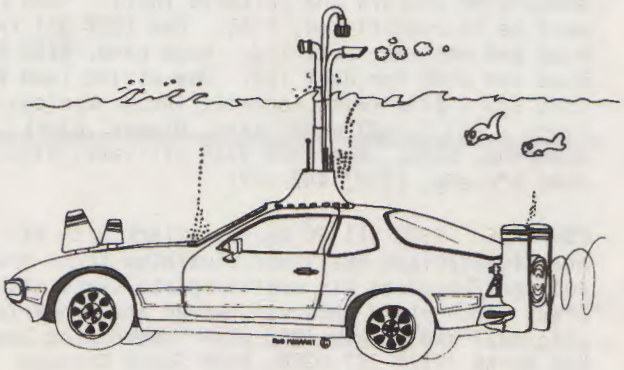
Get your umbrella and rain gear ready because it's time for our annual Porsche Club Boat Ride. (Maybe if we're all prepared this time it won't rain). Come cruisin' along with us anyway on the lovely Fox River aboard the St. Charles Belle II. A replica of an old fashioned paddlewheel boat, the St. Charles Belle II holds 60-70 people on the enclosed lower level and 20-30 more on the upper open deck. We'll have lots of room for everyone, so come on out and join us.

The is $8.25 for adults and $5.25 for children under 10. The price includes a 2 hour boat ride from 6:00-8:00 and a scrumptious buffet dinner served during the ride. The meal will include Southern fried chicken, potato salad, baked beans, cole slaw, rolls, pickles and olives, cake and ice cream for dessert, and coffee and lemonade. Liquor will not be served but you're allowed to bring your own on board.

The St. Charles Belle II docks at Pottawatomie Park in St. Charles. Please try to arrive by 5:45 so we can all be on board and ready to shove off on time.



Despite the fact that Mother Nature has frowned on us the past few years this is still our most popular "Sue-cial" event so make sure you sign up early. I will need a count of everyone coming on the boat ride by Wednesday, June 22. So mark your calendar now and send your registration in early.



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WANNA BUY A • • • • ?

FOR SALE: One Porsche engine and transmission Combination - never separated. The above came out of a 1976 911S (which I believe was the 3 liter variety) and the car had 37,000 miles on the odometer, and the car itself was parted out because the front of the vehicle was totaled by fire. The only part of the car not touched was the rear. Therefore: 1 1976 Porsche 911S (3 liter) engine and 5 speed combo. Engine and trans has 37,000 mi. and is complete less pollution air-pump. Fuel-injection, starter, etc. incl. Transmission needs to have shift selector replaced. $3,500 for both. Note: I will deliver if destination is within 350 miles, otherwise I will crate and pay 50% of shipping costs. Also: One 356 Carrera racing tank (factory original) $450. One 1968 911 front suspension (rotors and calipers inc.). Some rust - must be re-conditioned, $350. One 1968 911 front hood and one rear deck lid - good cond. $150 for hood and $100 for deck lid. One wiring loom for 1968 911 - $75. (most controls inc.) Various parts - 911 (1968) pedal assy, blower, clock, steering, $100. One 1976 911S oil tank, $150. John O'Keefe, (312) 442-0371

FOR SALE: 1980 911 SC Coupe. Black with H1 headlights/black headliner/aluminium front brake calipers/European air cooler/sports seats with Black Watch plaid inserts/lowered and properly aligned/7"and 8" rims/250 km/hr speedo/fog lamps. Bob White (217) 367-0356, 2009 South Cottage Grove, Urbana, Il. 61801.

FOR SALE: July Cullis' 1974 914 2.0 is for sale. "Candy" has 40,000 original miles is Bahia Red, "box stock" and is of concours quality. $7,500 firm. (616) 452-0781

FOR SALE: 4 - 195/60x15 P6's - $70 each. Contact Don Sobeck (312) 437-4384.

FOR SALE: '73 914.2.0. Stainless steel heaters, short springs, Momo steering wheel, AM/FM stereo. Two sets wheels included: 4 steel with very good Tiempo tires and 5 Fuchs alloys with AutoX XWX's on 4. Car needs work but it's worth it. This car is fast. $1,900.00 911 wheels 4 - 7x15 replica factory mags windmill type). Black center-/polished rims. Very good cond. $250. Bob Ostholthoff, Day 332-2052, Eves 251-8907.

FOR SALE: 1971 911T/5 Coupe #9111100729. Burgundy/Blk, Colorado car with no rust, S instr, CN 36 on 15" fact alloys, all orig, 70,000 mi w/1500 since rebuild, garaged, not used winters, bra, cover, records, etc. $8000. Larry W. Baker, 186 Hastings Mill Rd., Streamwood, Il. 60103, (312) 882-8882

FOR SALE: 1969 912 Coupe, #129020146. Green with tan interior. Approx. 80,000 mi. Very nice condition with maintenance records for years. In storage for 2 yrs, just out with much new and rebuilt stuff. Extras including a new complete piston, ring, liner set from Mahle; new exhaust valves; rear lenses and like new bumperettes. $5,900 or best reasonable offer. Marty Frank, (312) 858-2535, Glen Ellyn, Il.

FOR SALE: 1974 911 Carrera Coupe. 9114400263. Special black paint, sunroof, leather seats, Koni shocks, excellent condition. Original owner. Stored winters. $19,995.00 Jerry Kolh, 408 W. 35th Street, Holland, Mi. 49423, (616) 392-2238

FOR SALE: 1969 911T Coupe, Burgundy/Black, 1st in Class 1981 Parade Concours (a sure winner ready for 1983 Parade!) 5 speed, Konis, alloys, 5 new XWX's, Blaupunkt, Ungo Box. Original inside and out. Detail photos available. Must sell. Delivery in enclosed trailer can be arranged. Barry E. Gibbs, 2750 Northaven, Suite 207, Dallas, TX 75229 (214)241-2002, (817)430-3543.

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See ya's at Road America

REGISTRATION

CRUISIN' DOWN THE RIVER

NAME _____

Number of Adults @ $8.25 _____

Number of Children @ $5.25 _____

Amount enclosed _____

Make checks payable to PCA/Chicago Region

Mail to:

Susan Allman
425 Mockingbird Lane
Barrington, Ill.
(312) 382-5933

REGISTRATION

Mini Miglia Rallye - Saturday, June 11

Okay Sara, it sounds good to us.....

DRIVER _____ Member _____ Applicant _____ Guest _____

NAVIGATOR _____ Member _____ Applicant _____ Guest _____

Rallye Class: Equipped _____ Unequipped _____ (See explanation if in doubt)

Car: Make/Model _____ Color _____

We intend to sip and sup at Cattlemen's: YES _____ NO _____

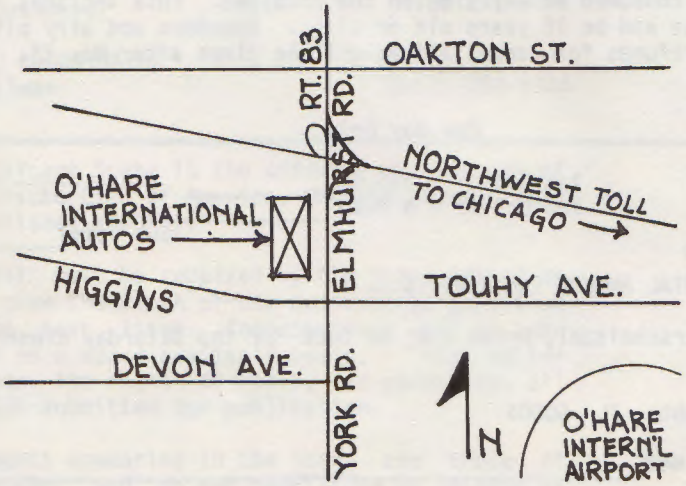
PLEASE CHECK, the Restaurant needs to know how many

REGISTRATION FEE: $8.00 per car pre-registered
$10.00 at the line

Make checks payable to PCA/Chicago Region:

Mail To:

Ms. Millicent Melford
1010 Oakwood Ave.
Des Plaines, Il.
297-7358 eves.



REGISTRATION

Helga, yes I've gotten rusty and need to sharpen my edges! Enter my registration for the Autocross Driving School.

Name: Member_____
Family/Associate_____
Guest_____

Entry Fee: Member $10.00
Associate or guest $5.00

Super Brunch: $5.25 per adult
Children pay as you go

Total Fee: $_____

Make checks payable to PCA/Chicago Region and mail to: Helga Meyer
1101 Oriole Drive
Munster, In. 46321

REGISTRATION

"MAY FLOWERS" AUTOCROSS - May 28 & 29, 1983

Dear Julie:

I learned everything at the Driver's School. Now I'm ready to put it to use. Sign me up!

Please Print!
FIRST DRIVER_____
Last Name First Name M.I.

Member____,Applicant____,or Guest____(Check one) Have you ever autocrossed at Road America before? Yes/No

Region_____Car Series_____Year____ Engine Size (ltrs.)_____

Race Tires? Yes No (Circle One) If other than stock tires & rims, specify size & mfr._____

_____ List all modifications_____

_____

2ND DRIVER_____
Last Name First Name M.I.

Member_____,Applicant_____,or Guest_____(Check One) Region_____

Have you ever autocrossed at Road America before? Yes No (Circle one)

1982 PCR classes will be used for this event. No open exhaust allowed except on factory built or SCCA approved race cars. No alcoholic beverages may be consumed at any time on the premises. This includes guests. All drivers must hold valid drivers license and be 18 years old or older. Spacious and airy pits will be assigned to the first 50 registrants. No refunds for cancellations will be given after May 23. The track concession stand will be open both days.

FEES: Both Days

1st Driver - $55.00 _____
2nd Driver - $10.00_____
Sub-Total_____

One Day Only

1st Driver - $40.00_____
2nd Driver - $ 8.00_____
Sub-Total_____

Make check payable to PCA/Chicago TOTAL AMOUNT ENCLOSED $_____

Call Siebken's direct to order your choice of Wienerschnitzel, Prime Rib, or Duck for the Saturday dinner.
Price - $14.50 Phone - (414) 876-2600

Mail to Julie Quebe, 1207 E. Olive, Arlington Heights, IL 60004

Is your spouse willing to work timing? YES NAME_____

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Gaile
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Porsche Club of America

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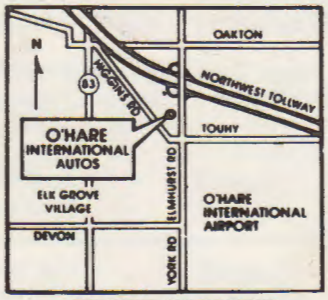

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