

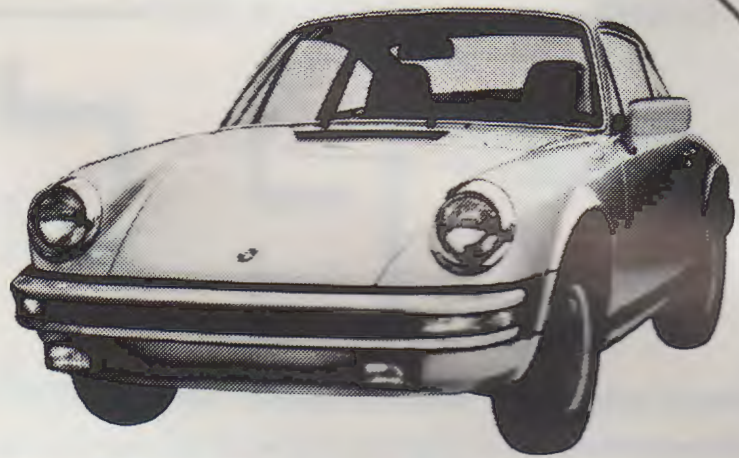
AGENE



Holiday Dinner Dance	3
Charity Challenge Report	6
Proselytes	14
If I Only Had	20
Fall Concours	22



November 1982



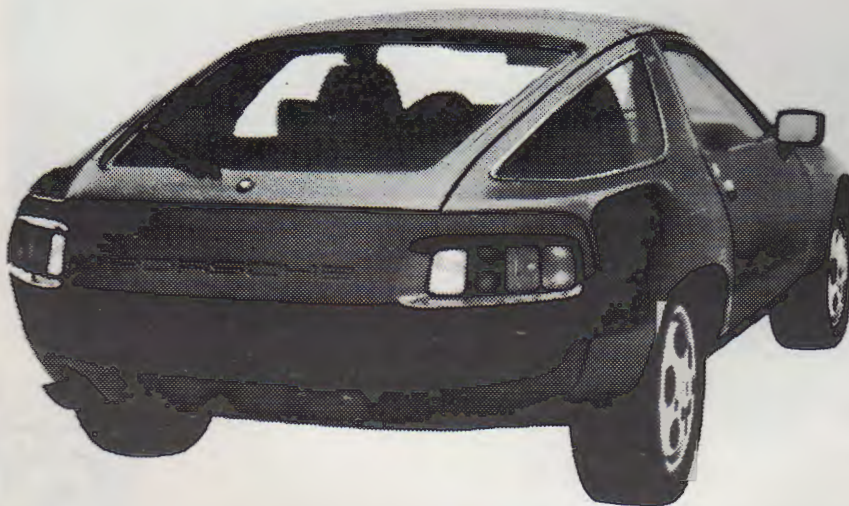
LEE KLINGER

PORSCHE + AUDI

1949 St. Johns Downtown Highland Park
(2 Blocks from the Northwestern R.R. Station)
(312) 432-5020

Service Hours: Mon-Fri 7:30-6:00
Parts hours: Mon-Fri 8:00-6:00
Sat. 9:00-3:00

parts & service



OPEN
SUNDAY

Direct Line Dial (312) P O R - S C H E

FRONT PORCH

CONCOURS D'ORDEAL
PART 3



THE
RENO
PARADE

By Jerry Quebe

After arriving in Reno, we had two days to work on the car. When we were in Chicago looking at a clean car, that sounded like plenty of time. It took 1 1/2 of those 2 days just to get the underside to an acceptable level. We would never get it as clean as it was in Chicago. We finally accepted that and began detailing the remainder. Julie took the interior and I took the rest. She spent 9 hours on the interior and it was already clean when she started.

Several Chicago Region friends stopped by to offer support and advice and help break up the monotony (did I not mention monotony before). Jerry Meyer stopped by and took only one brief look under the car and spotted a bolt missing. I could picture it laying on my garage floor where I carefully positioned it during reassembly. He also made the totally ridiculous suggestion that I jack the car up one last time to rotate the wheels so all four Porsche crests were perfectly vertical. I gave him a blank stare over that one. After he left, I borrowed a jack.

Bob O. stopped by and gave us a hand with some final details. I guess he decided not to enter the concours even though he trailered his car to Reno. John Bohlander was also helpful especially at 11:00 PM Sunday when we decided we were through!!

Just before we covered the car to leave, I thought I should start it to make sure that I hadn't disturbed something when I cleaned the engine

and covered it with a towel. Did I say towel? The engine started at the first sound of the starter then made an awful sound and died. I couldn't imagine what could have happened. Obviously a lot of things went through my mind. Julie calmly looked at me and asked if I had removed the towel that was covering the engine. Did she say towel? The Bob White syndrome had struck! I hadn't removed it, but the alternator belt did, and sucked it all right down into that little space before it broke. You know that little space. The one you can't even get your hand in to clean?

Bob and John removed the towel, a thread at a time and then put my spare belt on. John loaned me his spare belt for my tool kit. The next morning we were at the site by 6:00 AM to clean the threads out of the engine compartment.

Judging started promptly at 9:00. We weren't allowed to do anything to the cars after that except light dusting. I was glad to hear it. 9 months of agonizing effort was over. All I wanted now was for the judging to be over so we could relax and enjoy the Parade.

The group of eight judges for our class headed our way. I could hardly believe it. Tom Masles was the head judge, Craig Williams from Springfield was exterior judge, Wilma White was interior judge and Dean Bangert was rear undercarriage judge. The other four I didn't know.

Wilma, of course, did the honorable thing and advised the judges as they assembled around our car that she and Dean were from the same region as the car. She said she and Dean would probably judge the car a little more harshly because of that. In the presence of the judges, I reminded Wilma that being newsletter editor we would have the last word. Julie got even with Craig Williams as she was interior judge on his car at the Road America concours.

After Wilma carefully informed me of how the judging would be done and what

was expected of me, the judging began. I promptly forgot what Wilma told me.

Judging started with my apologies to the engine compartment judge because the compartment lid wouldn't stay up on its own. The hinge shock decided to go on vacation the day before. That didn't make for a good first impression. Julie quickly positioned herself at the rear of the car to hold the lid open.

The team of judges only have a few minutes to judge the car, so it was over almost before I knew it. (the engine did start this time). My plan to watch each judge and learn from them slipped away as I stood in a trance, feeling the probing hands everywhere on the car at the same time. It was a strange feeling to have all of these people with no emotional attachment to the car looking for its flaws. Julie summed it up best a few minutes after the judges left when she said, "I feel like I've just been raped!"

With several hours of judging remaining and a firm warning not to leave the cars unattended, all of the entrants had a lot of time on their hands. With the pressure of preparation behind us, now the nerves were being exercised in another manor as we waited for the results.

As we were going through the nine months of preparation for the Parade, we rarely discussed where we hoped to place in the competition. In fact, we didn't even think about it until someone asked us the question a few weeks before we left. We finally decided to optimistically hope for fifth place. That should put us well into the top half of our class and would be a good showing for a couple of novices.

When the judging concluded, the score sheets were returned to us just prior to the results being posted. The scores meant little to us as we had no knowledge of what a good score was. Ours was around 256 scratch and 267 with age and mileage points.

The Ullman's next to us seemed pleased with their results. They had hoped to exceed their previous Parade winning score and had succeeded. But our score was higher! Even through my numbness from the whole ordeal, I began to sense that we might just exceed our expectations. With the company of several region friends, we made our way to where the results were posted. **THIRD PLACE!!!** We could hardly believe it! All of a sudden those long agonizing hours were forgotten. "Were we pleased?", we were asked. Pleased? Elated was more like it! We just wanted to kiss that car!

Throughout the two days of concours preparation at the site, a number of experienced competitors when learning this was our first concours, kept advising us that it wouldn't be our last. Now that it was over, a number of our friends kept asking, "Would you do it all over again?" "Will you do it again?"

Again? Would we spend 400-500 hours and do without the car for nine months again? Would we consume 2 gallons of Prepsol or 9 quarts of paint again? Would we spend all that money on parts and supplies again? Do you think I would go straight home from the Parade and spend my first weekend polishing a new muffler? Do you think I would immediately send my wheels to Robert Wood for refinishing to "original" finish rather than polishing, like I always wanted? All of that is very unlikely, if you ask me. By the way, anybody out there have an original radio for a 1974 911?



Slides Wanted

James Dorfman would like to borrow slides of this past year's events. If you have some slides and could part with them for a while, send them ASAP to James Dorfman, Suite 200, 8550 West Bryn Mawr Avenue, Chicago, Illinois 60631. Jim promises they will be returned in good shape. For every slide lost or damaged he will permit the contributor one unchaperoned lap around Road America in his 930.



Outmarker

HOLIDAY DINNER DANCE

By James Dorfman

ZUM DEUTSCHEN ECK is located two (2) blocks North of Diversey on Southport Avenue. It can be easily reached by the Kennedy Expressway exiting at Fullerton and coming East, making a left onto Southport and going six (6) blocks. Or, by Lake Shore Drive exiting at Fullerton and coming West and turning right onto Southport. Again, turn right on Southport if you are heading West on Fullerton and left if you are coming East. Parking can be found adjacent to the restaurant or in their lighted annex just East one half block across from the restaurant.

*The Board of Directors, Officers,
and the Committee for the*

Holiday Dinner Dance

*would like to cordially
invite you to join them*

*on December 11th at
Zum Deutschen Eck
2924 N. Southport Avenue
(1400 West)*

Chicago, Illinois 60657

Cocktails: 7:00 p.m.

Dinner: 8:00 p.m.

\$50.00 per couple.

Black Tie Optional

A Cash Bar will be open at 7:00 PM and dinner will follow at 8:00 PM. Those attending can drop their parties at our private entrance displaying the Porsche Crest on Southport and then park. It is going to be a most enjoyable evening and we sincerely hope the entire membership will join us for all of the fun and surprises that evening.



Peter Fischer Import Motors Inc.

**SPECIALIZING
IN COMPLETE
MAINTENANCE
AND REPAIR
ON**



312-446-0414

1015 TOWER ROAD
P.O. Box 373
WINNETKA, ILL. 60093

Weekdays 8:00 am to 6:00pm Sat. by Appt.

The 'O'val Office

WHAT'S OUR WORTH?

By Bob Ostholthoff

Every year the Board evaluates the advertising rates for the Scene. Advertising revenue is extremely important to help offset the costs of our publication. Our current costs run approximately \$8,000 annually, so we're not talking small change here.

Our approach to obtaining advertisers has always been a cautious one for one basic reason. We have felt that as a Region we do not, for the most part, offer any degree of business (read return for the advertising dollar) to them. Any advertising by the dealers or other related businesses has been considered a donation to the Club.

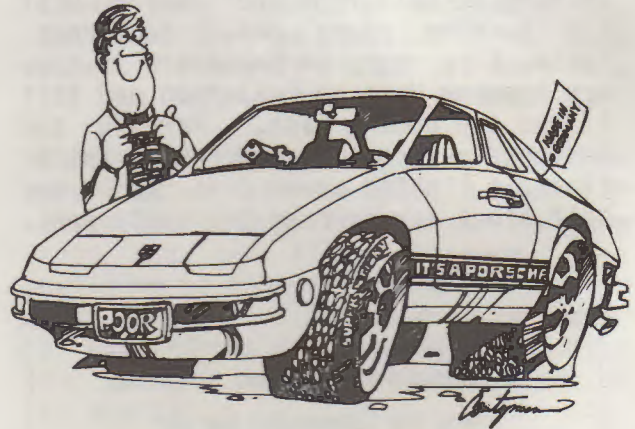
Previous thinking was that the Club, by its very nature, teaches us more about Porsches and how to do much of the servicing ourselves. We also have at our disposal a whole new realm of aftermarket suppliers who handle Porsche parts exclusively at reasonable prices.

A recent Board meeting, however, saw some new impressions brought forth. This was generated by Neil Holleb and Jim Dorfman. The above mentioned opportunities do exist for members but that by no means excludes dealers from their share of business. In fact, the Club is responsible for increased business.

How many of you in the Region have been directly responsible for getting a friend to buy a new Porsche, whether it be his/her first or a trade? Our meeting of only a dozen people produced 5 cases! Add to that several more aspects of the Club. We are true enthusiasts and our buying habits are different than the "everyday" Porsche owner.

We buy more options that are often add-ons (steering wheels, spoilers, etc.) and we certainly use more brake pads and filters than most. Engine tune-ups are also more frequent and more carefully scheduled as well, particularly with the newer models.

Sure, many of these things are available outside the dealers but there are just some items that you want and should have as original Porsche parts. Just ask Jerry Quebe, Dan Bacin, Jim Dorfman or myself where we obtained cars and/or parts recently. And Lord knows this Region goes through its fair share of tires in a year and the House of Radials knows it. It's the first place many of us will look for tires and related work.



A conversation with Jim Dorfman several days after the Board meeting was the coup de grace for me on this topic. I am convinced that our previous conceptions were wrong and/or things have changed in recent years. Jim has a good handle on what business we represent to our advertisers and he doesn't think we have to make excuses to anyone. I agree. We are valuable to our advertisers and should maintain an excellent business relationship with them. We're both worth it!



Did You Know That ?

Radar detectors are now legal in Michigan. The state Supreme Court overturned the lower court ruling which had held the use of radar detectors as illegal. Now if Virginia, Washington, D.C., Kentucky, Georgia and Connecticut would follow.

Vote For Bob White

By George and Linda Gutmann

The ballot for the election of national PCA officers will appear in the October issue of PANORAMA. We would urge all Chicago Region members to exercise their right to vote in this election and encourage them to cast their ballot for Bob White for National Treasurer.

Bob has been nominated by the general membership of PCA to stand for Treasurer again. During his first term he has done an exceptional job as treasurer, controlling expenses and increasing club assets. His twenty year PCA background includes service on the Chicago Region board at various times as Secretary, Vice President, and Treasurer and nationally as PCR committee member, Zone 4 Representative, and Technical Chairman. He brings to the Executive Council, experience and devotion to PCA. We endorse his candidacy and encourage you all to cast your vote for Bob.

Did You Know That

It is reported that a prototype 944 Turbo prowling around Europe is developing 205 horsepower. If that is true, even the U.S. version should be capable of blistering acceleration.

1982 Advertising Rates

	QUARTERLY	YEARLY
Rear Cover	-	\$90/MO.
Full Page	\$75/MO.	\$60/MO.
Half Page	\$40/MO.	\$30/MO.
Quarter Page	\$25/MO.	\$15/MO.

For Sale Ads:
Members Free - Non-Members \$5/MO.



SKI VILLARS SWITZERLAND

VISIT PORSCHE FACTORY - GENEVA
53rd INTL MOTOR SHOW - GENEVA
10 Nights - March 2-13, 1983 Land: \$420.00

STUTTGART ● 2 Nights
PORSCHE FACTORY ● MUSEUM
GOODIE STORE ● LUNCH
Order a Car - Contact Local Dealer

VILLARS 7 Nights ● Delightful Village above the Rhone Valley - 70 Miles East of Geneva ● 30 miles of varied slopes ● Great for NON-SKIER ● X-Country ● Ice Skating
Disco ● Super Restaurants ● EUROTEL - Close to Slopes and Village
Large Room ● Balcony ● Refrigerator ● Fitness Room ● Indoor Pool
Sauna ● Music ● Bar/Lounge

GENEVA - 1 Night ● Admission to International Motor Show

INCLUDING: Features Above ● Private Motorcoach Transfer Throughout
10 Nights ● 4★ Hotels ● BUFFET Breakfast Daily ● Taxes and Service

OPTIONAL: 6 Day Ski Pass, approx. \$75.00 ● Excursions Available to GSTAAD
CHAMONIX, ZERMATT, 3 Country Tour ● Switzerland, France, Italy

INCLUSIVE LAND ARRANGEMENTS \$420.00 STUTTGART ONLY: \$150.00
PER PERSON - DOUBLE; SINGLE \$85.00 additional

AIR FARE: CHICAGO - STUTTGART/GENEVA - CHICAGO - \$696.00

SKI VILLARS and INTERNATIONAL MOTOR SHOW, GENEVA ONLY
INCLUSIVE COST: March 4 - 13, 1983 8 Nights - \$948.00

SPACE IS LIMITED! \$200.00 deposit per person required by 12/1/82 - FINAL PAYMENT DUE 1/17/83
RESERVE NOW! CREDIT CARDS accepted for AIR ONLY - EXTENSIONS AVAILABLE


Contact: **JOYCE GUNTHER**, Chicago Region PCA Member - Phone (312) 831-3560
GROUPS UNLIMITED, Inc., Div. of TRAVEL DUET, Inc.
744 Judson Avenue ● Highland Park, Illinois 60035

REAR VIEW MIRROR

SEPTEMBERFEST CHARITY CHALLENGE
By Jim and Laura Kutill

On Sunday, September 26th, Chicago Region got to have fun while doing a very good deed. I'm speaking of course about the Septemberfest Charity Challenge for the Sally Potter School for the Multiply Physically Handicapped.

You all remember this event. Last year it was Owen Johnson and Tom Pyrdek's Shiverfest at Soldiers Field. At that event, we drove through snow and wind and raised over \$2,100, and got to try our hands at a Turbo 924, courtesy of Porsche-Audi. This year we got a new location, Deerfield; a new chairman, John Gustavson; a new 944 from Porsche-Audi; and sunny weather. The results were the same because after the 944 brake dust had settled we had raised close to \$1,000.

In Recognition of 

Skill in Driving a

PORSCHE

and
Generosity
in Support of
the

Sally Potter School

Sept. 26, 1982


cheap trashy trophy

Thanks to John Gustavson, event chairman, and registrar Gail Gustavson and helpers Ed and Deb Leed, Bob Law, Brant Stevens, Rip and Laura Pat-

erson, Julie and Jerry Quebe, Eve Estrada, Wilma White and Ronnie Starkey and his tech crew, Jack Bushmeyer, and Dean Bangert for a challenging and sometimes slippery course and well run event.

Also thank you to the following people for their generous contribution: Harold Beach, photo enlargements; John Bohlander, posters; Dan Bacin, pizza dinners; Joyce Gunther, travel bags and a discount ticket; George Gutmann, stained glass; Dick Gunther, dental services; Bob Law, dental services; Rip & Linda Patterson, Porsche yo-yo's; and to Joel Crabtree, Bob White, Bob Ostholthoff, and John Gustavson for their assorted goodies. A special thanks to Jim Hurban from Porsche/Audi for the use of the 944.

I could tell this was going to be a tough event right from the start when Bob Law hit two pylons on the parade lap while driving the 944. I guess having the engine up front takes some getting used to. During the timed runs, the entry into the slalom part of the course seemed to be the slickest since 3 straight cars spun at that spot, including yours truly, and many more were DNF for missing one of the turns. Congratulations to all of you who had fast and clean runs, especially Jack Bushmeyer who set FTD.

This marks our one year anniversary in the Region and it has been a fun and eventful year. We've made a lot of new friends and I've learned a lot about our car. And look out Gamble, as the Cubs always say, "Wait 'til next year!" 

Results

MENS DIVISION

CLASS 2

Ed Russ	41.662	1st
Chuck Peterson	41.859	2nd
Ed Raymond	42.851	3rd
Rip Patterson	42.990	4th
Bob Gamble (class 1)	43.984	5th
Bruce Janacek	44.668	6th
Art Schmidt (appl)	47.369	7th
Jim Kutill (class 1)	48.574	8th

Wayne Potter	50.978	9th
Brian Allman	48.924	10th

CLASS 3

John Bohlander	42.086	1st
George Rudawsky	42.870	2nd
Seymour Rifkind	46.876	3rd

CLASS 4

Bob Ostholthoff	41.234	1st
Harold Beach	46.144	2nd
Wm. Tauber (appl)	46.490	3rd
Tom Papesh	DNF	4th

CLASS 5

Bob White	41.652	1st
Jerry Quebe	42.182	2nd
Walter Minato	42.511	3rd
Alan Bothwell	42.974	4th
Matt Harkis (appl)	43.252	5th
Barry Sitnick	43.311	6th
Brant Stevens	43.334	7th
Joel Crabtree	43.921	8th
Vic Harris	44.520	9th
Bill Frazier	48.022	10th
John Spyra (appl)	50.429	11th
Jim Degen	DNF	12th

CLASS 6

Ron Starkey	41.167	1st
Dick Gunther	41.459	2nd
Dean Bangert	42.255	3rd
Tom Thompson	42.873	4th
Douglas Phinney	43.425	5th
Chuck Vischulis	43.842	6th
Heber MacMahon	45.847	7th

LADIES DIVISION

CLASS 5

Wilma White	45.050	1st
Julie Quebe	45.312	2nd
Doris Beach	47.878	3rd
Marcie Ahlstrand	48.209	4th
(guest)		
Martha Bothwell	49.412	5th

FTD

Jack Bushmeyer	40.579
----------------	--------

944 CHARITY CHALLENGE

Walter Minato	42.358
---------------	--------

(Note: check out
Walter's time in his
own car in Class 5).



Manny's PORSHOP

THE SAME HIGH QUALITY SERVICE AND SATISFACTION
WE HAVE PROVIDED OUR 911 DRIVERS OVER THE YEARS,
WHETHER FOR STREET OR COMPETITION EVENTS, IS NOW
BEING OFFERED TO ALL 944, 928 AND 924 DRIVERS.

16973 Vincennes
So. Holland, Il.

312-333-6606
Manny Shoshoo

BY APPOINTMENT ONLY

944 928 924

PHOTOGRAPHS

By John Bohlander



Rent-A-Racer, at speed. Thanks Porsche-Audi!!!



Chairfamily - Gustavsons



Bob - "You say that is SNELL approved, Dean?"



Mae - "Walter, you say the 944 is faster than your SC?"



The Club yo-yo!!



Cindy - "Well Bob, if you say it's for charity."



Joe and Cynthia Flores. Joe is running faster off the track than on!!



Dick - "It was nice of the Quebes to let us win something."



FTD - Jack Bushmeyer



How do you spell relief?



First Place Winners - Bob (White Socks) White had appropriately attired stand in



Doris Beach with the stained glass George Gutmann donated



Second Place Winners



Sandra - "My other T-shirt is a Porsche!"



Third Place Winners



Insight

IMPROVING YOUR TIMES

By Bob Law

With another successful charity event finishing out the autocrossing season, it is time to reflect on our individual performances for the year. Hopefully we have seen an increase in ease and smoothness of the run in conjunction with a decrease in elapsed time. The number of drivers in our large region provides a diverse spectrum of experience and ability when it comes to autocrossing. To attempt to improve driving techniques for the entire group becomes difficult at best. Listing specific modifications to our cars would also vary from type of car to ability of the driver. In an effort to help all members improve their autocrossing talents, Cindy and I have put together several ideas and concepts which have improved our times over the past several years.

In the past year, Cindy has grabbed more trophies than I certainly can keep up with. Her solution for better times is best attributed to feeling "comfortable, relaxed, and smooth" in her runs as she slowly builds her speed. "Practice makes perfect" and this is oh so true in autocrossing. In any given course, her secret is to begin slowly with smooth runs then work on getting deeper into the turns at a faster speed with increased, harder breaking.

Since purchasing our car I found two modifications to our brakes extremely helpful. The addition of stainless steel brake lines and semi metallic brake pads have dramatically improved the braking capabilities of the car. Should your budget afford it, cross drilling and ventilating your rotors will also provide longer lasting brakes. This will come in handy at places like Blackhawk and R.A. With increased air rushing against the brakes, the added cooling effect will keep the brake fluid temperature down to avoid fluid boiling thus limiting brake fade. The stainless steel lines reduce the expansion (thus earlier fade) seen with the original rubber lines.

Having gone around more turns than I care to with my inside front wheel floating in mid air, I have aptly been named "Three Wheeled Law" by some fellow members. Preplexed by the problem, advice from our ranks much more knowledgeable than I, have provided some insight on suspension changes. First off, all you Targa owners like myself have a strike against you in that the body has a higher rate of internal flexing, thus causing the car to "lift" easier. Several changes will keep this lift to a minimum. A front air dam and lowering the car properly will keep aerodynamics working for, rather than against you. Proper shock absorber selection (as in my case) aids tremendously in keeping the car flat. Changes to the front and rear sway bars will alter the handling. Consider larger diameter bars with adjustable arms to provide the ability to fine tune and alter them during track time giving the safest, "flat" handling possible.

The first thing I did when I purchased my car was to consider engine changes to "go faster". Brian Allman said something which stuck with me by commenting that our cars go plenty fast just the way the engine is set up. Any effort for better times are best addressed to the braking and suspension first. As I have commented before, altering your car is insignificant to the improved times seen when we use our heads and improve driving techniques. This is where success will show. Get to know your car by participating in as many events as possible. Work on smoothness in your runs, yet, using the throttle and brake to its fullest as you become more comfortable with them.

I have been approached by several applicants, members, and prospective members who are unsure what to do, or are intimidated by our autocrossing events. Next year we would like to have an early event as a driving school. It has been several years since we have done such, and I feel a lot of us would benefit. Should you have any suggestions or comments in regard to such a school, please feel free to contact either myself or Bob O.



IN-BOX

Mr. Jim Hurban
Porsche/Audi Central Region
106 Wilmott Road
Deerfield, Illinois 60015

"Dear Jim:

On behalf of PCA/Chicago Region and myself I would like to thank you and Porsche/Audi for your generous use of the 944 for our autocross this last weekend. I cannot tell you what a treat it was to have it at the event.

We sold 50 timed runs at \$3.00 per run. That is quite a testimony to the car's popularity. As you can see, the car not only generated excitement at the event but was directly responsible for \$150.00 of the Club's donation to the Sally Potter School for the Multiply Physically Handicapped.

I hope that we were not too hard on the car. Although every attempt was made to have each driver treat it with care, it was very easy to quickly get carried away with the car's excellent overall performance. Aside from a few more miles on the tires and brake pads the car came away unscathed.

Oh yes, if you can believe this, the net proceeds for the charity came to \$944.00!

Thank you again, Jim. I will keep in touch to let you know the club's continuing activities, both Regional and working toward the 1984 Porsche Parade.

Sincerely,

Robert A. Ostholthoff, President,
PCA/Chicago Region"



Has it ever been your desire to be thought of as clever, original, innovative ???

Here's something to help you obtain that image in a painless, inexpensive way.

The Chicago Region 1984 Parade committee has produced a logo that shows the city of Chicago at it's best and adds the status of the name Porsche. It is being put on shirts that come in all adult crew neck sizes, ladies French cut, and all children's sizes including a tiny 2-4 for that new one in anyone's family. Beautiful shirt colors enhance the logo; e.g. lilac, jade, silver, marigold, hot pink, fuscia to name a few.

Here's that perfect Christmas gift for the person who has everything or that bread and butter gift for your out of town host or overseas friend. How about that teenager relative that's so hard to please, or that favorite teacher or special mother-in-law who would adore being thought of as younger than springtime in the lilac French-cut?

Shirts are a mere \$7.00 for adults and \$6.00 for children. They'll be available at most events or call Bruce or Jean Janecek (246-5492) for a mail order. We're here to help you with that new image and solve some of your shopping problems.

Parade T-shirts

METRIC CRESCENT ?

By John Gustavson

...Thanks to you all the Septemberfest Charity Challenge was able to raise just shy of \$1000. for the Sally Potter School. So everybody reach up and pat yourself on the back, you done good. There are some very generous people in this club who wrote some big checks in support of this event, thank you.

...On one of those "test drives" Walter Minato went faster in the 944 than he did in his 911 SC. Say Walter, "you check the clocks, I'll check my bank book"...

...And congratulations to Jack Bushmeyer who was so overjoyed when he received his cheap, trashy trophy for FTD that he got very emotional and said, "So this is what I get for FTD. You shouldn't have gone to so much trouble.

...If you get to see the movie about the German submarine service called "Das Boot" you will notice "Black Bart" got one of the star rolls as captain of the submarine. Probable squeezed in between adrenalin attacks.

...Bart has also informed us about a foot race around Road America on November 13. The race is once (4 miles) or twice (8 miles) around the track for the benefit of The American Cancer Society. Five dollars (\$5.00) gets you a unique R/A t-shirt and the opportunity to tour the track at the slower pace than normal (but what about the hills?).

...There is an artist in our midst who drives a very nice but schizophrenic car. His name is George Gutmann and he does beautiful work in stained glass one of which he donated for the charity event. It was won by a very proud Doris Beach.

...Special thanks to Porsche-Audi's Jim Hurban. He provided us a semi-new 944 at Pres. Bob O's request for some "test drives" at the charity auto cross.

...Mae Minato may be loosing it folks. First she messes up a clock at the check point on John Bohlanders rallye and now at her own event she looses a contact in the parking lot after dark. With the assistance of many, and a few sets of headlights, the ophthalmologist assistant finds it only to give it back to Mae who promptly drops it.

...Rumor has it that Rich Lotesta is to be wed. It that right Brenda?

...Todd Kaitis and Jean Galuska are planning a wedding, but Jean is having a problem with the marriage contract. Todd put in a clause that Jean couldnt beat him at any speed events. Kind of a stiff contract if you ask me. Marriage can't slow down a fast woman.

...It appears that George Estrada has found a safer sport. He has taken up scuba diving. Now is he rolls over it won't matter. He only has to remember which way is up when he runs out of air.

...The Metric Crescent needs news, gossip and slander. Please call 368-0995 anytime.



COVER CREDITS

Why are all these Porsches parked outside of City Hall? No, they aren't paying their speeding tickets. The Rathaus or City Hall, as we all know it, was the headquarters for the First International 356 meeting in Luneburg, Germany in 1976. The photograph was taken by Ginny Gummow who provided it to the Scene.

With our November event being the final concours of the year, the elegant setting of this photograph made it our choice for this month's cover photo.



WEISS TIRE CO.
 534 GREEN BAY ROAD
 KENILWORTH, ILLINOIS 60043
 312 - 251-5766

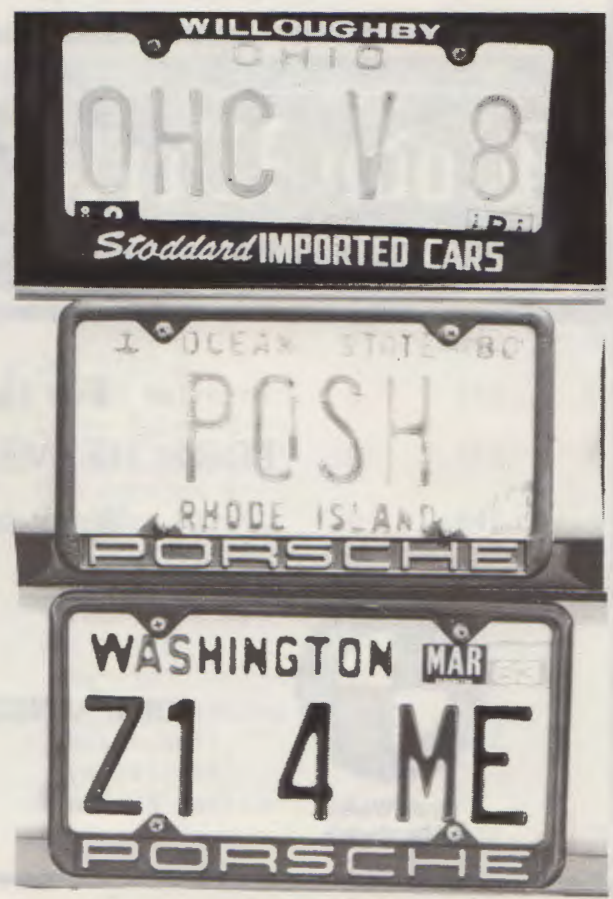
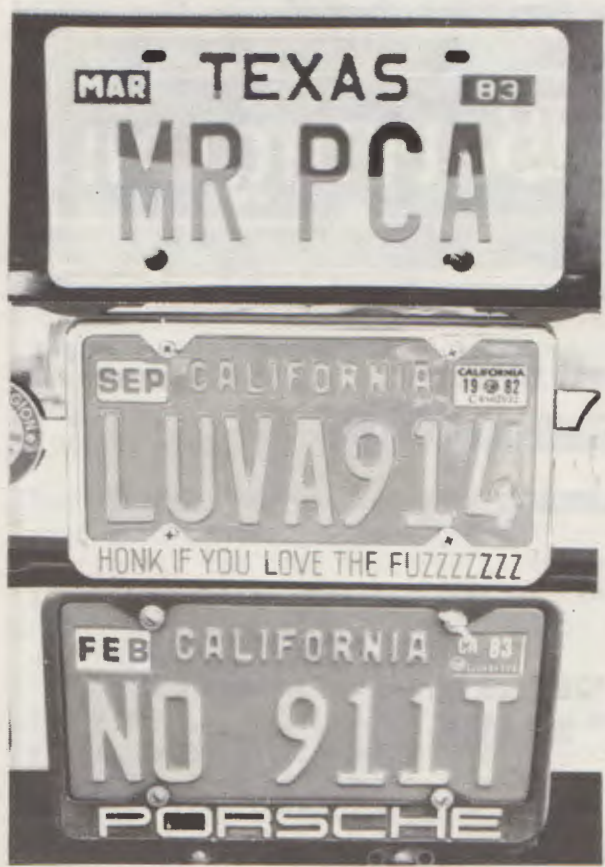


Dear Member:

When you pick up your phone to speak to your tire man, does he offer you a choice of over a dozen import brands? We do. Does he offer you technical information? We do. Does he offer you a special Porsche Club of America discount? We do. So! Pick up your phone and dial one of our specialists. Our experts are ready to offer facts and useful suggestions. You'll find them courteous, interested and surprisingly helpful.

Respectfully;
 The Folks at
 WEISS TIRE

Porsche Graffiti



PROSELYTES

By Bob & Chris Gamble

As you can see from the name, there are two new membership chairpersons. We are looking forward to continuing Walter and Mae's good work in building Chicago Region's membership during the coming year. Along with the other duties, we will be working to generate greater involvement by new members in the club's activities. We welcome any suggestions or ideas from any of you on how we can best accomplish this goal.

Oh, and one final goal...finding new members with 1.7 litre 914's so I won't keep getting bumped from my class!



Hotline Hotline Hotlin

The Chicago Region has established a phone information and membership service. The new Chicago Region phone number is 769-8193. By dialing that number, information can be obtained on the next two upcoming events. Prospective members can also obtain membership information and leave messages

Bob and Cindy Law are managing the new hotline for the next few weeks when Bob and Chris Gamble will take it over as membership chairpersons.



Body Werks of Barrington

For the Finest in
PORSCHE, MERCEDES and BMW
Work and Painting



Cycle Works
Of Barrington

DESI VINCZEN • 126 Cook Street • Barrington, IL
381-9144

REAR VIEW MIRROR

A PRE-VIEW OF THE ELGIN RALLYE

By Walter and Mae Minato

This synopsis of the Elgin Rallye is being written one week prior to the event itself. As all who attended the rallye experienced for themselves, it was a beautiful day. The rallye roads were great, and the speeds were brisk. It would have been great to have driven one of those 9872 red Targas that are in the club.

The odometer check ended on a sideroad renown for weekend drag races. The first rallye leg introduced several simple speed changes followed by an instruction to decrease the CAST by 1/2. Many divided the current CAST of 45 mph by 2, which was wrong. Too bad!

The second leg was a long touring leg. After observing famous (and until now, unseen) Plato Center, most cars missed the "SLOW" sign which was on a railroad over/underpass far to the right. That trap was devised by Mae. The real trap on the second leg was the observance of farm machinery for 2 miles prior to committing a right turn. Those cars that were too anxious rode around a loop counter-clockwise. The checkpoint was found on a "pressed gravel" road -- sorry, but it was better than the original bumpy road.

The third leg was really a boring leg disguised with CAST changes tied to "DO NOT PASS" and "PASS WITH CARE" signs. On-course cars proceeded serenely by ignoring all these signs. And deja-vu, the third check point was located where the first checkpoint was.

The fourth leg was set up with turns at double-arrows in front (tee intersections). The trap involved a double-arrow located on the left side of the road; on-course cars turned right on a sideroad (Tyrell Road again).

The fifth leg had several traps. The first trap enticed many cars to proceed "Straight at Coombs" instead of turning left at Tyrell again. Then a slow stretch on scenic Sleepy Hollow

(presuming the roadwork was completed on time). A multiple trap situation followed--a first FRONTENAC and a second FRONTENAC combined with an OR instruction resulted in a single pause. The final checkpoint was at the Elgin International Airport.

Dieterle's Restaurant was the end point. The dining area was thoughtfully next to the bar, and the chicken schnitzel dinners were excellent. A job well done by the E.T. crew!

Results

	Overall	Points	Place
EQUIPPED CLASS			
George and Linda Gutmann	6	489	1st
George and Sara Melford	7	535	2nd
UNEQUIPPED CLASS			
Julie and Jerry Quebe (non-Porsche)	1	95	
John and Phil Bohlander	2	331	1st
Howard Yefsky & Laurie Kelly	3	333	2nd
C.T. Carriaga & K.E. Black (applicant)	4	430	
Al & Martha Bothwell	5	433	3rd
Joe Hill & Joni Molinare	8	646	4th
Larry Baker & Cathy Clouser	9	683	
Bob Johnson & Jeanne Hart	10	847	
Rich Lotesta & Brenda DaValle (non-Porsche)	11	1134	
Vic & Val Harris	12	1320	
Robert Engelking & Susan Moll (applicant)	13	1362	
Dennis & Jackie Raucci (applicant)	14	2012	12th



PHOTOGRAPHS

I WAS HOPING FOR AN ELGIN RALLYE
By John Bohlander



Registration at Dieterle's Restaurant.



End of odo leg.



Dennis and Jackie smiling because they managed to find a familiar Porsche - somewhere west of Elgin.



Gutmans arriving at checkpoint two. 30 minutes until out time?



It sometimes takes a little discipline from the navigator!



Linda - "Well, I think there were 11 'no passing' and 9 'pass with care' signs on that leg."



Val Harris with husband Vic drowning her sorrows with a Pepsi (No Pepsi - Coke).



Pinocchio had a similar problem!!



From the looks of the crystal littering the table, we better audit the auditors!!



Reese's Pieces, a glass of house wine and thine.



Sure Howard! We believe you left early to get your car tucked away.



Extra Terrestrial winners with their trophies - Reese's Pieces.



Joe and Joni elected car Number #13. It was lucky enough for a trophy.



Applicants Jackie and Dennis Raucchi with their 12th place trophy.



Enjoy it now Rich and Brenda - rallies don't end this way for married couples.



Dr. Harwood leading the group in after-rallye prayer.

Onu Main Bears

By Walter and Mae Minato

The following applicants were approved for PCA membership:

JOHN BROPHY
1152 Summit Hills Lane
Naperville, Illinois 60540

A transfer from Potomac Region

JOHN AND DONA HAUGH
1234 Horne Street
St. Charles, Il. 60174

Transfers from Northern New Jersey Region.

GEORG BOSEK
879 North LaSalle Street
Chicago, Il. 60610
HP (312) 266-9522
BP (312) 828-0988
1982 Anthracite Gray 930 Coupe

Georg owns G. Bosek Photo Inc., and a 1982 Turbo!

ALVIN AND MARTHA BOTHWELL
511 W. Armitage Street
Chicago, Il. 60614
HP (312) 944-3596
BP (312) 861-2656
1978 Tan 911SC Targa

Al works at Y & R Marketing Group in Chicago. Yet another SC Targa for the club - - I lost count.

MANFRED AND MARLENE PFEIFFER
1615 South Austin Blvd.
Cicero, Il. 60650
HP (312) 652-3178
BP (312) 344-9312
1974 Red 911 Carrera Targa

Manfred now owns Chuck Shank's "Red Rabbit". He is a principal in H & M Autohaus, Inc. and is currently president (or should be) of the O'Hare Section of the Mercedes Benz Club of America.

CHICAGO REGION GOODY STORE ITEMS

Chicago Region Car Badges	6.00
" " License Plate Frames	2.50
" " Key Chains	1.50
" " Name Badges	2.00
" " Yearbooks	1.00
" " T-Shirts	5.00
" " Patches	1.50
Bumper Stickers	1.00
Buttons "Porsche Uber Alles"	.25
Porsche Belt Buckles	9.00
PCA Mylar Decals (interior & exterior)	1.00
PCA 2" Decals (interior)	.10
PCA 1" Flats	2.00
PCA 1/2" Flats	1.50
PCA Car Badges	12.00
PCA Emblem Patches (small)	1.50
PCA " " (large)	3.00
Porsche Decals (small)	.50
" " (medium)	.75
" " (large)	1.25
Porsche Stick Pins	.75
Porsche Cars	3.00 to 11.00
Porsche Patches (small)	1.00
Porsche "Sex" Patches	1.00
Porsche Underwear (o.s.f.a.)	4.00
Porsche Neckties	15.00

goody store



**Visit At Events
Or Contact:
Helga Meyer
(219) 838-9232**

PSSST !!

WANNA BUY A ?

FOR SALE: 1979 924 coupe; #924-9205796; silver met/blk; 5 spd; A/C; hella fogs; sunroof; Blaupunkt 2001 AM-FM/Cass; Chapman 1k; L&R Elec. mirrors; very clean, \$29,500 miles, \$10,800. Rich Smiejek, Crystal Lake, Il., days (312) 658-5601, evenings (815) 459-1048.

FOR SALE: Engine, 1970, 911T. Good running unit with many new parts. Runs well, but does need rings. Asking \$900, OBO. Buyer pays shipping, seller will crate same. James Dorfman, 1001 Hoffman Lane, Deerfield, Il. 60015, (312) 693-8550.


FOR SALE: 935 race seat (factory) with rails mounted for 911. Used only twice. \$350. Late model 911 bra, \$25. Owen Johnson, 325-8664 (home) or 828-7388 (work).

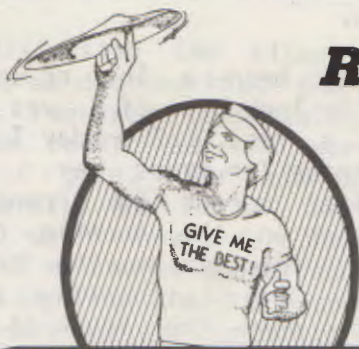
FOR SALE: 1973 914 1.7 green, mag. & stl. wheels/tires, rust, runs good, needs work, \$1,000. John Kretschmar, Palatine, Il., 397-2266.

FOR SALE: 1979 - 924 - Sebring Model. Red, heated mirrors, sunroof, Blaupunkt AM-FM, sport shocks, fogs. 33,000 miles, \$9,400. Alice Graves (312) 325-3021.

FOR SALE: 1976, 912E #9126001779. Silver, red interior, black headliner. Sunroof, factory alloys, Blaupunkt AM-FM, intermittent wipers, sport wheel. Original paint, stored winters. 33,000 miles. Stock except for nickel plated thermal reactor headers. \$14,500. Jim Silverwood (312) 442-6344

FOR SALE: WHEELS - 1979 911 SC 7's and 8's - 16" 10,000 miles. Over \$400 each new. Excellent cond. \$1,000 or best offer. Bill O'Connor (312) 856-1668 days, (312) 433-7674 evenings.

FOR SALE: 1966 912 engine #741365 complete. Was running & smoking. Removal of head revealed #3 piston skirt & bottom ring broken off and in case. Further condition unknown. As is \$600, you come and get it. R. Gonzales, 6920 Woodmar, Hammond, In. 46323, (219) 845-6837. 



RACE ON OVER TO BACINO'S OUR STUFFED PIZZA IS A WINNER!

- Stuffed Spinach Pizza our Specialty
- Lunch & Dinner Menus
- Private Party Rooms
- Pizza to Go

BACINO'S™

STUFFED PIZZA

OUR STUFFED PIZZA IS NOW AVAILABLE AT
MARSHALL FIELD'S STATE STREET,
WATER TOWER & OLD ORCHARD STORES

2204 N. Lincoln Ave. • Chicago • 472-7400
75 E. Wacker Dr. • Chicago • 263-0070

If I Only Had

IF I ONLY HAD A BACK-UP CAR...

Part I

By Phil Byrd

The schedule called for race #1 to be at Mid-Ohio on the 23rd of May. I had purchased a "well used" Carrera RSR late last year, took it out for a practice session shortly thereafter, and promptly destroyed the engine, and burned up the engine compartment. Examination of the engine showed an apparently unseated wristpin circlip to be at fault. The circlip had fallen out, allowing the wristpin to slide in the piston. This caused the wristpin to break, setting the titanium rod free to swing on the crankshaft at around 5000 RPM. The rod wiped out everything in its path, including the case. The resultant hole in the upper part of the case allowed oil to escape, providing a source for the fire.

Since the engine compartment was a mess, the car went to the body shop for a clean-up. The "clean-up" turned into a complete restoration, re-wiring, and a bright new paint job. The engine rebuild could be classified as major, since a major part of the components were either seriously damaged, or destroyed beyond repair. One component damaged was the crankshaft. Since it was bent, an attempt to straighten it was made. This turned out to be a bid mistake. The repaired crank failed 30 minutes into a test session at Blackhawk due to improper build-up material and/or improper heat treatment. This necessitated another re-build, this time with a "slightly-used" crank from California. The engine failed after 13 hours. This was attributed slightly over-spec bore on one of the titanium rods, causing a rod bearing to spin.

By this time, May 23 had come and gone. It would be difficult to get the car ready for Brainerd on the 11th of July. However, all was not lost. I had learned some valuable lessons, the most important of which was to only put perfect, or near-perfect parts

into the engine. With this new resolve, I called the factory and ordered a new crankshaft. (To add insult to injury, the new crankshaft ended up costing about 40% less than the used California crank!) I took my titanium rods to the machine shop, and told the machinist to work on them until they were one thousandth of an inch under the spec. With these, new bearings, gaskets, and the new crank, the engine was re-assembled. After 20 hours of operation, it sounded and felt good. By this time, Brainerd was already history. The next realistic date was either the 15th of August at Mosport, or 22nd of August at Road America. Road America gave us an extra week, and was much closer - the decision was easily reached.

I had scheduled a trip to Grattan for the PCA drivers school on the 15th of August. This was the weekend before the Pabst 500, and the last chance to test the engine and set up the suspension. As it turned out, the car ran beautifully, and with a lot of help from Michigan PCAers Rick Riley and Bob Shedd, we managed to get the car so that it could turn respectable times.

It had been a lot of work, but it finally looked as if I was going to make a race. Thursday I arrived at the track for Press Day. The race promoter agreed to arrange for open practice on the 4 mile circuit in return for giving the press people rides. After witnessing a reporter bounce down the track at 150 mph on the passenger side floor of a 935 Turbo Porsche, I am convinced that by some standards, I am a very conservative fellow. Some people will do anything for a thrill. Anyway, except for a close call with a spaced out BMW driver, driving the press people around was fun.

I noticed a potential problem with the car during this session. At the fastest part of the track I was only in 4th gear, and turning 6500 RPM. Since the car has a five speed gearbox, and starts making good power at 7000 RPM, this was not good news. Don Sessler, the co-driver, was due from

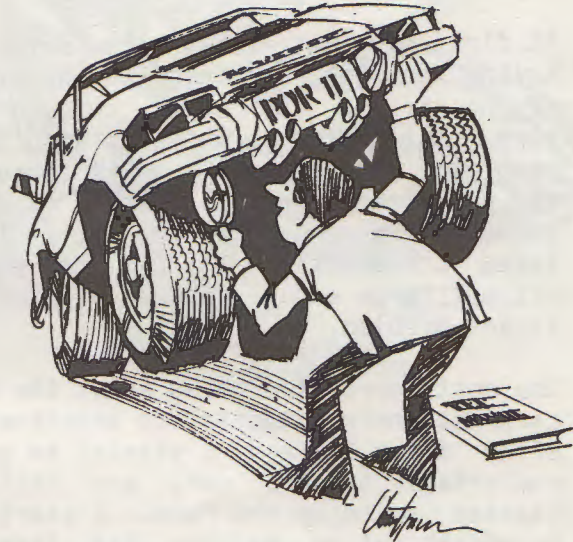
Ohio the following day. I would wait for his opinion on this. Don is a former SCCA National Champion with a lot of Porsche experience. Don was my instructor at SCCA Drivers School at Mid-Ohio. One thing had led to another, and we had decided to end his 11 year retirement by running this race.

Don got out of the car after half the practice session. His comment: "The car handles well, and the engine is strong, but the gears are wrong". Don had the same problem; 7000 RPM maximum in 4th gear. To be competitive, we needed a gear change. Also, the brakes were a little soft. We couldn't do much about the gears Friday, so we bled the brakes and finished out the practice sessions. Friday evening we decided which gears were required, and Saturday morning I tried to locate some. The proper gears were not in my stock, but I did find some at T & R Racing. They were at the track running a similar car. The only problem was that they had a race coming up the following weekend at Riverside and needed the gears back before they left Sunday evening after the race.

After discussing the situation with the crew, we decided that the amount of work required (especially right after the race) was not worth the amount of gain. Our main objective was to finish the race. Finishing position was of secondary importance in view of my inexperience, and Don's long lay-off. We would try to get the proper gears for the Lumberman 6 hour race at Mid-Ohio in two weeks. We would spend Saturday afternoon and Sunday morning making sure everything on the car was in good order. It was, however, disappointing to know that the car was not going to be as fast as most of the other GTO cars, but there would be other races.

By Sunday morning, the car was well prepared. The weather was slightly overcast, but looked like it would clear up. I wasn't at all anxious to run my first race in the rain, especially since I'd never run on rain tires.

About one hour before grid time, we decided to bleed the brakes. As luck would have it, the last bleeder screw to be tightened would not seal. In an attempt to seal it, the threads in the caliper were stripped. I didn't have a spare outside-rear caliper half, and couldn't locate one. I did have an inside-rear half. By cutting off the ears, we were able to utilize it. It was a frantic effort, but we made it to the grid on time.



We had qualified the car 40th out of 52 cars. Not very impressive, but considering that our strategy was not really to "race" with anyone, but to last until the race was complete, and considering our gearing problem, the position would have to do. We had decided that 25 lap turns would allow both drivers two chances to drive. The pace lap went without a hitch, and as I came out of turn 14, it was evident that the green flag had been given to the lead cars. As expected, we got our doors blown off on the start.

Turn 14 is fairly slow, especially on the pace lap, and immediately after the turn a long uphill starts. Not having the proper gears here was a real deficit. On the other hand, it was going to be a long race, and if there were any crashes in the first turn, they would probably be cleared away by the time I got there. At times like this, it pays to look for the bright side (besides, it gave me

something to do between turn 14 and turn 1).

The first 25 laps were relatively uneventful. Based upon qualifying times, we expected to get lapped every four laps that we ran. The GTP and GTX cars were lapping 25 to 30 seconds quicker than our car. I started looking in the mirror about 3 laps into the race. I had hoped that the leaders would find me in the middle of a straight, but that was just wishful thinking.

At first, it was very uncomfortable having someone darting from one side of the car to the other through a turn, but after a while it wasn't a problem. As long as I made it obvious to the other drivers where I was going, there were no problems. The speed differential on the straights was not large enough to be a significant problem.

The most impressive thing about the GT cars was their potential to accelerate. After about 20 laps, I started to get comfortable in the car, and really started to enjoy the race. I started to smooth out my driving and lines, and utilize the available gears more efficiently. I wished that I could go another 10 laps (I had enough gas), but knew that Don was ready to get into the car, and that the crew was ready to gas the car.

At the end of lap 25 I pitted. Don and I had practiced driver changes prior to the race. As a result, the switch went quickly. The crew did their job even more efficiently. As soon as the seat belts were buckled, Don was on his way. He drove well for 10 laps.

On lap 35 he didn't come around on schedule. 30 seconds later he came into view and turned into the pits. As he rolled in, it was evident that the right front tire had been destroyed. The crew did a quick change, and he was off again. At the end of lap 50, he turned the car back over to me.

According to Don, the engine was

running well, the car was handling well, but the shifting was getting difficult. I made about two laps with the car, and then going into turn one shifted down from 4th to 2nd and found myself in neutral. Somehow I managed to get thru the turn, but could not get the transmission back into gear. I coasted through the next turn, and pulled off into the grass. I fought with the gearbox and finally was able to get 3rd gear. I did a burner out of the grass and onto the track. Third gear was better than no gears. Pit stops would be difficult, but I would worry about that when the time came.

Continued next month.

Concours

Achtung!

FALL CONCOURS

November 7, 1982

International Auto
825 West Erie
Chicago, Il.

Registration & Prep 11:00 AM
Judging 1:00 PM

Take this last opportunity to show off your Porsche in "storage" condition. Join Dan Bacin at International Auto for the last event of the year for your Porsche. Fantastic Italian fare awaits afterwards at the Como Inn. Clean up your act (maybe even your car) and take it on the road one more time. Join us even if you do not enter the concours and socialize with the group in Joe Marchetti's private automobile collection.

SOME POSITIVES AND NEGATIVES ABOUT BATTERIES

By the Munster Masher

POSITIVE - Almost all 914 batteries will end up in a marine battery case in the rear trunk.

NEGATIVE - Never need maintenance batteries won't until they fail which is sooner than you expect and in itself is a self-fulfilling prophecy.

POSITIVE - 911's with twin batteries need water.

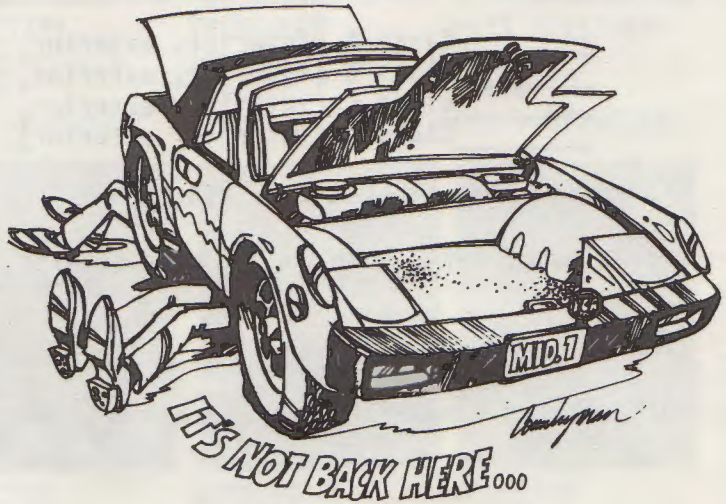
NEGATIVE - If you don't periodically clean battery posts, the corrosion build-up will make for hard starting.

POSITIVE - Investing in a battery hydrometer and a good battery charger is a worthwhile thing to do.

NEGATIVE - Spilled battery acid, which is a weak acid by definition, is more corrosive to steel than strong acid.

POSITIVE - If you give a battery good care and attention it will take good care of you.

NEGATIVE - Anyone who works on the electrical system without disconnecting the battery negative cable is foolish. I know a man whose wedding ring touched a live wire and ground at the same time and it burned through to the bone.



**This Space Available
for**

ADVERTISEMENT

**If you are aware of any business that would benefit from an ad
in the Scene, contact the editors at (312) 870-0543**

1982 Advertising Rates

	QUARTERLY	YEARLY
Rear Cover	-	\$90/MO.
Full Page	\$75/MO.	\$60/MO.
Half Page	\$40/MO.	\$30/MO.
Quarter Page	\$25/MO.	\$15/MO.

REGISTRATION

FALL CONOURS

November 7, 1982

I am cleaning up my act and taking it on the road one more time.

Name _____ Member _____ Applicant _____ Guest _____

Concours entrants (pick one)

- _____ Class A (interior, exterior, trunk, engine, undercovering)
_____ Class B (interior, exterior, trunk, engine)
_____ Class C (interior, exterior, trunk)
_____ Class D (interior, exterior)

Concours entry fee: Adults @\$4.00 _____ Late registration after Nov. 4, \$6.00

Delicious dining experience includes: wine, Porsches, songs and plenty of food:
\$15.00
Kid's stuff \$ 8.00 _____

Make checks payable to PCA/Chicago Region

Mail to:
Dan Bacin
2200 W. Burling St.
Chicago, Il. 60614
(312) 975-0675

HOLIDAY DINNER DANCE

Thank you for the invitation. We are looking forward to spending one final evening with our friends this year. Please save a place for Mr. _____ and/or Ms. _____

_____. Enclosed please find \$ _____ for _____ dinners at \$25.00 each.

Pre-registration is required before December 1, 1982.

Makes checks payable to PCA/Chicago Region:

Mail To:
Kathy & Tom Riley
2800 Lake Shore Drive
Apt. 2016
Chicago, Il. 60657
HP (312) 528-6916



PRESIDENT
Robert
Ostholthoff
(312)-251-8907



VICE-PRESIDENT
Walter
Minato
(312)-259-7334



SECRETARY
Helga
Meyer
(219)-838-9232



TREASURER
Thomas
Harwood
(312)-742-6804



PAST PRESIDENT
Wilma
White
(217)-367-0356



DIRECTOR
Thomas
Beverly
(815)-476-7366



DIRECTOR
John
Bohlander
(312)-963-8076



DIRECTOR
George
Gutmann
(312)-631-6042



DIRECTOR
Joseph
Hill
(312)-545-5351



DIRECTOR
Thomas
Thompson
(312)-929-6136

AUTOCROSS COORDINATOR
Robert Law (312) 234-4405

CONCOURS COORDINATOR
Thomas Beverly (815) 476-7366

MEMBERSHIP CHAIRPERSONS
Robert &
Christine Gamble HP(312) 642-0608
Robert BP(312) 222-7270
Christine BP(312) 222-7255

MEMBERSHIP & EVENT INFORMATION
(312) 769-8193

RALLYE COORDINATOR
George Melford (312) 297-7358

SAFETY CHAIRMAN
George Rudawsky (312) 823-2156

SOCIAL COORDINATOR
Susan Allman (312) 382-5933

TECH CREW CHIEF
Ronnie Starkey (312) 463-6269

NEWSLETTER PHOTOGRAPHER
John Bohlander

The Chicago Scene is the official publication of the Porsche Club of America, Chicago Region, and is published monthly.

Material must be received by the Scene editor no later than the tenth of the month to be published in the next issue. Contributions will be edited if necessary and published on a space available basis. Mail material to J. Quebe, 1207 East Olive, Arlington Heights, IL., 60004.

Statements appearing in the Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or it's Board of Directors. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein.

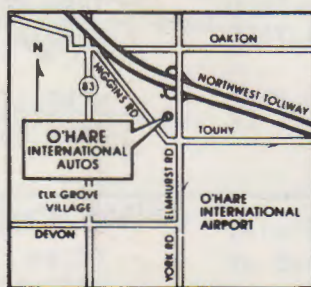
NEWSLETTER EDITORS
Jerry & Julie Quebe (312) 870-0543

O'Hare International Autos – Midwest's "Number 1" source for new Porsche – Audi – Mazda parts!

- Midwest's largest computerized parts inventory – over \$300,000 stock on hand.
- Reliable factory service and parts from largest Porsche, Audi, Mazda Dealership in middle west.
- Special emergency Parts Hotline – (312) 297-8606.
- Direct computer line to factory parts order center.
- Daily factory parts shipments and distributor pick-ups.
- Fast, experienced, knowledgeable countermen service.

O'HARE INTERNATIONAL AUTOS, INC.

1000 ELMHURST ROAD • ELK GROVE VILLAGE, ILLINOIS 60007



Follow The
Map to —
O'HARE
INTERNATIONAL AUTOS

FREE AIRPORT SHUTTLE SERVICE

Elmhurst (York) Road at Higgins (Touhy)
in Elk Grove
Midwest's Largest
PORSCHE AUDI mazda
Dealer