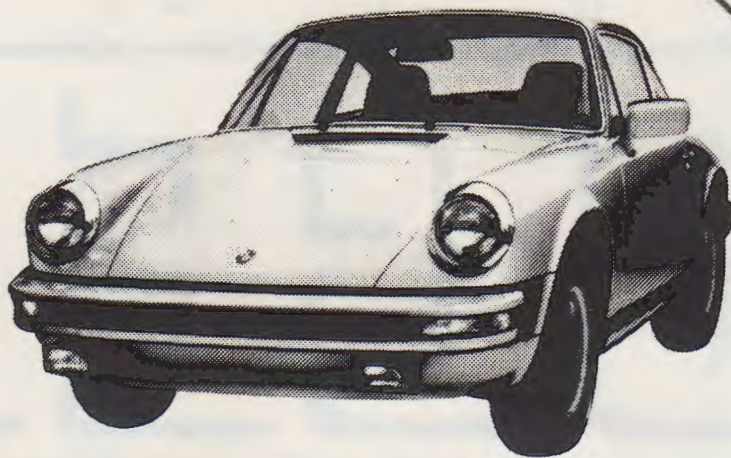


C H I C A G O

# AGENE



September 1982



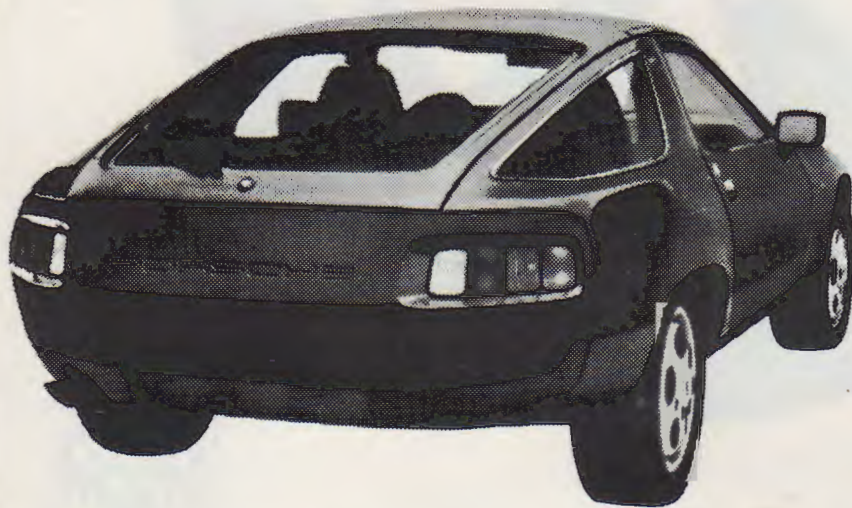
# LEE KLINGER

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 1  
THE  
FIRST  
EIGHT  
MONTHS



By Jerry Quebe

It all started last September when I decided that we would prepare the Carrera for the Halloween concours. With almost two months to prepare, it seemed that we should have plenty of time to prepare for Class 'A'. We also thought it would be good to have the car judged so we would know where its weak points were. We had in the back of our mind that we would go to the Reno Parade and enter the concours. It's still amazing how such an innocent start lead to a 9 month ordeal. This two part article is about the 9 month gestation period necessary for us to give birth to our concours entry at Reno.

The Carrera was over 7 years old and had 35,000 miles at the start of this adventure. Its first 10,000 miles included one complete winter on the road and a summer being pulled behind a motor home (I'm glad I came along when I did). The underside had never been concoured although I washed it occasionally. The only concours events either the car, Julie or I had ever been through were three topside only regional events where we garnered a 4th, 1st and 2nd. The latter being Road America in 1977, our last concours. Obviously, there was a lot of work to do by complete novices.

To prepare for the Halloween concours, the first thing I decided to do was paint the wheel wells. That first move was fatal. For those who don't remember, they are white and looked pretty good. But not next to new paint. Once I started, there was no place to stop. By the second weekend the oil cooler lines were removed.

My second decision and it also proved to be fatal. I had to remove the oil cooler lines to facilitate the painting, which had in one swipe of the paintbrush, gone from the wheel wells to the entire underside of the car. The problem with no oil lines is that you cannot run the engine. Remember this point because running the engine haunted me twice near the end.

If by now you've gotten out an old Scene to see how we did in the Halloween concours, forget it - we did. By the end of October, I had car parts strewn throughout the house and garage. By the following April, they were strewn throughout several suburbs in three different counties.

From September until mid-May, was a continual process of removing parts, refinishing them and storing them until I would be ready for reassembly (hopefully before the Parade - we needed the car complete by June 13 as my business commitments would allow no more time before leaving for the Parade). As each component was removed, all of the fasteners and miscellaneous parts were bagged and labeled. I had never disassembled a 911 before, so each piece was a stranger to me. I feared they would be even stranger when I went to reassemble. I was right. The workshop manuals and parts catalog which I purchased several years ago were now a valued partner.

Because of the cars age and history, most of the finish was gone on the multitude of bolts, nuts and washers, sheet metal screws and small parts. In other cases, some of the components were rusted and pitted. Hoses were faded and everything was dirty. I'm talking dirt. 7 plus years and 35,000 miles of accumulated highway sludge combined with a little oil leak here and there. I had to dig some of it out with a screwdriver after soaking it with Prepsol to soften it.

A major chore was to replace all of the small components which had a natural unpainted finish and could therefore not be easily refinised. I discussed this with Brian Allman who

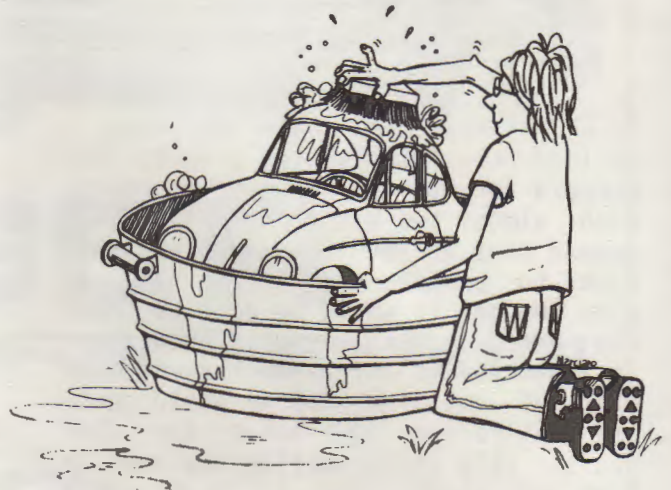
suggested I come up to Klinger Porsche-Audi and we would assemble all of their parts numbers and he would order them for me. Even that turned into an ordeal - for Brian - as there were hundreds of parts and each had to be checked for part numbers from its assembly. Some weren't identified or weren't available. Others were now substituted for. All-in-all it was a big headache for Brian, but he did a splendid job and most of what I wanted arrived in time. I also found a source near home for metric bolts and nuts in the gold chromate color indigenous to the Porsche. (Do you realize how many places carry metric fasteners in other than the gold color?)

The exhaust system consisting of heater boxes and muffler appeared to be in reasonable condition, but not of suitable finish for a concours. Several years earlier I had sand blasted and painted all of it and the metal was well enough preserved (so I thought). Mike Hamburg responded to a request I published in the Scene for anyone with knowledge of the whereabouts of an oven capable of baking VHT paint onto heater boxes. It seems he has his own. It worked well for the heater boxes but the muffler was too large so it went unbaked. We discovered pin holes in the muffler after it was sand blasted and painted. I bought a new muffler but didn't know what to do with it so at the last minute decided to go with the old one which looked so good (but unoriginal) mated to the freshly painted heater boxes.

As far as the exterior paint was concerned, the car has its share of dings and rock chips. The majority of them, however, were limited to small components which could be easily removed and repainted. Such items as bumpers, front valence, rocker panels and lower body trim were sent to Bodywerks of Barrington for Desi to refinish.

Throughout the cleaning and disassembly process I toyed with the idea of removing the engine and transmission so I could properly clean it

and repaint the underside of the car and engine compartment. As time went on and my task appeared more and more awesome, I decided to drop the idea and just do as good as I could. That was until a board meeting I attended where John Bohlander finally convinced me that the engine and transmission should come out.



The next Saturday morning and four weeks before we had to leave for Reno, John showed up and true to his statement, it only took 1 1/2 hours for the two of us to drop the engine. With the engine and transmission sitting on the garage floor, I was able to thoroughly clean it and in about 10 man-hours, accomplished what would have taken days if I had left it in the car.


Removing the engine, however, opened up a whole new opportunity (read more time-consuming work). I could now clean and properly paint areas under the car and in the engine compartment that I had intended to leave "as is". There went another week and week-end and time was growing short (now only three week-ends left).

John Bohlander returned one week and one day after helping remove the engine and two hours later it was back in place and hooked up. That sure felt good, but I worried if it would run. As I still had no oil lines installed and my freshly painted gas tank was sitting in the basement, I was left to worry.

Three week-ends (2 weeks +) away from leaving for the Parade we had finally brought home all of the components which had been scattered throughout the Chicago area. We were now ready for a concentrated effort at re-assembly but first our registration commitment at Elkhart over Memorial Day week-end. There went Saturday.

By this time I had gone through countless periods of anxiety over whether I would ever get the car back together, much less in time for the Parade. If I told (or was it yelled at) Julie once, I must have told (it was yelled at) her a half dozen times that we weren't going to make it and she should cancel our registration. Fortunately, she ignored most of those rages but I don't think she was prepared for that Memorial Day week-end.

The gas tank and oil lines went back on first. I couldn't wait to see if the car would run. It wouldn't! Next went in the light assemblies. Even with all brand new bulbs, they wouldn't work. The crowning blow, however, was bringing out all the nicely painted body sheet metal and bumpers and placing them next to the car for attachment. The paint didn't match !!

Next month - Concours D'Ordeal, Part II, The Final Three Weeks: 

### COVER CREDITS

I suspect that by now most of you recognize the logo selected for the 1984 Parade to be hosted by the Chicago Region.

The logo was designed by Bruce Morser, a graphic designer invited by Neil Holleb to enter the competition for logo design. A committee reviewed the entries in February and selected Bruce's design.

The logos have been printed on "Parade" T-shirts and will be available at all future events. Buy yours now! Proceeds from the sales are going towards the early expenses associated with the Parade.

# Peter Fischer Import Motors Inc.

SPECIALIZING  
IN COMPLETE  
MAINTENANCE  
AND REPAIR  
ON

OOOO  
AUDI



## 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

CHARITY BEGINS AT HOME

By Bob Ostholthoff

An old line, true, but it still applies in many ways. Once again we have a chance to prove that for the benefit of someone in our "home". That someone is The Sally Potter School for the Multiply Physically Handicapped.

No beating around the bush - this is a straight plea for your help. It is time for our 2nd Annual Charity Event this month and we are anxious to make it successful. The Sally Potter School was chosen again because of its close ties to Chicago Region and because of its smallish size. We can see our money doing some real good.

Exceeding last year's results won't be easy. Owen Johnson and Tom Pyrdek's act will be tough to follow and John Gustavson, this year's chairman, is working hard to at least match their efforts.

The bottom line to last year's success was, however, us - the members. We attended, participated, contributed...we cared. That caring was directly felt by the school. The school was able to obtain several new pieces of equipment, repair other pieces, and save the remaining money. That's better than buying stationary and pencils for an over-administered, major charity. We are giving genuine help to a group of children who need it. That's a nice feeling we can all share, whether we donated \$1 or \$100.

I'm sure we care just as much this year and hope that the results of this year's charity will reflect that. Mind you, we're not in a contest to top last year's proceeds (although, that would certainly be nice!) Our goal is to produce sorely needed money for The Sally Potter School. So, let's get together and do what we can. Our money is put to good use for those who need it far more than we do. Besides, we get to autocross and donate all in the same event. You can't beat that!



## **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

### **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



**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

## **Outmarker**

SEPTEMBERFEST CHARITY CHALLENGE  
By John Gustavson

WHEN: Sunday, September 26, 1982  
Registration begins at 12:00, Timing begins at 1:00

WHERE: Walgreen's Parking Lot  
200 Wilmot Road, Deerfield  
(near VWOA, South of Deerfield Rd., east of 294)

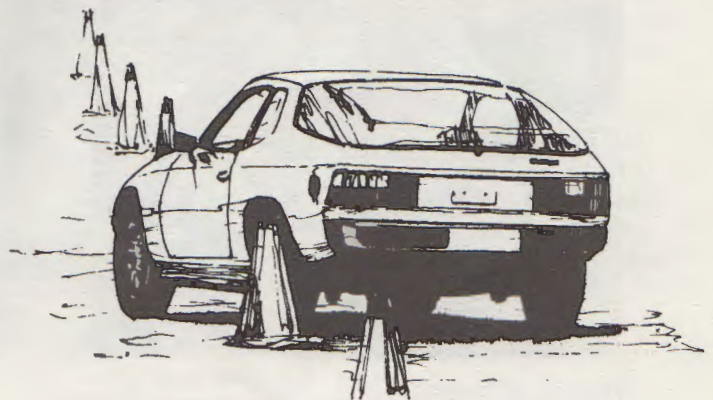
DINNER: Phil Johnson's in Northbrook  
Chicken a la Kiev

This is our annual benefit event for the Sally Potter School for the Multiply Physically Handicapped. It is a fun event and our fun and generous support and contributions help the school immensely. Last year we contributed over \$2,100 that allowed the school to purchase an electric wheelchair and a prone/standing board and to overhaul their Amigo, an ambulatory cart, among other things.

We will have raffles, door prizes, challenges and sidebets, all for this worthy cause. Incidentally, if you or your friends and neighbors can contribute some product or service for a prize, the gift will be noted and appreciated.

So plan to have some fun, drive your car fast and support an organization that has long close ties to the Porsche Club.

Plan on being at the event on Sunday, September 26th.



# PHOTOGRAPHS

By Vic (SUN) HARRIS  
 SUMMER FUN AND SUN RALLYE



Linda - "This rallye is how long?"



Gene - "Isn't this a good way to spend your 21st birthday?"  
 Liz - "I was hoping for an Elgin"



Instruction One - "write on first opportunity"



Mike - "Do I know how to pick a navigator?"



Jerry - "To finish first, you must first finish!"



Trophy winners



Amy - "How we doing, John?"  
 John - "Great, we're already up to 1500!"  
 Linda - "I don't think you have the hang if it yet, John."



Jerry - "The way to calculate a Monte Carlo leg is 'seat of the pants'!"



Dana - "This rallye is how long?"

## RESULTS

### Summer Fun & Sun Rallye

#### Equipped

- \* 1. George & Linda Gutmann 259
- \* 2. George & Sara Melford 641
- \* 3. Jerry & Helga Meyer 734
- 4. Bill & Sandra Frazier 1928

#### Seat of the Pants

- \*1. Brian & Sue Allman 652
- \*2. Mike Zurick & Walter Minato 663
- \*3. Bob Johnson & Jeanne Hart 751
- \*4. Tom & Randee Beverly 774
- \*5. Dean & Millie Bangert 801
- 6. Gerry Gleason & Mimi Alchuller 825
- 7. Gene & Liz Coburn 961
- 8. Jim & Alice Harper 1150
- 9. Joe Hill & Joni Molinare 1246
- 10. Vic & Val Harris 1248
- 11. John Steging & Amy Brooks 1893
- 12. Rich & Lorren Lotesta 2000
- Geno Bilotto & Mary Marganski DNF
- Al Smith & David Nocera DNF

\* Trophy

## IN-BOX

"Dear Ms. White:

I am a member of PCA, Hudson Champlain Region, and am trying to relocate a 1964 356C for the original owner who lives in my town, Kinderhook N.Y. He sold the car (much to his current regret) in 1977 to an engineer - James Skellet - who drove it to Illinois (don't know what region). I tried advertising in the Wanted section of a recent Pano, but no response.

Is there a major dealer in your area who may have serviced the car? Do you have any other recommendations on how I might trace the car?

It was dark green (#128 209) and unique in a few ways. All leather (dash, door panels, etc.) black interior, may still have Lion's Club and Nuerburgring emblems on dash. Any help would be appreciated. Thanks very much."

Charles Treadwell  
 P.O. Box 491  
 Kinderhook, NY 12106

# Insight

## RALLYE CALCULATIONS

By Sara Melford

The major difference between the Seat of the Pants class and the Navigational Aids and Equipped classes is the role the navigator plays in keeping the car on time. Even Seat of the Pants car navigators can be called upon to make calculations, especially for Monte Carlo legs to help keep the car on time while the driver enjoys really driving the course.

The following discussion outlines the major types of calculations that are normally made by the navigational aids and equipped cars.

Odometer Correction Factor - OCF

$$\text{OCF} = \frac{\text{your odometer check mileage}}{\text{official odometer check mileage}}$$

This is the factor by which your odometer differs from the official odometer. Unless this factor is very nearly one, this difference can make the difference between winning and losing. If you make no other calculations, this factor should be calculated at the end of the odometer leg and used to adjust the rallye CASTS. If your mileage is greater than the ORM (the official rallye mileage), you have to drive a little faster than the assigned CASTS; if your mileage is shorter, you have to drive a little slower.

This factor is required to convert any ORM, such as for a specific turn, to the mileage on your odometer. To calculate this mileage, multiply the ORM by your OCF.

Note that if you have been off course before the specified ORM, you cannot apply this calculation directly, but you would need to reference it to the last known ORM such as that of a checkpoint.

In this case multiply the OCF times the difference between the ORM and the last official ORM (checkpoint) and then add this to your odometer reading at that same point. This factor could also be used to calculate an adjusted

CAST for your odometer. Simply multiply the CASTxOCF to calculate your CAST.

## TIME CALCULATIONS

Navigators in the best Seat of the Pants cars in SCCA rallying frequently make pencil and paper calculations to help keep the car on time. A navigator in a navigational aids car may use rallye tables or a Steven's wheel (a type of circular slide rule) to make the calculations easier and quicker. The equipped cars normally have a rallye computer or a Curta which keeps a cumulative count of rallye time and mileage.

Time Factor - TF

$$\text{TF} = 60 \text{ min./hr/CAST mi/hr.} = \frac{\text{min}}{\text{mile}}$$

The time factor is the basis for timing calculations, regardless of class and method of calculation. For instance, a CAST of 30 results in the calculation  $60 \text{ min/hr}/30 \text{ mi/hr} = 2 \text{ min/mi}$ ; i.e. you need to drive 2.00 minutes to cover 1.00 ORM. A CAST 45 requires 1.33 min/mi. while a CAST 40 requires 1.50 min/mi.

The official time required to cover a specific distance shown by your odometer would equal  $\frac{\text{your mileage}}{\text{OCF}} \times \text{TF}$

If you are making pencil and paper calculations, you might want to set up a table of these time factors corrected for your odometer while you are waiting at the end of the odometer leg. Normally, a rallye has only about a half dozen different CASTS and such a table can be helpful as suggested below. Timing calculations aren't for everyone but they are needed if you aren't going to drive a Monte Carlo leg at a slow, boring speed.

Sometimes for a Monte Carlo leg, you will have plenty of time to make your calculations after you arrive at the checkpoint, but frequently this is not the case. Your best bet is to calculate how long you should have taken to drive a particular CAST for a specified mileage and to keep a run-

ning total so that you will have only to calculate the last section to the checkpoints when you arrive. This is also the basis of the first calculations you would make for a regular rallye leg. Two columns distinct from your rough calculation area can help keep track of these calculations for you. A sample set up appears below:

TIME FOR CAST SECTION	+	TOTAL TIME FOR LEG
2.04		
1.21		3.25
3.71		6.96 etc.

Obviously, this running leg time is necessary for a regular leg and helpful for a Monte Carlo leg where normally you must turn in your calculated time before the actual time on the clock.


If you are using these calculations for regular leg, the navigator can note the time a CAST change. He can then tell the driver that he was up or down so many hundredths of a minute at the time of the CAST change. The driver then can adjust his speed, especially when coming into a checkpoint.

If the rallye team wants to go a step further, the navigator can calculate the time for every mile, half-mile etc. This calculation is where the corrected time factor table comes in handy for the seat of the pants navigator since all he needs to do is keep adding this factor for each mile driven. Again, a two or three column set-up helps keep track of mileage, time, and overall time; moreover, it is probably wise to set off the various CAST sections so they can be identified at a glance. Note that it is easiest to use mile increments of the mileage for a CAST change and not to try to match them to the exact mile.

Finally note that these calculations give you hundredths of a minute instead of seconds. Therefore, if you are serious about calculating, you'll probably want to buy a hundredths of a minute rather than a seconds stop watch. And last but not least, no matter how refined your timing calculations become, they're not going to be right if you're not on course.

#### 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**



## BUNDY'S CARRERA TURBO STRIKES AGAIN

Doc Bundy made it two straight CRC Chemicals Trans-Am wins for the Holbert's Racing/Escort Porsche Carrera Turbo by taking the GI Joe's Rose Cup at Portland.

The contest was almost a repeat of Bundy's victory at Sears Point as he conserved his car in the early laps and then came on strong at the finish.

"I try to put pressure on the guys I'm racing with and drive as fast as I can without wearing out the Escort Porsche or my Good-year Eagle tires," explains Bundy.

Hurley Haywood challenged for the lead in the Bayside Disposal Carrera Turbo before suffering a ruptured oil line. Teammate Bruce Leven finished ninth in his Bay-side entry.

Two weeks later at Laguna Seca, Bundy suffered mechanical problems and the win went to Elliott Forbes-Robinson's Pontiac Trans Am. Bob Bergstrom brought the Whitehall Porsche Carrera Turbo home in sixth.

### Results: Portland

1. Doc Bundy, Holbert Racing Carrera Turbo, 52 laps.
2. Elliott Forbes-Robinson, Pontiac Firebird Trans Am, 52 laps.
3. Greg Pickett, Chevrolet Corvette, 52 laps.



The BFG Porsche Carrera Turbo took GTO honors at Le Mans.

## Porsche



E. Paul Dickinson takes delivery of his new Pro Solo 944 from Bob Nickel of Sewickley Porsche Audi.

## U.S. DRIVERS ROLL UP PORSCHE CUP POINTS

At mid-season, U.S. Porsche drivers hold 10 of the top 20 positions in the international Porsche Cup standings.



John Paul, Jr.

Leading the U.S. contingent is John Paul, Jr. with 148 points. Paul stands third behind France's Bob Wollek (224) and Germany's Rolf Stommelen (188).

Other top American drivers include two-time Trans-Am winner Doc Bundy, seventh, with 72 points; John Paul, Sr., eighth, (64); Bob Akin, ninth, (52); M.L. Speer, 10th, (40); Ted Field, 12th, (30); Al Holbert, 13th, (28); Craig Siebert, 14th, (26); Danny Ongais, 15th, (24); Terry Wolters, 18th, (20).

## Racing News



Pit action. The second-place Porsche 956 stops for fuel at Le Mans. Porsches won four different categories in the event.

# FIRST GEAR

NEEDED: FORMAL DRIVER TRAINING

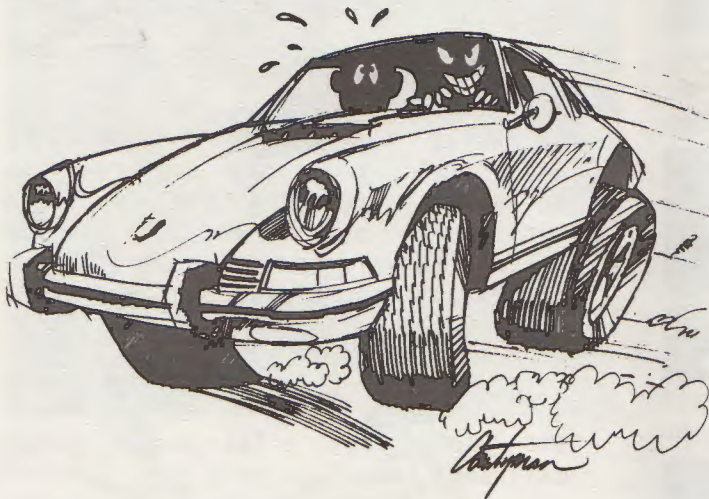
By Eve Estrada

The Blackhawk events are billed as driving schools. I consider these more of an open track practice event rather, than a teaching/ training session.

I realize that the Chicago Region's handling of driving instruction is informal. Primarily, on track training using experienced members as instructors.

Overall, this approach seems to serve the purpose. However, I think it is time to consider and evaluate the new membership's driving instruction needs. A formal driving seminar (one or two days) may be worthwhile. Let's consider the following:

- Our members are not trained instructors (this is not to question anyone's driving knowledge nor ability).
- Many of us are friends - instruction comes harder.



- Instructors loose valuable track time.
- Novices may be rushed and not receive the required attention.
- Present track training screens out potential participants. I speak from experience, it took me over a year to enter a speed driving event.

A formal driver training seminar would encourage participation of individuals who have shyed away and normally would not enter a speed driving event. Cost is always an important factor, and in this case I am not sure what it would be. However, I encourage all interested individuals to voice their opinion to the editor.



## Did You Know That ..... ?

Steve Jianakopolos the PCA legal advisor is also available and willing to help individual members with Porsche related legal advice. Consult Panorama for his address.

### Hoosier Auto Show & Swap Meet, Inc. INSIDE THE FAMOUS 500

### INDIANAPOLIS MOTOR SPEEDWAY

SEPTEMBER 17, 18, 19th, 1982

Our Man Of The Year - Jack L. Martin

OVER 110 CLASSES - 1500 SWAP SPACES AND 400 CARS FOR SALE  
WELCOME TO THE BIGGEST & BEST CAR SHOW & SWAP MEET IN THE MID-WEST! Visitors desk open 9:00 AM to 7:00 PM in the lobby of the SPEEDWAY MOTEL Thursday, Sept. 16th. Mr. & Mrs. Stanley Crain and staff will help with any questions and accept late registrations.  
HOURS: GATES OPEN DAILY 7:00 AM, CLOSE FRI., SAT., 6:00 PM-SUNDAY 4:00 PM.  
NO OVERTIGHTERS, all must leave grounds at closing times.  
ENTRANCE TO SPEEDWAY GROUNDS: Show cars, sale cars and swap vendors use your PRE-REGISTRATION windshield pass and enter gate 2 from 18th St. (13 foot clearance; all other gates have a 7 foot clearance). GENERAL PUBLIC WILL ENTER GATE 10 FROM 30th ST. AND PARK IN THE NORTH 40 LOT.  
SPECIAL EVENTS: Sat. Sept. 18th Judges Meeting 10:00 AM. Judging starts 11:00 AM and registration closed. ANTIQUE FIRE EQUIPMENT EXHIBITION 1:00 PM. TRACK TOUR 2:00 PM. AWARDS BANQUET SPEEDWAY MOTEL Cocktail Party (Dutch treat) 7:00 PM and Banquet at 8:00 PM.  
SPECIAL EVENTS: Sunday, Sept. 19th. The WHEELMEN, high wheel bikes, start their race and show at 12:00 Noon followed by the Westside Gymnastic Club tumbling and athletic exercises. The Kokomo Pioneer Auto Club will assemble their Model T Car from parts to driving condition in seconds.  
PLAN to dress in period costume and enter our CASH AWARDS contest. \$50.00 to the best masquerader of times past. 2nd, 3rd & 4th places will receive \$25.00 each. Be sure to bring your showcar and enter, at the showfield tent, our Car & Driver cash drawing for 3 each \$50.00 cash and a grand prize of \$100.00. Car & Driver must be present to be eligible, drawing at 2:30 PM. The TONY MILES BAND will play for your entertainment.  
SHOW CARS: For the most part show cars are judged to stock; however, a few classes, if your car fits, are judged to altered or modified standards. The entrant must determine his proper class but is subject to final judgment of Show Field Chairman. We judge to a 100 point form but inclement weather could force sight or station judging with judges decision being final.  
SWAP SPACES: To retain last years space we must have your entry by Aug. 2nd. If you request the same spaces as last year your application will be processed and returned. If changes are required you most likely will receive your confirmation after Aug. 2nd.  
WE URGE PRE-REGISTRATION! Avoid traffic problems & late fees. Cash or money orders only accepted at drive-in registration tents. Make checks payable to Hoosier Auto Show & Swap Meet Inc. NO REFUNDS.

For information or registration contact:

Mail To: Show Cars  
Frank Litherland,  
Gen. Chairman  
P.O. Box 212  
Brownsburg, IN 46112  
317-852-3922

Mail To: Swap Spaces  
Charles Crafton,  
Swap Meet Chairman,  
P.O. Box 212  
Brownsburg, IN 46112  
317-839-2109

Austin Healey, Corvair and Porsche have their own Banquets,  
mail entries accordingly to:

Austin Healey  
Craig Rice  
4245 Roland Rd.  
Indianapolis, In 46208

Corvair  
Phil Riddle  
8185 E. 725 N  
Brownsburg, In 46112

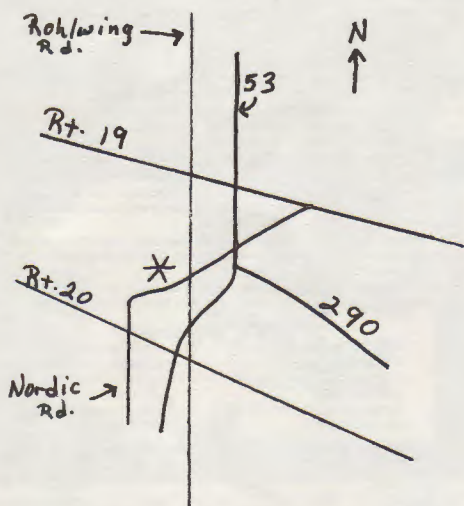
Porsche  
Mike Robbins  
7533 E. Westfield Blvd.  
Indianapolis, In 46240

## *Sve-cially Speaking*

### MUNCH-A-BUNCH BRUNCH

Date: Sunday, October 24  
Time: 10:30  
Place: Carson Inn-Nordic Hills  
Rt. 53 & Nordic Rd.  
Itasca

Let's start with fresh fruit salad, jello or spinach salad, macaroni with shrimp, to mention a few. Next comes scrambled eggs, sausage, chicken crepes, sweet and sour pork, cheese blintz with lemon or blueberry sauce, succulent slices of rib roast and creamy noodles. If your taste buds are starting to tingle and you're getting ready to eat this article then you're ready for our Munch-a-Bunch Brunch. On Sunday, October 24 steer your Porsche to the Carson Inn-Nordic Hills in Itasca. We'll be brunching in the Oslo Room, which overlooks the golf course, starting at 10:30. Located off Rt. 53 between Rts. 19 and 20, Nordic Hills is easy to get to, there are huge signs posted along the way. The cost is \$9.25 for adults and \$5.00 for children under 8. Please try to register by Friday, October 22. Veteran Brunchers know by now not to nibble Saturday night or especially Sunday morning. So mark your calendar, send in your registration and start training for our brunch extraordinaire. Oh, did I mention chocolate mousse, English truffle, cherry tarts, chocolate eclairs, cream puffs.....



## REAR VIEW MIRROR

### CRUISIN' DOWN THE RIVER II

By Soggy Sally

Crusin' Down the River III will from this day forward be referred to as 'It Ain't Gonna Rain No More Chicken Fry'. Any reference to boats in this club and you get all wet. I must say, though, Sue's timing is impeccable. Somehow she made the downpours stop while we were on the boat. But driving to a boat ride when it is raining cats and dogs makes you wonder about yourself (and the 60 other people that showed up). After the decks were swabbed (thanks to Jean Janacek and her Viva crew) we were on our way up the river, enjoyed each others company and a chicken dinner complete with all the trimmings including cake and ice cream.

A few notes were occasionally heard coming from our favorite baritone Dean Bangert. And we all shared some beer and wine while drooling over the Region of the Year trophy. (Some of us shared less and drooled more than others). Right Brian A.?

Thanks to Sue Allman and the St. Charles Belle II captain and crew, we had a very relaxing and enjoyable evening with our friends. We are looking forward to seeing more of you on next years ~~clubs~~ Chicken Fry.



# PHOTOGRAPHS

By John Bohlander

## CRUISIN' DOWN THE RIVER



Jean - "Dam!! ..What Dam?"



Julie - "George, did you see the Region of the Year trophy?"  
George - "Oh, is that what it was, I thought it was Bob O's trophy for driving furthest during a parade".



Randy - "Tom, let's sign up for the Treffen this year so I can get an up-to-date T-shirt".



Pat - "Boy, is this chicken good!"  
Jackie - "How can you eat when this boat keeps rocking back and forth?"



Terry - "If you find out what I just ate, don't let me know".



Chris - "I am marrying him for his charm, grace, poise, manner, &.... what else did you say Bob?"



Okay, enough with the squinty eyes, we know you're from California.



Ben - "We have to partake in more of these Porsche Club events, this is rather enjoyable."  
Dolly - "Yes, Ben. We should eat cold chicken on a wet boat more often".

# 1984 CHICAGO PARADE

By Neil Holleb

Two years ago I was approached by Wilma White, then President of the Chicago Region, and was asked by her if I would consider working on a Parade. Since that time, many things have happened and many people have made commitments. I thought that I would share with you the thought processes and the events that have occurred.

My first response to Wilma when she asked if I would work on a bid for the 1984 Parade, was to say that I would consider it but could not answer at that moment.

The first thought that came to my mind was whether or not a Parade could be held in Appleton, Wisconsin. There were many factors which would be involved in making the determination as to whether the Parade could be held. To make this determination it was necessary to go to Appleton, Wisconsin, for a weekend of investigation. First, the investigation was necessary to determine whether there were adequate hotel rooms to accommodate the 1,250 to 1,750 Parade participants. The second factor was the availability of a banquet room of adequate size for a sit-down banquet with all the attendees in one room. The third and fourth items dealt with the availability of Concours sites and the availability of Road America for the Autocross at a price that could be justified.

If none of these four factors were achievable, it would be very simple; "No, I would not be interested in working on a bid for the 1984 Parade because it can not be held." However, my weekend inspection trip and our tour of the Appleton area, given to me by 'Black Bart', led me to the determination that the Parade could, in fact be held in the Appleton, Wisconsin, area.

I called Wilma and informed her that, "Yes, I would be willing to work on the bid for the 1984 Parade, if the

Chicago Region wanted to bid on that Parade." There were many trips back to the Appleton and Elkhart Lake areas for meetings with the Chamber of Commerce, hotel operators, Road America management, automobile dealers and many more.

The Parade bid required a proposed schedule of events. The bid had to be presented in written form no later than June 1, 1982. It was to be followed up on Sunday, June 20, 1982, at the MGM Grand Hotel in Reno with a presentation to the National Executive Committee. In order to prepare the written bid and audio-visual presentation to the Executive Committee, many months of work were involved. Through the cooperation of the people listed on the accompanying staff listing, the information was assembled and presented.

I would like to thank those people that helped in the presentation of the bid.

As you know, the Chicago Region was selected to hold the 1984 Parade. The Parade will be based in Appleton, Wisconsin, July 8, 1984, through July 14, 1984. The Autocross will be held at Road America on Wednesday, July 11, Thursday, July 12, and Friday, July 13

At the Parade in Reno I attended a Chicago Region cocktail party and was approached by a Chicago Region member attending the Parade that asked me "Why did Chicago Region want to host the 1984 Parade, and why did the members of the Chicago Region want to put forth the effort required to host the 1984 Parade?"

I believe that answer is simple. Without members willing to give their time and effort there would be no regions and, therefore, no National organization. In order for the club, which we enjoy so much, to exist, we, who take so much enjoyment must occasionally assume the responsibility required to keep the club viable. For that reason, the staff members on the accompanying list have taken the responsibility.

Chicago Region 1984 Parade T-shirts

will be available through Bruce and Jean Janacek. They will have T-shirts available at most of the coming region events. It is suggested that advance orders be placed with Bruce and Jean. Their phone number is (312) 246-5492.

ORGANIZATIONAL STRUCTURE/STAFFING

GENERAL CHAIRMAN	Neil Holleb
VICE CHAIRMAN	Wilma White
TREASURER	Rew Godow
LEGAL	Tom Pyrdek
REGISTRAR	Helga Meyer
CONCOURS	Pat Heigho
RALLYE	Linda & George Gutmann
AUTOCROSS	Bob White
TECH QUIZ	John Bohlander
TECH INSPECTION	Brian Allman
TECH PRESENTATION	John Bohlander
TIMING & SCORING	Donna Teter
GOODIE STORE	Bruce & Jean Janacek
TROPHIES & ART SHOW	Dick Gunther
SAFETY	Jim Gladish
MEDICAL	Dr. Nate Hillrich
INFORMATION SYSTEMS	Walter & Mae Minato
SPONSORSHIPS	Jim Dorfman
BANQUETS/HOTELS	Dan Bacin
SOCIAL	Sue Allman & Arlene VanderWerff
GRAPHICS	Julie & Jerry Quebe



**AUTOCROSS/CONCOURS**

**Achtung!**

A Guy with his Porsche  
 from Chi  
 Said, "Hey, I'm sure gonna try  
 I'll pick up my girl  
 To Wisconsin we'll whirl  
 And really end up on a high."

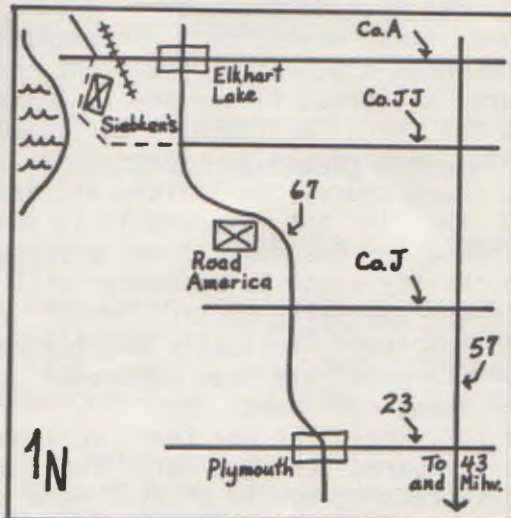
Road America's  
 Better Than Any  
 Lime Rick

September 3, 4, and 5, 1982  
 Road America  
 Elkhart Lake, Wisconsin

This is your last chance in  
 1982 to test your skills and  
 try to match yourself with  
 the potential of your Porsche.  
 "You can't go back again".

There is also the second  
 concours event of the year  
 combined to occur on Saturday  
 morning.

If that isn't enough, there  
 is the First Annual Limerick  
 Contest on Friday.



## MINUTES MINUTES MINU

By Helga Meyer

The June 11, 1982, Chicago Region Board meeting was held at the home of Tom Thompson.

Neil Holleb sent Chicago's 1984 Parade bid to make his presentation at the Reno Parade.

The nominations for 1983 National officers are President-Hank Malter; Vice Pres.-Jim Perrin; Secretary-Sandi Misura; Treasurer-Dennis Thovson. The Chicago Board felt Bob White did a good job and that he should be nominated if he would accept.

At the National Board meeting in Reno, Lone Star Region will propose to change the selection of Zone Reps from appointment by National to an elected position by the regions within the zone. Bob Ostholthoff will vote against this motion.

The following applicants were approved for membership: Gerry Gleason and Mimi Alschuler, Donald & Virginia Lyddon, Dick & Annette Sattler, and Gregory & Richard Vrablick.

Bob Law has found a new autocross site at Walgreen's parking lot on Wilmot Rd., Lake Cook Rd., and the tollway. Everyone is to be on the lookout for possible autocross sites.

The Board approved a motion to have Rip Patterson buy a button making machine and 500 buttons.

The following decision about double car autocross entries was approved by the Board. Short course autocross fees = one full fee + 1/2 fee for each additional car and/or class entered. Only one car may be run for trophy; this car must be designated prior to timed runs would be interspersed throughout the rest of the event. Long course autocross fees = one full fee + \$25 for each additional car and/or class. Procedure is the same as for the short course. On limited entries a 2nd car is not allowed if it would prohibit someone else from entering. The charity event in September will be held for the Sally Potter School for the Multiply Physically Handicapped. Four tripods have been purchased for our timing equipment.

The 1981 Region of the Year scrapbook was prepared by Bob Ostholthoff and his secretary; Bonnie Gladish made the leather cover.

The July 9, 1982, Chicago Region Board meeting was held at the home of Jerry and Julie Quebe.

Bob Ostholthoff congratulated Chicago Region for being chosen Region of the Year and Wilma White for being chosen Enthusiast of the Year.

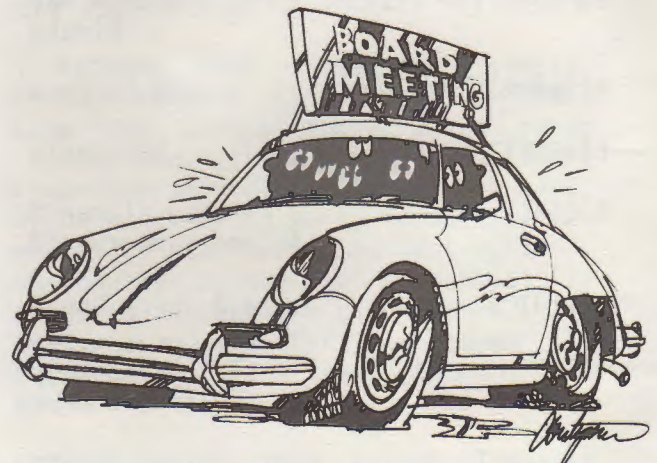
Bob White has agreed to be nominated for PCA treasurer; 3% of the national membership are required to sign the petition.

Wilma White reported on the National Board meeting in Reno. The motion to put kilometers on Parade rallies was defeated. About membership renewal: everyone must renew his membership on time or he'll be dropped; and when put back in, you don't get back issues of Pano, but you can buy them for \$1. In Canada there is a problem with insurance; consequently, region members and dealers are doing thorough appraisals on members' cars, and this is being recognized by Canadian insurance.

The following applicants were approved for membership: Paul and Bruno Canale; Roscoe and Juliann Foster; and Bill and Debra Samp.

Chicago will host the 1984 Parade. Congratulations to Neil and Wilma for all of their work in collecting data for the Parade bid. Good publicity for the 1984 Chicago Parade is that it is in Appleton, Wisconsin, and we'll be using Road America for the autocross.

The nominating committee has been selected by Bob O. It consists of Tom Harwood (chairman), Debby Leed, Helga Meyer, Tom Thompson, and Howard Yefsky.



# PSSST !!

## WANNA BUY A . . . . ?

FOR SALE: 4 - alloy wheels from 1974 911S 6x15, with 185/70 VR 15 Dunlop SP sport super tires, \$400. Jay R. Novick, 725 Becker Road, Glenview, IL 60016, 724-7161

FOR SALE: 1971 911S coupe, 9111300622 Silver/blk, paint and interior all original. No rust, lowered, aligned, recarro sport seats, factory sport muffler, Racemark steering wheel, XWX tires on factory mags, European H-1 (twin bulb) headlights, European tail lens, A.C., Pioneer AM-FM cassette w/rear speakers. Less than 19,000 original miles, car cover, nose mask, no accidents, no winters. Car has factory aluminum engine lid and rear body panel. Very fast and strong. \$17,500.00, price is firm, no bargain hunters, please. Needs another good home. Call Frank Wagner, 1545 Philadelphia S.E., Grand Rapids, Mich. 49507 (616) 245-0981. No collect calls.

FOR SALE: 911 ATS cookie cutter wheels, 2 in good but not perfect condition. \$80 each or best offer. Terry Clark, 312/962-8686.

WANTED: Original equipment radio and door speakers for 1974 911. Call Jerry Quebe 870-0543.

FOR SALE: 1974 911S coupe #9114300660 Gemini blue, sunroof, pwr. windows, rear defog, alloys, Blaupunkt AM/FM cass stereo, Konis, XWX's, fogs, original owner. 42,200 miles. Best reasonable offer or would like to trade up to a 928 plus cash. Lets deal. Rich Ward, 739 Cumnock Rd., Olympia Fields, IL. 60461 312/799-4800

WANTED: Parts 914 2.0 liter 1975 heat exchanges, flapper boxes, muffler, or earlier year 914 muffler. Good quality tires for street and track, maybe wheels. Terry Clark, 2801 King Drive, Chicago, 312/842-5169 home; 312/962-8686 office.

FOR SALE: 1979 911 SC Targa, red, full leather interior, air cond., mag wheels. 36,000 mi. 23,000.00. Bob Giesel, Home 751-0949, Business, 379-4070

FOR SALE: Experienced tires - no training required. Michelin XWX & Pirelli CN-36 185x70 VR 15. Tread depth 2/32-4/32. Call Rich Lotesta, 496-8600.

## Did You Know That ..... ?

The latest entry to the Porsche stable, the 944, is in heavy demand. So much so that private "speculators" are advertising them for sale at premium prices ranging up to \$3,000 over purchase price. The Scene received one such call from out-of-state. It has also been reported that some dealers in the country have been taking advantage of the situation and have marked up the sticker price somewhat.

An early casualty of the demand for the 944 as well as other Porsche and Audi models is the European delivery program. It has been reported to the Scene by one local dealer that they have been advised that the program has been temporarily cancelled because the factories cannot meet dealer demand for the cars. This is apparently true for Audis as well as Porsches. It's enough to make a guy go out an order a double hot fudge/almond sundae.

### 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.

# MINI SERIES STANDINGS

By George Melford

With three of the Mini Rallies now history, here's how our PCA folks are doing:

Mini I - May 8, 1982

John & Dianne Welda - 3rd overall - 1st PCA

Bob & Jim Ostholthoff - 9th overall - 2nd PCA

Norm Studier & Ellen Leigh - 36th overall - 3rd PCA

40 cars total - 38 turned in score sheets

Mini II - June 12, 1982

John & Dianne Welda - 6th overall - 1st PCA

Bob & Jim Ostholthoff - 25th overall - 2nd PCA

32 cars total - 32 turned in score sheets

Mini III - July 10, 1982

John & Dianne Welda - 1st overall - 1st PCA

Norm Studier & Ellen Leigh - 23rd overall - 2nd PCA

Joe Hill & Joni Molinari - 24th overall - 3rd PCA

32 cars total - 32 turned in score sheets

Overall points in PCA Mini Competition after 3 Minis:

John & Dianne Welda - 30 pts.

Bob & Jim Ostholthoff - 14 pts.

Norm Studier & Ellen Leigh - 12 pts.

Joe Hill & Joni Molinari - 5 pts.

John and Dianne have cinched it as we're scoring 3 of the 5 Minis but, anyone can take 2nd, 3rd, or 4th place with 2 Minis remaining.

As for club competition in the Minis after 2 Minis, I don't have club standings for Mini III, BMW leads the pack with 44 pts, ETOMBO is 2nd with 33 pts, SCCA is tied with PCA, each with 16 pts, for 3rd place. Hopefully, we can get some more cars on the 2 remaining Minis.

Mini IV - August 14

Mini V - September 12



## Manny's PORSHOP

Some of the services we provide for all Porsche models

- \* Preventive maintenance program.
- \* Ride height lowering, weight balancing and bump steer.
- \* Chassis reinforcement and sway bar installation.
- \* Brake system modification and twin master installation.
- \* Weber carburetor conversion, rejetting, and rechoking.
- \* Performance modification of injection systems.
- \* Engine rebuilding to stock specifications, or all out racing.
- \* Gear changing and cam timing alteration.
- \* Turbo charging.

Benefit from our winning record in building and maintaining GTO & GTU IMSA Porsches and SCCA Production Class Porsches.

16973 Vincennes  
So. Holland, Ill.

312-333-6606  
Manny Shoshoo

BY APPOINTMENT ONLY

# IN-BOX



Dear Chicago Region PCA,

Milwaukee Region PCA wishes to invite your members to our last slalom of the season on Sunday, August 29th. The autocross site, Gateway Technical Institute in Kenosha, Wisconsin, is equidistant from Chicago and Milwaukee. We thought it might be fun to have a Chicago-Milwaukee Challenge...so send your "hot shoes." Since we must run according to the Greater Milwaukee Autocross Rules and Classes please note the information below. Greco's Pizza, 1760 22nd Avenue, Kenosha, will be the site of an after-slalom get together. For additional information contact Dean Podevels at 414-637-9318.

Date: Sunday, August 29, 1982

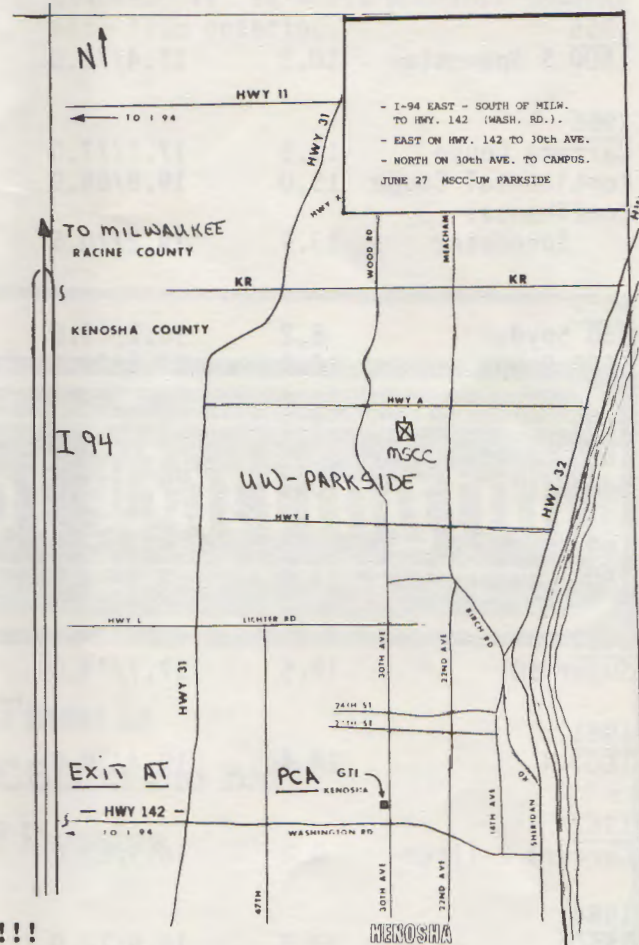
Time: 9:00 Registration  
11:00 Timed Runs

Place: Gateway Technical Institute

### GMACS Car Classifications

There are 4 major groups in each Class, depending on the preparation (Stock, Prepared, Race, and Modified).

- A-High performance Sports Cars (911's, 914-6's, 928's)
- B-Mid-range Sports Cars (all 914's, 924's, 924 Turbos)
- C-V-8 powered rear drive pony cars and sedans
- D-small Sports Cars and performance sedans (356's)
- E-Front wheel drive
- F-6 cylinder rear drive
- G-4 cylinder rear drive



P.S. Congratulations on the 1984 Parade!!!!

## Porsche Performance Tests

The following information was gleaned from the recent 35th Anniversary issue of Road and Track. It contains all of the 0-60 and quarter mile times of every Porsche which Road and Track has ever tested. Times given are in seconds. The quarter mile times are followed by speed in MPH where available.

<u>MODEL</u>	<u>0-60</u>	<u>1/4 MILE</u>
<u>1952</u> 356-4	13.8	18.4/N.A.
<u>1954</u> Super Coupe	12.4	18.9/75.5
<u>1955</u> 1500 S Speedster	10.3	17.4/76.0
<u>1956</u> Carrera Coupe	11.5	17.7/77.0
Continental Coupe	15.0	19.8/69.9
Continental Speedster	13.9	19.2/70.5
<u>1957</u> 550 Spyder	8.2	16.1/83.0
1600 Coupe	14.4	19.3/70.0
<u>1958</u> 1600 Super Speedster	10.5	17.1/77.0
<u>1959</u> 1600 Convertible D	14.0	19.4/70.0
<u>1960</u> Super 90	12.5	17.7/74.0
<u>1961</u> 1600-N	14.4	19.4/70.0
<u>1962</u> Carrera 2-liter	9.2	16.9/83.0
<u>1964</u> 356-C	13.5	18.9/72.0
904R	6.9	14.5/103.0
<u>1965</u> 911	9.0	16.5/86.0
<u>1966</u> 912	11.6	18.1/78.0

<u>MODEL</u>	<u>0-60</u>	<u>1/4 MILE</u>
<u>1967</u> 911S	8.1	15.7/88.1
<u>1968</u> 911 Sportomatic	10.3	17.3/81.0
<u>1969</u> 911E	8.4	16.0/83.0
911T	8.8	16.2/81.0
<u>1970</u> 911S 2.2	7.3	14.9/88.5
914	13.9	19.2/70.0
914	13.9	19.2/70.0
914/6	8.7	16.3/83.0
<u>1971</u> 911T Sportomatic	9.1	17.2/83.0
<u>1972</u> 911E	6.6	15.4/92.0
<u>1973</u> 911S	7.8	16.3/93.5
914 2-liter	10.3	17.8/78.0
Carrera RSR	5.6	13.2/105.0
<u>1974</u> 911 Carrera	7.5	15.1/89.5
911 Targa	8.5	16.4/84.0
911 2.7	7.9	15.5/86.0
<u>1975</u> 911 Carrera	8.2	16.5/89.5
<u>1976</u> 911S	7.5	15.8/90.5
912E	11.3	18.2/75.0
924	11.9	18.3/75.0
Turbo Carrera	6.7	15.2/99.5
<u>1977</u> Group 4 Turbo	5.8	14.2/121.0
Group 5 Turbo	3.3	8.9/133.5
924 (1977 1/2)	11.0	18.0/77.0
<u>1978</u> 911SC	6.3	15.3/94.0
928	7.0	15.6/93.0
928 Automatic	8.3	16.6/N.A.
Turbo	5.0	13.7/106.5
<u>1979</u> 924 Automatic	12.4	19.3/75.5
924 Turbo	7.7	16.3/88.0

MODEL	0-60	1/4 MILE
1980		
911SC	6.7	15.3/91.0
924	10.6	17.6/78.0
924S Turbo	9.3	17.0/81.0
1981		
924 Turbo	9.2	16.7/82.0
1982		
944	8.3	16.3/84.5



**Did You Know That ..... ?**

Peter Schutz confirmed at the Reno Parade that the 944 is destined for turbocharging. The factory is already working on a blown version which should debut in the USA in 1984.

**AUTOCROSS RULES  
CLARIFICATION**

Double car autocross entries - the following was approved by the board: Short Course autocross fees = one full fee + 1/2 fee for each additional car &/or class entered. Only one car may be run for trophy; this car must be designated prior to timed runs and that car/class must be run first. 2nd car/class timed runs would be interspersed throughout the rest of the event.

Long Course autocross fees = one full fee + \$25 each additional car &/or class. Procedure is same as for short course.

On limited entries: 2nd car not allowed if it would prohibit someone else from entering.

# Body Werks of Barrington

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



Cycle Works  
Of Barrington

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

# PHOTOGRAPHS

By John Bohlander

TWELFTH ANNUAL 8 HOURS AT BLACKHAWK



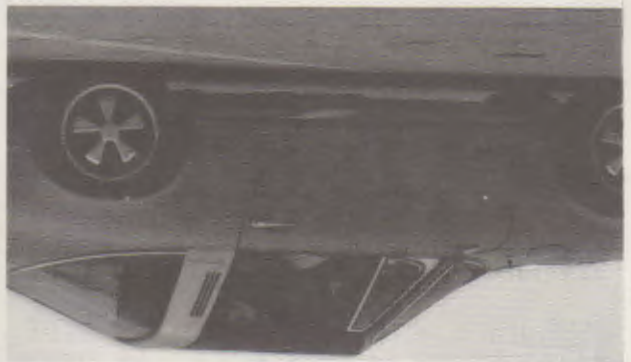
George - "Let us Pr----"  
Rip - "George. aren't you carrying  
this safety chairman thing a  
little too far?"



When you're hot, you're hot. When  
you're not, you're vented.



Don - "Actually Mark, the only diffe-  
rence between this and Sebring is 4  
hours."



Georgi Chitwood showing his stuff!!



Evie Chitwood not acting usual  
cheerier self



Alice - "Your last lap was that bad,  
huh Owen?"



Bob - "Buffa's prime rib is  
great!"



# METRIC CRESCENT ?

By John Gustavson

...For some reason they had closed the track and folks were milling around in the pit lane at Elkhart. I walked up to this very distinguished looking gentleman and said, "Uncle Neil, why would anyone put themselves through the pain and torture that goes along with putting on the PCA Parade?" Well, Neil Holleb stared at me through his Porsche glasses with a look that indicated that he didn't understand why anyone would bother to ask that question. Now understand, this was before we had been awarded the 1984 Parade and Neil was working long and hard on the preparation and presentation that resulted in our successful bid. Let me digress further. Neil is one of the most respected members of this club. He stepped in as president when the region was, to put it kindly, not in the best shape. He's a businessman and a skilled executive. I've seen him in action at PCA-Chicago board meetings where all personalities get lubricated with a little cold beer and verbosity overwhelms issues and destroys agendas. Neil could cajole the person, flatter that one and summarize everyone's position with a clarity of thought and perception that was unique at these affairs. When Neil speaks (usually quietly) folks listen.

In the pit lane at Elkhart, Neil spoke with great patience, for he was addressing someone who didn't understand. "John," he began, "volunteering the time and effort of individuals and groups is the essence and lifeblood of an organization like PCA. We all enjoy the club but contributing and participating is what it is all about. Without it, the club dies. Somebody has to have the Parade, it has to be done, we may as well do it because we (Chicago Region) have the people, skill and spirit to do it better than anyone else. We'll do it, do it right, feel good about it and be better off as a region for doing it." I didn't know what to say, but thinking about it, it's absolutely right. Lots of work but it should be worth it.

So, congratulations and thanks to Neil Holleb for his fine work, and where do I sign up?

...I found this little gem written on the washroom wall at Blackhawk. "Real men don't use Q-tips". Obviously some hard core autocross nut.

...News Flash. George Estrada will not be a driving instructor at Elkhart.

...Can I get a re-run if Mae Minato is running the clocks? "Thumbs" Minato can make all those pretty lights go to zero at the most unexpected times.

...Excellence was expected department. Two championships in the Illinois Swimming Junior Olympics. The best 13-14 year old breastroker for 100 and 200 meters is...Carrie Gustavson.



## HELP WANTED

The 1984 Porsche Parade is less than 2 years away. All Parade Information Systems are being coordinated by Walter Minato. So all you data processing types who wish to contribute your talents and resources should contact Walter Minato soonest.

We are particularly seeking persons who can contribute in the following areas:

- 1) Feasibility studies - weighing stated objectives against costs.
- 2) Equipment procurement and installation telephones, remote TTY-type terminals, modems.
- 3) Timesharing network - GTE tele-net.
- 4) Software - IDMS DB/DC.
- 5) Sponsorship for the above items.

We have ambitious plans and an aggressive implementation schedule. This will be an exciting project -- and the best part is that you won't be financially compensated in any manner!

Walter Minato  
Home Phone - (312) 259-7334  
Business Phone - (312) 961-5700

## Our Main Bears

The following applicants were approved for PCA membership.

OSCAR ALVARADO  
Bosque de Perales 12  
Bosquer de Las Lomas  
Mexico, D.F.  
1980 Red 930 Turbo

The July rallye conducted by John Bohlander went by Oscar's home.

PAUL CANALE  
7742 W. Thorndale  
Chicago, IL 60631  
Home (312) 631-4752  
1975 Black 914 1.8

Paul is a student whose thesis involved stuffing a Corvette engine into his 914. A 914 4.3?

ROSCOE and JULIANN FOSTER  
4747 Kenwood  
Chicago, IL 60615  
Home (312) 536-8237  
Business (312) 324-2000  
1981 Black 928

Roscoe is a dentist. whose motto is: "...The difference between a Buick and a Porsche is a few more cavities."

BILL and DEBRA SAMP  
788 E. Lincoln Avenue  
Des Plaines, IL 60018  
Home (312) 827-2610  
Business (312) 279-9110  
1972 Black 911T Coupe

Walter is attempting to convince Bill that a 911T goes faster with used C1B1E F-Beams.

SEYMOUR and HOLLY RIFKIN  
646 S. Vail  
Arlington Heights, IL 60005  
Home (312) 259-2193  
Business (312) 673-6900 X1213  
1983 Red 944

Seymour walked into Klinger Porsche-Audi and was told that a 944 was available. He's now a member of our region.

MICHAEL and CONSTANCE ZURICK  
15315 Blackstone  
Dolton, IL 60419  
Home (312) 841-0236  
Business (312) 943-3770  
1982 Wine Metallic Red 911SC Targa

Needless to say that Mike owns the 12, 409th 911SC in the region and the 48,233rd RED Porsche. Red 911SC Targas can now have their own class at Road America.

EZRA and ILANA GOLDMAN  
150 N. Julian Street  
Naperville, IL 60546

Transfers from Northern New Jersey region.

EBERHARD and PATTI JO WERNER  
225 Saint Andres Drive  
Bolingbrook-by-the-Sea, IL 60439

Transfers from Rocky Mountain region.

E. WILLIAM and BARBARA SCHNEIDER III  
302 N. Market Street  
Hoopeston, IL 60942

Transfer from St. Louis Region.

FREDERICK SHIPLEY  
40 E. Cedar #8D  
Chicago, IL 60611

Another transfer from Southeast Michigan region.



## Did You Know That ..... ?

Peter Schutz announced at the Reno Parade that he has the company developing a program which would make parts available for every Porsche model ever produced. No time table was mentioned. Can't wait to see the price list.

# OFFICIAL BALLOT

Below you will find the official ballot for the 1983 Board of Directors. This ballot is in accordance with our By-Laws, Article VI, Section 2. By tradition we leave a place for write-in candidates. You may make your own ballot or Xerox this page. The ballot must be signed. Only active members or active family members may vote. Ballots must be returned to the Secretary within 21 days of the date of mailing of the newsletter.

Mail to: Helga Meyer, 1101 Oriole Drive, Munster, IN 46321

	<u>NOMINATED CANDIDATES</u>	<u>WRITE-IN</u>
PRESIDENT	<input type="checkbox"/> Bob Ostholthoff	<input type="checkbox"/> _____
VICE PRESIDENT	<input type="checkbox"/> Walter Minato	<input type="checkbox"/> _____
TREASURER	<input type="checkbox"/> Phyllis Harwood	<input type="checkbox"/> _____
SECRETARY	<input type="checkbox"/> Gail Johnson	<input type="checkbox"/> _____
DIRECTOR	<input checked="" type="checkbox"/> Tom Beverly (unexpired term)	
DIRECTOR	<input checked="" type="checkbox"/> John Bohlander (unexpired term)	
DIRECTOR	<input checked="" type="checkbox"/> Tom Thompson (unexpired term)	
DIRECTOR (2 years)	<input type="checkbox"/> George Gutmann	<input type="checkbox"/> _____
DIRECTOR (2 years)	<input type="checkbox"/> Ed Leed	<input type="checkbox"/> _____

MEMBER'S SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

	<u>NOMINATED CANDIDATES</u>	<u>WRITE-IN</u>
PRESIDENT	<input type="checkbox"/> Bob Ostholthoff	<input type="checkbox"/> _____
VICE PRESIDENT	<input type="checkbox"/> Walter Minato	<input type="checkbox"/> _____
TREASURER	<input type="checkbox"/> Phyllis Harwood	<input type="checkbox"/> _____
SECRETARY	<input type="checkbox"/> Gail Johnson	<input type="checkbox"/> _____
DIRECTOR	<input checked="" type="checkbox"/> Tom Beverly (unexpired term)	
DIRECTOR	<input checked="" type="checkbox"/> John Bohlander (unexpired term)	
DIRECTOR	<input checked="" type="checkbox"/> Tom Thompson (unexpired term)	
DIRECTOR (2 years)	<input type="checkbox"/> George Gutmann	<input type="checkbox"/> _____
DIRECTOR (2 years)	<input type="checkbox"/> Ed Leed	<input type="checkbox"/> _____

FAMILY MEMBER'S SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

# REGISTRATION

ROAD AMERICA'S BETTER THAN ANY LIME RICK  
September 3, 4, 5 1982

NAME \_\_\_\_\_ REGION \_\_\_\_\_ MEMBER \_\_\_\_\_ APPL. \_\_\_\_\_ GUEST \_\_\_\_\_  
 2ND DRIVER \_\_\_\_\_ REGION \_\_\_\_\_ MEMBER \_\_\_\_\_ APPL. \_\_\_\_\_ GUEST \_\_\_\_\_  
 PORSCHE MODEL \_\_\_\_\_ TYPE \_\_\_\_\_ YEAR \_\_\_\_\_

TIRES: Street or Racing? \_\_\_\_\_ 60 profile and lower, specify size and manufacturer.  
 When was the last time you autocrossed at Road America? \_\_\_\_\_

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)

1981 PCR classes will be used for this event. No open exhaust allowed except on factory built or SCCA approved race cars. No alcoholic beverages may be consumed at any time on the premises. This includes guests. All drivers must hold valid drivers license and be 18 years or older. All registrations will be acknowledged. Requests for refunds must be received by August 30. If your registration is received after August 30, add \$5.00 late registration fee.

Any one willing to help with timing or otherwise, please indicate \_\_\_\_\_.  
 Make checks payable to PCA/Chicago Region

Mail To:  
 Wilma White  
 2009 S. Cottage Grove  
 Urbana, IL. 61801  
 (217) 367-0356

WEEKEND \$65 \_\_\_\_\_ SAT. ONLY \$45 \_\_\_\_\_ SUN. ONLY \$45 \_\_\_\_\_ CONCOURSE ONLY \$15 \_\_\_\_\_

REGISTRATION FOR SIEBKEN'S RESORT  
 PCA/CHICAGO REGION, SEPTEMBER 3, 4, 5, 1982

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_

Please reserve a (single) (double) room for \_\_\_\_\_ night(s), September \_\_\_\_\_  
 at the special Porsche Club rate.

NO. OF DINNERS FOR SATURDAY NIGHT \_\_\_\_\_ NO. OF BUFFETS SUNDAY AFTERNOON \_\_\_\_\_  
 \_\_\_\_\_ Duck) \_\_\_\_\_ @ \$8.00 each  
 \_\_\_\_\_ Prime Rib) @ \$14.75 each \_\_\_\_\_  
 \_\_\_\_\_ Wienerschnitzel)

ROOM AND MEAL RESERVATIONS MUST BE RECEIVED BY SEPTEMBER 1, 1982. MEALS MUST BE PRE-PAID. ROOM DEPOSIT OF \$35.00 IS REQUIRED

Enclosed is my check for \_\_\_\_\_ meals and room deposit.

\_\_\_\_\_ Room deposit  
 \_\_\_\_\_ Meals  
 \_\_\_\_\_ Total

Mail To: Siebken's Resort  
 Elkhart Lake, Wisconsin 53020  
 (414) 876-2600

# REGISTRATION

MUNCH-A-BUNCH BRUNCH  
Sunday, October 24, 1982

Name \_\_\_\_\_  
Number of Adults @\$9.25 each \_\_\_\_\_  
Number of Children under 8 @\$5.00 each \_\_\_\_\_  
Amount enclosed: \_\_\_\_\_  
Make checks payable to PCA/Chicago Region \_\_\_\_\_

Mail to:  
Susan Allman  
425 Mockingbird Lane  
N. Barrington, Ill. 60010  
(312) 382-5933

---

"I WAS HOPING FOR AN ELGIN" RALLYE

HEY THERE!  
I READ YOUR THRILLING ANNOUNCEMENT, AND I'M READY TO RALLYE!

Driver \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_  
Navigator \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_

Rallye Class: Equipped (includes navigational) \_\_\_\_\_  
Unequipped (seat-of-pants) \_\_\_\_\_

Car Model \_\_\_\_\_  
Optional Request for car number (#1 - #20) \_\_\_\_\_  
Registration Fee: \$8.00 per car  
Number of Chicken Schnitzel Dinners @\$10.00 (includes tax and gratuity) \_\_\_\_\_

Make checks payable to PCA/Chicago Region \_\_\_\_\_  
Mail to:  
Walter Minato  
2611 Forrest Lane  
Arlington Heights, Ill. 60004  
(312) 259-7334 evenings

---

SEPTEMBERFEST CHARITY CHALLENGE  
September 26, 1982

Dear John,  
We are looking forward to contributing to Sally Potter's school and have a good time doing it. Sign us up!

Driver \_\_\_\_\_  
Co-driver \_\_\_\_\_  
Car Model \_\_\_\_\_  
Modifications \_\_\_\_\_ Last Year Class \_\_\_\_\_  
Quantity of Meals \_\_\_\_\_ @\$9.95 each \_\_\_\_\_

Enclose check for \$9.00 for each driver and \$9.95 for each meal. LATE REGISTRATION WILL BE \$10.00 at the line.

Make check payable to PCA/Chicago Region \_\_\_\_\_

Mail to:  
John Gustavson  
452 Sunset Road  
Winnetka, Ill. 60093



**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)-367-0536



**DIRECTOR**  
Thomas  
Beverly  
(815)-476-7366



**DIRECTOR**  
John  
Bohlander  
(312)-725-2204



**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

**SOCIAL COORDINATOR**  
Susan Allman (312) 564-0557

**CONCOURS COORDINATOR**  
Thomas Beverly (815) 476-7366

**TECH CREW CHIEF**  
Ronnie Starkey (312) 463-6269

**MEMBERSHIP CHAIRPERSONS**  
Mae & Walter Minato HP (312) 259-7334  
BP (312) 961-5700

**NEWSLETTER PHOTOGRAPHER**  
John Bohlander

**RALLYE COORDINATOR**  
George Melford (312) 297-7358

**NEWSLETTER STAFF**  
George & Eve Estrada  
Vic & Val Harris  
Terry Johnson  
Mike Wenckus  
Chet Szerlag

**SAFETY CHAIRMAN**  
George Rudawsky (312) 823-2156



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

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 its Board of Directors.

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 published on a space available basis. The editor reserves the right to edit, as necessary, all material submitted for publication.

The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein.

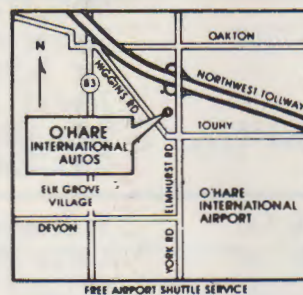
**NEWSLETTER EDITORS**  
Jerry & Julie Quebe (312) 870-0543

# 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

Elmhurst (York) Road at Higgins (Touhy)

In Elk Grove

Midwest's Largest

PORSCHE AUDI MAZDA

Dealer