

CHICAGO SCENE

SEPTEMBER

1980

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We are pleased to announce that we have become the authorized Distributor for the Chicagoland Area for the Windblown Turbo System designed specifically for the Porsche 924.

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Distinctive styling plus the sensation of openness while touring are all part of adding a Saratoga Top to your Porsche. The smoked lexan shield blocks out the sun's hot rays to keep the interior cooler. The top also provides extra head room, and seals against the weather. Enjoy the pleasure of a convertible all year round. Snaps into place like your current top, requiring no modifications or adapters.

Finish off your new Turbo 924 with a Rear Lens Conversion Kit.....

This exciting styling kit completes the crisp, fresh lines of the 924. Reflector runs between the taillights with the word 'Porsche' ('Turbo ' also available) boldly emblazoned across it. Kit is complete with new license plate mounting brackets, lens and easy instructions.



REAR VIEW MIRROR

SUMMER SAFARI RALLYE
FROM THE OLD

by Harold & Doris Beach

Anyone who has gone on a Porsche Treffen in the last few years I am sure has met Ilse Nadele. She is the charming lady from the P.R. department of Porsche.

It was a great honor for the Chicago Region that she was able to come to our area and attend our Saturday night rallye. To tell you what control the fatherland has, Ilse was booked on a flight to arrive in Chicago at 9:24!

The Whites and the Beaches picked Ilse up at the airport, showed her a bit of the city, had lunch and then it was rallye time.

Since Ilse had not rallied before (rallyes are more of a race in Europe), we thought it better to have two navigators. Doris asked Rew Godow if he would like to help Ilse rallye and Rew offered an Audi Turbo, so we thought we had the winning combination. It was a well planned rallye, George and Sarah and all the crew were well organized. The weather was perfect. Ilse really enjoyed the day - she was pleased to see some of our pretty northern Illinois country and to try her hand at the rallye.

Ilse could not get over our 55 mph speed limit. She also could not understand all the old beat up cars she saw driving on the roads. That is not allowed in Germany. A dent must be fixed immediately in her country.

After a nice dinner and a very sociable evening, we took Ilse to her hotel as it had been a very long day. Rew and I were only sorry that we could not have done better on the rallye. We should not have missed the sign to Volo and the one pie plate. But the important thing is that Ilse will remember all the people in Chicago Region who were so pleased to meet her for the first time or to renew old acquaintances.

SUMMER SAFARI RALLYE
FROM THE OLD

by Jim Dorfman

Reading and writing about each other's experiences in the club could probably supply "Real People" with enough material for the fall season ahead. Take the Summer Safari Rallye just completed. That had all the trappings of a made for TV special. A great course, a beautiful evening, pleasant and always amused checkpoint workers, and, oh yes, the rallyists themselves. I do not think that I have to tell each of you how great it was; if you attended you could appreciate the work of those involved in laying out the course, and, if you were not, then you already know that the people in this region do not need too much of an excuse to have a good time.

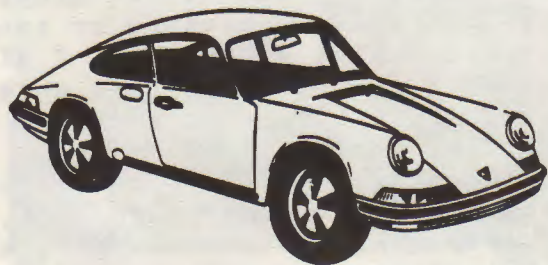
The real story here is the participants themselves, and speaking from a literal and figurative third person removed I feel qualified to comment. Literally, because my number was 36, almost the end of the group, and figuratively because my score for the rallye was so high I did not even turn in the score sheet for fear that the toilet seat would be retired to my care permanently. Most of you started from O'Hare Auto as planned, I, however, chose O'Hare Airport as a unique vantage point to start the event. Also, I had to pick up my date, but we will save that for the second half of the fall season, before the reruns.

Most of the serious people in the rallye started in the early group of cars. These are the people who because of experience and a little bit of luck hit the checkpoints right on time and usually place. You can always spot someone in this group who is doing well at a rallye. They are always going the opposite direction you are at any given point in the rallye given the same route instruction.



Best effort has to go to Tom Riley, he was car 35 and piloted the entire course alone and still turned in a respectable score. Actually, I think that elephant that was evident in the slides, but most of us missed, must have helped. No wonder he wouldn't let me have any of the peanuts he brought. Next time Tom, you get whomever I bring as a handicap and I'll take the peanuts.

It was great meeting Ilse and getting a feeling for the pride she feels for Porsche and groups like ours. Ilse neglected to mention the experimental 995 that also competed in the rallye. Yep, it was there; cleverly disguised as a Caddy Limo. I guessed it because of the German beer and wine being consumed in the back seat. Like most of us, I learn a little more each time out. An optimistic bit of knowledge and experience which helps to support my sagging ego and renew my hopes for the next rallye event. Rallyes will always be a favorite of the club, as long as people like those who worked and competed continue to show the same effort, good humor, and enthusiasm which creates the incentive to try again!



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SUMMER SAFARI RALLYE FROM THE NEW

by Linda & Mike Simon

Our first rallye in 20 years and first PCA event ever was almost too much for a hot & humid Saturday afternoon. Linda was trying to figure out 4 pages of detailed rules and instructions while I was busy admiring all the Porsches (was that really a '65 Carrera 2?). Two minutes before our start time (number 5) and we couldn't figure out who called the limo as cars 6, 7, 8, and 9 left. We decided to get our rallye routes and follow. With our Targa top down, our bra in place, and two big numbers on the car, we had to laugh as the local police stared in wonder at the assorted 911's driving past at below the limit! Munching apples and admiring the landscape, the next 3 hours were sheer joy and fun. We were only off course once and, despite our spelling problems (bike or Krueger?) had a great grate time. Thanks for a brilliantly laid out course!

We got lost twice (maximum of 300 points) and had more trouble finding the PCA group at the hotel than the 8 checkpoints. Sitting across from Dan Gallagher and Harold Beach, Linda will now take our 911 in the proper perspective.

SUMMER SAFARI RALLYE
FROM THE NEW

by Al & Terry Hershey

What a way to spend a day!

Thirty-plus magnificent running machines zigzagging across the Lake County countryside.

For us first-timers, it was a delightful experience -- and one we're eager to try again.

The green rolling hills and sharp curves provided a scenic backdrop for vintage, new and in between Porsches as they snaked from one checkpoint to the next.

And the scenery helped us forget that we missed one of those checkpoints; we're still trying to figure out how we went wrong at Bacon Road the first time.

But the instructions and directions were great. Now, if we just would learn to scrutinize them more carefully and distinguish between things such as those in quotes and those that aren't. Actually, the preliminary instructions were a great deal more frightening than the specific instructions we got when the rallye began.

The friendliness of our fellow Porsche drivers as well as those manning the checkpoints made us feel more at ease. And we appreciated that driver ahead of us who took pity and waved us on when we were about to be tricked into making a stop.

And, of course, the perfect way to wrap up the day was discussing driving, racing, and Porsches over dinner.

SUMMER SAFARI RALLYE
FROM THE NEW

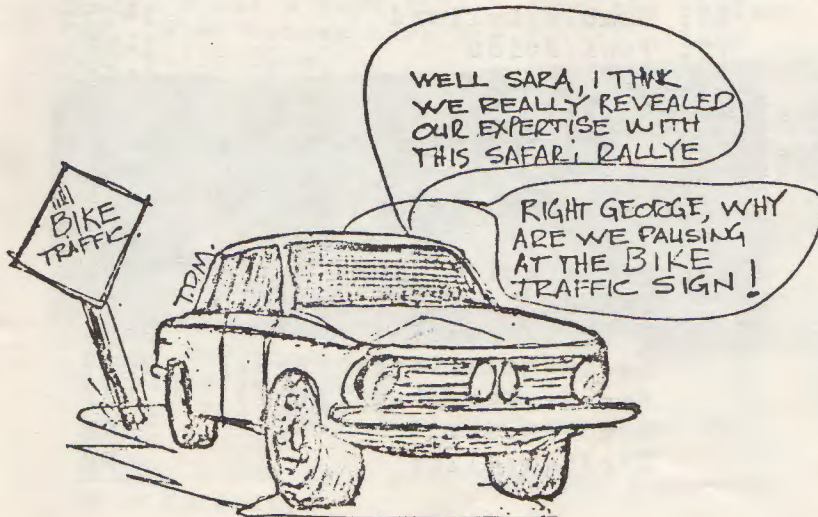
by Ed Tuazon

"Magellan", my Navigator!?

Last July 19th, I had the pleasure of entering my first Porsche rallye at Lake Zurich. Two weeks before the event, I was told of the importance of having a good navigator. I asked my girl if she wanted to go to the rallye. "Rah, rah, rah!", she yelled. (She was once a high school cheerleader.) I told her that it was a Porsche rallye and mentioned that I wanted her to be my navigator. I asked her if she knew directions. She told me she once saw the North Star! Also, she is brunette, beautiful and she smiles a lot. These qualifications convinced me that she would be a perfect navigator. So, I nicknamed her "Magellan". She smiled.

"Magellan" and I arrived at Lake Zurich an hour or so before the rallye was to begin. My master plan was to follow the cars ahead of me. I was surprised to find out that my car was chosen for the number 1 position. I told "Magellan" that our car was number 1. She asked me if that meant we won a trophy. I told her, "Not yet". She smiled.

We blazed off in the number 1 position. After travelling about five minutes of the first leg, "Magellan" lost a contact lens. Suddenly, I had a one-eyed navigator! I was hoping that the cars that followed us would not take our route seriously. If they did, I figured we would all have dinner somewhere near the Canadian border. I glanced at "Magellan". She was smiling.



Into the second leg, I told one-eyed "Magell" to continue reading the directions. She asked me what all the "funny" words meant! We passed some restaurants and "Magell" told me she was hungry. I told her that we could not stop during the rally. "Rah, rah, rah!", she screamed. And then, she smiled.

In the third leg, we missed a right turn. "Magellan" said she didn't see it, but told me she thought she saw the North Star! Then, she smiled.

In the fourth leg, we missed a checkpoint. "Magell" consoled me by saying, "Nobody's perfect!" And then, she smiled.

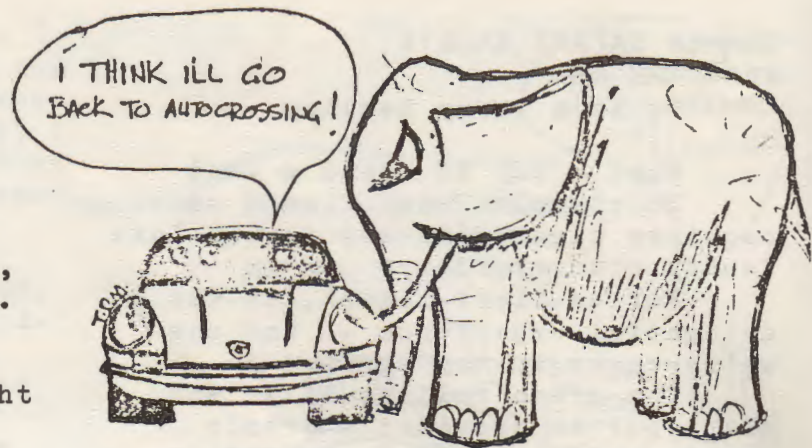
In the fifth leg, "Magellan" told me to stop in the middle of nowhere. I stopped and asked her why we were doing so... She said it was because she was hot and thirsty. I told her that it wouldn't be much longer. And then she smiled.

In the sixth leg, I figured we were completely lost, as I hadn't seen another Porsche for about a half hour. "Magellan" said she had to go to the bathroom and couldn't wait much longer. But still, she smiled.

In the seventh leg, I suddenly saw six Porsches travelling together, but heading in a different direction! I turned to join them. "Magell" thought that was an excellent idea. She told me that she found her contact lens. And then, she smiled.

At the end of the eighth and final leg, I looked at my odometer. We had travelled 90 miles in the 80 mile rallye. I told "Magellan" that she deserved total credit for the additional 10 miles. She thanked me, and then, she smiled.

The rallye was a great experience. The B-E-E-R and the dinner after the rallye were very good. I think that at the next rallye, I might consider a different navigator. The thought amused me---rah... rah...rah...! And then I smiled!



SUMMER SAFARI RALLYE RESULTS

EQUIPPED

1. Gutmann/Gutmann	145T
2. Gallagher/Kaitis	831T
Pyrdek/Corti (Limo)	1117
3. Meyer/Meyer	1155

NAVIGATIONAL

1. Harwood/Harwood	392T
2. Gunther/Gunther	1248

SEAT OF PANTS

1. Johnson/Hart	545T
2. Bohlander/Bohlander	580T
Russ/Russ (Alpha)	612
3. White/White	649T
4. Quebe/Quebe	665T
5. Welda/Welda	674T
6. Minato/Minato	796T
7. Allman/Allman	801T
8. Coburn/Coburn	925T
9. Hill/Molinare	1254
Simon/Simon (Appl)	1381
10. Skwiat/Skwiat	1416
11. Gamble/Dellard	1435
12. Toni/Buino	1457
13. Yefsky/Levy	1562
14. Beverly/Beverly	1579
Pegoraro/Pegoraro (Appl)	1815
15. Law/Law	1836
16. Beach/Nadele/Godow	1868
17. Riley	1913
18. Mietlicki/Bailey	1949
Thazdn/Canlas (Appl)	1986
19. Elliot/Frazzini	2088
Ladin/McAllister (Appl)	2117
Hershey/Hershey (Appl)	DNF
Beach/Godow	DNF
Dorfman/Ellis	DNF





Event chairpersons and the only thing outside of Melissa that Tom loves more than Porsches, Matthew.



Tom Pyrdek "The Prince of Poland" arrives in a vehicle fit for a Polish prince, a Cadillac complete with chauffeur, beautiful women, and cool beverages.



Linda: If I lay my finger along my nose and wiggle it maybe through magic I'll understand the generals.

George: The only magic you've ever done is your magic in finding Chevy convertibles.



George and Kay Scott drove all the way from Michigan-Indiana Region to welcome Ilse Nädele who is from the factory P.R. department. Thank you for visiting us,



Susan: Brian, I'm so happy that you bought me my own 911 Targa Sportomatic. Just when I start to like my cars, you sell them.

Brian: I can't rest till I find the perfect car. When better cars are built, Allman will build them.



Michael & Linda Simon, new members, welcome and thanks for the article.



John: Now that I have acquired a 320i-S package, we should win easily.

Diane: You can't find your way home at night.

Mindy: A BMW is a good car, but a Porsche is a Porsche.



Vince Mietlicki, future lawyer, prepares for a test harder than the bar exam.



Ed Tuazon, new member. Ed is a medical technician and has a black 911SC.



Gene and a young "Gabby"



Happy checkpoint workers. Note Wayne Potter. Wayne says that in 21 years it has never rained on his parade.



The rallye team.



Joanie: Joe, why do you stick with this club?
Joe: I stay around so that I can become a director and then I can make sure that a group like the dirty dozen never again gets in this club.



Jerry and Julie Quebe have decided the 924 was expendable now that the baby has arrived. Note the results and you will see how much better the husband & wife team did since they fired Bob "O" as navigator.



Dan: Well, Shannon, we beat Beach & Godow just like I promised.
Shannon: Dad, why don't you pick on someone your own age like Tyler Bangert.



Howard: There's absolutely no truth to the rumor that I invited Bacin & Gallagher to a 300SL race, winner take all. What would I do with 3 300SL's?



Dean: I've been in the hardware business so long I'm going nuts.

Milly: At least-you can still sing.



George & Sarah did a super job on this rallye. It's our understanding that they used an unmentionable car made in Bavaria as models for their trophies.



Ken: How was your year as Secretary?

Sue: The board meetings were informative, but keeping track of who was arguing with who was an experience.



Bob: Now I know what they mean by "Discover America, get lost on a rallye."



Helga: Bob, you're so cute with your bald head, pointed ears, beady eyes, silly goatee, etc., how would you like to be a godfather?

Bob: As long as I don't have to go to Sweden for the birth.

Helga: How about Munster?

Bob: That's worse.



Did you hear about the snail who got a Porsche 911S? "S" car go.



Terri: You're not bad for a guy who drives an Alfa and is in the rustproofing business.

Ed: That's why I drive an Alfa. Alfa's are as rustproof as the famous Italian navy.



Florence: It's not easy being married to a guy who turned his car hobby into a business.

Doris: Try being married to a guy who still takes pictures of naked women.



White (Socks): I hear you're not going to the Parade this year.

George: No, my daughter's getting married and I'm afraid of volcanoes erupting.



John: I'm tired of people talking about my rusty cars, why don't they recognize me as an outstanding mechanical engineer.

Jim: Outstanding mechanical engineers don't have rusty cars, just ask White (Socks).



Bill: This time I won't blow a clutch at Elkhart, my warranty is up.



Bob & Cindy Law went on this rallye so they could learn all the tricks for the rallye they put on for their neighbors.



Steve Skwiat and wife came all the way from Whitewater for this event. Too bad they didn't bring the Stoneciphers with them.



Winners - Phyllis is happy her trophy was an elephant as her and Ronald Reagan share views on the 55 mph speed limit.



Winners Equipped - Animals we can always use, particularly Impalas.

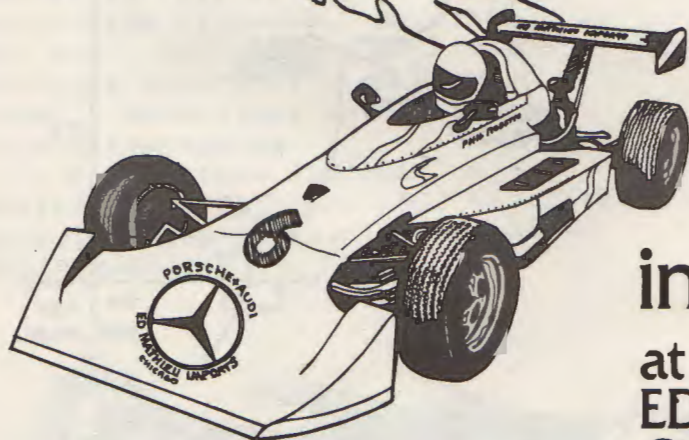


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UP AND COMING

RUN FOR FUN

Date: Sept. 5, 6, 7, 1980

Place: Elkhart Lake, Wisconsin

The Porsche Drive. wants YOU to Run for Fun at Road America, Sept. 5-7.

Elkhart Lake/Road America in May is a great way to start the summer. Elkhart Lake/Road America in September is an even better way to finish it. This is it...all the driving you want for two days. Drive until you need gas or are gasping. And there's the great warm-up on Friday evening with the go-karts, concours for those so inclined on Saturday morning, lunch at the track on Saturday and the best autocross of the year on Sunday. All this for one fee per car (member and family or affiliate member).

The name of the weekend is Run for Fun, and run you will and fun you will have! There will be the usual Friday and Saturday camaraderie at Siebken's Tavern and you can even swim in Elkhart Lake - the water's warm in September. What more can PCAers ask for! If you have seen the track you will want to drive it, and if you have run it before, you'll want to do so again and again! Bring yourself, your helmet, your enthusiasm, and let's run for Run at Road America.

All this for a registration fee of \$60.00 per car. For one day only, the fee is \$40 and the concours only is \$15 (includes lunch). 100 car limit so get you name in early. The first 50 registrations will have a covered pit assigned to them. Preregistration must be received by August 30. After that date add \$5 to the registration fee. Preregistration must be accompanied by a check and will be acknowledged, including registration materials, pit assignment, event schedule, etc. Chicago rules do not allow open exhausts on any car except factory built race cars.

As usual the event headquarters will be at Siebken's. The following rate schedule will be in effect:

Rooms, double occupancy/night
\$38.50 - \$41.50

Rooms, Single occupancy/night
\$34.50

Continental breakfast, \$2.25

Siebken's Breakfast, \$6.75

A la carte breakfast, \$3.50-\$5.50

Saturday Night Banquet

Prime Rib, \$13.00

Duck, \$13.00

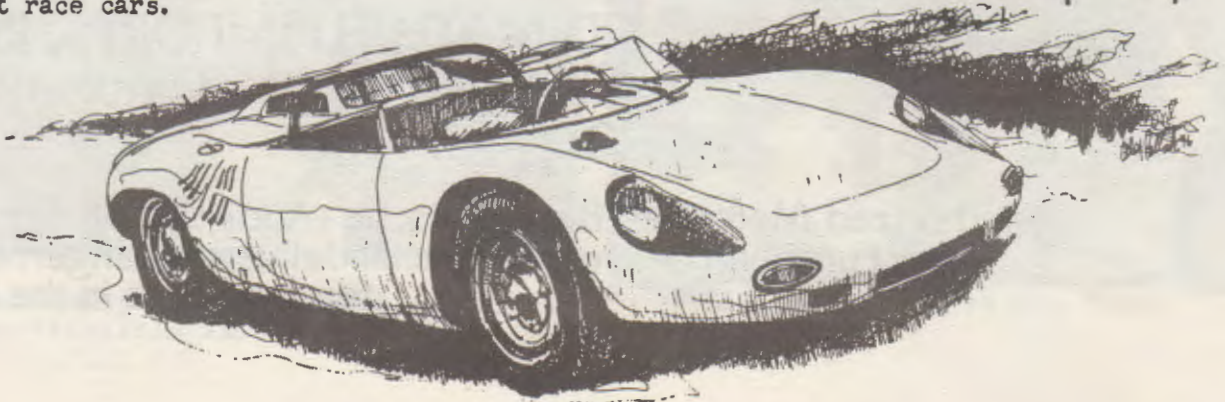
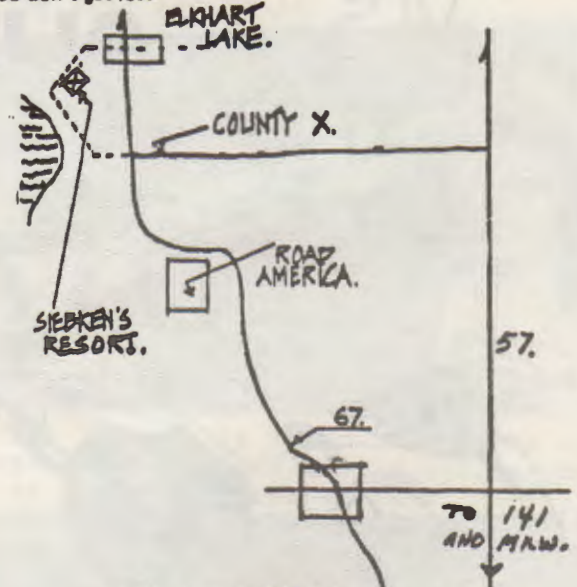
Weinerschnitzel, \$13.50

Sunday Awards Buffet, \$7.50

Prices are all per person. Prices are all quoted without tax or tip. Tax and tip will be added to your bill.

Make your arrangements directly with Siebken's Resort, Elkhart Lake, Wisconsin 53020, 414/876-2600. They require a \$25.00 deposit. Please reserve in advance, even for meals only, to make planning easier for them.

So you don't get lost -



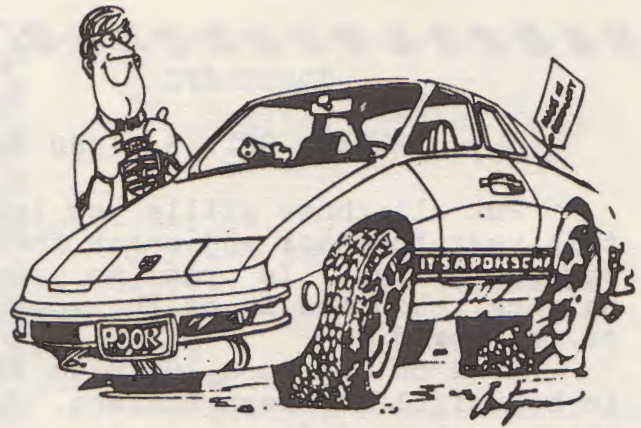
HOOSIER AUTO SHOW AND SWAP MEET

On September 12, 13 & 14, the 14th annual Hoosier Auto Show and Swap Meet will be held on the grounds of the Indianapolis Motor Speedway - home of the famous Indianapolis 500 mile race. In recent years many make and special interest clubs have participated in the car show - Ferrari, MG, Corvair, Studebaker, Thunderbird, & Rolls Royce among others. Last year there were approximately 50 clubs involved and nearly 800 cars on display. Last year was the first time for PCA participation and the Central Indiana Region of PCA has made arrangements for a Porsche division again this year. An abbreviated schedule is as follows:

- Fri. eve.: Visit swap booths and prepare cars entered in the judging.
- Sat. morn.: Judging of cars entered. Cars entered for display only (not judged) will also be in the area.
- Sat. afternoon: Tour of 500 track by entered cars.
- Sat. night: Dinner & awards
- Sat. & Sun.: Visit swap booths.

Although we're hoping for a sizeable entry of judged and non-judged display cars, you don't have to enter either of those categories to enjoy this event. Looking over the several acres of cars and swap booths is interesting to anyone automobile oriented. An article in the Nov., 1979, issue of Porsche Panorama describes last year's event. Make plans now to attend this extravaganza.

For further information, contact Mike Robbins, 7533 Westfield Blvd., Indianapolis, Indiana 46240 317/253-9041



SUE-CIALLY SPEAKING

FIRST ANNUAL PORSCHE CLUB OKTOBERFEST

Date: Sunday, Sept. 21
Time: Tent opens at 3:00
Place: Han's Bavarian Lodge
931 N. Milwaukee Rd.
Wheeling, Ill.
(Just north of Lake-Cook Rd.)

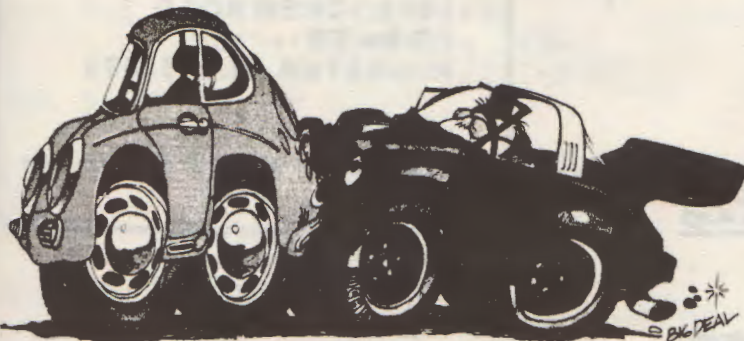
Well, it's that time of year again. That's right, it's time for the First Annual Porsche Club Oktoberfest! What could be more fitting for the Porsche Club than a good ole Oktoberfest?! The perfect event for all, beer, German food, beer, dancing, beer, oompa bands, beer, good friends, beer, singing. Get out the lederhose, shine up the Porsche and drive on out to Han's Bavarian Lodge in Wheeling. Those who attended the Restoration Tech Session in February will remember the excellent cuisine.

The entrance fee is \$3.00 per person and everyone will order off the menu, which includes brats, knackwurst, chicken, German potato salad, sauerkraut, and bread.

The tent opens at 3:00 and if you send me the \$3.00 entrance fee by Sept. 12 you will have a reserved place at the Porsche Club table. Otherwise, you're on your own.

Come on everyone, get out to the BIGGEST social event of the year, we're going to have a rowdy good time. Bis bald!

Sue



TANSTAAFZ

RALLYE OCT. 5, 1980

Put all those skills you learned this year together and enter the October rallye. In order to preserve balance, this one is on the south side of the world.

Come on out to a 100 mile rallye in beautiful northern Indiana. We'll start early and finish early. Emphasis will be placed on course following and use of the general instructions.

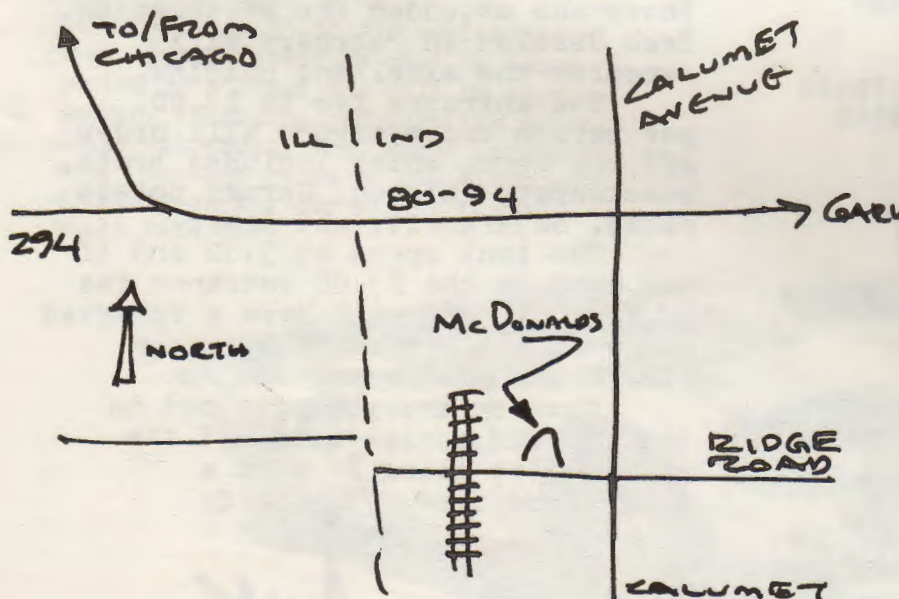
The start point will be at the McDonald's Restaurant in Munster, Indiana. The end point will be at Svoboda's Nickelodeon Tavern in Lynwood, Illinois. If you have never been to Svoboda's, you owe it to yourself to go. Dinner will be at Svoboda's, where you will order from the menu which ranges from sandwiches to full dinners.

Schedule

- 10:00 Registration & breakfast at McDonald's
- 10:30 Question & answer session for novice rallyists
- 11:30 Drivers' meeting
- 12:00 First car off

Jerry & Helga Meyer

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First Frost Autocross

Date: Sunday, Nov. 2
Time: Registration 11:00 AM
Timed Runs: 12:30 PM
Place: To be announced

As summer slowly passes away (remember summer), and the leaves turn, Fall approaches! In celebration of the season with a nip in the air, the Chicago Region presents the First Frost Autocross. The event will be held on the southside of town, and a dining extravaganza will follow. All the details will be included in October's Scene. So block off your calendars for Sunday, November 2nd, and tune up that engine in anticipation of the First Frost Autocross.

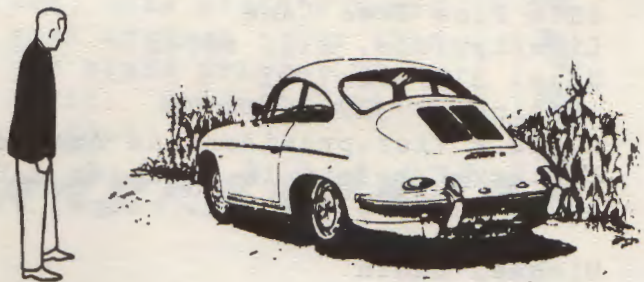
CHICAGO REGION 1980 CALENDAR OF EVENTS

Road America/ Elkhart Lake	September 5-7
Oktoberfest	September 21
Rallye	October 5
Autocross	November 2
Concours & Chili Tasting	November 16
Dinner Dance	December 6



ZONE 4 CALENDAR

- Sept 5-7 Annual Elkhart Weekend
Chicago Region
Wilma White 217/367-0356
- Sept 7 Autocross
Northern Ohio Region
Steve Lannoch 216/371-3098
- Sept 13 "Hoosier Auto Show"
Central Indiana Region
Steve Priddy 317/844-1505
- Sept 17 Midweek at Nelson
Eastern Buckeye Region
Bill Sovik 216/757-9756
- Sept 20-21 Annual School at Mid Ohio
Northern Ohio Region
Steve Lannoch 216/371-3098
- Oct 4-5 Weekend at Nelson
Eastern Buckeye Region
Bill Sovik 216/757-9756
- Oct 5 Rallye
Chicago Region
George Gutmann 312/631-6042
- Oct 11 IROC Banquet (tentative)
Michigan Indiana Region
Larry Grover 616/699-7073
- Oct 17-19 IRAC IV & Oktoberfest
Mid Ohio Region
Bruce Pickering 614/889-9221



THE MART

FOR SALE: 1970 Porsche 914-6, collectable and appreciating, all original and documented. Silver and black with polyurethane clear over lacquer, garaged and clean, recent transfer from East. Lucas driving lamps, stereo tape, 5 speed. Asking \$7,500.00
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FOUND AT POTTER'S FARM AFTER THE PICNIC: One set of blue plaid seat covers. Contact Linda Patterson, 312/223-5685.

Welcome !

GNU MAIM BEARS (NO GNUS IS GOOD GNUS
-- A BEAR FACT)

At the August board meeting, eleven applicants were approved for PCA membership. Please update your directories.

John Barrett
41W847 Beith Road
Elburn, Ill. 60119
Home: 312/377-1386
John is an airline pilot for TWA. He owns a unique and fantastic 1964 904 GTS. The 904 flies gracefully.

Alan and Terry Hershey
1126 Pine Tree Lane
Libertyville, Ill. 60048
Home: 312/362-7561
Business: 312/866-4770
Al is a vice-president at American Dietary Products in Evanston. He owns a 1977 black 911S coupe.

Michael Ladin
865 W. Lill
Chicago, Ill. 60614
Home: 312/248-9223
Mike is self-employed and owns a 1975 black-911S targa. His targa has a sound system which puts out more power than the engine.

Heber MacMahon
1660 N. LaSalle #4111
Chicago, Ill. 60614
Home: 312/337-1858
Business: 312/947-6101
Heber can be viewed at the University of Chicago Department of Radiology. He owns a 1975 blue 911 coupe. Didn't atomic power begin at the U. of C.?
NUKE THE GNUS!

Cindy and Robert (Butch) Pregararo
231 Champlain Avenue
Glenwood, Ill. 60425
Home: 312/758-4697
Business: 312/755-9222
Butch is a golf professional at the Chicago Heights Country Club. Cindy tries to keep her 1972 brown 911T coupe running.

Joseph and Barbara Philipps
823 Fair Oaks
Oak Park, Ill. 60302
Home: 312/383-0467
Business: 312/269-6246
Joe is an engineer for Sargent & Lundy in Chicago. He owns a 1977 yellow 924 coupe. Joe thanks Howard Sullivan for introducing him to PCA. We thank Howard.

Michael and Linda Simon
2333 Hampton Lane
Northbrook, Ill. 60062
Home: 312/272-0437
Business: 312/681-3980
Mike works at Michael Lewis Co. in Melrose Park (distributors of paper and plastic products, frozen food, cheese and packaging). He owns a 1979 brown 911SC targa.

Louis Sterbenc
3455 N. Shultz Drive
Lansing, Ill. 60438
Home: 312/895-5225
Business: 312/981-7229
Lou is an education specialist for INTEL Commercial Systems Division in Rolling Meadows. He owns a 1975 light ivory 914 2.0. Lou turned in the most sorrowful excuse for an event log card that one could imagine.

Edgar Tuazon
1217 W. Diversey
Chicago, Ill. 60614
Home: 312/348-2569
Business: 312/883-2384
Ed is a medical technician at Grant Hospital. He owns a 1979 black 911SC coupe, a black Porsche watch, a pair of black Porsche glasses, etc.

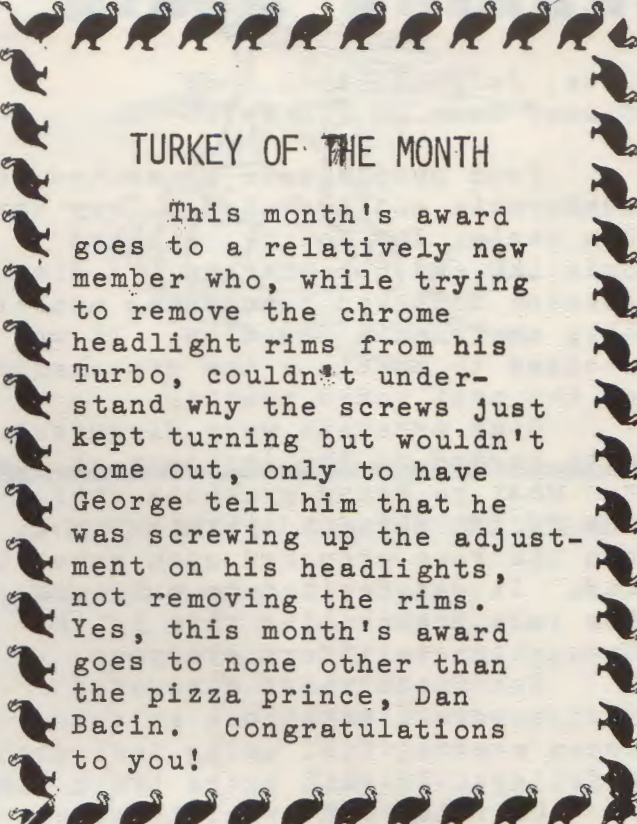


Philip Zand
1247 Hillside
Northbrook, Ill. 60062
Home: 312/272-9494
Business: 312/296-3359

Phil is a vet (not a veteran) at the Golf Mill Animal Hospital in Niles. He drives a 1976 silver 912E coupe. After four years of making excuses, Phil came out to Blackhawk Farms and found out how easy and fun it is to become a PCA member.

Eugene D'Andrea
958 Princeton Avenue
Matteson, Ill. 60443
Home: 312/720-1099
Business: 312/754-6040

Gene is a heating and air conditioning contractor in South Chicago Heights. He forsook a prior 1978 924 for a 1979 white 924. Gene was one of the few die-hards to show up for the July Blackhawk event.



TURKEY OF THE MONTH

This month's award goes to a relatively new member who, while trying to remove the chrome headlight rims from his Turbo, couldn't understand why the screws just kept turning but wouldn't come out, only to have George tell him that he was screwing up the adjustment on his headlights, not removing the rims. Yes, this month's award goes to none other than the pizza prince, Dan Bacin. Congratulations to you!

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Of Barrington

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Running Board



DO
NOT
PASS

Date: July 11, 1980
Place: Home of Jim Sovik

Four people were presented for membership and accepted. They were: Dan Bacin, Jay Novick, Richard Smiejik, and Ron Starkey. A discussion followed concerning membership chairmen's function. It was decided to continue the discussion at the next board meeting.

Open exhausts were discussed with regard to the incident at the run what ya brung gymkhana where Tom Pyrdek obtained permission to run his race prepared open exhaust car. It was decided to publicize the rule prohibiting this in the newsletter to inform everyone.

Bob Ostholthoff discussed instructors limitations at auto-cross events, i.e. using instructor privileges to gain extra track time.

On rules and regulations at our events, it was decided to enforce them more stringently. Bob Ostholthoff suggested we put a page in the Scene as a reminder. A committee was then formed to put the rules and regulations in a concise, easy to understand page form to be printed in the newsletter and in a page in the calendar.

Wilma White appointed the nominating committee with Dick Gunther as chairman, Bob Ostholthoff, Dan Gallagher, Mike Holzner, and Mae Minato as the rest of the committee.

Wilma White mentioned the possibility of reserving Elkhart for two weekends next year and talk to Edna about it.

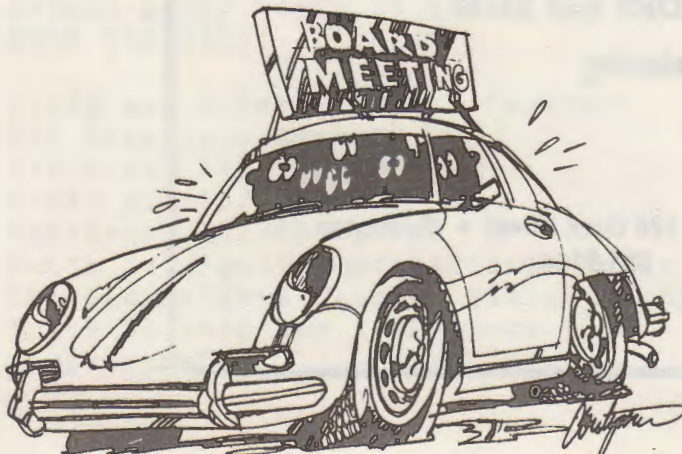
In accordance with the Bylaws of the Chicago Region, Article VI, ELECTION OF OFFICERS, Section 1, the Nominating Committee, consisting of Dick Gunther, Dan Gallagher, Mike Holzner, Mae Minato, and Bob Ostholthoff, submit the following slate of nominees for 1981, to the general membership:

PRESIDENT	Wilma White
VICE PRESIDENT	Rip Patterson
TREASURER	Tom Harwood
SECRETARY	Helga Meyer
DIRECTORS	George Gutmann Joe Hill



Answers to last month's car quiz

1. Ford
2. Chevrolet
3. Rapier
4. Cougar
5. Toronado
6. Mustang
7. Impala
8. Thunderbird
9. Falcon
10. Porsche
11. Mini
12. Mercury
13. Galaxie
14. Rambler
15. Studebaker
16. Barracuda
17. Plymouth
18. Pontiac
19. Catalina
20. New Yorker



* Lindatorial

Somehow it just doesn't seem like summer, not going to the Parade. This is only the second one we've ever missed, and I hope it's the last one we miss. I'm already looking forward to Asheville next year. I miss seeing the friends we've made from all over the country. It just feels strange. I hope we'll have a huge group from Chicago at next year's Parade, so we can keep up with our reputation as fun loving, ~~neisy~~, ~~ewdy~~, great people.

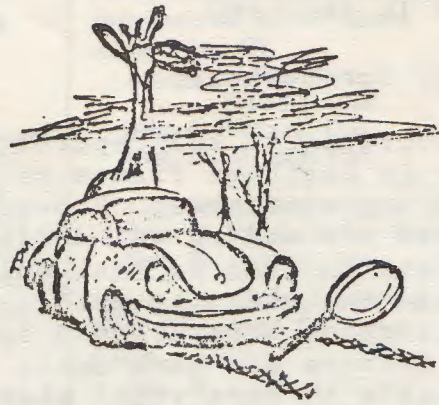
Those of you who missed the boat ride, really missed the boat. There were 63 of us out there, enjoying the scenery, in spite of the rain, and then the fantastic pizza afterwards, well, words fail me (if you can believe that) when I try to describe how utterly fantastic a time we had. That should be enough to convince you to fill out the registration form on the back page for our next social event, the Oktoberfest in September. We'll have a great time, why not join us?

Somehow it seems like summer just started, and it's already over. I can't believe that it's Elkhart time already. My God, I even have to go back to work. This is terrible. Those of you who didn't join us for any of our events over the summer season had better get off your rear ends and get into the swing of things, don't just pay your dues, enjoy yourself with the rest of us. We offer a multitude of things to excite all varieties of people. Come on, give us a try. We'd love to meet you. There are still a few events left to round out the year, sign up for them.

We're looking for a place for our dinner dance in 1981. Do we have any members out there who are members of a country club or have some in at a neat place? If so, let Wilma know so that we can look into a possible date. That's always another event that is great fun. It's neat to see people in something other than jeans and Porsche T-shirts.

See you soon,

Linda



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	7.95
Sweatshirts	5.00
PCA Mylar Decals (interior & exterior)	1.00
PCA 2" Decals	.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
Up-Fixin der Porsche Vol. I	4.00
" " " Vol. II	4.00
" " " Vol. III	4.00
" " " Vol. IV	7.00
Porsche Mugs	3.00
Porsche Decals (small)	.50
" " (medium)	.75
" " (large)	1.25
" " (XL)	3.00
Porsche Key Fobs	4.00
Porsche Key Cases	6.00
Porsche Stick Pins	.75
Porsche Cars	3.00 to 6.00
Porsche Swiss Army Knife	17.50
Porsche Tripartite Knife	6.00
Porsche Patches (small)	1.00
" " (medium)	2.00
" " (large)	5.00
Porsche "Sex" Patches	1.00
Porsche Jewelry	14.00 to 28.00
Porsche Underwear (o.s.f.a.)	4.00

FANTASY IN FROGLAND
PART I

by Bob Buckthal

According to all reports, the weather in northern France in mid-June is unpredictable. Hoo-boy!!! It rained off and on all during qualification runs so that only 30 cars made the starting grid. Therefore the rules were changed to admit French drivers and cars until a more respectable 55 cars would start the race. It seems that national pride plays a big part in European racing and the frogs are masters at rule jiffeling in the national interest.

The Dick Barbour team took 3 935's for their third try at this prestigious race. "We came to win." Dick said at a press conference after he anteed up a reported 200K for a brand new 935K3 sans engine. It became the Sachs car at the track. After an engine swap, the original Sachs car was pushed aside to survive the festivities only slightly cannibalized.

All three of the Barbour cars qualified easily on a dry track with the Sachs car on the pole. After some Friday night rule adjustments, a French rondeau (what the hell is a rondeau?) was awarded the pole in spite of a slower time. Please don't ask for an explanation. You must understand that an exact translation from froganese into English is not possible and besides it's their country and their race.

No matter. We had the best cars at the track and were considered by many to be the team to beat. The Sachs car at #2 on the grid, the apple car at #15, and the Wynns car at #39 were all prepared by Garretson Enterprises using good old American know-how applied by PCA'ers from the Golden Gate Region. With Jerry Woods and Bruce Anderson on wrenches, John Clever, Johnny Johnson on fuel hoses, Jack Tedford on the tire iron, Tom Foster and Ron Threthan handling went bottles, and Joe Padermderm and yours truly playing smart-ass, it truly appeared that we had this guy in the bag.

The race course at LeMans has changed a great deal over the years. Although some of the course is normally part of the local road system, it is still a proper race course in every respect. The Mulsame straight for example is a 3 mile segment of the highway between LeMan and Mulsame. However, unlike other roads in France, it is very straight, wide smooth and flat with armco barriers all the way.

The event itself is more a national orgasm than a sporting event. It is at once both controlled and uncontrollable. Gendarmes are everywhere and are unfailingly polite, friendly, helpful and incomprehensible. Spectators come from all over the world. Admission to the pit area can be had by anyone for a fee. Admission to the pit lane during the race seems to be open to anyone who can speak froganese well enough to bribe a race official. Wine and beer in the pits for consumption by drivers and crew during the race is accepted. While drinking in the pits was light, elsewhere everyone was sloshed for the weekend. Yet I saw no fights, altercations, disagreements or unhappiness. Thousands and thousands and thousands of race fans packed themselves together at a weekend carnival/campout/drinkout during which the big boys played with their toys.

Saturday morning began with a gentle but steady rain. Although I'm usually reluctant to pull strings, this seemed like a worthwhile time. I phoned a special number I know in Los Angeles and the sun God made arrangements. After the appropriate incantations, the clouds went away and we pushed the cars out onto the pit lane under warm sunny skies. By 2 p.m. millions of people were crowded near and onto the track. The cars were beautiful, everything was wonderful, but the sun God apparently got his time zones mixed up.

To be continued...

PORSCHE WINS GLEN TRANS-AM

In what must be characterized as an upset, the Italian Lancia team captured the first two positions in the rain-shortened Six Hours of Watkins Glen race. First place was taken by Grand Prix ace Ricardo Patrese and Hans Heyer, while Eddie Cheever and Michele Alboreto took second.

Third place went to the Porsche 935 Turbo of Brian Redman and John Fitzpatrick who had led much of the early race before a mysterious fuel system problem slowed them. They were followed by the Danny Ongais/Ted Field Interscope Porsche, which turned the race's fastest lap.



Dr. Larry Green (l) and John Bauer in the Watkins Glen winners circle.

In the Trans-Am division, the Porsche 911SC of John Bauer and Larry Green scored a relatively easy win, finishing seven laps ahead of the second-place Corvette.

Results: Watkins Glen Six Hours

1. Ricardo Patrese/Hans Heyer, Lancia Corse Italia Scorpion Turbo, 139 laps.
2. Eddie Cheever/Michele Alboreto, Lancia Corse Italia Scorpion Turbo, 138 laps.
3. John Fitzpatrick/Brian Redman/Dick Barbour, Barbour Racing Porsche 935K, 134 laps.

CRC Chemicals Trans-Am

1. John Bauer/Larry Green, Green Racing Porsche 911SC, 121 laps.
2. Tom Aquilante/David Wolpert, Aquilante/Wolpert Corvette, 114 laps.
3. Monte Shelton/Bruce Leven, Monte's Motor Co. Porsche 911SC, 114 laps.

PAUL AND FITZPATRICK LEAD TWO SERIES

John Fitzpatrick, of Great Britain, holds the lead in points for the 1980 Porsche Cup, as of July 10, and is followed in the standings by American Porsche driver John Paul, Sr. Meanwhile, in the World Challenge for Endurance Drivers, it's Paul who holds a seven-point lead over Fitzpatrick.



Paul's 169 Porsche Cup points put him at the head of a list of 10 American Porsche drivers within the top 25—more than any other country, including Germany.

Fitzpatrick's remarkable 281 points in the Porsche Cup this early in the season make it likely that he will accumulate a greater total by season's end than any previous driver.



Ludwig Heimrath and Indy 500 winner Johnny Rutherford prepare to race their Starcraft Porsche 935 in the Watkins Glen 6-hour event.

RACE DATES

International Motor Sports Association GT

- July 27, Golden State, Sonoma, Calif.
- Aug. 3, Portland, Ore.
- Aug. 17, Mosport Park, Bowmanville, Ont.
- Aug. 30-31, Elkhart Lake, Wis.
- Sept. 21, Road Atlanta, Ga.
- Nov. 30, Daytona, Fla.

Sports Car Club of America CRC Chemicals Trans-Am Championship

- Aug. 10, Brainerd, Minn.
- Aug. 23, Trois Rivieres, Que.
- Sept. 7, Westwood, B.C.
- Oct. 19, Laguna Seca, Calif.
- Oct. 26, Riverside, Calif.

World Championship For Makes

- Aug. 26, Mosport, Bowmanville, Ont.
- Sept. 7, Vallelunga, Italy
- Oct. 5, Dijon, France

Sports Car Club of America National Championship D Production Racing, including Porsche 924s

- Aug. 3, Watkins Glen, N.Y., and Elkhart Lake, Wis.
- Aug. 17, Summit Point, W. Va.; Sonoma, Calif.; Blackhawk Farms, Rockton, Ill.
- Aug. 31, Lime Rock, Conn.; College Station, Texas; Riverside, Calif.; Brainerd, Minn.; Seattle, Wash.



The 924 Turbo made a most impressive debut at Le Mans.

Technical Update

Al Holbert Talks About Le Mans

"What really impressed me about the Porsche 924 program," commented top American driver Al Holbert, "was the terrific enthusiasm of the Porsche engineers. Dr. Fuhrmann, a Porsche director, stood on pit row for every single lap and I must say that seeing him there was what really kept us going."

Holbert and co-driver Derek Bell ran as high as sixth overall in their 924 Turbo (the best of the team cars) before losing a cylinder in the 18th hour. Even so, they carried on to finish a very creditable 13th.

Holbert, who is behind the U.S. development of the SCCA D Production 924 effort, was originally scheduled to co-drive with Peter Gregg in an "All-American" entry, but Gregg was injured in a road accident and Englishman Bell was recruited as a last-minute replacement. "It was really disappointing not having Peter as a co-driver, since there was to be a German 924 team, a British team and an American team. But Derek did a great job.

"With just two drivers, Le Mans is a long haul," added Holbert. "We originally planned to go double shifts at night, of about three hours, but with stops

for rain tires, it stretched out to more than four hours, and that's a little long!

"I would have to say that the best thing about the car was the handling. In fact, it was probably the nicest overall handling car to come out of Weissach. From the Indianapolis turn to the pits, I think the car was as fast as any other on the track—except possibly for the 936. And in the rain, it was probably the fastest.



Al Holbert

"We were limited to 6600 rpm," continued Holbert, "and the power peak for the turbo motor is 7000, so there was a bit left. Next year, however, the engineers are talking about returning with more horsepower, and that should be interesting."

DRIVER CHAMPIONSHIPS POINTS STANDINGS

IMSA GT Challenge

GTX Division

After 7 events

1. John Fitzpatrick, Stratford-On-Avon, England, Porsche Turbo, 83 points
2. John Paul, Atlanta, Ga., Porsche Turbo, 78 points
3. Ted Field, Newport Beach, Calif., Porsche Turbo, 63 points
4. Peter Gregg, Jacksonville, Fla., Porsche Turbo, 47 points
Hurley Haywood, Jacksonville; Fla., Porsche Turbo, 47 points

GTO Division

After 8 events

1. Luis Mendez, Santo Domingo, D.R., Porsche Carrera, 97 points
2. Tony Garcia, Miami, Fla., Porsche Carrera, 91 points
3. Bob Tullius, Herndon, Va., Triumph TR8, 71 points
4. Bill Adam, Greenville, Ont., Triumph TR8, 55 points

Sports Car Club of America CRC Chemicals Trans-Am Championships

After 3 events

1. John Bauer, San Luis Obispo, Calif., Porsche 911SC, 69 points
2. Monte Shelton, Portland, Ore., Porsche 911SC, 31.5 points
3. Bob Raub, Aurora, Colo., Camaro, 31 points
4. Larry Green, Arkansas City, Kans., Porsche 911SC, 30 points

Sports Car Club of America

D Production

Effective July 8, 1980

Northeast Division

1. Peter Lobianco, Lotus, 48 points
2. Doc Bundy, Porsche 924, 42 points
3. Steve Pieper, Porsche 924, 20 points

Central Division*

1. Dan Pohlman, Triumph TR7, 27 points
Tom Brennan, Porsche 924, 27 points
3. David Finch, Porsche 914, 25 points

Midwest Division

1. Dennis Wilson, Triumph TR7, 42 points
2. Paul Fairchild, Datsun 2000, 24 points
3. Robert Hoffman, Datsun 2000, 17 points
4. Richard Gant, Triumph TR6, 16 points
5. Bob Hagestad, Porsche 924, 15 points

Southern Pacific Division

1. Bill Swan, Datsun 2000, 40 points
2. Greg LaCava, Porsche 924, 32 points
3. Wolfgang Maiké, Porsche 911, 28 points
4. Steve Whyte, Porsche 911, 9 points
5. Alan Johnson, Porsche 924, 2 points

Northern Pacific Division

1. Rich Bontempi, Porsche 914, 21 points
2. Lee Mueller, Triumph TR7, 20 points
3. Bruce Qvale, Triumph TR7, 11 points
4. Mike Fisher, Porsche 924, 10 points

*As of July 13.

REGISTRATION FORM
RUN FOR FUN

Dear Wilma:
I can't wait to Run for Fun!

NAME _____ Second Driver _____
Member _____ Applicant _____ Guest _____ REGION _____

Porsche model _____ Type _____ Year _____

Tires: Street or Racing? _____ 60 profile and lower, specify size
and manufacturer.

List all modifications...failure to do so may be reason for disqualification.
Enclose separate sheet if necessary.

Concours class: _____ A (Interior, exterior, trunks, engine, bottom)
_____ B (Interior, exterior, trunks, engine)
_____ C (Interior, exterior, trunks)
_____ D (Interior, exterior)

Weekend (\$60.00) _____ Saturday Only (\$40.00) _____ Sunday Only (\$40.00) _____

Anyone who is willing to help with timing, please indicate! _____
Make checks payable to PCA/Chicago and mail to Wilma White,
2009 S. Cottage Grove, Urbana, Illinois 61801. 217/367-0356.

REGISTRATION FORM
FIRST ANNUAL PORSCHE CLUB OKTOBERFEST

Frau Allman,
Prima, ich komme sehr gerne. Hier ist die Bestatigung.

Name _____
Entrance fee is \$3.00 per person.

Please reserve _____ places at the Porsche Club table.

_____ Ich spreche kaum Deutsch.

_____ I don't speak much English.

Make checks payable to PCA/Chicago and mail to:
Susan Allman, 2147 Oak Ave., Northbrook, Ill. 60062
Phone: (312) 564-0557

REGISTRATION FORM

TANSTAAFZ

Dear Max -

We'll be there on Sunday, October 5.

Driver _____ Navigator _____

Member ___ Applicant ___ Guest ___ Member ___ Applicant ___ Guest ___

Class: Equipped _____ Navigational Aids _____ Seat of Pants _____

Car make & Model: _____

Make checks payable to PCA/Chicago Region for \$8.00 pre-registered;
(\$10.00 at the line).

Mail registration form & check to: Max Meyer
1101 Oriole Drive
Munster, IN 46321

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Name _____ Wife's Name _____

New Address _____

Business Phone _____ Home Phone _____

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Glencoe, Illinois