

Chicago Scene

AUGUST, 1986

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



In This Issue . . .

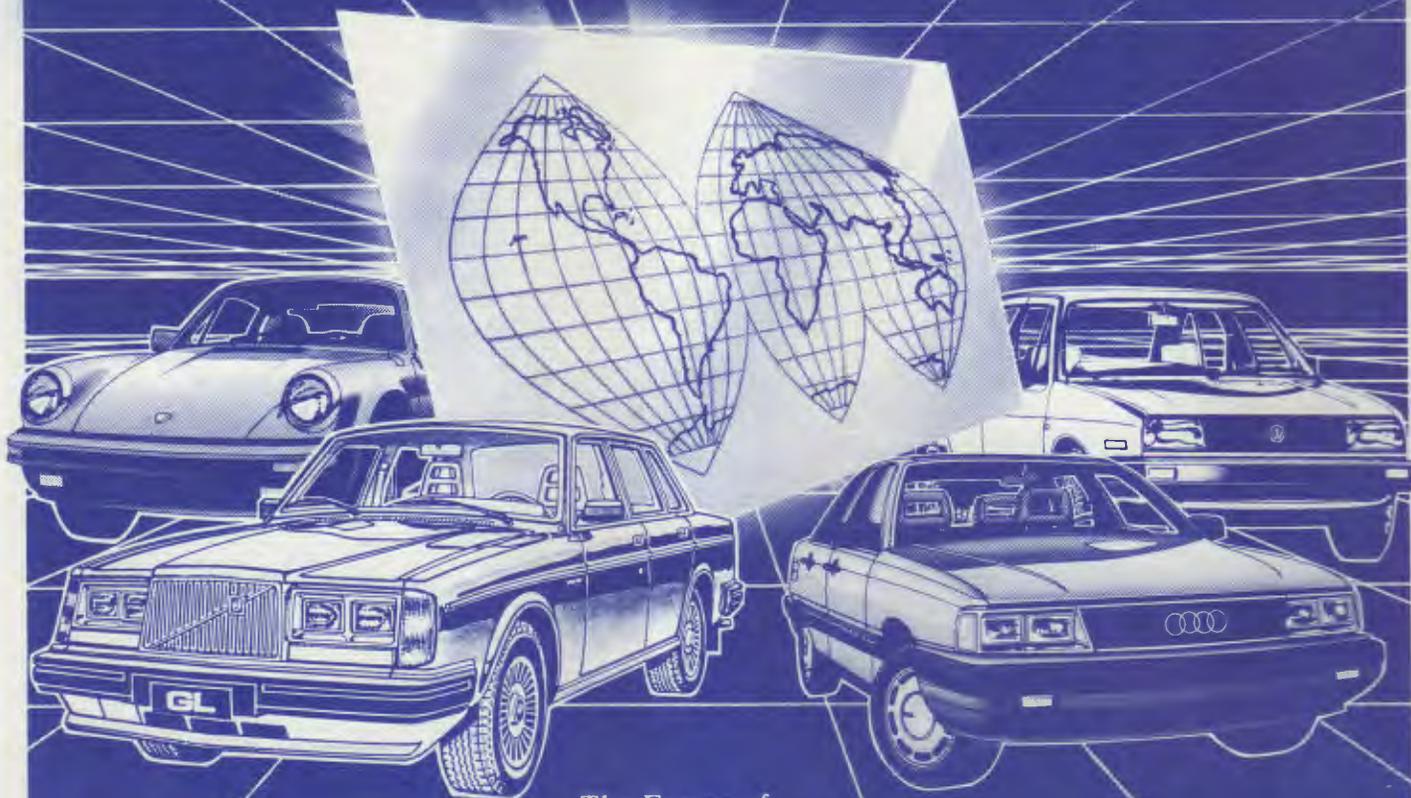
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- **Racing News**
- **Porsche Play**



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SCENIC VIEW

by Dennis Raucci

On the 23rd of July, I had the enjoyable and informative experience of attending a "hands on" drivers school sponsored by Audi and BF Goodrich Tires.

I went as the guest of Arnold Zann, whose wife had a conflicting appointment for the day. (Thanks, Sheila!)

The school was conducted by the N.A.P.D., the National Academy for Professional Driving of Hutchins, Texas. Our class of about 60 people had the full use of the Arlington Park parking lot and also approximately 30 new Audis of every model and style including Turbo Quattros with A.B.S. Brakes. The classes were divided into four groups and we covered all four categories of driving: 1) Slalom, 2) Braking, 3) Braking on ice, 4) Covering a slalom course with occasional ice patches.

The school was very well run and informative, but the thing that impressed me the most about the day was the unbelievable effectiveness of A.B.S. Braking Systems. For those of you living in the past, A.B.S. (Anti-Block-System) is basically a computer-controlled braking system, which not only prevents brake lock-up, but which will automatically adjust brake pressure to each of the four wheels of the car dependent on what sort of brake distribution is needed to keep the car under control.

For example, you're motoring along on a chilly winter day and you're approaching a section of road that has frozen puddles along the curb. You're daydreaming about the upcoming Road America events, and

then you realize too late that you're going to lose it on this ice patch. You hit the hooks. Without A.B.S. your tires on the left side of the car grab on the dry pavement, but the right side tires start to slip on the ice sending you into a condition most 911 drivers are familiar with (the dreaded whirling dervish mode).

With A.B.S. brakes, the computer takes over and releases some of the braking force from those tires on the ice, making as many as 20 adjustments per second. The result, you brake in a straight line in a shorter distance, as the A.B.S. system has also prevented you from locking up your brakes. Never having driven a car so equipped, I came away very enthusiastic about the system.

To simulate ice conditions at the school, sheets of very heavy plexiglass were secured to the pavement in approximately 20 by 10 foot squares. These sheets of plexiglass were then sprayed very heavily with silicone. Believe me, you could easily spin on this surface! We experimented with 2 wheels on ice, 4 wheels on ice, A.B.S. on and A.B.S. off. All I can say is A.B.S. works great!

Manufacturers should look into A.B.S. as a mandatory fitment to all cars. Maybe then, we could do away with 5 mph bumpers, center high mounted stop lights and 55 mph speed limits, to name a few.

A.B.S. plus proper driver instruction should greatly reduce the incidence of accidents, injuries and deaths.

Some Porsches have A.B.S. Some Audis have it, as do some

BMW and Mercedes models. Let's get it on all cars, including those 5,000 lb. behemoths from Detroit, and hopefully everyone will be safer on the roads.

The "Chicago Scene" is the official publication of the Porsche Club of America, Chicago Region and is published monthly. Material must be received by the "Scene" editors no later than the 10th of the month to be published in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. 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.

Contents

Scenic View	1
Words From The Bush	3
Two Day Rallye	5
New Members	7
Racing News	7
Concours	9
Minutes	11
Rear View Mirror	12
Charity Autocross	15
Porsche Raffle Results ..	15
Vehicle Emissions	
Testing	17
Rear View Mirror II	19
Calendar of Events	20
Porsche Play	21
Zone Four Calendar	24
Classified Ads	25
Answer Our Call	27
Tech Tips	27
Elkhart II Update	27

On The Cover . . .

Photo of 944 Turbo taken at 924S Road Test, Atlanta, GA. Photo by Dennis Raucci.

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Elkhart Lake Vintage Festival, 3131 S. 27th Street, Milwaukee, Wisconsin 53215 Phone (312) 787-7838



by Jack Bushmeyer, President

During conversations with friends of ours who are non-Porsche owners, I have found that Porsche owners, in general, are a misunderstood lot. It would seem that people take an unkindly view of us sometimes—wearing too much gold, driving too fast, that we are all Doctors, Lawyers or real estate developers!

Although there is nothing wrong with any of these (except speeding in a school zone) we as Porsche owners and members of Porsche Club of America should consider our public image, or if you would—our Public Relations.

The following items are considerations that National has made about the club's public relations and community relations over the years. It is my belief that it is good food for thought for each of us to consider as a club and as individuals, when driving our Porsches.

Public Relations

Public Relations as it relates to local PCA regions can be said to be community relations in the city or area where the majority of the members reside. The public relations for our region should be, at the very least, most of the following:

(1) To acquaint non-member Porsche owners with the fact that we have a viable, worthwhile organization which they should consider joining. Membership recruitment can be positively assisted by an active public relations program.

(2) To give members a sense of pride and feeling that they belong to a club which is worth putting some effort into.

(3) To let the public at large know that car clubs have members who are "normal" people, with community interests, jobs and families which represent diverse elements of each community. Too often car clubs are thought of as speed freaks, drag racers, gas wasters and a public nuisance.

(4) To let dealers and other potential sponsors in our area know that our PCA region is worthy of their support.

Another item I have included is an excerpt from an article in the Citizens Coalition for Rational Traffic Laws Newsletter. CCRTL is a national organization representing those who would like to see the 55 mph speed limit repealed. Jim Baxter is the president of the group. If you believe that the 55 mph speed limit needs to be abolished, write your Congressman, Senator and support CCRTL. Remember the power that the National Rifle Association has when they write Congress!

Accomplishments?

by James J. Baxter

"What has the CCRTL accomplished? The law is still on the books, its proponents remain in Congress, not one state has repealed the law, and the country's leaders act as if the issue doesn't exist."

To a degree all of these statements are true. However, they fail to take into account the incremental nature of political change in the United States. Repealing bad unworkable laws is difficult because these laws develop and acquire their own constituencies. The people who

promote and passed these laws have gained prestige for doing so. Even the general public has trouble admitting the fact it has been misled for twelve years.

But, there has been a definite shift in Congressional responses to anti-NMSL letters. What was once unabashed support of "55" has moved toward neutrality. Those members of Congress who held neutral positions are now cautiously supportive of modification if not repeal. And, those members of Congress who never supported the NMSL are now introducing bills, signing resolutions requesting committee actions, and openly advocating repeal. Why the change? An increase in public opposition, growing non-compliance, reasoned arguments that question the validity of "55", visible evidence of organized political activity aimed at repeal, and changes in the political and economic climate. The CCRTL can't take credit for the last items, but we clearly can claim responsibility for the preponderance of the other factors.

WANTED: NEWSLETTER EDITOR

After a two year term as newsletter editors Dennis and Jackie Raucci will be retiring. Interested parties are encouraged to contact Jack Bushmeyer, President, Days: 480-4321, Evenings: 291-9093. No experience necessary. The Raucci's are willing to work with the new editor(s) in the next few months to facilitate a smooth transition.

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TWO DAY RALLYE

But Will It Play In Peoria?

What: Two-Day Rallye (Chicago/Peoria/Chicago)
When: August 23-24 Leaving 9:30-11:00 a.m. Saturday
Where: 1707 S. Washington Street, Naperville

Will you play in Peoria? Everyone knows that the main Caterpillar facilities are in Peoria, but did you know that the area is one of the world's largest suppliers of distilled spirits? It is also the location of Jumer's Castle Lodge, famous for their food and German decor. Even Peter Schutz has been known to eat at Jumer's when he returns to his old haunts.

But will you play in Peoria? You will if you join other PCAers during Chicago Region's two-day rallye. It will start Saturday, August 23, with an economy/distance run. You may start anytime between 9:30 and 11:00 a.m. from Jim Becker's Shell Station at 1707 South Washington St., Naperville. To get there, take Route 53 south to 75th Street and 75th west to Washington. The station is located about one mile south of 75th Street. We will have the gas tank topped up (it's not really to give Jim business!) and be given your instructions and details for the fun (who is buried in Norway?) and run (shortest mileage and best gas mileage) drive to Peoria.

After a few short hours of scenic driving you'll arrive in Peoria to find cheese and wine in your room, a swimming pool, and gracious dining awaiting. Sunday morning, August 24, a breakfast of your choice from the menu and a goodie bag of famous Jumer's breads will set you on the right road to rallye along the Illinois River back up to near the Saturday starting point and a bar and restaurant to while away the time while waiting for the rallye results.

The rallye fee will be \$15.00 if postmarked by August 18 and \$17.00 after that and at the start line. **THE DRIVER MUST HAVE A VALID DRIVER'S LICENSE.**

Jumer's has offered a package deal of \$97.75 plus tax or \$105.45 for two people in a room, two dinners and two breakfasts from the menu. This includes anything but appetizers, alcohol, and tips. It also includes wine and cheese in your room upon arrival and a gift of bakery goods in the morning. Jumer's has all night security guards and will have a special parking area for our exclusive use.

A block of rooms has been set aside and guaranteed until August 9 for PCA. There may be rooms available after that, but you take your chances. You may reserve a room by calling 1-800-235-8637 or writing

Jumer's Castle Lodge, Western at Moss, Peoria, IL 61604. Be sure to mention PCA and give a credit card number to guarantee late arrival. You will have a queen-sized bed unless you request a double-double. There are a few specialty rooms available with either a fireplace (Do you need one in August?) or loft area for \$20.00 extra. You may also reserve a room only for \$59.00/double. No meals or gifties are included with this.

You should make dining room reservations for Saturday night in advance at the same telephone number.

For the Sunday dinner you have a choice of fried chicken or ground round, including salad, entree, bread and rolls, dessert and beverage for \$8.50. Children under 6 will be charged \$5.25.

ALL PARTICIPANTS NOTE: The generals for Sunday's rallye will be handed out at the end of the economy run. If you do not participate in the economy run it is your responsibility to get your generals from Bob or Wilma White before 9:00 p.m. Saturday night at Jumer's. Also, all rallye terms in the route instructions are defined in the regional directory. You may want to bring yours along!

Dear Wilma:

Yes . . . we'll play in Peoria! Please sign us up for the August 23-24 Rallye!

Driver _____

Navigator _____

Class: Equipped Unequipped PCA Member: Yes No

We'll drive our Porsche Our "other car" _____

Enclosed is a check to cover:

Rallye fee (\$15.00 until postmark of 8/18-\$17.00 thereafter) _____

No. of adult ground round dinners for Sunday _____ x \$8.50 _____

No. of adult chicken dinners for Sunday _____ x \$8.50 _____

No. of children's ground round plates for Sunday _____ x \$5.25 _____

No. of children's chicken plates for Sunday _____ x \$5.25 _____

TOTAL _____

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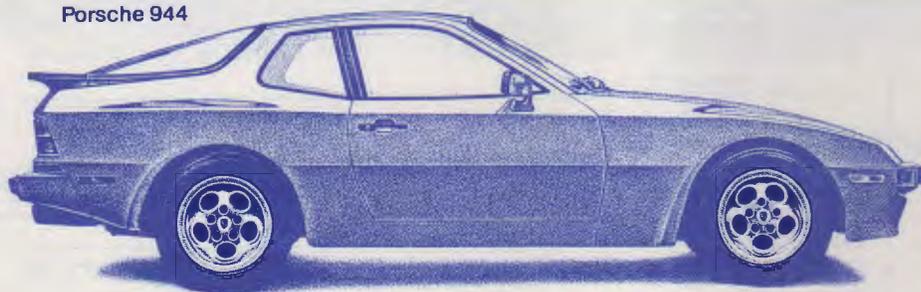
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NEW MEMBERS

by Sheila and Arnold Zann

Welcome to the following new members to Chicago Region.

Kenneth and Janet Alter
1965 Spruce Avenue
Highland Park, IL 60035
312/831-3876
Ken and Janet own an '86
Black Turbo.

David Greenebaum and
Ellen Davis
1700 Forest Cove Drive
Mt. Prospect, IL 60056
312/437-4683
David and Ellen own an '86
RED 911 Cabrio.

Hari Matsuda
1308 Asbury
Evanston, Illinois 60076
312/475-4356
Hari owns an '86 RED 944
Turbo.

TRANSFERS IN:

David and Barbara Gadbow
35541 Naper Boulevard
No. 3
Naperville, IL 60540

David Gardner
107 Harrison
Oak Park, IL 60304

Richard & Barbara Juloty
1143 Stuart Court
Naperville, IL 60540

TRANSFERS OUT

Ron and Jacqueline Caudle
moved to Bellevue, Washington.

Steve and Susan Priddy moved
to Boca Raton, Florida

Larry Baker has transferred to
Central Wisconsin Region.

Larry Minnear transferred to
Texas.

Roy Sedgwick has transferred
to Central Wisconsin Region.

Perry Stewart has transferred
to Central Iowa Region.

RACING NEWS

962 Maintain's Porsche's Winning Tradition

Reprinted from Volume 2, No. 3 Porsche Motorsport News

When the checkered flag falls at the next International Motor Sports Association (IMSA) Camel GT race, chances are a Porsche 962 will be the first car across the finish line.

The performance of this space-age creation designed and produced at Porsche's engineering facility in Weissach, West Germany, has been nothing short of sensational since the car was introduced to American racing in 1984. Over this period, the exciting prototype has scored more Camel GT victories than all of the opposition combined. Last season, for example, the 962 tallied an incredible 16 wins in 17 races for a remarkable 94.1% victory rate. In the process, the car claimed IMSA's GTP Class Engine and Chassis Manufacturer's Championship and the top spot in AUTO RACING ANALYSIS' 1985 Racecar Honor Roll for machines competing in 15 or more races.

The 962 is just the latest in a long line of Porsche powered race cars that have established an enviable winning tradition in Camel GT racing. Between them, Porsche's Carrera RSR, 935, 911S, 914/6, and 934 models have accounted for more than 200 class and overall IMSA victories since the circuit's inception in 1971.

Interestingly, the power plants for all these winners, including the potent 962, are and were based on the legendary Porsche 911 flat-six street car engine first introduced to the public in 1964. Equally significant is the fact these victories were scored by privateer teams frequently competing against race teams receiving direct factory support from European, Japanese and American automobile manufacturers.

Due to the efforts of these privateer organizations, Porsche's proud IMSA Camel GT winning tradition is certain to continue.

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MINUTES

Submitted by Jean Kaitis, Secretary

Minutes of the June 13, 1986
PCA Chicago Region Board
Meeting held at the studio of
Harold Beach.

The board meeting was called
to order by Vice President,
Wilma White at 8:10 P.M.

A correction was made to the
minutes. The new Blackhawk II
entry fee will be \$50.00. Addi-
tional funds in the amount of
\$68.78 for new stationery was
approved.

Financial report was submitted
subject to audit, report as of
5/31/86 was accepted. No P&L
report yet from Road America
event, Boatride or Blackhawk I.
The CD at Talman Home
expired on 6/12/86. Motion
was made to renew CD for a
three month term at 6.35%
simple interest at Talman. John
O'Keefe stated that anyone
needing back copies of financial
statements request them from
him.

Linda Patterson presented a
report on the Audit of the 1985
Account Books, subject to audit.
Interest was never accounted
properly for CD's and savings
accounts. Linda will accept the
1985 Account Books provided
the interest not accounted for
was added in. Motion to accept
report of Linda's audit with
recommendations was made
and accepted.

Vice President Wilma White
reported that all insurance has
been issued for July events.
August event insurance has
been applied for. Any event
involving moving cars requires
pre-notification to K&K (see
May issue of Panorama, pg. 37).

President Jack Bushmeyer
appointed the Nominating

Committee for selection of next
year's slate of officers. Those
appointed were: Debby Leed,
Chairperson, Jim Becker, Russ
Iser, Bruce Janecek and Eve
Estrada.

Jack also stated that we're still
in need of newsletter editors
and membership coordinators
for 1987.

A motion was made to acquire a
lock box to store the Chicago
Region's CD's as well as the
corporate seal, with the Treas-
urer and President holding
keys.

The newsletter has acquired
two new advertisers. Informa-
tion for the Charity Autocross
was requested so that it might
be included in the next issue of
the "Chicago Scene."

The following applicants were
accepted for membership: Jerry
& Harriett Bauman, Paul &
Carmela Bergen, Steve Veitler,
Robert & Susan Bensman,
Richard Christensen, John
Kyritsis, Nick & Wendy Weicht,
Patrick & Barbara Millican,
Jack Staudt, Richard & Heidi
Rybarczyk, Frank & Hattie Zaf-
fere. Transfers in: Richard &
Marlo Burkey, Peter & Barbara
Greenfield, Stuart & Maggie
Lutz, David & Judy McConkey,
John Parrish, Michael & Jean
Tallon.

The July 13 Autocross still has
no chairperson. PCR's won't be
used for this event due to
trophy requirements.

The Beach's will handle the
Concours at Potter's Picnic this
year. Since the Polo Club site is
not available to the club for the
September 7 date, it was sug-
gested that another site be
found.

The Social Committee reported
that Cindy Law and Judy Holleb
will chair the Dinner Dance at
Hotel Morraine, 700 N. Sheri-
dan, Highwood, Illinois. Next
year's Boat Ride has a penciled
in date of June 20th. However,
that date is usually the Night
Rallye. Wilma suggested we
hold that date open due to the
fact that we still don't know
what the Elkhart dates will be,
and we may want to go for an
earlier date for the Boat Ride.

Linda Patterson submitted her
Goody Store Report, subject to
audit. She suggested the possi-
bility of obtaining new car
badges. She has several price
quotes. It was suggested that
she check with National to see
who makes their badges.

Old Business: No Task Force
Report. To be continued next
month.

Jack Bushmeyer suggested that
the Chicago Region donate
\$500 toward the purchase of a
split rail wooden fence around
the new Porsche Park at Road
America. The \$1500.00 total
cost will be divided between the
Central Wisconsin, Milwaukee
and Chicago Regins. The fence
will be used for non-PCA activi-
ties. Maintenance of the fence
will be the responsibility of
these regions.

New Business: Jack received a
letter from National with the
following nominations for
National Offices: Dennis Thov-
son, President; Mike Springer,
Vice President; Drayton N.
James, Secretary; Burt Misevic,
Treasurer.

The meeting was adjourned at
10:15 P.M. The next meeting
will be on July 11th at the
home of the Bushmeyers.

The Longest Day Night Rallye

Saturday, June 21, 1986

by Debby and Ed Leed

Equipped Class:

- 1. George and Linda Gutmann 71 T
- 2. Dan and Diane Gallagher (Non-Porsche) 1046
- 3. Rip and Linda Patterson 1310 T

Unequipped Class:

- 1. Bob and Wilma White 425 T
- 2. Joe Hill and Joni Molinare (Non-Porsche) 700
- 3. Tom and Phyllis Harwood 747 T
- 4. John Bohlander and John Prunskis 937 T
- 5. Phil Zminda and Pat Weber 1020 T
- 6. John and Jeannie Ruther (Non-Porsche) 1247
- 7. Lawrence and Joyce Fik 1625
- 8. Don and Lourdes Parker 1666
- 9. Pat and Bonnie Yanahan 1819
- 10. John Kuetemeyer and Diane Richardson 2003
- 11. Hans Schmidt and Rick Thoma (Guest) 2053
- 12. Jerry and Harriet Bauman 2195
- 13. Arnold and Andy Zann 2222
- 14. Steve Gfesser and Kathleen Klein 2425
- 15. Scott Adleman & Maria Mendoza No score
- 16. Vince Argento & Rhoda Herzoff No score
- 17. Mark Efrusy & Kathy Salzman No score
- 18. David Greenebaum & Ellen Davis No score
- 19. Jim Miller & Mary Zydowsky No score
- 20. Keith Nelson & Lee Schroer No score
- 21. Rich Ward & Karen Fosta No score
- 22. Chip Schank & Jerry Fehr No score
- 23. Dave Wrobel & Ann Benton No score

This year's night rallye had spectacular weather, cows at a checkpoint and the usual contingent of lost Porsche drivers chasing their sport exhausts. So what else is new? Everyone found the bar at the endpoint but not everyone found all the checkpoints in between. Fortunately, the bar at the endpoint had plenty of beer which soothed a nerve or two.

For the first time in memory, a herd of cows tried to fool the workers at checkpoint three (Sheila Zann and John O'Keefe) into giving them an in-time. Sheila and John were not fooled, however, for they immediately knew that the cows should be penalized for creeping into a control. The cows also created a stressful moment for Bob and Wilma White who could not get through the creeping cows to receive their in-time. By the time Bob and Wilma were ready to leave the checkpoint, the cows, of course, were also ready to leave, which drove Sheila and John and the cows further into hysterics. Fortunately, the Whites forgave the cows, which is probably why they won their class.

The endpoint at Mers Restaurant provided, as always, a lively forum on the art of interpreting rallye instructions. No blood was shed and everyone enjoyed the good company of fellow Porsche Pushers until long after the sun went down.

We want to thank the following club members who helped us with this rallye: Doris and Harold Beach, Nick Brenkus and Sue Schorn, Bruce and Jean Janecek, George and Sara Melford, Sheila Zann, John O'Keefe, Wayne and Marion Potter, Dean and Milly Bangert.





"Apply to affected area? I think we've got the wrong instruction sheet!"



"And to think the Rallymaster said he wouldn't "lead" us astray on this simple rallye!"



Jackie: "That was a great Rallye. We didn't yell at each other once!"
Dennis: "Yeah, let's skip all the Rallyes and just go to the dinners from now on."



Arnold attempts to eliminate another "leg" of the rallye.



Jeanie: "Hello, there!" John: "Hello, there!"
Jeanie: "That's redundant!"
John: "So were these rallye instructions."



Several cars disappeared on this leg of the rallye. They'll probably be found thousands of years from now.



Tom: "Ha, ha ha! That Rallye was tougher than an autopsy on a 500 lb. pork 'n bean addict!"



Linda checks the air pressure of her inflatable "Love Doll."



Wilma: "I'd love to chat, but we've got to get moo-ving."
Bob: "That's udder-ly ridiculous!"



Joyce: "This Rallye will be the true test of our marriage."
Larry: "Oh-oh!"



Rip: "Thank God Potter's is coming up. At least no one gets lost getting there."



Phyllis: "We went down this road, turned left at T and then got lost."
George: "No wonder. That's a map of Rhode Island!"

CHARITY AUTOCROSS

Sunday, September 28, 1986

It's time for the 6th annual Charity Gymkhana! This year's event will be held at The College of Lake County, 19351 West Washington Street, Grays Lake, IL.

The charity event consists of a gymkhana, a bake sale, and an auction. So bake your favorite goodies and round up any treasures that you would like to donate to be auctioned. The value of your donation to the auction is tax deductible.

The proceeds from past gymkhanas have made it possible for the set up of an equipment loan library at the Sally Potter School for the Physically Impaired. The library was much needed and greatly appreciated by the students and their parents alike.

This event is open to any "vehicle" that can pass tech. The registration will begin at 10:00 a.m. on September 28th. The runs will begin at noon. Pre-registration for the event is \$12.00 for the first driver and \$6.00 for the second driver. After September 15, registration is \$14.00 for the first driver and \$7.00 for the second. Information on the dinner (at Blue Suede Shoes) will be forthcoming in the next issue. We are looking forward to a big turnout for this worthwhile event and are in need of workers in order to make it a true success.

Please include us in the Charity Gymkhana. Enclosed is \$ _____ for _____ reservations.

Name _____

Address _____

Phone _____

The Event Chairman is Rip Patterson. All monies and questions should be directed to him.

Rip Patterson

18218 West Twin Lakes • Wildwood, IL 60030

(312) 223-5685



As we expected, Porsche Club Members are very special people. A widow from California wrote about her late husband. "He lived Porsche and (his) driving in club events. It was his race car and great Porsche people which kept him going for a year and a half." This is only one of the many warm notes and telephone calls we received during this year's ticket sales. Thanks to all of you our 1986 Porsche 911 Targa raffle was a tremendous success. The winning ticket, No. 1000, was held by Michael Hill of Irvine, California. Michael is now eagerly awaiting the arrival of his new Porsche. Michael won this year. It could be you next year! (Note: Porsche club coverage of this raffle resulted in 1/3 of the raffle ticket sales!)

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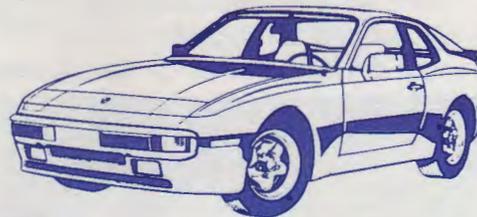
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VEHICLE EMISSIONS TESTING

from the Illinois Environmental Protection Agency
Office of Public Information

Fact Sheet

Vehicle Emissions Testing

The Vehicle Emissions Inspection Law (P.A. 83-1477) requires the Illinois Environmental Protection Agency (IEPA) to establish a vehicle emissions inspection program in Cook County and certain areas of DuPage, Lake, Madison and St. Clair Counties. The purpose of this program is to reduce motor vehicle emissions of hydrocarbons and carbon monoxide in areas of the state where air pollution standards have not been met.

The reduction of pollutants caused by vehicle emissions will make the air in affected areas cleaner and safer to breath.

The IEPA realizes that citizen participation will make this program a success. This fact sheet is designed to answer some commonly asked questions about the emissions testing program.

When will emissions inspections be required?

All vehicle owners subject to the emissions test will receive a sticker from the IEPA that will inform the owner when an inspection must be completed. Vehicle testing will begin on May 1, 1986 and test dates will be spread throughout 1986.

Where will inspections be required?

You will be required to have your vehicle inspected annually

if you live in Cook County or certain areas of DuPage, Lake, Madison, or St. Clair Counties. Areas in these counties that are exempted from the program are as follows:

All parts of DuPage County except those areas with zip codes: 60103, 60120, 60184, 60185, 60187, 60190, 60504, 60519, 60540, 60555, 60565.

All parts of Lake County except those areas with zip codes: 60002, 60010, 60013, 60020, 60021, 60030, 60041, 60042, 60046, 60047, 60050, 60060, 60073, 60075, 60081, 60083, 60084.

All parts of Madison County except those areas with zip codes: 62001, 62012, 62021, 62025, 62034, 62035, 62046, 62058, 62061, 62062, 62067, 62074, 62088, 62097, 62234, 62249, 62269, 62275, 62281, 62294.

All parts of St. Clair County except those areas with zip codes: 62208, 62221, 62223, 62225, 62232, 62234, 62236, 62243, 62248, 62254, 62255, 62257, 62258, 62260, 62264, 62269, 62278, 62282, 63385, 62289, 62298.

How often will my vehicle be required to be inspected?

Vehicles must be inspected every year.

What types of vehicles need to be tested?

Generally, all cars, trucks and other vehicles must be inspected except for the following: motorcycles, farm vehicles, vehicles of model year 1967 or before, diesel powered vehicles or vehicles operated exclusively for parade or ceremonial purposes by any veterans, fraternal or civic not-for-profit organizations.

How much will the inspection cost?

The test is free to the motorist. The inspection program will be paid for by revenue generated from the Motor Fuel Tax.

Where will the inspections take place?

Inspections will be made at special test stations in the Chicago and East St. Louis areas. Each vehicle owner will receive a map indicating the test station locations. Motorists may go to a test center of their choice to have their vehicle's emissions tested.

Who will conduct the emissions inspection?

The test stations will be manned by non-government employees. However, the IEPA will oversee the inspection program and have personnel at each test site to answer any questions that the motorist may have.

How long will the inspection take?

The actual inspection takes about two and a half minutes. Waiting periods at testing stations will vary. To avoid long lines motorists should plan on having their vehicle tested towards the middle of the month.

Will older vehicles have to meet the same standards as a new vehicle?

No. Emission standards vary according to the model year of the vehicle. To pass the inspection your vehicle must conform to emission standards which have been established for that model year.

What if my vehicle fails the emission inspection?

You have several options: You may make adjustments to your vehicle, or have a mechanic of your choice do it for you. If your vehicle does not meet emissions standards after adjustments, you will need to have further work done as specified by the state.

If the work required by the state is performed and your vehicle still does not pass the test, your vehicle will be waived from the emissions testing requirement for that year.

However, the waiver is only available if federally required pollution control equipment is on the vehicle and operating properly.

Can the test station perform repairs?

No. Test stations can only do testing. This helps insure that you receive an impartial test.

Does the vehicle's model year or the age of the vehicle's engine determine the applicable emission standards?

The owner is responsible for meeting emission standards that apply for the model year of the vehicle. The model year means the year the vehicle was built as stated on the title and registration of the vehicle.

What if I fail to get my vehicle inspected?

If the vehicle owner does not comply with this law, the owner's license and/or vehicle's registration may be suspended. If a valid inspection sticker is not displayed on a vehicle in the program, the owner may be fined. Vehicle owners who refuse to get their vehicles tested may also be fined up to \$300.00.

If I don't have a catalyst, will I have to get a new one to pass the test?

Not necessarily. If the vehicle can meet emission standards without a catalyst, there is no current requirement that it be put back on. However, no waiver can be granted without a catalyst if it was originally required on the vehicle.

Is my vehicle covered by any warranty against failing a test?

Manufacturers are required by Federal law to provide broad warranty coverage for emission control repairs to vehicles that are less than 5 years old and have been operated for less than 50,000 miles.

If your vehicle fails an emission test, the state inspector will be able to supply you with information describing your rights and responsibilities under these warranties. Additional sources of warranty

information include your owner's manual, your car dealer and the U.S. Environmental Protection Agency. In many cases, the total cost of an emission repair will be the responsibility of the manufacturer. You should know, however, that a warranty claim may be denied if the emissions failure resulted from tampering, improper use of leaded fuel, improper maintenance, or vehicle abuse.

Who should I contact if I have further questions?

If you need additional information or have any other questions, please contact the Office of Public Information, Illinois EPA, 2200 Churchill Road, Springfield, Illinois 62706, (217) 782-5562.

Illinois Vehicle Exhaust Emissions Standards

Source: 35 Ill. Adm. Code 240: Mobile Sources

Section 240.124 Vehicle Exhaust Emission Standards: Exhaust emissions from light duty vehicles shall not exceed the following limitations:

Model Year	Carbon Monoxide %	Hydrocarbons Hexane (ppm)
1968-1971	9.0	900
1972-1974	8.0	800
1975-1977	7.0	700
1978-1979	6.0	600
1980	3.0	300
1981-later	1.2	220

For purposes of determining compliance with Section 240.124 of this Part, all vehicles shall be inspected while operating in the idle mode, and all 1981 and later model year light duty vehicles and light duty trucks shall be inspected at high idle during a two-speed idle test.

REAR VIEW MIRROR

Blackhawk II Midweek
Wednesday, July 2, 1986



Dan: "Sorry, Barry, but you have to be at least this tall to drive here today!"



Howard: "Trust me. Diet Coke will make your car as fast as mine! (He-he-he!)"



These "distractions" were removed from their trackside location after several cars went off course.



Some guys are really "into" brakes.



Jim: "I may not be the fastest driver here today, but I'm surely one of the best-dressed!"



Harold: "Golly, I thought a 32-valve 928 had a stuffed engine compartment!"

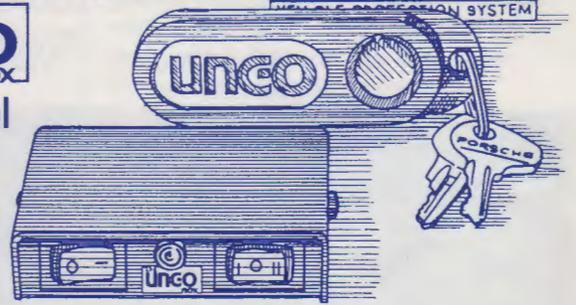
Calendar of Events

March 2	.....	"Yoshi's Cafe"
April 13	.....	Rallye School/Rallye
May 4	.....	Driver's School/Autocross
May 18	.....	Restaurant Tour No. 2
May 24-25	.....	Elkhart Lake I Weekend
June 4	.....	Blackhawk I (Midweek)
June 7	.....	Boat Ride
June 21	.....	Night Rallye
July 2	.....	Blackhawk II (Midweek)
July 13	.....	Autocross
July 27	.....	Potter's Picnic
August 3-10	.....	Parade Week
August 23-24	.....	Two Day Rallye
September 7	.....	Concours
September 28	.....	Charity Gymkhana
October 11-12	Elkhart II Weekend
November 9	Concours
December 6	Dinner Dance

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Confessions of a Porsche Nut

A Trilogy of Tales

Submitted to David Cooper by "Remlart"

July 2, 1960

The Buying of Our Third Car

We had been thinking of owning a sports car for over a year now. It all started out with looking at the Mercedes-Benz 190SL Coupe. This looked as if it would fit our needs in our areas of interest. One thing remained insurmountable, and that was the new list price in the area of \$5300 to \$5700. We then thought momentarily of buying one that was relatively new for around \$3000. This was dropped because all of the ones we then saw, did not give us the impression that the owners really took care of them and we did not want other people's problems. We now started thinking new cars. We first thought of the Austin Healy 3000 Peerless Coupe
Fiat Abarth
Corvette
Renault Caravelle
Karmann Ghia
Triumph
MGA 1600
and finally PORSCHE.

After considering all of the facts, I found that the Porsche came the closest to what we wanted. My wife still liked the Corvette, but due to the engine size, engineering, and gas economy I still preferred the Porsche. After some looking, while at Courtesy Motors looking at new Triumphs, I finally found our dreamboat . . . a 1957 Porsche 1600 Coupe (356A). Bought on June 28, 1960. Total cost of car \$2600.

SOLD April 21, 1961 for 1st downpayment on first new home (to a Volkswagen owner trying to get up in the world). I

owned it for 10 months, and put on 10,000 very enjoyable miles. Total cost for everything \$746.50 or 7.5¢ per mile! This is the Porsche I got hooked on!

January 3, 1968

The Buying of Our Fifth Car

Ever since I was forced to get rid of my first Porsche, it has influenced me more than any other car has, in my future car plans. I have come to realize that sheer weight alone does not give a car good rear holding habits along with traveling comforts. The Porsche was as fine of a compromise between Economy, Roadability, Comfort, Reliability, and Investment as can be found. I originally gave the car up for three reasons which are as follows: 1st—Needed original downpayment on a home we were just starting to get into. 2nd—The car had been severely damaged on driver side leaving me with a very poor subconscious feeling. 3rd—Verbal resistance was building up very strongly from the Italian side of the family (In-laws). Nevertheless, the fact that I was forced to give up the car stayed with me and I knew I would have to have another.

For six years, I planned to get another and around April 1, 1967 I started looking again for a 356C Coupe with 1964 or 1965 vintage with \$3000.00 ready for the deal. I came across a beautiful 1964 Baby Blue 356C Coupe for \$3200.00. I made a bid and downpayment on the car for \$3000.00, but the owner was not willing. I then planned to come back the next day with my wife thinking I

would still buy and left my downpayment behind to keep my name first in line. Needless to say, I came the closest to giving battle to that "gentleman" when he proceeded to sell to another before we could return the next day.

Finally my wife spotted an out of town ad for a yellow with black interior 356C Coupe selling for \$2990.00 in the Crystal Lake-Woodstock area. Since we were planning on visiting my parents at their Crystal Lake site, we combined both trips immediately.

The car we found looked about what I had wanted . . . a 1965 Coupe 356C in Champagne Yellow. After test driving the car I had a few doubts in my mind. I knew the car had been repainted . . . had a chipped windshield . . . had a blown muffler . . . had a strange road feel, but I decided to make a \$2800.00 bid keeping \$200 for the necessary repairs. Since the seller was in such a remote area and since prospects were few and far between, he agreed to sell.

On April 20, 1967 our family of four, driving in our two cars back from the Woodstock area, bought Lit'n I (named because it looked like a little yellow lightning bug) home to Morton Grove to stable next to Blu II. We had become a two car family for the first time. On April 21, 1967 the car was checked over for six hours by two technicians and the bill was \$148.00. This included the new muffler, repairing and replacing a frozen link pin, a complete

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2312 N. Central Avenue
Rockford, Il. 61103
815/964-4886

inspection, replacing left heater control box, greasing and oiling at the Autohaus on Edens.

Before I bought the Porsche, I embarked on a threefold safety program to prevent damage to passengers and car. They were: 1st very bright car color; 2nd two pair of driving glasses to aid me in my road judgment; and 3rd, a ten pound weight reduction in body size to allow me to be more supple and durable. Nevertheless, fifteen days after my original purchase, I was struck from behind by a new Cadillac while paying my money at the Tbuhy Avenue toll plaza. At this point I was quite angry and vowed that the Porsche would have to go because there was nothing I could do to save the car and passengers from the "nut drivers".

In the back of my mind I felt I had made a good buy in the beginning and even though I reluctantly tried to sell very shortly after the car was again patched up, I deep down felt that Spring 1968 would be the time to recoup all of my money. When Spring 1968 did arrive, two crowd stopper ads from the Chicago Tribune allowed us to contact ten people and brought out about five of them.

The prospect that turned the trick was a young airline stewardess who was looking for a yellow Porsche for her fiance, who was in California. She came out on a Thursday night and I showed her the car by flashlight. By giving me \$5.00, I kept her name first in line until her fiance flew in from California on Monday. Both were interested in buying the car so it took several days until financial arrangements could be completed at O'Hare Airport. The car was bought for \$2800 and 12 months later sold for \$2795 with 11,000 extra miles. It should be noted that the

young fella (age 25) drove the car to California immediately and averaged 25.3 mpg and 81 mph from Saint Louis without a single malfunction for the whole 2400 miles.

April 26, 1974

The Buying of Our Ninth Car

For six years now I have been happily without the urge to go back to the Porsches and had two "442" Oldsmobiles with good success. All of a sudden the Arabian Oil Crisis of Fall 1973 is upon me while I am in the process of preparing for a new assignment as Quality Control Manager. In an effort to do this job to the best of my ability it will now be necessary to make a 350 mile/week tour of the subsidiaries along with another 150 miles/week going to and from work to home. This means 2,000 miles per month with possible gas rationing of 70 gallons per month! Now I've got a problem calling for a car that I would enjoy getting approximately 30 mpg . . . therefore, Porsche, Porsche, Porsche . . . Porsche rides again!!!

The time was December, the time was wrong, but it appeared like a good time to get a Porsche at "bargain basement" prices. Since I was looking for gas economy it was to the 1968 and 1969 Porsche 912 that I looked. The plan was to drive the car on the subsidiary road circuit once a week until rationing came or if rationing did not come, I would ready the car for sale in the spring or summer of 1974. Well the search started, the Porsches in limited numbers showed up, and several got looked at, but either the cars were too junky or too costly. Finally, a breakthrough . . . I learned of a private party who was not advertising, but had a 1968 Porsche 912 Targa for sale. Well, in a few words, I fell in love with the

Porsche in a "blinding snow storm" and decided to buy. Cost was \$3400.00 and the car was driven into our suburb by the owners.

Happiness was now the pleasure of owning the Porsche and, now, during my Christmas vacation I started to take the seats out, take the mats out and start my thorough investigation. The shock now started!!! The car seemed to be a facade of loveliness with a rotten interior. It reminded me of a "pregnant prostitute" with a social disease and I got worried. Nevertheless, it was now time to take the car to Porsche-Audi at O'Hare to have it checked out and straightened out. The "four hour" check-out lasted all day. The engine was found to have a major problem in the valve clearance area due to poor rebuilding practices by some alley shop and as more and more areas got looked at the more worried I got. The "pregnant prostitute" was more rotten than I had even imagined and the lower body area was rotting out . . . a nine inch opening was already evident. Well after dropping over \$150.00 I got the car back hopping I had done the right thing. The next day the car would not start and the starter seemed to be the problem. So with the help of my wife and several pushes with the Cougar I limped back to Porsche-Audi at O'Hare, only to find out that a little grease seemed to solve the problem. After a little purchase of a few Porsche accessories, I started to head for home. While backing up with vigor, after checking behind me for vehicles, I proceeded to crash into a free-standing pillar that was colored to match the sky. I hate to think of the thoughts that went on in my mind at that point in time . . . the "pregnant prostitute" was now possessed! Well after advising my wife and leaving the car there to get a

Continued on the next page

new muffler to replace the wonderful Abarth system I had just ruined, I proceeded to wait for two weeks to pass before I could get into Volkswagen to get the rear hood repaired. Repaired isn't the name for the "two-tone" paint job I had now just received from Volkswagen and the car became destined to the early car market with a \$3900.00 price tag instead of the \$4000.00 to \$4200.00 as originally expected. Well at least the car was back in one piece and it was time to make a quick tour of the subsidiaries to make a quick gasoline check and to advise the future buyers. So the trip was scheduled for March 5th and 6th . . . I had real doubts and worries. The trip started out without a single hitch. I remember being concerned and I remember noticing the car had a shimmy around 65 mph. I had just passed the plant manager going to his plant (Savanna) when I was turning in and had shifted from third gear to second gear . . . the tachometer streaked to the 5000 rpm point several times before the engine died. I coasted in and parked hoping it would start later . . . two hours later I found it wouldn't start. Local garage talent speculated that I had sheared the eight hardened pins so I decided to get towed to Volkswagen in Clinton 25 miles away instead of Porsche 60 miles away. Lucky I did because one day later with used pins and a substitute clutch I was back on the road \$65.00 lighter, but the nightmares in between and talk of a \$900.00 crankshaft replacement had me trying to sell the car on the spot. \$3000.00 was offered. The car got back home in a high state of rpm activity and I knew it was time to get ready to sell. Now the ad was in the paper, now a customer was on hand, and now the accelerator was sticking. The next day after fixing the accelerator, the next surprise was that now the car

would not start again . . . the sound was the same as at Savanna . . . oh, problems, problems, problems. My wife thought it was just a matter of letting it settle down for a few days, but in an effort to humor her I went along. Two days later it was now time to call the tow truck . . . 10 miles later I was at Porsche. One week later after telling Porsche I did not want their \$900.00 crankshaft job, but settled for \$200.00(?) job consisting of a new flywheel and gland nut, they finally figured out what the basic problem was. Somebody had substituted a Volkswagen gland nut that bottomed out before it tightened crankshaft to flywheel. Porsche felt confident that the fix would hold and after driving it a bit, it did seem different and livelier and I again became hopeful. Now my wife wouldn't even place the ad so I did. I didn't even drive the car until the first prospective buyer showed up. He was a race driver who had driven and raced Porsches at Sebring. After a rather sedate drive down the road 2.5 miles, I turned the car over to him to drive back. Never before did I ever see one of my Porsches handled so professionally and so violently at the same time. Nevertheless, after biting my tongue I let the expert tell me what was wrong with my car and just hoped he would take the bait. He nibbled, I lowered my \$3900.00 to \$3800.00 and held . . . he bit and I had a sale. \$50.00 down and \$3750.00 in certified check a day later gave the family a great thrill as the car roared down our street heading South. A little physical pounding on the fender helped turn the light on. This gave my wife a little extra charge and was a sight to see . . . I wish I could have seen it, but I was busy. \$400.00 cost for 500 miles driven comes to 80¢/mile operating costs!

It was good that I had enough forethought to exorcise the

devil out of the Porsche . . . a little holy water on the fenders really helped me make the final sale. Good-bye El Diablo and good riddance!!!

Note: The author is now driving a new 944 that is balanced front to back and loves it!

Zone 4 Calendar

August 3-9
PORSCHE PARADE
Sonesta Hotel, Portland, Maine

August 4
Zone 4 Party
Executive Best Western
Portland, Maine

August 16
Central Indiana
25th Anniversary Party

August 17
Eastern Buckeye Region
Charity Autocross
at Pathway Auto Show
Southeast Michigan Region
Picnic and Concours
Maumee Valley Region
Autocross V

August 20-21
Central Wisconsin Region
Driving School at Blackhawk

August 23
Mid-Ohio Region
IRAC V at National Trails
Mid-Ohio Region
Clambake at Southard's Home

August 23-24
Chicago Region
2 Day Rallye

August 24
Ohio Valley Region
Redline Autocross Series No. 4
Lincoln Trail Region
2nd Annual Gymkhana at
Midtown Imports

August 29-31
Western Michigan Region
Holiday On Wheels

August 31
Western Michigan Region
IROC No. 2

Maumee Valley Region
Corn Roast & Concours

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.

Want More Power? Benefit from our 13 years of Porsche experience. We know what works and we offer super values on engine, exhaust and suspension components. **Partsource International 312/382-7911.**

WANTED: Members interested in helping organize and run the October Road America event. Previous experience not necessary. Enthusiasm means alot! Contact Bob Law **312/254-3387** (Eves).

FOR SALE: 1970 914/6 Black, S/N 9140431305, 3.0 SC engine. (25,000 miles on engine), 40 IDA's, oil cooler, steel 916 flares, 916 fiberglass bumpers, rollbar, SC struts and brakes, turbo tierods, new slotted rotors, -3 lines, 140 lb. springs, 7 & 8 x 15 rims, spacers. Fast street/club car. Asking \$12,500 OBO. **Nick Brenkus**, 3890 Sandpiper, Hanover Park, IL 60103, **312/289-8703** (Evenings).

FOR SALE: 1978 911SC Coupe, S/N 9118201988, Arrow Blue, 54,000 miles. Black leather sport seats, European H-4's, Bilsteins, Triad Exhaust, Tensioner Guards, New Synchros, New Clutch, 7 & 8 x 15 with Yokohama A001R, New rotors with six slots. Perhaps the fastest stock SC in the country. Asking \$20,500 OBO. **Nick Brenkus**, 3890 Sandpiper, Hanover Park, IL 60103, **312/289-8703** (Eves.)

FOR SALE: Car Trailer, single axle with 13 1/2 tires, solid steel floor, hydraulic brakes, winch. Great for pulling your race car or spare Porsche. \$600. **Nick Brenkus 289-8703.**

FOR SALE: 5-6 x 15 forged alloy replicas (silver spokes) with 185/70 x 15 CN36 tires, used only 3,000 miles. Excellent condition. \$500 or make offer. 1 original 914 steel wheel with 15 inch Dunlop radial. Never used \$40. 1 Sebring Exhaust and 2 914 1.7 heat exchangers with sheet metal removed. Rusty but functional. No holes. Yours for the asking, but you must pick it up! Call **Dennis Days 452-8880** or Evenings **452-6222.**

PORSCHE POLO SHIRTS: 100% cotton, white with 1/2-inch black Porsche lettering. S-M-L-XL \$19.95. Send a check or money order to **Havoc Motorsport**, 14021 S. Linder, Crestwood, IL 60445 **312/ 371-4180.** Also specialize in Porsche service and accessories. Call for more information.

FOR SALE: Autopower roll bars for Porsche 914, 924, 944. Porsche 924 Wheels. Mastercraft fitted window net for Porsche 924, 944. Rupert 6 pt. competition harness. Bell Magnum III helmet (virgin) 7-1/4 white, 1975 sticker. Tires: 4 Dunlop Steelmax 185/70 HR 14, 8 Goodyear Eagle GT P195/60 R 14, Vilven cut for SS, 4 Firestone S660 195/60 R14 full tread. Call **Ben Hurah 815/476-9595.**

FOR SALE: 1985 930 Turbo. 2,000 miles, black/dove gray, sunroof, power seats, mirrors, etc., etc. Loaded Euro 930, original head/tail lights, need money for Formula Atlantic Season, will consider trade on 911 Coupe. \$49,500 or best offer. Have bra for car. Call **680-0100** Days or **680-1525** nights. Libertyville area. **Peter Heckmann.**

FOR SALE: Koni sport shocks for front 924/944, OEM shocks for rear, 8000 miles \$100/set (free installation help). Set of 4 wheels and tires, Yokohama A-008 and BBS. 225/50 and 245/45 on 7 & 8 x 16. 2/3 tread left. Will consider 7 and/or 8 x 15 trades. \$1050/set of 4. Black leather 4-spoke steering wheel, 20,000 miles. \$100. All prices plus shipping. **Steve Northrup**, 2834 St. Andrews Court, Waukesha, WI 53188. **414/539-1904 (H)** or **414/691-0070 (O).**

FOR SALE: 1 pr. Black Cloth Recaro seats with rails from my 79SC Targa. \$600/pair. Also, used one season, 2 each 7 x 16 and 2 each 8 x 16 BBS, 1 piece gold center wheels with black hubcaps with Porsche logo. \$600 set of 4. Bill Elliott (W) **312/534-3000, (H) 312/481-1643.**

FOR SALE: Complete CIS injection system with airbox \$350. Factory 911 heat exchangers \$325/pair. 911 factory muffler, \$125. 911 flywheel \$100. Four fuchs 5-1/2 x 14 alloys for 911-914/6, \$390/set. 4 front and 2 rear rotors for 914/6 \$20 each. 4 185/78-15 Michelins \$25 each. **Jim Fuerstenberg 312/446-9120 (E)** or **312/761-1887 (E)** or **312/353-5392.**

FOR SALE: Porsche Design Watch style 7176 sable. Just inspected and re-conditioned by P.D. authorized service. One year guarantee. \$675. Simpson full

face helmet \$90. 944 Bra \$35. Whistler Spectrum 2 used one trip only \$250. **John Welda 312/381-1194.**

914 E Production Race Car. Full roll cage and windshield, 916 flares, 7 inch Minilites, recent red paint, trick 1.8 engine, Ginther headers, Phoenix fire system, Simpson fuel cell, full aero-quip, dual 14 row front oil coolers, H.D. competition suspension. Partially disassembled but a complete racing package at a bargain \$3900. **Brad Mayeur (W) 309/673-5115 (H) 309/694-1797.**

FOR SALE: 1980 911SC Targa. 48,000 mi. Tobacco brown, brown leather interior. 16 inch gold BBS. New 930 clutch. 5,000 miles on Yoko A-008's. No rust. Very clean. Cruise, Air, Elec. Windows, Bra, Alarm w/Pager. Maintained by Porsche mechanic. \$19,800 or will trade for 914 and cash. **Mark or Rosalie Flechaty, 815/469-2148.**

WANTED: 74-76 914 2.0 in near concours condition. Call Arnold or Sheila **312/386-2864.**

FOR SALE: Assorted brake rotors for 911, one pair Bilstein rear shocks, 6 x 16 wheels with P7's. **Jeff Kolk 616/489-7649.**

WANTED: 356B trans. parts from a 644 or 716, tunnel-type trans. **Walt Sobek 312/246-1094 (E).**

FOR SALE: 1966 912 Coupe. Fully rebuilt/restored. New pan, doorposts, rocker panels, etc. Engine rebuilt by Peter Fischer with 1750cc kit. Bursch exhaust. New rubber and deco trim. New orig. style wool loop carpet throughout, including trunk and floor. Orig. full hood bra. Many new parts. Stunning "guardsman" red Sunfire enamel. Have restoration pictures and receipts. Serial No. 454967. **Ivor Balyeat 312/441-6814 (H) 312/263-5250 (W).**

FOR SALE; 1969 911T Coupe. 5 Speed. Albert Blue/Black, Tucson car, no winters. All new rubber, interior, wool carpets. Recent transaxle rebuild, clutch, brakes, turbo tensioners. A/C, alloys, S spoiler, trim & gauges, CD ignition, Bilsteins, Weltmeister, Recaros, Aeroquip, Bosch H-4, Comp T/A, Personal, 100W stereo w/Clover, Hirschmann. Everything is as new. \$16,000 plus invested.—finest early 911 around. Serious offers. **Roger Knuth 312/879-1008 (D) 312/232-1967 (E).**

NOTE: Ronnie Rice (entertainment for the 1986 Dinner Dance) will be appearing at the Hillside Mall (Wolf Rd. & Eisenhower) on Wed. Aug 27th at 7:30 P.M. Info **312/449-8809.**



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BY APPOINTMENT ONLY

MISCELLANEOUS

Answer Our Call

The Chicago Region has volunteered to help answer phones in WTTW/Channel 11's Annual Subscription Campaign. We will need volunteers to help answer the phones at the Channel 11 Studios on Sunday, December 14, 1986 from 9:15 a.m. to 12:00 Noon.

We will be recording viewer pledges phoned in during live Channel 11 breaks. In return, we will receive a tour of the station, a buffet meal, a chance to win door prizes, an on-air credit for the club, and an opportunity to socialize with other volunteer groups.

WTTW is located in Chicago, at 5400 North St. Louis Avenue. There will be further information and a map on how to get there in future issues of the newsletter.

If you are interested in joining us at a real live TV studio, and doing something useful with a Sunday morning, please call Linda Gutmann at 312/631-6042 to volunteer. WTTW will be helped and you will get a good feeling in your hearts just in time for Christmas. It's almost as good a feeling as driving your Porsche, at least as much as you're able to drive it in the middle of December.

If all of you call, I'll be able to practice my telephone techniques for answering at Channel 11. So start dialing, let's show them what we're made of.

There is a limit of 25 people for that time slot. WTTW would love to have us get 50 people together and change to the 12:00 noon to 6:00 P.M. time slot, but we didn't know if there were 50 of you answerers out there. Give me a call, so that I can firm up the schedule. I'm sitting by the phone waiting for it to ring. Wait, I hear it now!!!

TECH TIPS

From Up-Fixin der Porsche—Volume VI

924/911/928. In hot weather, keep gas tank near full to minimize vapor lock/rough running with CIS fuel injection.

911SC Air Conditioner. Fans apparently "stuck" on high speed are operating normally if the ambient temperature is very high. This built-in safety will eventually revert to normal three speeds.

944. Be sure to use new (black) rubber oil filler cap seal, part no. 999.701.653.40. Engine runs better.

ELKHART II UPDATE

Registration for Elkhart Lake II, October 11-12, 1986 at Road America is full. Over 100 applications have been received to date. Applications are being accepted for the waiting list. See the July issue of the "Scene" for a registration blank, or call Registrar Nick Brenkus at 312/289-8703.

CONGRATULATIONS

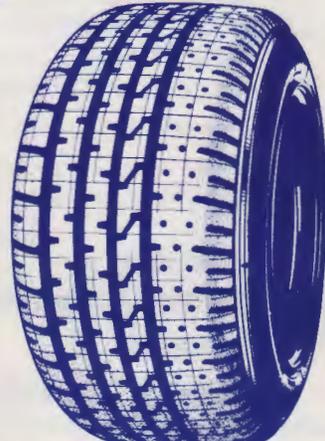
David Beach received his Master of Photography Degree at the Professional Photographers Convention in Anaheim, California. Examples of work must be submitted for judging and if accepted, then one merit is obtained. It takes a minimum of 25 merits to become a Master and you can only submit 4 per year. Dave did it in seven years!

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