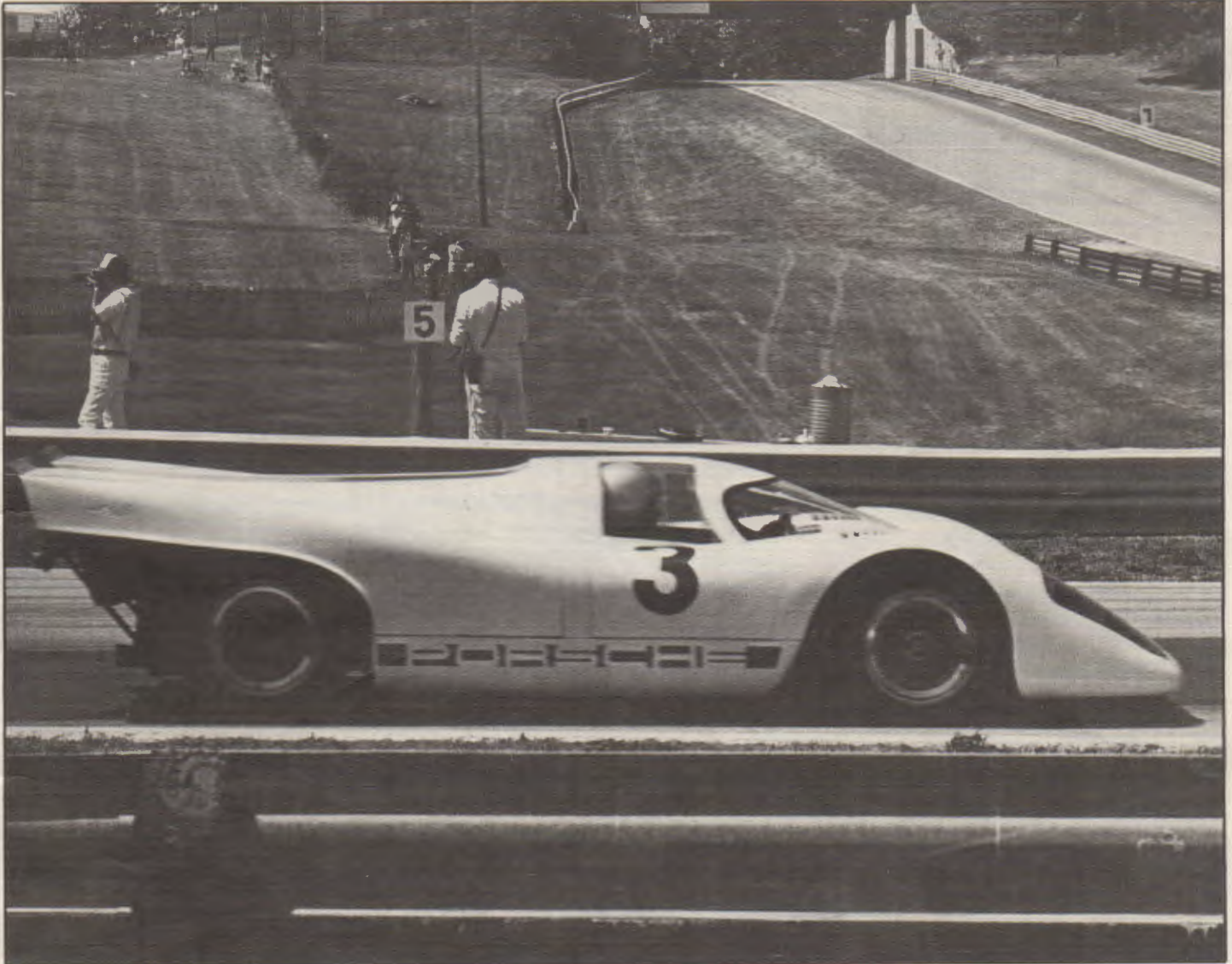


Chicago Scene

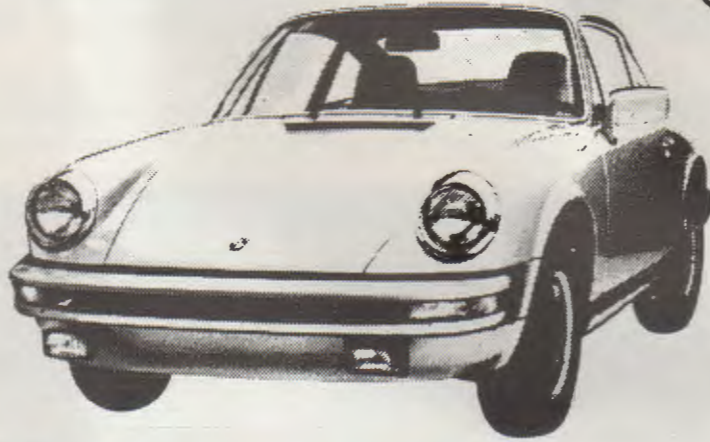
SEPTEMBER, 1985

THE OFFICIAL PUBLICATION OF THE PORSCHE CLUB OF AMERICA, CHICAGO REGION



IN THIS ISSUE . . .

- *Escort vs. Passport Test*
- *Charity Gymkhana & Bake Sale*
- *The Devi-Bara Made Me Do It Again*
- *Chicago Historic Races*



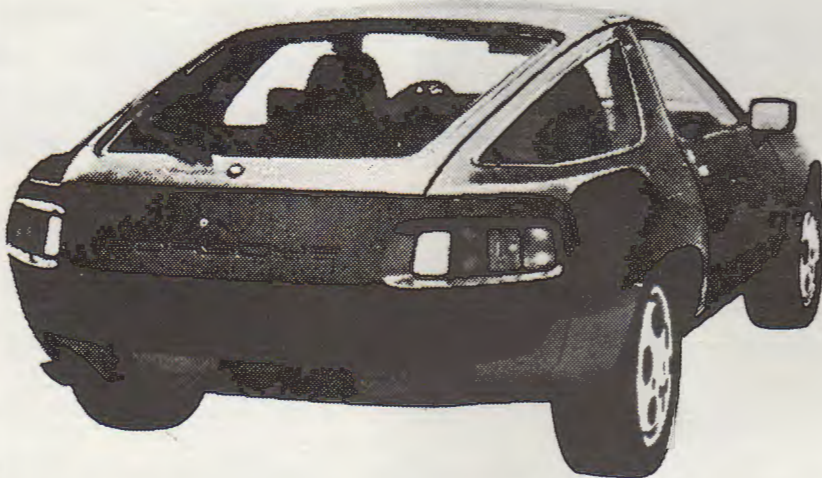
LEE KLINGER

PORSCHE + AUDI

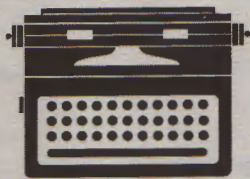
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Scenic View

by Jackie and Dennis Raucci

Wow! September already. It's hard to believe we've already had 13 events this year. This issue of the "Scene" is filled with a plethora (we've always wanted to use that word) of events, past and upcoming. They've all been great fun and there's more to come.

One of the most worthwhile events of the year is the September 22nd Charity Gymkhana, which is not only a lot of fun, but helps to support a very worthy cause. The proceeds from this event go to the Sally Potter School for the Multiply Physically Handicapped and is a cause we should support—helping those less fortunate than ourselves.

Previous charity events have been very successful, but last year's was a real high point with about \$4500 being raised. Your participation in this event is essential, and when we say participation we don't only mean from the standpoint of driving in the gymkhana. The club needs your donations, whether it be in the form of goodies for the Bake Sale, or an item to be auctioned off. Besides the fact that it helped the Sally Potter School, it was great fun to watch Dean Bangert conduct the auction last year. The more items he had to auction, the more we were "entertained".

Besides the Gymkhana, the Bake Sale and the Auction this year, Linda Patterson and the Goody Store will be there. Proceeds from sales at the Goody Store that day will also be donated to the Sally Potter School. Here's the chance to pick up that Porsche tie you've had your eye on!

So, look around your home or garage and locate any items worthy to be auctioned off. If you are associated with a business that may have an applicable service or product, make it a tax-deductible donation. If you've got a favorite cake or baked good recipe, whip one up and bring it along! The registration form is in the back of this "Scene". Let's all help Lee Lichtenstein and the Kaitis' put on the most successful charity event ever!



In Focus

by Harold Beach
President

I am writing this on the Wednesday before our last Elkhart event of 1985. It seems like we have a sell out again with some members on a waiting list. I do hope the weather man treats us better than he did in May. Putting on an event this size takes many hours of planning and hard work. Pete Knoezer, Bob Law and crew have it well under control and in good shape. Thanks from all of us.

Just got through watching the Trans Am Race on ESPN from Elkhart. It is really interesting to see the fine coverage the TV crew has of the track. It's too bad we can't hold them over for our event. It would be interesting to see our club's drivers and cars on the tube.

Thanks again to the Potters, Pattersons and everyone else who helped to make the 27th picnic one of the best. I think we have been to about 22 picnics at Potters. Bruce's concours was proof that you always come out ahead in a concours. Nothing like a clean car and now that you have the car clean just keep it that way. You can swing right into the September Concours at Oak Brook—sounds like a super event!

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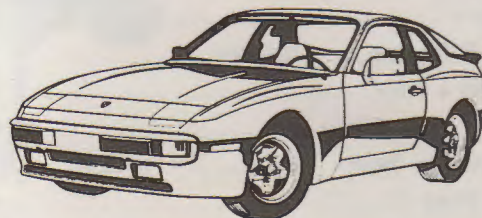
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Concours at the Oak Brook Polo Club

Sunday, September 8, 1985 by Sue Allman and Eve Estrada

Date: Sunday, September 8, 1985
 Concours Preparation: 12:00-2:00 P.M.
 Concours Judging: 2:00 P.M.
 Polo Match: 3:00 P.M.
 Place: Oak Brook Polo Club

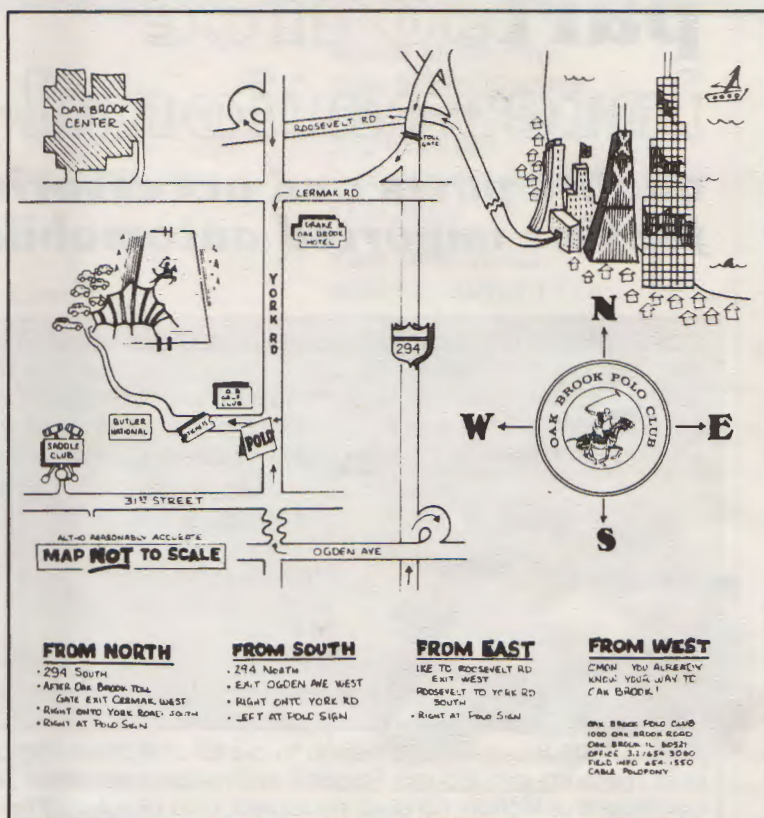
Come join us for a unique afternoon on Sunday, September 8, 1985. The Porsche Club will be holding a Concours d'Elegance in conjunction with a polo match at the Oak Brook Polo Club.

For those who will be entering the Concours you may arrive any time after 12:00 to set up your car. Judging will begin promptly at 2:00.

The Oak Brook Polo Club has graciously given us free tickets to the match that day. Unfortunately those not entering the Concours will have to pay a \$4.00 parking fee. (For only \$6.00 you can enter the Concours and park fieldside.)

The polo match begins at 3:00 but I suggest you arrive ahead of then to get your free tickets and a good parking space. Someone from the Porsche Club will be at the entrance to give you your tickets.

We will probably be sitting fieldside so bring a blanket and a picnic lunch if you like. No alcoholic beverages allowed. Food and drink are available at the Polo Club but the prices are high. For more information call Sue Allman at 382-5933. ■



In Die Vergangenheit by Ginny & Bob Gummow

- 1960: 70 cars showed up for the August 28 2nd Annual Fast Gymkhana at Meadowdale Raceways. Harold Zimdars of Milwaukee had FTD. Conspicuous in the results are some foreign cars—a Morgan, two MGAs, a VW and Sally Potter's Alfa. Two cars swallowed valves during the day. The food was "bring your own" and there were some luscious steaks broiling on the portable grilles.
- 1965: 19 competitors put in an appearance on a rainy day to take their 5 timed runs at the Meadowdale Mayhem VI—except for Tom Funk who retired after his first run when he took a spin on the Monza Wall. George Dennison placed 7th without a first and third gear—pretty good, huh? FTD went to Clarence Cotter.
- 1975: 15 cars competed in the Concours at the 17th Potter's Picnic. The weather was perfect and it was the first year that the pool was not available. No problem—some of our ladies came up with some adult games—like pass the orange (brought from California by the Buckthals), and sack races. Concours Winners: Class A, Harry Muellich; Class B, Dan Gerow; Class C, Larry Bobbe; and Class D, Ed Leed.
- 41 cars came to Dan Gallagher's 2nd 4th Annual 8 Hours of Blackhawk on August 20, despite the rainy weather. This gave them a lot of experience in both wet and dry driving conditions. Dinner followed at Buffa's.

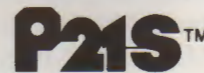
Flittin' With Phyl by Phyllis Harwood, Social Coordinator

How about racing or rallying on eight wheels? Mark your calendar now for Sunday afternoon, October 27th. Bring the whole family and let's go roller skating. Location and particulars will appear in the October issue of the "Chicago Scene." ■



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XFM-1	\$399	\$299

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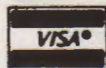
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New Members . . . A New Record Number!!

by Arnold & Sheila Zann

We'd like to welcome the following new members for the months of August and September.

Roy L. Beck
400 Fisher Street
Munster, IN 46321
219/836-1222
Roy owns an '85 Black 944.

Louis Bernat
180 East Pearson
Chicago, IL 60603
312/664-0979
Louis owns a Brown 906!

Bob & Joyce Cadieux
Rt. 2, Box 104A
Barrington Hills, IL 60010
Bob and Joyce own an '85 Black 930.

Gregg & Jan Dobbin
1964 Linneman
Glenview, IL 60025
312/729-7806
Gregg & Jan own an '80 Blue 928.

Lauren Grey
752 Buena
Chicago, IL 60613
312/248-0056
Lauren owns a White 1980 924 Turbo.

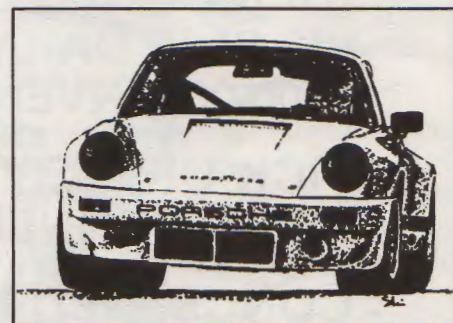
Bill Haller
305 Kenneth Circle
Elgin, IL 60120
312/931-1105
Bill owns the brightest red '81 928 that you have ever seen.

Ken Kass
21 E. North Avenue
Lake Forest, IL 60045
312/295-3400
Ken owns an '82 Red 911 Targa.

John Kuetemeyer
804 Chasefield
Unit #1
Crystal Lake, IL 60014
John owns an '80 Brown 928.

James McWenthy
8701 S. Washington
Downers Grove, IL 60515
312/985-6184
James and Susan own a Silver 1978 911 Coupe.

Rich Rutschman
8540 Candlelight Drive
Willow Springs, IL 60480
312/839-9647
Rich and Roxanne own a Ruby Red 928S.



Minutes . . . Minutes . . . Minutes . . . by Julie Quebe, Secretary

The July Board Meeting was held on Friday, July 26, 1985 at the home of Ed and Debbie Leed. Treasurer Eve Estrada is preparing a summary of last year's receipts and disbursements compared to this year's. Her report will be ready for the August Board Meeting. Newsletter Editors Jackie and Dennis Raucci indicated that due to a problem with the conversion of label information from the Holleb mainframe computer to Brian Allman's IBM PC, there was a good possibility that no labels would be available for the August mailing. The following applicants were approved for membership: Roy Beck, Gregg and Jan Dobbin, Bob and Joyce Cadieux. Arrangements for Elkhart II are finalized and arrangements have been made to rent the Go Kart track near Siebken's for two hours Friday night. Final plans for the Charity Gymkhana are pending a site confirmation. A Nominating Committee was formed consisting of Brian Allman, Chairman, Nick Brenkus, Phyllis Harwood, Bob Law, and Ed Leed. Findings of the committee will appear in the September issue of the "Chicago Scene". The August Board meeting was scheduled for Friday, August 23 at the studio of Harold Beach. ■

Wanted: Zone 4 Rep

The two year appointments for zone representatives in even-numbered zones expire at the end of 1985. Therefore, National is requesting input regarding potential Zone Rep appointees who may be qualified to serve PCA in that position. If you have any recommendations, please submit them to any Board member. All recommendations must be sent to National no later than October 15, 1985. ■

1986 Nominees for Office

As specified in Article VI, Section 1 of the Chicago Region Bylaws, following are the slate of nominees submitted by the Nominating Committee. President, Jack Bushmeyer; Vice President, Wilma White; Secretary Jean Kaitis; Treasurer, John O'Keefe. Directors: Russ Iser, Debbie Leed, Rich Lotesta. Per our Bylaws, nominations will also be accepted from the membership at large by petition signed by at least 10 members in good standing to the Board of Directors prior to the October newsletter mailing (September 15, 1985). ■

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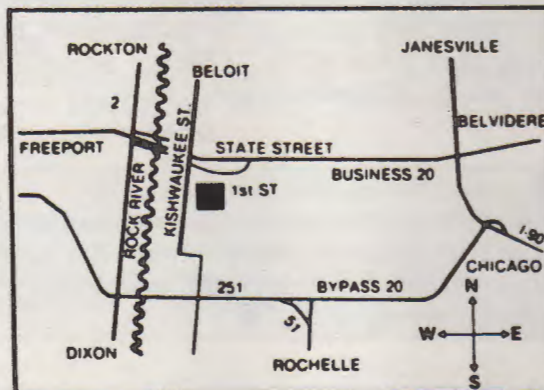
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To Beep or Not to Beep, That is the Question

By Jose D. Flores, Jr.

Cindy and I recently drove 3000 miles to the East Coast and Canada. We took our new Passport radar detector and an Escort a friend in Toronto ordered. I decided to perform a brief experiment on one segment of our trip—to compare the sensitivity and selectivity between the two detectors. As you know, the Escort has been on the market for about six years and was recently improved with new circuitry. The Passport was introduced last fall. We ordered ours in November and got it in March.

The Passport had serial number 56911, the Escort had SN#1018786 and was shipped to us in Mid-May.

TEST CONDITIONS

1. Both devices were mounted with clips on passenger side visor, side-by-side, both approximately 3 inches from windshield.
2. Sensitivity switches on highway setting.
3. Both devices plugged to common power source.
4. Test speeds up to 100 MPH.
5. Clear and sunny weather, dry road surfaces.

PERFORMANCE OVERVIEW

The manufacturer of the devices, Cincinnati Microwave, lists the following sources of false alarms:

1. Non-microwave signals—CB radios, mobile telephones.
2. Microwave signals outside police band—aircraft and boat weather radars, TV studio and long distance microwave links.
3. Non-police signals in police band—radar door openers, radar speed sensors in manufacturing processes, radar burglar alarms and some amateur radio equipment.
4. Radar detectors of poor quality transmitting radar signals in both police radar bands (X & K bands).

Our test was conducted in three stages to monitor equipment performance under different driving conditions:

STAGE 1—From Wheeling, West Virginia, to Washington, D.C., a distance of 279 miles on the Pennsylvania Turnpike and Highway 70, mountainous terrain and high density traffic.

STAGE 2—From Middletown, New Jersey, to Montreal, Quebec, a distance of 459 miles on the Garden State Parkway (flat terrain, high density traffic), and New York State Thruway (mountainous terrain and low density traffic).

STAGE 3—From Montreal, Quebec, to Toronto, Ontario, a distance of 406 miles on the MacDonal Cartier Freeway (HWY 401), generally flat with occasional rolling terrain, low density traffic.

METHODOLOGY AND DEFINITION OF TERMS

We had a log sheet for each device, counting each alarm occurrence of two tones or more. These detectors generated a "beep" from X band signals and "brap" for K band. Each alarm occurrence logged had at least a 10-second interval from the previous one.

When one detector sounded an alarm and the other did not, we logged that occurrence as a "false alarm". When both devices sounded the alarm simultaneously, we logged that occurrence as a "radar encounter." This simplistic approach adequately served our purposes; while this experiment did not meet stringent scientific criteria, the results could be easily validated by any of you compulsive-obsessive readers out there.

QUANTITATIVE DATA

STAGE 1—The Passport sounded 143 false alarms and the Escort 14; there were 23 radar encounters with 8 actual sightings of the police car.

STAGE 2—The Passport sounded 27 false alarms and the Escort 3; there were 4 radar encounters with 2 actual sightings of the police car.

STAGE 3—The Passport sounded 18 false alarms and the Escort 2; there were 2 radar encounters with actual sightings.

Total false alarms: 188 for the Passport and 19 for the Escort. Both picked up 29 radar encounters.

GENERAL OBSERVATIONS

Passport and Escort are equally sensitive. This was established in the first 200 miles of the test while on the Penn Turnpike. When both detectors were triggered by the same signal, the audible alarms sounded and terminated within 1 to 2 seconds of each other.

Turning the Escort off and on did not affect the selectivity of the Passport and vice-versa. It appeared that neither one emitted radar signals of its own, a claim implied in the owner's manuals.

All false alarms were in the X (beep) band. Five out of the 29 radar encounters were a combination of X (leading) and K (trailing) signals.

Nine out of ten of the Passport false alarms were in 2- to 3-beep durations. It was very likely that the signals which generated these alarms came from other vehicles, either reflected or emitted, and generally from other radar detectors and CB radios. We have observed false alarms while adjacent to vehicles with no visible radar detectors but with CB radio antennae. The Passport false alarms were most prevalent in high density traffic with mountains on both sides of the roadway. We could not establish a meaningful trend with the Escort's false alarms because of the very low occurrences; the beep durations were similar to those of the Passport.

CONCLUSIONS

While the Passport could very well represent the state-of-the art in miniaturization, its performance is where the Escort was five years ago.

(Continued on next page)

To Beep or Not To Beep continued

The Escort, while primitive in size, has better selectivity than the former. The Passport's false alarms were both annoying and distracting. If you're using the Passport you could easily ignore the first 2 or 3 beeps on the probability that it's a false alarm. You could, to be on the safe side, lift your foot off the accelerator at the sound of the first beep and hit the brakes at the fourth beep. This is both impractical and risky if you're driving at high speeds. You also cannot take the attitude that you won't be speeding in high density traffic where false alarms are most prevalent. There are heavily traveled highways where traffic routinely goes 75 to 85 MPH and to wait for the fourth beep before

slowing down could cost you a speeding ticket.

The much touted ST/O/P circuitry in the Escort is truly state-of-the-art. If you own an old Escort without this feature, switching to a Passport at this time will not buy you better performance.

Because of its small size, the Passport is ideal in areas where the use of radar detectors is illegal. You could easily stash it in your wife's purse or your hip pocket when pursued by the cops. You could even fib and tell them it's your new facial wrinkle remover; if all else fails, swallow it like daring spies swallow cyanide pills when captured.

POSTSCRIPT

My special thanks to my wife who assisted me in this scientific endeavor by conscientiously logging the alarms. She resigned from the project after jotting down the 50th Passport false alarm and dropping our only pen between the passenger seat and the center console (she got startled by the flying object we encountered; more on this later). Cindy's empirical comment before she settled into her nap: "That Passport is a hard worker. For the extra \$50 you paid over the Escort you get more beeps for your money."

Beep-beep-BRAP! ■

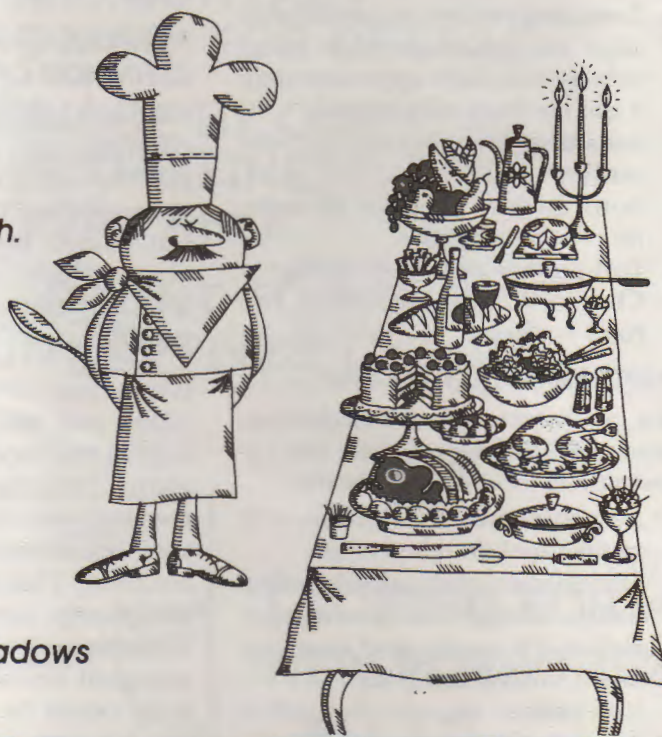
Flittin' With Phyl #2

*The '85 PCA Brunch
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*The time is 11 a.m.
The food'll be ready by then.
So November 24th
Plan to come forth
And eat as much as you can.*

*Registration and the bill of fare
In October's "Scene", it'll be there.
For now, make the date
And be sure you're not late.
It's planned with some class and some flair.*

*Place: Atrium on Algonquin Road, Rolling Meadows
Time: 11:00 a.m. Sunday, November 24, 1985*



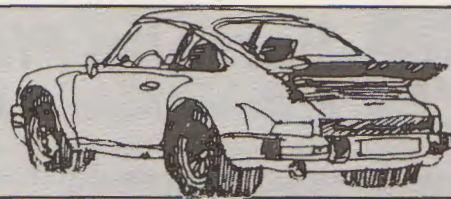
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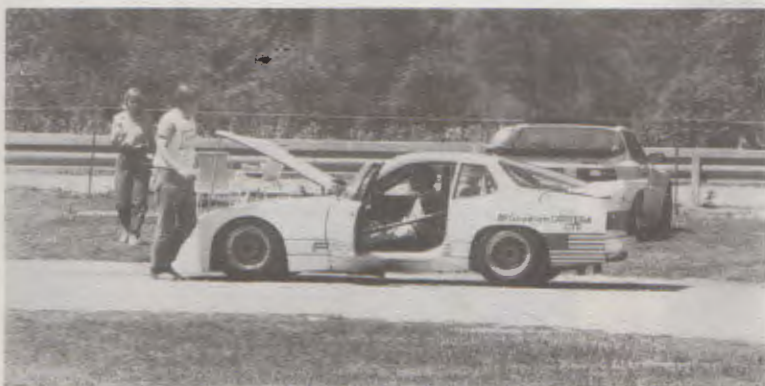
VISIT THE GOODY STORE AT EVENTS OR CONTACT LINDA PATTERSON AT 223-5685

Rear View Mirror #1

Blackhawk II, August 7, 1985



Despite the fact that several inches of rain fell the night before, Dan Gallagher pulled off another beautiful day for Blackhawk Midweek II. Thirty one cars showed up to enjoy a day of unlimited track time under safe conditions combined with the usual Porsche camaraderie. Russ Iser logged 160 plus miles for maximum mileage of the day by a single driver. That strange looking vehicle on the track was not a Porsche in disguise, but was Dan Gallagher Jr. taking a few laps in his Audi Coupe. Approximately 50 people met for dinner at Buffa's for the end to a perfect day.



"After you fill 'er up, check the oil and clean the windshield. And do you give S&H Green stamps?"



Event Chairman working hard or hardly working?



Happy Blackhawk participants strut their stuff.



Howard and Chuck contemplate the question: "How many cylinders in a 914/6?" Next question: "Who's buried in Grant's Tomb?"



*"Hey Rich, stand up and smile."
Rich: "I am standing!"*



Dan runs only 5 pounds of air in each tire in an attempt to make his car lighter.



Porsche Play #5

by David Cooper and Carrie Goldstein

If it wasn't for Bob Maurer I wouldn't have a 911. I had met him at a trade show back in 1980 and we did some business together. I was sitting across the desk in his office and our talk was all about the machines I was trying to sell him—that is, until my eyes drifted to the Porsche calendar on the wall. Clearly this was not an ordinary customer.

Soon talk had progressed to more intimate topics. My love affair began, I told him, in February 1967 with the introduction of the first Targa at the Chicago Auto Show. It didn't hurt that there was a beautiful model demonstrating, but that day I only had eyes for the car. I didn't see her again until '73—my first time actually driving a 911. She had a torque curve that made her impossible to drive below 45 mph. I was hooked. But I was still in school and, well, it's an old story . . . until a chance meeting in 1983.

I was taking an advanced highway driving course at the Bertil Roos Precision School in the Poconos. My 320i had a lot of virtues but track driving was not among them. On the way to Chicago I decided to visit Bob. As we left his office he invited me to his home. I saw signs of their obsession everywhere. A Porsche sampler was on the wall. A 356 hubcap was hanging over the kitchen sink. There was even Porsche wallpaper in a son's bedroom. I knew it was a house I could be comfortable in.

Bob had fallen for a 356 during his freshman year of college. A senior in his fraternity had a convertible, or was it a Speedster? Anyway, he was smitten. Several years later, in Chicago, a roommate of his bought a gunmetal grey 356B coupe. On Saturdays Bob got to help wash the car. It might have happened sooner but Bob had fallen for Barbara and the creation of a family intervened. In 1976 Bob bought his first Porsche, a '69 911T.

On a skiing trip to Europe the Spring of 1978, Bob drove over to the Porsche factory. There, in the museum, he met a young man from California who knew Helmut Flegl, with Porsche racing development. They received a rare invitation to Weissach for a test drive of the then new 928 on Porsche's test track. Shortly after his return Bob bought a 1977 911S. It was this car Bob let me drive on my visit. It did not take long for me to decide to buy one. Bob gave me all sorts of literature, xeroxes of Pano ads and helped me to hook up with PCA Chicago. I saw Bob and Barbara at the Parade in Appleton last year and had a chance to introduce them to my Targa. It was true what Bob had said in his office, "the best thing about Porsches is not the excellent engineering, design and quality, it's the fact that Porsches bring people together."

Bob and Barbara Maurer are currently members of the Eastern Buckeye Region in Ohio, but are moving to New York soon. ■

This column is designed to encourage PCA members to share unusual or interesting Porsche-related experiences. Send (or tell) your stories to David Cooper, 155 W. Burton Place, #6, Chicago, IL 60610, 312/944-3980.



Bob's 1977 911S



Barbara's 1959 356 Cabriolet

On The Cover . . .

Photo taken at Chicago Historic Races of Chuck Stoddard's 917.

*Picture was shot with a motorized Nikon with a 180mm lens,
shooting with a slight pan to give the sensation of speed.*

Photograph was taken, developed and printed by Andrew Zann, age 11.



Auto Biographies

GEORGE AND SARA MELFORD have been PCA members since 1975. They own a 1.7 914 which is currently in a disassembled state. The Melfords live in Des Plaines, and George's profession is in industrial sales. They also enjoy BMW cars, travel, and reading. George says, "Let the mechanically proficient know I had the necessary skill to take my 914 apart without breaking anything. But when I get ready to put it back together later this year, I'm going to need HELP!"

Although not a member of Chicago Region, STEVE NORTHRUP subscribes to the "Scene" and attends many of our events. Steve and his wife Jill are members of the Mil-

waukee Region and live in Waukesha, Wisconsin. A member for only 2 years, Steve has already served as Vice President and as Goody Store and Activities Co-Chairman for his region. The Northrup's own a Black 1984 European 944 which occasionally transports their 3 cats and Scottie. (You may have seen the Scottie at Elkhart.) Steve is an Engineer/Market Manager by profession. He would like Chicago Region members to know that Jill is a Woodstock, IL native and he also lived there for ten years. Steve says, "I should have joined PCA in 1970 when I came to Chicago from Pittsburgh in my Signal Orange 914. Jill and I are both joggers, and Nessie (the Scottie) is too! Most other hobbies, except jogging and drinking beer, have been crowded out by my Porsche. I enjoy working on my 944 . . . attending any PCA event . . . anywhere . . . anytime!"

ANTHONY J. SCIACCA, JR. resides in Park City, IL and has been a PCA member for 2 years. He is a Computer Systems Analyst and also enjoys running and tennis. When asked what he would like Chicago Region to know about him, Anthony replied: "I am a native New Englander. I was born and raised north of Boston. I'm a double graduate of Boston University. I love fresh seafood, particularly Lobster. When asked why I ever moved here, I say Abbott Labs made me an offer I couldn't refuse. I may be easy, but I'm not cheap. I enjoy the open spaces of the Midwest, but I miss tall trees and rolling hills. There are a lot more opportunities to open up on back roads than in the crowded urban areas of Boston. In general, the Chicago PCA has more activities than the N.E. Region and the people are a lot friendlier."

More AutoBiographies next month!

Charity Gymkhana, September 22, 1985

by Todd Kaitis and Lee Lichtenstein

The Charity Gymkhana is held for the Sally Potter School for the Multiply Physically Handicapped. This is the fifth annual gymkhana for the school. All proceeds from the event will go to the school. This is a very worth cause for our Region since the school does excellent work for physically handicapped children and it has a personal tie to the members, as well.

The location for this year's gymkhana is Oakton Community College, Des Plaines, IL (at the corner of River Road and Golf). This will be a "run what ya brung" event, providing your auto will pass tech inspection.

Dinner will be at "Bubbles" for an evening of 6 foot submarine sandwiches, a cash bar and, of course, trophy presentation. Bubbles is located at 9046 W. Golf Road, Niles.

Remember, this is our annual charity event. There will be a Bake Sale and Auction, so please bring some goodies. Besides the proceeds of the Bake Sale and the Auction, Goody Store sales for the day of the event will be donated to the Sally Potter School. Last year's event raised \$4,500 with which much needed equipment was purchased. We're looking forward to your generous support again this year. ■

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June 26, 1985

During the 1985-86 school year the Porsche Club donation will be used to set up and implement an equipment loan library. This library will and can be used by parents of students at Sally Potter School and Laramont School. Due to the physical needs of the Sally Potter students, 80 per cent of the usage will be by Sally Potter parents and students. The lending library will be housed at Laramont School due to storage areas being available.

Equipment that will be purchased are:

1. Wheelchair
2. Walkers
3. Prone standers
4. Sidelayers
5. Electric typewriters
6. Communication devices
7. Crutches, and more.

We will add to this lending library on a yearly basis.

I would like to invite anyone who might be interested to stop by Sally Potter School. I would be more than happy to show you around and show you the many different ways your club has helped the Physically Handicapped students of Lake County.

Please feel free to contact me at 566-9180 or 223-8191.

Thank you for your time, your effort, and your generous contributions.

Sincerely,
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OF LAKE COUNTY
[Signature]
Alan S. Tim
Program Director

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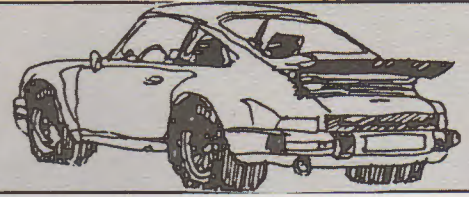
Coming Next Month . . .

"Hot Cars, Hot Women, Just Plain Hot"

California Parade Review by Linda Gutmann

Rear View Mirror #2

Potter's Picnic, July 28, 1985 by Phil Zminda



If you missed the July 28th Potter's Picnic and Concours you passed up on the great events of Summer '85. Even the statistics measure up to one terrific party. The 148 adults and 48 kids who attended consumed 150 pounds of brats, 20 pounds of potato salad and 30 lbs. of chips. To wash it all down, 45 gallons of beer and 25 cases of pop also disappeared. (Cleaning cars sure does make you thirsty). The weather was perfect with blue skies and temperatures in the 80's.

Twenty Porsches, ranging from 1959 to 1985 vintage were entered in the Concours. Even this newcomer got into the act, ably assisted by two (willing?) volunteers. Eight trophies were awarded, including a surprise 2nd place award in Class B for the first timer (beginner's luck!)

For the kids, there were games and contests, with prizes for the winners and for those who really needed to cool off, the water balloon toss. All in all, it was a fun time for everyone.

Thanks again to the Potter's for their hospitality, the Patterson's for the organizing, and to Bruce Janecek and the Concours judges. See you at the next Concours. Now that I have a clean car, I have to keep it that way!



Winners



More Winners

Concours Results

Class A

*Gummow	298.5
*Terry	252.0

Class B

*Johnson	203.4
*Zminda	196.7
Frazier	193.4
Yanahan	164.0

Class C

*Raucci	144.5
Lichtenstein	142.0
Block	137.5

Class D

*Lotesta	134.7
*Gustafson	130.9
*Leed	128.4
Ruther	120.4
Gully	120.3
Kutill	116.4
Gilsdorf	115.8
Downs	112.0
Andrew	109.0
Haller	97.8
Wesson	96.0

*DENOTES TROPHY



Concours Cop-outs

Hi Ho Everyone,

It's hard to believe that the Summer '85 is coming to an end. A high point of each summer for Rip and I is Potter's Picnic and Concours. This year's picnic was no exception. We want to thank all the adults and children who came out to the picnic. The weather was beautiful and I'm sure it helped encourage everyone to come and have fun with us.

We have done this event for several years and each year it is great to see the beautiful Porsches sitting on the grass just glittering in the sun. The enthusiasm of the kids (all ages) playing the games was fantastic. We also had some on-going games, and I'd like to mention the winners of those games. Brandi Godlewski won the gum drop guess. She came within 2 of the number of gum drops in the jar. Coloring contest winners were Tony Riek and Sherry Duke. A team of girls won the "How Many Words From Porsche" contest. They were Mindy Jo Welda and Andrea Patterson. Phyllis Harwood and Ginny Gummow were the adult winners in the Porsche word game. Phyllis also knows how to judge the weight of a watermelon. Our watermelon weighed 17.48 pounds and Phyllis won with a guess of 17.5 pounds.

Rip and I, also, get to have a little fun with some of the people who choose not to enter the Concours. This year's winners of the Concours Cop-Out awards were Mark Eskuche; John O'Keefe and Charmaine, Kurt Kalweit; and Gene and Gaby Colburn. This year's Cop-Out Trophy was a feather duster.

We kid each year about the work involved with putting on the picnic. Truth is, we get quite a bit of help. The entire Potter Family pitches in to help make sure the farm is spic and span for everyone. Several other members of the club also lend a hand before, during and after the Picnic. Whenever we've asked, help has been there. Thanks to all the workers.

And so, the 27th Potter's Picnic and Concours is a wrap. We've already begun discussing some ideas we have for the 28th. Thanks to all who came to the picnic to relax, visit, and have fun. You keep our event going on and on. ■



Rip's bratwurst—untouched by human hands!



"Time for your sponge bath, dear."



Bruce and John warm up for the Aerobics competition.



While Sheryl's away, Jack will play!



"What do you mean you found Q-tip residue in my car?"



"This mousetrap is sure gonna surprise those Concours judges!"



Lee: "Concours exhaust me!"



Jean: "Just because you didn't win a trophy, Jim is no reason to moon the judges."



"Who needs Meguiar's? Lowenbrau works just as good."



Phil: "When you've finished with that Bratwurst, would you like some of mine?"



Daring contestants prepare for "Bobbing For Bratwurst" Competition.



"Bill promised to concours the house if I helped him concours the car."



Jim and Guest smile, unaware of approaching run-away 911.



Sheila: "I need your name, address, social security number, blood type, shoe size, next of kin . . ."



*Photographs By
John Bohlander*



THE END!

The Devi-Bara Made Me Do It—Again!

by George and Linda Gutmann

Date: October 12-13, 1985

Starts: O'Hare International Autos, Elk Grove Village, IL

Time: Registration 9:00 A.M., First Car off 10:01 A.M.

Saturday will start with a rallye on some of Wisconsin's beautiful county roads. They seem to have been made for Porsches. It will be a learning experience in which we will try to use some of the concepts of route follow and timing. We will end that evening at Devi-Bara Resort near Devil's Lake, just outside of Baraboo, Wisconsin. We will have dinner in the dining room. We expect the leaves to be gorgeous at that time. George is planning a synopsis of the route that evening, probably after dinner, so that you don't make the same mistakes on Sunday. There is a bar at the resort for those who just prefer drinking.

We will spend the night at the resort and awaken the next morning to a delicious breakfast followed by another rallye. This is the one that will count for trophies. Again we will be on some really neat roads. Dinner Sunday will be at the Timbers in Woodstock where trophies will be awarded. All this for only \$85 per couple. That's the Rallye, Dinner on Saturday, Rooms, Breakfast on Sunday and Dinner on Sunday. Such a bargain. You can't beat it!

Due to the nature of the event, with room reservations having to be made by the event chairpeople, we must ask that you preregister if you are going to run. There are a few two-bedroom cottages at the resort, so if there is another couple running with whom you would like to share the cottage, please so indicate on the registration form. Preregistration must be received by October 1, 1985. Come out and join us for a weekend of fun. ■

Be Sure To Send Change of Address Information to the Newsletter Editors To Avoid Missing Any Issues of the "Chicago Scene" Send to: Dennis and Jackie Raucci, 2725 N. Thatcher, Suite 301, River Grove, IL 60171.

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BY APPOINTMENT ONLY

911 vs. 928 Reviewed or (You Can't Quite Go Home Again)

By Rod Gustafson

Since trading my 928 for a 911, I have had several requests from my 911 friends to do a follow-up article to my original 928 vs. 911 comparison. In short, I have had many requests to renounce my former views. Well here it is—the 911 is a great car! O.K.? However, the 928 is a wonderful car, and that's the difference.

The 928 is still most of the things I said it was. It's comfortable, fast, well designed, beautiful interior, luxurious, and more. What it lacks is fun. The 911 is definitely more fun. In the three years I drove the 928, the one thing I never quite got used to was its size. It is a big car when you've cut your teeth on 356's and 912's. Every corner made you aware of its bulk. When I parked next to an American car, it didn't look big, but inside it felt very big. I used to say if they could have put the plans for the 928 in a computer and dialed it down to 9/10 scale, it would have been a world beater. The Hatchback configuration was nice—better than the 911. As a trip car it was superb. But what it wasn't was balls-out fun.

The worse thing about the 928 was its brakes. They were terrible. Very un-Porsche-like. It had Fiat type floating caliper discs. The new ones are supposed to be better, but the point is that I don't think the car was ever intended to be a true sports car in the Porsche tradition. It could well have been built by another car company. It was that different. It would have been a superb BMW.

The 928 was built by Dr. Fuhrmann. It was his swan song, the car to secure his place in automotive history. Remember that the 928 was developed during the period when the Porsche Family was out and Dr. Fuhrmann was running the company. A time when tensions were so high that Dr. Porsche had moved his office out of the factory because of friction with Fuhrmann. I remember reading an interview with Dr. Porsche during

that time in which he said, "the new cars are an unnecessary departure from the Porsche philosophy." I thought of that quote from time to time while driving the 928.

The 911 is a unique story. What I'm reminded of is how similar the new ones are to the first ones I remember from 1966. I'm amazed that it is basically the same body as my '67 912 was. I'm also amazed that it still looks timely and in fashion with the few minor changes that have taken place. Only time will tell if the 928 will survive with the same success. I personally don't think so, because it's too much like too many other cars and it's much more complicated than it needs to be.

To my 356 friends who still bemoan the demise of the 356, I say the factory still builds it. It's called the 911 now. The 911 is a fast, tight 356. It's got the same feel. Anyone who wants a new 356 would be pretty happy with a new 911. They would notice a slight increase in price though. I've noticed a slight increase in 911 prices since '66 myself. I remember when a new 912 was \$5,000 and a new 911 was \$6,500. \$1,500 seemed like a lot of difference in those days—about the price of one option today.

The 911 is a neat car with a great engine. It's the most fun car to drive there is. It's amazing that Porsche has refined 20 year old technology to the point where the car is so popular with new converts. And the 911 Cabrio is the neatest 911 ever. It's going to be the true successor to the 356 Cabrio. It's going to be my next 911. Part of the appeal of the 911 is its simplicity and part is its quality. I guess that after 20 years, you can get something pretty good, and that is one of its delights for me. Every seam, every stitch has been done thousands of times. The quality is very good, and I love it.

The classic design is a real tribute to Butzi Porsche, who I think is one

of the most gifted industrial designers of this time. Keep in mind that he designed the 911 body as a relatively young man. As it turned out, the high point of his career. This brings me to the real point of this essay. A new 911 owner friend of mind was standing behind my garage admiring the Red 356 and the Red 911 the other day and asked if I were much happier with the 911 than the 928. My answer was supposed to make his recent purchase the right thing. I told him that I was really disappointed in all the new cars. That as an old time Porsche buff, I felt cheated that the true successor of the 911 never came about. It's as if they had continued to build the 356 and never made the 911.

The 911 had come to its logical end in the early seventies, but keep in mind the changes in management at Porsche at that time. The Porsche family turned over the controls to hired professional managers, including Dr. Fuhrmann as head. Fuhrmann did not want to carry on the Porsche tradition, as shown by his split with Dr. Porsche. Remember that Dr. Porsche said the new cars were "an unnecessary departure from the Porsche tradition."

The 356 and the 911 were really his babies. Ferdinand had laid the ground rules, but Ferry had implemented the 356. The "boys" were a special group too. Butzi had already designed the body for the 911. Piech has since gone on to be the wizard of the German engineering set at Audi. I read a Road & Track interview with Butzi Porsche recently in which the interviewer asked if he would rather still be at Porsche. His answer was that he would certainly rather be designing automobiles for one of the premiere companies of the world than to be designing watches and pen sets. He said he never felt he could move to another European auto company, as Piech had successfully done, because his name was Porsche.

(Continued)



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911 vs. 928 continued

Let's play "what if". What if it's 1975 and the Porsche family had stayed in control. Ferry Porsche is head of the family. Butzi Porsche is head of design, Piech is head of engineering. They have decided it is time to replace the 911 with a new car, just as the 911 had replaced the 356. The 911 would end production in 1980. What would the successor be? Certainly not the 928. Certainly not the 924/944. The change to a water-cooled engine seemed the logical choice at that time and they probably would have done that. They also seemed strong on the transaxle concept then. Given the two plus two concept and water-cooling that also seems logical. But then maybe it would have been a water-cooled flat six mounted in the rear to carry on the tradition. If

the big, heavy 928 engine was a disappointment, look what Porsche has done with the 1.6 liter T.A.G. engine. We could be driving that little jewel on the street. Maybe Butzi would have done his own version of the 928. It could have been a smaller, lighter version with a small V-6 in the front or rear. A real world class sports car that would have outdated the 911, as the 911 had done to the 356.

Instead, the 911 refused to die. Not because the 928 was a bad car, but because it was the wrong concept. It was a Fuhrmann, not a Porsche. It was born of the wrong philosophy.

So, when I told my friend I was disappointed with the new 911's, that was what I meant. The 911 is one of the world's great cars, as was

the 356. I tried the 928, thinking it was the rightful successor. It was not. I went back to the 911, much improved from the first ones, but still a 911.

I'm still waiting, but I know it will never happen. Not like it could have. Not like it should have. That particular combination of Porsche family genius will never give birth to the rightful successor to the 911. The "correct" path of the Porsche philosophy is gone forever.

Think about it you Porsche buffs. We could be blasting down the highways in a Porsche that is hard to imagine. A contemporary version of the 911 that would be on the breaking edge of automotive technology. It will never come, but what a sweet dream. ■

Hoosier Auto Show at Indianapolis Motor Speedway September 21-22, 1985

All Porsche owners are invited to join the Central Indiana Region of PCA at the Indianapolis Motor Speedway on Saturday, September 21st. PCA is one of about 50 car clubs involved with this event. Last year there were 1,100 cars on display, ranging from very early antiques up through the latest model Porsche, Ferrari, Jaguar, and more. If you like cars, you'll love this event. Cars can be entered for judging or for exhibit only. All Porsche entries, judged or exhibit, will be parked in a group. After the activities at the track, Porsche people will have cocktails and dinner at the Holiday Inn North. Sunday, there will be touring laps of the 500 track, high wheel bicycle races, and for Porsche people, a Rallye. You may come one day or both. For information write to Mike Robbins, 7533 Westfield Blvd., Indianapolis, IN 46240. Please send self-addressed stamped business size envelope.



Mid Ohio Region Oktoberfest '85

This Year Mid Ohio Region PCA is proud to host the annual Oktoberfest event. This special weekend will also be the IRAC season finale. The multi-event weekend will include a Concours, Rallye, Autocross, and Banquet. Make your plans now to attend September 20, 21, and 22. Headquarters will be the Stouffers Inn in Dublin, OH. The Concours will be held near headquarters and the Autocross will be at the Powell Speedway. For further information please contact Bill Reuter at 614/766-4848.

Grattan Time Again—Western Michigan Region

On October 5th and 6th, 65 good drivers will have the opportunity to test their Porsche, their skill and last but not least their ba — — —, let's say their intestinal fortitude. WMR in conjunction with B.F. Goodrich and B & B Beer (local distributor of Lowenbrau) will sponsor two days at Grattan. With its 1.9 miles of constant high speed turns, off camber, down hill turns, blind apexes, elevation changes, banked curves, hair pins and last but not least a high speed, up-hill, blind apex into the most important turn of the entire racetrack—turn 9—the entrance to the half mile main straight. For information contact Richard Riley at 616/458-9932.

Mid Ohio Columbus 500, October 5th

Come join Porsche racing enthusiasts as Mid-Ohio Region celebrates the first annual IMSA Columbus 500. Join the crowd as the world's fastest sports prototypes take to the streets of downtown Columbus in the inaugural Columbus 500. Speeds are expected to reach 165 mph along the 2.67 mile circuit. For information contact Bill Bartholomew at 614/475-8222.

Converting Your 914 to Carbs

(or how to become a contortionist using a small German car as a training device)

by Dennis Raucci

I should say right up front that I am no Lee White. My mechanical abilities are probably somewhere between his and Pee-Wee Herman's. I have owned my 914 for 13 years and feel pretty familiar with it, and have learned to appreciate its good points and to put up with its bad points. One of the bad aspects of 914 (1.7) ownership that I decided to alter was its lack of power. Research seemed to indicate that the easiest and probably cheapest way to do this was to remove the fuel injection and replace it with carburetors, and thus—my story. This is not a "how to" article, but rather a narrative of my "seat of the pants" installation of carbs.

The first thing to know about a carburetor conversion for a 914 is that the distributor and fuel pump must also be replaced to properly complete the job. Most of the kits offered for the 914 inform you of this and recommend the proper pump and distributor to use. After you have purchased the kit and related parts, the next step is to familiarize yourself with the installation instructions. I read them over and over again and felt very comfortable with the impending job. The kit I purchased contained 2 Weber 40 IDF carbs, a Bosch .050 distributor, Facet fuel pump and Weltmeister linkage. All nuts, bolts, clamps, washers, brackets, gaskets, etc. were also included.

The first step in the conversion is to remove all of the fuel injection components. This starts with the air filter (very easy) and includes the removal of the brain box, the fuel injection runners, the fuel injectors and associated plumbing, and the harness for all of the fuel injection wiring. This portion of the job is a simple wrench and screwdriver procedure. The harness is strictly plug in and is removed pretty much as a unit. It's unbelievable how uncluttered the engine compartment becomes after this part of the job. The central part

of the engine block becomes exposed after this step and this is the perfect time to clean off years of oily dirt from this portion of the engine revealing the engine number and a nice expanse of alloy metal which had been previously covered. It's also a good time to remove and repaint any of the engine sheet metal that needs sprucing up. The right side sheet metal in my car had lost some of its paint years ago before I learned how to keep my battery from corroding things in the engine compartment. I removed this piece and repainted it with Rustoleum galvanized primer and gloss black paint. The left side was in pretty good shape, so I just touched it up, and did a general clean up there. In my opinion, this is also a good time to install the new distributor, as there is so little interference from other engine components. To replace the distributor, the engine must be set at top dead center. This can be accomplished in a number of ways. The instructions with my kit recommended placing the car in second gear and pushing it until the marks lined up. The method I used was to grab the fan and belt at the front of the engine and to turn the fan until the white mark on the impeller lined up with the notch in the housing. (This can be observed by removing the black plastic screw-on cap at the top of the fan housing.) This is a very important step in the installation as I will explain later.

I next installed the manifolds on the engine. There are four bolts for each manifold and the two outermost ones must be removed from the engine as they are too short to fit through the new manifolds. The new, longer bolts were included in the kit. The manifolds fit right into place and bolted down easily. In my kit, only a paper gasket was placed between the manifold and the engine, but some of the other people I have spoken with who

have done this conversion recommend that the black phenolic heat insulators be replaced as well. (I contacted the manufacturer of my kit and they said the insulator was not necessary). It should also be mentioned here that the carburetor mounting studs can be installed on the manifolds prior to the installation of the manifolds. I did this step first and tightened them down after having applied some blue Loc-Tite. It's also important prior to manifold installation, that the mating surfaces are clean and free of any old residue so that the manifolds can bolt down evenly with no leaks.

Next, I figured I would take on the old fuel pump removal and the installation of the new one. If you have ever changed the fuel filter on your 914, you know in advance that you will probably spill some fuel in this step, so be careful here. I first removed the line from the fuel tank to the fuel pump and plugged it, as gravity will completely empty your tank if you don't. There is still a lot of fuel left in the lines from the pump to the engine compartment so it would help to have something to catch all this fuel in. (Be sure to extinguish all smoking materials before attempting this step!) There are three lines to the old fuel pump. One is from the tank to the pump, the second is from the pump to the engine, and the third is a return line for unused fuel to the tank. This return line can be plugged and tucked away as it will not be used in the installation of the new fuel pump. In my installation, I relocated the new fuel pump to the engine compartment, which I hope in the long run will have the beneficial side effect of eliminating the vapor lock problem that 914's are famous for.

The old fuel pump was mounted on rubber washers and the bolts holding the pump in place were

(Continued on next page)

Carbs continued

rusted and somewhat difficult to remove. A little Liquid Wrench did the trick here and the relocation of the fuel pump to the engine compartment removes the fuel pump from exposure to the elements. The new fuel line was run through the existing holes into the engine compartment and I trimmed the old rubber grommet so that the new fuel line would fit through it. The new pump mounted right where the old pressure regulator was. I recommend that you mount the new pump with rubber washers as it makes a little noise and the washers help to dampen this noise.

Next, comes the really neat part. THE CARBURETOR INSTALLATION.

(To be continued in the October issue of the "Chicago Scene".) ■



Dennis' next project???

Calendar of Events

- January 27 General Meeting
- February 24 Ice Gymkhana
- March 9 Mini-Weekend
- March 17 Tech Session
- April 14 Rallye School
- May 5 Driving School
- May 25-26 Elkhart Lake I
- June 8 Boat Ride
- June 23 Rallye
- July 10 Blackhawk I
- July 28 Potter's Picnic & Concours
- August 7 Blackhawk II
- August 17-18 Elkhart Lake II
- September 8 Concours at Oakbrook CC
- September 22 Charity Gymkhana
- October 12-13 Michigan Wine Tour
- November 10 Art Show & Concours
- December 7 Dinner Dance



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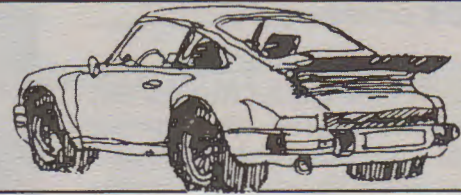
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*Articles, Photos, Restaurant Reviews, etc. are needed for future issues of "Chicago Scene".
Send to Jackie & Dennis Raucci, 2725 N. Thatcher, Suite 301, River Grove, IL 60171.*

Rear View Mirror #3

Elkhart II, August 17-18, 1985

by Bob Law & Pete Knoerzer



On behalf of Pete and myself, I would like to recognize the many people and efforts put forth to provide the membership a weekend at Road America. Five names came to mind immediately: Nick Brenkus, Sue Schorn, Donna Teeter, Dan Bacin, and John O'Keefe. Donna was the backbone and designer of our Pre-Grid System employed on Sunday. Thanks to Donna's innovative ideas and help, the Pre-Grid was utilized. Both the Road America Staff and the SCCA Fire and Rescue people commented on the extremely safe and incident free weekend shared by all. Donna, I am sure Pete and I speak for all of the participants in thanking you for your help. Nick and Sue shared the thankless job of running registration. They were responsible for all the logistics necessary to organize, categorize, and finalize all the participants. I am sure they have sore ears from the hundreds of calls fielded in setting up the event registration. Dan Bacin did an outstanding job with the track orientation session for our more novice participants. Again, our perfect safety record is a tribute to Dan's talents and help. Pete and I would like to give an extra special word of praise for John O'Keefe. On both days, John was the first person on the scene to help and the last to leave. John was our number one man setting up our timing lights and electrical circuitry needed to provide all of you with your times. Throughout the weekend John provided the needed support and technical assistance to pull off an event so large as this.

At this time I would also like to give recognition to Bea and Cindy, our better halves, who were a constant source of inspiration and support from the day Pete and I agreed to do the event. Timing was absolutely flawless due to their efforts. Absolutely not one time was lost, mainly due to their organizational talents and work.

Finally, I must thank all the countless people who volunteered their time to put on the event. We were all at Road America to have fun and some recreation and it is a tribute that almost every participant helped in some way to "pull off" this event. Pete and I felt very strongly the philosophy that the weekend was for everyone and everyone should contribute. Never before have we seen such an outpouring of help with members coming "out of the woodwork" to support our needs. Thank you all!

Pete and myself are encouraging constructive criticism of the weekend. We want to pass on to the Board, ideas and concepts that both we as chairmen, and you as participants observed. Put your thoughts in writing and send them to Pete or myself. Food for thought: How did you like the Go Karting, Pre-Grid concept, use of pylons and chase cars, etc.? Any comments would be appreciated. Two major changes being considered by Pete and myself are a three day event including the return of a Concours or a Driving School at Road America using a format similar to that used at Blackhawk Farms.

In conclusion, Pete and I feel very pleased with the weekend, but, the credit belongs to all of you. Thank you one and all for making Elkhart II the success it was.



The Winners



TIMING RESULTS FOR ELKHART II

Class P2:

Tom Larson	*210.67
Rip Patterson	217.00
Kurt Wirth	231.49

Class P5 (P3 was bumped to P5):

Chuck Peterson	*211.06
Tom Larson	211.32
Ed Raymond	213.73
Jim Peterson	220.51
Terryl Johnson	220.83

Class P7 (P6 was bumped to P7):

Doug Tepper	*203.05
Russ Iser	*203.08
Gene D'Andrea	*203.80
John Laidlaw	*206.17
Robert Dangoia	*207.74
Lance Flynn	208.55
Rich Smiejek	208.58
Tim Green	212.86
Rick Gurolnick	213.26
Rich Godlewski	214.11
David Schnoerr	214.31
Lee Lichtenstein	214.48
Fred Bartlett	223.51
Jim Murray	225.01
Greg Wilharm	226.81
Phil Zminda	276.69

Class P9 (P8 was bumped to P9):

Rush Pond	*199.81
Lynn Johnson	*212.10
Kurt Hipke	212.60
Tom Harwood	*212.26
John O'Keefe	223.96
Ray DeMaertelaere	226.30

Class I1:

Mark Lindner	*213.07
Phil Cull	*214.27
Ed Scott	217.37
Dennis Raucci	232.82
Dick Gunther	233.24

Class I2 (P15 was bumped to I2):

Ed Leed	*191.73
Jack Bushmeyer	*192.23
Richard McCord	*198.83
Dean Bangert	*200.71
Tom Johansen	202.45
Steve Northrup	206.70
John Pfligenstofer	208.13
Bruce Reines	210.10
George Estrada	212.51
Bill Terry	213.43
Keith Orum	214.92

Class I3 (P16 was bumped to I3):

Pete Knoerzer	*195.84
Alan Andrea	*196.16
Bruce Janecek	*212.01

Class I3 continued:

Greg Dobbin	214.58
Jim Fuerstenberg	217.32
Allen Feldman	248.90
Tyler Bangert	DNF

Class M3:

Mark Eskuche	(FTD) 171.99
Dan Bacin	*172.41
Owen Johnson	*181.89
Jim Becker	*192.96
Bill Boy	*186.53
Conrad Meier	187.25
George Gutmann	190.99
Chuck Schank	192.40
Howard Yefsky	194.60
Nick Brenkus	195.71
Frank Wagner	197.83

Class P10:

George Scott	*204.71
John Bohlander	*204.98
Dave Beach	208.35
Harold Beach	DNF

Class P12

(P11 was bumped to P12):

Bill Bauman	*192.84
Jerry Quebe	*195.18
Harold Teter	*196.02
Rick Riley	*198.85
Everette Morgan	204.04
Jim Cady	206.03
Wayne Rindt	206.51
Mark Gadbois	212.27
Guy Reeder	214.20

Class P13:

Jeff Kolk	*188.42
Mike Zurick	*194.19
Barry Paddor	*197.41
Vic Harris	*199.99
Greg Vrablik	200.67
Rod Gustafson	203.74
Bill Elliott	204.30
Neil Holleb	204.71
Bob Hoffman	206.13
Craig Williams	206.70
Kris Tumilowicz	207.44
Daryl Schaller	208.83

Class P14:

Bob White	*195.21
Arnold Zann	*199.11
Dick Sattler	*200.22
Manfred Pfeiffer	201.37
Matt Harkis	206.17
Michael Ketten	208.14

Class P23

(P21 was bumped to Class 23):

Shelley Johnson	*220.50
Marcie Tepper	*222.66
Jacqueline Chaput	*227.76
Linda Baumann	230.47
Madelynn Wilharm	234.73
Lynette Laidlaw	241.71
Pat Bartlett	246.66

Class P28:

Liz Gray	*218.08
Lori Riley	228.08
Martha Reeder	236.76

Class P30

(P29 was bumped to P30):

Sue Gustafson	*227.58
Wilma White	240.88
Patti Tumilowicz	245.00

Class I4:

Lauren Pichler	*213.67
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Class I5:

Sheryl Bushmeyer	*197.19
Debbie Leed	*202.55
Linda Orum	223.44
Jackie Raucci	228.65
Eve Estrada	238.53

Class M7:

Linda Bacin	(FTD) 194.11
Kathy Liu	207.26
Bea Knoerzer	DNF

*DENOTES TROPHY



Elkhart weekends are perfect for making new friends.



Frank: "I'm no good in the morning 'til I've had that first cup of brake fluid."



Miss Road America winner and runners up.



While Nell makes time on the track, George makes time off the track.



Mr. Road America winner and runners up.



Bob: "An Elkhart weekend isn't complete without a trip to Fleet Farm." Bill: "Is this guy for real?"



Jeff exemplifies the mature attitude prevalent at Elkhart weekends.



Phil Cull does his Johnny Carson imitation.



Pete takes a licking and keeps on ticking.



"Hey Bill, the accommodations here are primitive, but Siebken's does provide toilet paper!"



*Jim: "Do to me what Bea's doing to Pete!"
Gaile: "How's this?"*



John Wayne look alike contest winner and runner-up!



JoAnne: "Greg's been this way since he lost his brakes on turn 5."

PSST! Wanna Buy A...?

Send classified ads to the Editors by the 10th of the month to appear in the following month's "Scene." Ads run for two months and are free to Chicago Region PCA members. Non-members or out-of-region members may place ads at the cost of \$5.00 per ad. Payment must accompany ad. Send ads to Jackie and Dennis Raucci, 2725 N. Thatcher Ave., Suite 301, River Grove, IL 60171. (Home) 312/452-6222 (Office) (312) 452-8880.

FOR SALE: Four Pirelli CN-36 185/70 VR15 radials mounted on 6" x 15" alloy replicas. 3000 miles. Excellent condition. Will separate. \$700. One 5½" x 15" 4-bolt 914 wheel with Dunlop radial (original equipment). Unused \$60. Dennis Raucci (Days) 312/452-8880 (Nights) 452-6222.

PARTS: Fox Super Vixen II all Band Superhetrodyne radar detector (Fox's Escort). Latest state of the art technology. Adjustable or pre-set sensitivity, audible + visual warnings, dash-visor-windshield mount, carrying case. Suggested retail \$279, slightly used but in original box, a real bargain at \$139. J. Welda, 435 Shoreline Rd., Barrington, IL 60010. 312/381-1194.

FOR SALE: 1983 944. Montego Black Metallic, Black interior, 4500 miles. Most options. Rare Weissach rear skirt, uprated Concord radio, custom alarm, painted wheel crests, stored in heated garage. Immaculate. Must be seen. Tom Grunnah, 382-7688.

FOR SALE: 2.34 litre 911S engine. Blue-printed, balanced and dyno tested. Shot peened rods and crank fillets. New 10.4:1 Nikasil pistons and cylinders. Call Sol at Perfect Power for details 312/367-8837.

FOR SALE: 1 Saratoga Moon Roof for 911 Targa. Perfect condition. \$500 or best offer. 4-5/16" Wheel Spacers \$20/Set. 911 stone guards—protects rear fender flares, original equipment, left & right \$25.00/set. Call David Cooper at (312) 944-3980.

FOR SALE: Four early (1970) 911S factory 6" x 15" alloy rims in good condition. \$390/offer. George A. Estrada. 312/237-0915.

FOR SALE: 2 Porsche 356 5 x 15 wheels @ \$5. 1 6 book set shop manual '77 toyota Corona \$3. 2 beetle cranks-need turning-free. 1 Bosch CD ignition system, new \$65. 4 used American 'mags' for Toyota/Datsun. Misc. VW wheels, caps, tires, tubes-cheap. 1 175SR14 almost new Bridgestone \$25. 2 XWX 185-70-14 solo tires \$5. Wanted: used bubble wheel balancer and pump for undercoating. Jim Gladish, 312/729-4706.

FOR SALE: '74 911 Targa 9114111261. Original, rust free, canary yellow paint. 52,000 miles. Numerous autocrossing and optional goodies. \$16,000 OBO. Call Bob Law for full details 234-3387.

FOR SALE: 1 set excellent quality full sheepskins. Black for 944 & 911. Original cost \$275. Selling for \$175 or best offer. New Kamei rear spoiler for BMW 3 or 5 series. Also fits Audi 4000 or 5000 to '83 and V.W. Jetta. \$70 or best offer. Call Arnold or Sheila at 386-2864.

FOR SALE: 1980 Renault R5 Alpine (Le Car). French answer to the GTI. An excellent companion to a Porsche. Many performance modifications. Fast, outrageous handling, especially considering it's a "practical" car. Complete service records. \$4,000 OBO. Call David Cooper at 726-4517 (W) or 944-3980 (H).

FOR SALE: 1960 Super 90 Roadster. Body better than average. Never restored. Mechanically excellent. \$5,000 OBO. Much original paperwork. Call Phil Wolpe at 996-3055 (Days) or 739-4637 (Evenings).

FOR SALE: 1976 912E. Excellent throughout, recent heat exchangers, exhaust and battery, AM/FM Cassette, Pirelli P6's, stored winters, 64,000 miles. Asking \$11,900. Also, service workshop manual for 912-E \$40.00. Dick Hutter 312/369-1859.

FOR SALE: Set of 5 914-4 Pedrini alloy wheels with Michelin 185/70 tires mounted. Wheels are complete with bolts and hub covers. Will accept best offer received by October 1, 1985. Ken Nestle 312/833-7100 days/evenings.

FOR SALE: 1975 914/4 2.0 litre engine (85K miles) complete with fuel injection, fuel pump and electronics, also complete 5 speed transaxle assembly. Engine is in car and running and can be seen by appointment. Will accept

best offer over \$1,000 received by October 1, 1985. Ken Nestle 312/833-7100 days/evenings.

FOR SALE: 4 Fuchs OEM alloys, 5½ x 14, 5 bolt to fit 911-914/6, \$100 each. 4 185-15 Michelin ties \$25 each. 2 rear rotors for 914-6, \$25.00 each. Also 1982 Audi Coupe. VG Condition. 35K Miles, PS, PB, PW, PM, PL, Sunroof, 85 Dolby cassette, Rusty Jones, leather interior. \$8800 OBO. Jim Fuerstenberg 353-5392 days, 446-9120 evenings.

FOR SALE: 928 1979 (#9289201829) Petrol Blue metallic/Cork full leather. 33,000 miles, automatic. 16" polished alloys with new Goodyear Gatorbacks. Factory alarm, European headlights, new Bilsteins, rear spacers, U.S. car. Excellent condition. \$22,900. Craig Williams, 213 Westbrook Drive, Springfield, IL 62702. 217/787-7876 eves.

FOR SALE: 1971 911T Targa. Interior and engine (58K miles) excellent. Front has brand new hood, fender, bumper. Car not now driveable as torsion tube broken and needs major repair. Good project car. Best offer. Call John Thomas, 930-1036 days or 446-5401 nites.

WANTED: 1962-65 Super 90, C or SC Cabriolet. Must be in excellent or even concours condition. Call John Thomas, 930-1036 days or 446-5401 nites.

Zone 4 Calendar

SEPTEMBER 8

Chicago Region Concours
Oak Brook Country Club

SEPTEMBER 14

Ohio Valley Region
Pig Roast, Rallye, Autocross
Dayton, OH

SEPTEMBER 14-15

Central Indiana Region
Hoosier Auto Show and Rallye
Indy Motor Speedway

SEPTEMBER 20-22

Mid Ohio Region
Oktoberfest
Dublin, OH

SEPTEMBER 22

Chicago Region
Charity Gymkhana

SEPTEMBER 22

Central Indiana Region
James Dean Historic Tour
Fairmount, IN

5th Annual Chicago Historic Races July 19-21, 1985

by Dennis & Jackie Raucci

About 50 PCAers along with thousands of other sports car enthusiasts were on hand at Road America for the Fifth Annual Chicago Historic Races. Inspired by the traditional pride and heritage of Europe's world class road races, Joe Marchetti, president of International Auto, Ltd. created the race in an effort to share his passion for these priceless art-like automobiles. The event, one of the top vintage and historic events in the country each year, benefits the children of the Maryville City of Youth.

Thirty years of racing history were compressed into a three day festival consisting of a Concours d'Elegance, International Challenge Race (England vs. Italy), Vintage and Historic Races as well as the 25th Anniversary 250 GT Challenge. The first 250 SWB competition car built by Ferrari (1959 Serial #1613) was raced by Joe Marchetti's team. Legendary marques such as Porsche, Ferrari, Alfa Romeo, Cobra, McLaren, Cooper, Lotus, Jaguar, Maserati, Austin-Healy and other priceless racing cars were displayed and driven in all out competition. Two full days of racing included fifteen different classes in which more than 200 drivers from the United States and Canada competed wheel to wheel for class trophies.

Throughout the weekend Como Inn, Beatrice Companies, Breganze Wine, Bolla Wine and Seven-Up presented a festival of international foods and entertainment as a backdrop to the racing competition.

PCA was well represented, not only in attendance, but in participation. Terry and Shelley Johnson drove their 1957 Porsche Intermechanica Speedster and their 914. Bert Sadock competed in his 1961 Ausper Formula Jr. Dan Bacin's entry was his '74 Porsche Carrera RS. Other familiar names on the roster were: Bea Knoerzer, '64 Porsche 356SC Convertible; Chuck Stoddard, Porsche 917K; Chuck Schank, 1970 Porsche 914-6; Mark Eskuche, 1970 914-4; James Becker, 1971 911; Tyler Bangert, 1972 Porsche Carrera; Jean Banchet, 1972 Ferrari Daytona Spyder and his 935 DP, and yes Dean Bangert was seen in a '74 Ferrari 365 Boxer. (Not only in the wrong car, but on the wrong side of the car!)

The event was not only exciting, but well organized. Those who attended got the opportunity to see cars they may never see anywhere again. We thoroughly enjoyed every minute of the Chicago Historic Races and look forward to attending again next summer. Hope we'll see you there!



Porsche Carrera 6



Dean Bangert and his Ferrari 365 Boxer



AC Cobra



Hard driving and hard braking take their toll.

Concours at the Oakbrook Polo Club, September 8, 1985

Name _____

Member Applicant Guest

Porsche Model: _____ Type: _____

Year: _____ Color _____

Concours Class (check one):

- A: Exterior, Interior, Trunk, Engine, Undercarriage
 B: Exterior, Interior, Trunk, Engine
 C: Exterior, Interior, Trunk
 D: Exterior, Interior

Fee: (Make check payable to PCA/Chicago Region)

\$6.00 per car before August 31, 1985 / \$7.00 per car after August 31, 1985

Mail to: Eve Estrada, 2959 N. Mulligan Avenue, Chicago, IL 60634, 237-0915

Charity Gymkhana, September 22, 1985

Located at: Oakton Community College, Golf (58) and River Roads, (East Parking Lot) Des Plaines, IL

Dinner at: Bubbles B-I-S-T-R-O, 9046 W. Golf Road, Niles, IL

Registration and Tech: 11:00 a.m.

Practice at Noon

Timed Runs begin at 1:00 P.M.

EARLY REGISTRATION: 1st Driver \$10.00 / 2nd Driver \$5.00

LATE REGISTRATION (Day of Event): 1st Driver \$12.00 per Driver

Dinner Per Person: \$5.00 (Cash Bar)

We are looking forward to the gymkhana and the opportunity to help the kids at the Sally Potter School. Let's fly!

First Driver _____ Member Applicant Guest
LAST NAME/FIRST NAME

Second Driver _____ Member Applicant Guest
LAST NAME/FIRST NAME

Porsche Model _____ Year _____ Color _____

Modifications: _____

Non-Porsche Model _____ Year _____ Color _____

Modifications: _____

MAKE ALL CHECKS PAYABLE TO PCA/CHICAGO REGION

SEND TO: Jean Kaitis, 1690 Fairfield Lane, Hoffman Estates, IL 60195 (490-0525)

The Devi-Bara Made Me Do It—Again!

Dear Linda:

We'd just love to see Wisconsin with its gorgeous coat of fall colors!

Driver _____ Navigator _____

Member Applicant Guest Member Applicant Guest

Class: Equipped Unequipped Car Model _____

Preregistered \$85 per couple. Make checks payable to PCA/Chicago Region and Mail to:

Linda Gutmann, 6116 N. Landers, Chicago, IL 60646. (REMEMBER: YOU MUST PRE-REGISTER!)

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