

CHICAGO SCENE

JANUARY

1981

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REAR VIEW MIRROR

FIRST FROST AUTOCROSS FROM THE OLD

by Owen Johnson

After thoroughly enjoying a successful season of big track autocrossing, I had to carefully consider risking the embarrassment of running down pylons. Feeling very high after challenging the Ferrari Club at Blackhawk with George Gutmann, Dan Bacin, and Bert Sadock, it was a tough decision to look at those darn pylons. Our club totally dominated the Ferrari Club event. I passed 17 cars in 27 consecutive laps of driving before my sway bar broke off the car, seems that welds won't hold for two wheel driving with characteristic targa flex during 1.25 second laps. Both George and Dan were having an equally good time as the three Porsches literally lapped the field which included a 12 cylinder "boxer" and a "Daytona". Bert's Lotus also seemed to be passing most of the Ferraris. When I left with my broken sway bar, George was telling the owner of the Daytona how he could go 3 seconds faster with different lines. He needed help, although he had the only car that stayed glued to my rear bumper in corner 5 (just before he ran straight off the track with all four wheels smoking).

I noted with interest that neither George nor Dan could face the pylon feast in store for us at the "First Frost". Actually, I'll have to let Dan off the hook since his tires must have been octagonal after Blackhawk. I looked in my mirror going into turn 4 before breaking away from the "boxer" and saw \$200 worth of P-7 white smoke pouring out from Dan's fenders. You really can't use 917 brakes hard until you get up to 917 speed. George will have to supply his own reason for pylon avoidance.

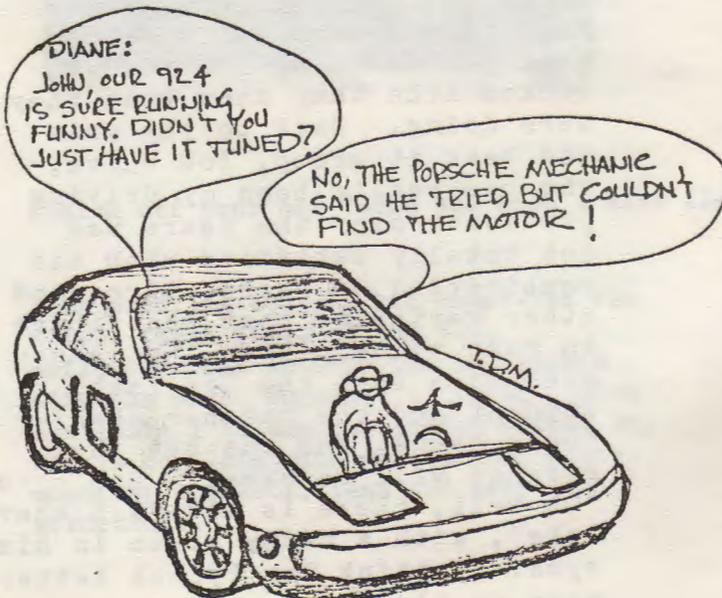
Anyway, back to the autocross. Rip Patterson helped me get my sway bar back on so I could chase pylons. I decided that I wouldn't retire the flexible flyer for the year since I missed seeing the PCA people, which is my real reason for coming to the gymkhana. I saw plenty of friends and a surprisingly good turnout for the event. Bob Gamble set up an excellent track, given the curb and other constraints. The course was long, interesting and safe, but alas, I proved to myself one more time that my "dirt track" reverse lock techniques which work so well at high speed tracks are totally incompatible with pylon gates. I even hit two or three pylons in the parade lap. The white 914 that followed me during the parade laps pulled up next to me afterwards and asked me if I knew that I took out a string of pylons while driving 20 mph. I'm sure he thought I was unsafe at any speed. I told him something like "Yeah, I was just seeing how close I could get to those cones."

When the event came to a close, some of our old standbys and newcomers proved that they had mastered the art of negotiating tight pylon gates. Tyler Bangert, Todd Kaitis, Sue Blomquist, Sue Bulgrin, Walter Minato, and especially Helga Meyer, were among the few who looked like they knew what they were doing. Back to the grin and bear it group, Bob White, who has really been my driving professor over the years was not totally satisfied with his combination of gears, tires and other variables that contribute to fast times. When the season ends with both the "go fast" student and the teacher shaking their heads, you can bet that revenge will be sweet. Bob said, "Oh well, there is always Elkhart Lake", with a nasty gleam in his eyes. I think Tom Pyrdek better warm up his slicks before running

at Elkhart or he will have two sets of XWX tracks running right over the top of his roof, P-7's be damned. At this point, I returned to earth when an applicant walked up to me and asked if I knew that I had carried a pylon almost the whole length of the course. In response, I muttered something like, "As far as I knew, the ---- pylon was still under the car and it could stay there, too." Wilma White chose this opportune time to ask if I would consider running a gymkhana for the club on next September 20, my wife's birthday. Needless to say, I didn't jump at the opportunity, but finally consented feeling that I could space the pylons 25 feet apart. Super wide gates, no first gear, even room and speed enough to dirt track through. In fact, I think we will call it the "Go Sideways or Park It" Autocross.

Both Bob Gamble and crew ran an excellent event and I feel good about the enthusiasm growing in our club which is always most apparent to me at speed events. We have a highly skilled group of very competitive drivers which is all the more evident to me when I visit other PCA, Corvette, SCCA, and Ferrari club high speed track events.

Let's get ready for the "First Thaw" autocross.



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FIRST FROST AUTOCROSS FROM THE NEW

by Brad Wood

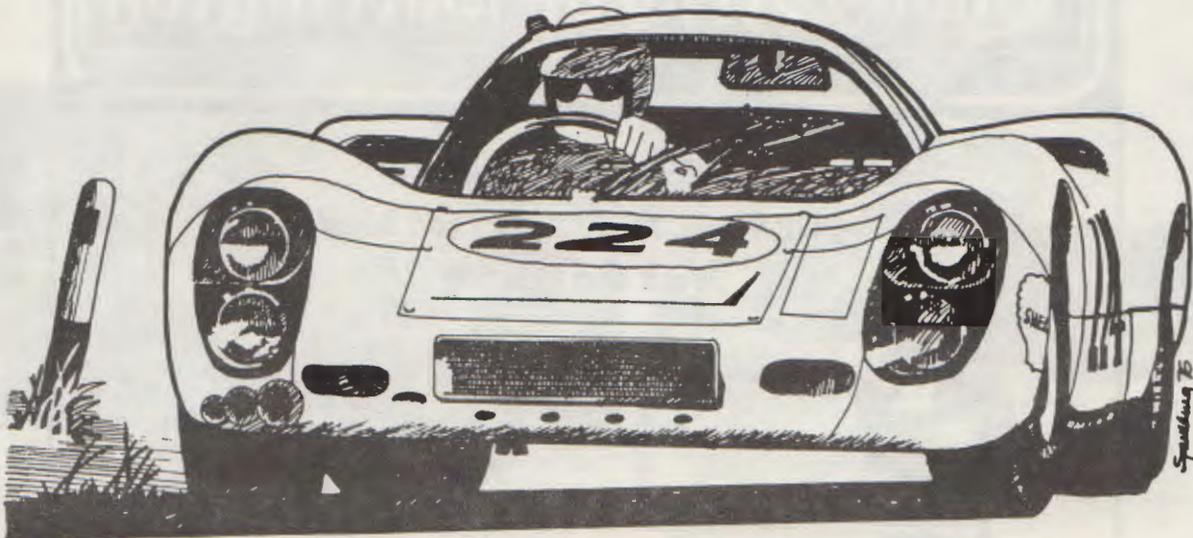
The morning of November 2nd dawned clear and cool in Rockford. I started to drive to suburban Chicago about 9:30 a.m. on my way to the PCA/Chicago Region's First Frost Autocross. This was to be the first PCA event I had attended and my thoughts were mostly concerned about how my 1968 911 would perform and how capable my driving skill might be.

By the time I reached the Gould Corporation offices, the location of the event, the sky had become cloudy and the wind had picked up. While I was at registration I met Mae Minato, who had kindly written me about upcoming events. It was a pleasure to see such a large number of Porsche drivers meeting together for competition. The autocross started on time and it seemed well run and organized. As the driving continued, I had a chance to meet several PCA members who were either driving or working the autocross. Even though the competition in several classes was close, the theme of safety for drivers and their cars was well observed.

I at times felt that non-members who were just observing the autocross should have been asked to donate an entry fee, because they not only saw fine cars in close competition, but they also could see many examples of concours automobiles. I think that Dr. Porsche would have been pleased to see so many Porsche owners enjoying their cars. To me it seems that a Porsche should be used for more than just plain transportation.

During the driving event, the sky had cleared and the sun had shone; now the sun was near the horizon and the competition was over, the clean up was done and the awards had been presented. Most of the participants went to the Tin Cup Restaurant, where a Halloween party was about to start; complete with decorations and masked waiters. I not only enjoyed a good meal, but also enjoyed meeting several other PCA members.

On the drive back home to Rockford, I felt that this had been a busy day that I had enjoyed very much. I know that my driving skill needs much improvement to match the ability of my Porsche. I wish to thank the Chicago Region-PCA and hope soon to become an active member.



FIRST FROST AUTOCROSS
RESULTS

CLASS I

1. Vance Brown	60.60T
2. Jim Peterson	62.09
3. George Melford	62.75
4. Ken Miner	64.37
5. Tom Reilly	66.48

CLASS II

1. Chuck Peterson	58.74T
2. Ron Starkey	58.99T
Jim Ostholthoff	59.65G
3. Lou Sternhenc	60.15T
4. Gene D'Andrea	60.24T
5. Ed Raymond	60.77
6. Bruce Janacek	61.00
7. Tom Beyerly	61.33
8. Bob Simpson	62.31
9. Hokey Holzner	63.32
10. Joel Crabtree	64.93
11. Terry Clark	65.09
12. Rich Smiejek	65.92

CLASS III

1. George Rudawsky	57.58T
2. Brad Wood	61.70A
3. John Bohlander	61.96
4. Tom Harwood	64.31

CLASS IV

1. Bob Ostholthoff	57.13T
2. Jerry Meyer	58.40
3. Harold Beach	64.86

CLASS V

1. Todd Kaitis	54.93T
2. Walter Minato	56.05T
3. Owen Johnson	56.19T
4. Bob White	57.73
5. Peter Corti	57.86
6. Al Andrea	58.92
7. Tom Pyrdek	59.11
8. Bob Law	60.05
9. Jim Bulgrin	60.76
10. John Heintz	64.41
11. Chuck Deets	70.02

CLASS VI

1. Tyler Bangert	54.35FTD
2. Dean Bangert	57.83T
3. Dick Gunther	58.06T
4. Joe Hill	59.09
5. Chuck Yischulis	60.93
6. Chris Jensen	61.39
7. Bert Sadock	65.35

LADIES CLASS 2-4-5

1. Sue Blomquist	61.02FTD
2. Helga Meyer	62.65T
3. Sue Bulgrin	62.84
4. Wilma White	63.65
5. Cindy Law	64.55
6. Jean Galuszka	65.69
7. Cindy Pegorarra	67.64

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Illustrious event chairman and illustrious president coming out of illustrious trailer.



Efficient tech crew checking body work on car and driver.



Tyler: So this is where Dad put the 3 liter engine!



Doc: Gee, Chuck, it's nice to see you out at a PCA event.
Chuck: Yeah, at least SCCA's smart enough to plan their events for warmer weather.



Event chairman, Bob Gamble, explaining the concept of cold starting to entrants.



Chris: Now that you're a director, what do you plan to do?
Joe: Buy a casting couch.



This is not the proper dress for a "First Frost" autocross.



Phyllis: I can't wait to go Christmas shopping now that Tom is treasurer.
Joni: Casting couch my eye!
Randee: Tom cleans better than he drives.



Howard: They told me to go fly a Mercedes, this was a Porsche event.



How can you drive an autocross with three people in the car?



Rush: I'm watching this event to get some pointers. Wait till next year when my engine's together.

Bob: Turn left at the little pylon.



John Bohlander doing some ice fishing while waiting for his turn to run.



Jean: Todd, I'm going to miss you when you go to Indianapolis.

Todd: But it's a big step for me, they might even give me a demo.

Bob: You'll move heaven and earth to get there.

Cindy: I thought caterpillars turned to butterflies?



Wilma: Let's make this the best year yet for the region.

Bob: We'll work real hard to be the best.



Sue: You can really go fast if you paint your car the same color as mine.

Harold: Yes, but I don't think I could handle all the teasing from Gallagher.



Steve: And we thought it was cold in Whitewater!



Here's the plan, you distract the event chairman, I'll spread the pylons out. Owen Johnson said he'd give anything to have the pylons moved.



Bruce: Now that I'm concours coordinator, I expect to see all of you out there cleaning.

George: Now that Sara and I are rallye coordinators, we expect to see all of you out there rallyeing.

Harold: You guys are both nuts, I'm just out here to have fun.



Chuck Peterson explaining to brother Jim the technique that made him the winner of the annual overall autocross award.



Bob: What do you mean you can't pick up a hitchhiker?



Winners



More winners - note the father and son team.



Winners of the pylon carrying contest.



Still more winners - note the mother and daughter team.

CHILI CONCUR-NI
FROM THE OLD
by Dolly Hursh

When the November Scene arrived, we were charmed by the Chili Concur-Ni wordplay. What better way for "hot" freaks and latent masochists like us to return to PCA competition?

The fun began with a one day concours prep in one building while conjuring up the chili in another - lots of deep breathing involved.

Fun continued when Sunday dawned clear and bright. A pair of high class junkyard dogs held the early arrivals at bay until Mancuso Cadillac management arrived to open the immaculate shop. Twelve concours entrants found their way in and, as might be expected, the heaviest participation was in the less exacting classes. In class D, Todd Kaitis' 911 led the way over 5 others while in class C, the Wilmington, Ill. contingent (a fantastic 16% of the total entry) succumbed to Walter and Mae Minato's Black Beauty. Ascending into the realms of the really clean, John Barrett's beautiful gunmetal 904 took class B and yes, I know I'm prejudiced. Bob White stood alone in class A. His one thousand mile new, black on black on black 911SC had come more or less straight from the dealer, as a test of dealer new car prep. The points, elsewhere in this issue should tell the tale.

While Tom Masles and his judges, Brian Allman, Tom Harwood, Todd Kaitis and Walter Minato were doing their thing, the shop was filling with rowdies bent on fire down below. It was obvious that the broken fingernails, bloody knuckles, strained muscles and bruised knees of the concours entrants were all for naught. The real competition was among the chili cauldrons, of which there were twenty. Eight more chilis than cars! What is this world coming to?

As the crowd grew restive with hunger, judges Harold Beach, Sue Blomquist, Bob Gummow, and Ginny's twin sister Verna, led by chairman Tom "Hot Lips" Harwood slurped to the following conclusions. Bob White's was the meatiest, Chuck Will's was the hottest, Ben Hursh's was the Chairman's choice and applicant Jack Bushmeyer's was the judges' best.

Then the horde was permitted to descend on the chilis which ranged from mild to murder - all delicious. In a grand display of gustatory enthusiasm, PCAers laid waste to just about everything edible by trophy time. The chili awards were nifty little ceramic pots, hand decorated by Phyllis Harwood, a nice change from the routine.

Everybody seemed to be having a lot of fun at this one and the event appeared to be heading toward a black ink finish. Not bad for November!

CHILI CONCUR-NI
CONCOURS RESULTS

CLASS A

1. Bob & Wilma White 297T

CLASS B

1. John Barrett 229T
2. Jon Heinz 205

CLASS C

1. Walter & Mae Minato 172T
2. Tom Beverly 171T
3. Ben Hursh 168

CLASS D

1. Todd Kaitis 119T
2. John Welda 118T
3. Bob Law 118
4. George Melford 115
5. Bob Simpson 100
6. John Bohlander 92

CHILI RESULTS

HOTTEST

Chuck Will

MEATIEST

Bob White

BEST

Jack Bushmeyer

EVENT CHAIRMAN'S CHOICE

Ben Hursh



Chili judges seated around the official table. Aren't you glad you didn't have to go home with them? That's the cheapest gas we've had around here in a long time.



Sally: If we'd have known that Bob White was going to enter his brand new SC, we'd have washed ours.
Jerry: He'd probably have beaten us by getting more mileage points.



Mae: We should have run the mini-rallye series in the Porsche.
Sara: Now that George and I are rallye coordinators, we'll have to work on that.



John Barrett explaining 904 restoration to fellow 904 owner.



George trying to pick up a few last minute points.



Tom: Matthew, this is where you're going to have to clean if we want to win any concours next year.

Matthew: But, Dad, why does it have to be so clean?

Tom: The family that concours together, stays together.



Concours winners



Chili winners - note steam coming out of their ears.

UP AND COMING

THE GREAT BRAIN DRAIN

Date: January 11, 1981
Time: 1:00 p.m.
Place: La-Ray's Restaurant
7225 North Caldwell
Niles, Illinois

Our first event of the new year will be a tech session on Sunday, January 11. Brian Allman has promised us an interesting, informational, and fun-filled afternoon, complete with service information handouts, slides, a movie, and a TECH QUIZ to test your Porsche I.Q.

The tech quiz will be a general information type questionnaire with multiple guess answers. There will be separate men's and ladies' classes. Trophies will be awarded at dinner immediately following the event. The cash bar will be open during the entire event.

ARCTIC ANTICS

Date: February 15, 1981
Time: Registration 10 a.m.
Open Runs 11 a.m. to 4 p.m.
Place: Sterlingworth Motor Inn
Elkhorn, Wisconsin

Jack Frost and the National Weather Bureau concur; this February's weather will suit our frosty frolics on the ice perfectly. Yes, it's that time of year again, to dust off those snow tires for your German or Detroit iron and take part in Chicago Region's version of Ice Follies '81, better known as the Ice Gymkhana.

I hope you all can remember what an Ice Gymkhana is, since the last two years haven't been very icy. This past January we could have tried a rowboat gymkhana and the year before maybe a Porsche Design snowshoe rallye, but the interest by club members was predictably poor. As they say, third time's a charm, so this year has to be perfect.

We will be returning (or should I say trying to return) to Sterlingworth Motor Inn, in Elkhorn, Wisconsin. The Inn prefers two day reservations, however, some one day provisions may be arranged if you call early enough. Contact Sterlingworth directly by phone at 414/742-2200 as you will want to make a weekend out of it.

As far as prices go, room rates are the same as last year: for a single, \$28-\$36, and for a double, \$42-\$48. There will be a block of rooms for PCA members, as the Inn really wants to keep us away from their regular guests! Children under 12 are free and there are plenty of things provided by the Inn such as Indoor Pool, Sauna, Cross Country Skiing, Ice Skating and Snowmobiling (rental). Prices for meals did go up, but remember that the price includes coffee, hot chocolate, rolls, etc. all day long.

CHICAGO REGION 1981 CALENDAR OF EVENTS

January 11	Tech Session
February 15	Ice Gymkhana
March 22	Rallye
April 26	Autocross
May 23-24	Elkhart Lake
June 28	Autocross
July 8	Midweek at Blackhawk
July 18	Evening Rallye
July 26-Aug 2	Parade
August 5	Midweek at Blackhawk
August 16	Concours/Potter's Picnic
September 4-6	Elkhart Lake
September 20	Autocross
October 4	Rallye
November 1	Concours/Halloween Party
December 5	Dinner Dance

Registration will begin at 10:00 A.M. and the track will open at 11:00 A.M. There will be open runs from 11:00 A.M. to 4:00 P.M. The event is open to any car or facsimile of a Porsche you may be driving during the area's salt season. Oh, you could get some practice the weekend before as SCCA has their Ice event at Sterlingworth on February 8th.

With all the activities planned, don't wait to answer the call of Yukon Jack and register early for Arctic Antics on February 15th.



A THRILLING ANNOUNCEMENT

In 1980, you were MAEWALLINGEO'd on the SARGE O'TOMMEL Summer Safari searching for the elusive TANSTAAFZ. On March 22, 1981, you will experience the "Rites of Spring" Rallye (another Black Beauty Enterprise)

Would you believe a rallye to be conducted within 1 square mile?

Would you believe a 50 mile straight rallye route with 103 checkpoints?

Would you believe a rallye where every turn leads into a checkpoint?

I wouldn't either; however, are you ready for:

- WALTER'S Whirlpool
- MAE'S Maze
- MINATO Menace
- BANZAI Bozo Box
- KAMIKAZE Crazy Kriss-Kross
- SHOGUN Silly Shunt
- PORSCHE Puzzle

On March 22, 1981, you are cordially invited to enjoy

- A BRIGHT, SUNNY DAY
- THE EASIEST RALLYE IN YEARS
- THE FIRST WARM DRIVING EVENT
- MORE TUNGIN CHIC HYPERBOLE

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Chicago Region Car Badges	6.00
" " License Plate Frames	2.50
" " Key Chains	1.50
" " Name Badges	2.00
" " Yearbooks	1.00
" " T-Shirts	5.00
" " Patches	1.50
Bumper Stickers	1.00
Buttons "Porsche Uber Alles"	.25
Porsche Belt Buckles	7.95
Sweatshirts	5.00
PCA Mylar Decals (interior & exterior)	1.00
PCA 2" Decals	.10
PCA 1" Flats	2.00
PCA 1/2" Flats	1.50
PCA Car Badges	12.00
PCA Emblem Patches (small)	1.50
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" " " Vol. II	4.00
" " " Vol. III	4.00
" " " Vol. IV	7.00
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Porsche Decals (small)	.50
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Porsche Patches (small)	1.00
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" " (large)	5.00
Porsche "Sex" Patches	1.00
Porsche Jewelry	14.00 to 28.00
Porsche Underwear (o.s.f.a.)	4.00

The Goody Store wishes to thank all of its patrons for your continuous support. As many of you already know, we have received a new supply of T-shirts, underwear, and nightshirts in all colors and sizes. They will be available at all events.



Dear Chicago Region,

Words failed me Saturday evening at the dinner/dance as I accepted this tremendous honor you bestowed upon me: "Enthusiast of the Year." But after contemplating it for a week, I'm still at a loss for words. When one has such a wonderful group of people as the Chicago Region members, with whom to work and to be associated, it is naturally very easy to be enthusiastic and to want to contribute to the club. When everyone is so cooperative and helpful at our events, the mood is contagious.

Thank you for the beautiful mirror with the Porsche crest emblazoned upon it and the lovely engraving. It is the biggest honor of my life. I said it Saturday night at the dinner/dance, and I want to say again, that I appreciate your confidence in me.

- Helga Meyer

The following was received from Mark Smedley after the untimely passing of Steve McQueen.

A friend of the House of Porsche has passed...

His celluloid perspective of LeMans

His no stunt, one-take drive in Bullitt

His 2nd in the 908 at Sebring
Although of different worlds, many of us shared with him a common love of individuality, good equipment, and a good road.

Damnit, it was too soon, McQueen!



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TRANSLATION OF LAST MONTH'S PHRASES

1. Beauty is only skin deep.
2. Twinkle, twinkle, little star.
3. Birds of a feather flock together.
4. Look before you leap.
5. Beginners' luck.
6. Sticks and stones may break my bones, but names will never hurt me.
7. No soliciting allowed.
8. Dead men tell no tales.
9. Don't cry over spilled milk.
10. Cleanliness is next to Godliness.
11. Spare the rod and spoil the child.
12. You can't teach an old dog new tricks.
13. A rolling stone gathers no moss.
14. The pen is mightier than the sword.
15. A watched pot never boils.
16. People who live in glass houses should not throw stones.
17. All that glitters is not gold.
18. Where there's smoke, there's fire.
19. Too many cooks spoil the broth.
20. He who laughs last, laughs best.
21. All work and no play makes John dull.

Running Board



Date: October 24, 1980

Place: Home of Bruce & Jean Janacek

Mae and Walter Minato submitted Ken and Linda Miner's application for membership. They were voted in unanimously.

Tom Thompson reported on the planning of IROC activities for the coming year. Tom wanted some feedback from our region. Tracks vs. gymkhanas were discussed, and favor fell on gymkhanas. Tom plans to take this information with him to the next IROC meeting.

Bob Ostholthoff reported that everything was ready to submit for the 1981 calendar and for the Minato's to pass out to applicant members concerning rules and regulations at events.

Neil Holleb sold the old trailer for \$125.

It was mentioned as a reminder to inform Neil Holleb's secretary Teena of any change of address or phone number.

Calendar dates were reviewed for 1981. Labor Day weekend was available for Elkhart and the board decided to take it.

It was decided to continue the new teching program. Joe Hill was suggested as the new tech chairman.

For trophies, it was decided there had to be 3 cars per class for autocrosses, 2 cars per class for rallyes. However, if there is only one car in navigational or equipped class they must get the lowest score to win.

The decision was made to have only 2 rallye classes, equipped and non-equipped.

Next meeting at the house of Gaille & Owen Johnson, December 12, at 8:00 p.m.

* Lindatorial

Congratulations are in order. We have a new addition to the Munster Munchkin family, the stork brought a little girl, Heidi Ingrid, to the Meyer family. Just think, another 18 years, she might be driving as fast as her Mom, which, of course, would make her a pretty fast lady.

Our year is getting under way. The tech session that Brian Allman has put together for us looks like it should be fun, or, as we say in the business, interesting and informative. Get your registration in to Brian quickly, he needs a count for dinner.

Tom Thompson is trying to put together another Ice Gymkhana. We moved it to February just to see if the weather might cooperate this time. As Tom says in his article, they say three's the charm. Come on out, even if only to see if we have the event.

We ended the year on a fun note. The dinner dance was great. If you missed it, don't let that happen again. Helga Meyer was chosen as our region's enthusiast of the year, deservedly so, she works very hard for us, often without you or I even knowing it.

George and I would like to thank Jim Dorfman for the fantastic arrangement of photos depicting Chuck Stoddard presenting George his award at Elkhart. He even had the tears showing.

We'd like to thank the club for another great year. Without you there is nothing. We look forward to an even bigger and better year this time around.

Lots of fun in '81.

Linda





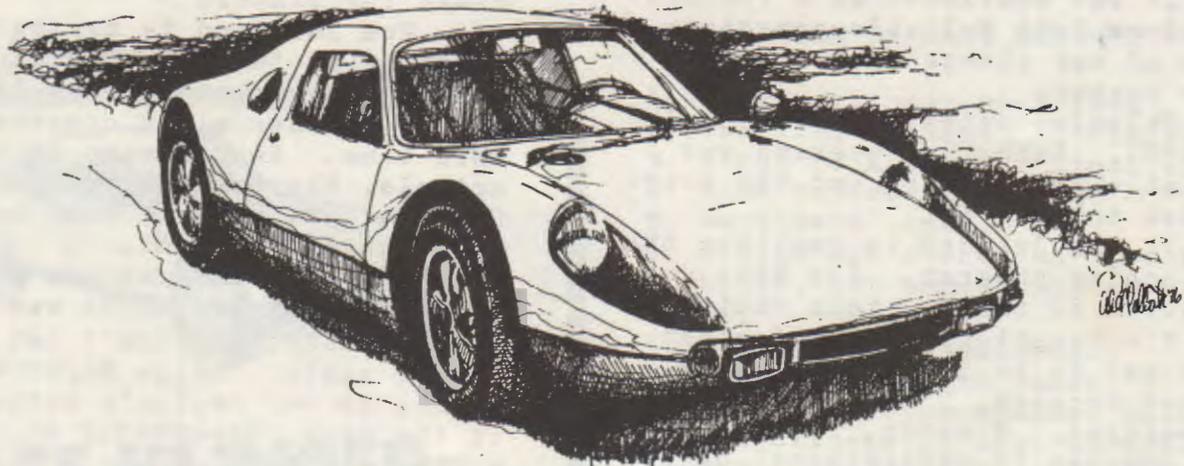
THE MART

FREE: 911E left hydropneumatic strut. Jim Gladish
WANTED: 911 chromed plastic horn grills, larger rubber trim across top of rear 1968-73 911 license plate panel.
Jim Gladish day 312/455-8400, evening 312/729-4706.

WANTED: Xerox copy of pages 411-417 and 613 of Karl Ludvigsen's book Porsche - Excellence Was Expected. Needed to trace lineage of 911 Targas. Chuck MacKay, 1910 Cambridge Ct., Palatine, Ill. 312/934-3596.
Will reimburse cost or buy ya beers next time we meet.

FOR SALE: Porsche 914 E Production race car; full roll cage; fresh engine; complete chassis rebuild '79; quick, dependable, and very, very clean. \$7800. Happy to assist Cendiv buyer. Also lots of race spares and stock 914 parts for sale. Brad Mayeur, 2328 Cole St., Peoria, Ill. Day 309/673-1412
Evening 309/694-1797.

FOR SALE: 1959 Normal Cabriolet Parts car; very rusty; front lid missing; various other 356 parts; first \$1500.00 takes all. Thomas Grunnah, 43 E. Scott Road, Barrington, Ill. 60010
Day 312/666-4022, Evening 312/381-6493



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924 WINS TWO NATIONAL CHAMPIONSHIPS



The thrill of victory: Holbert's Porsche+Audi driver Doc Bundy celebrates the 924's D Production national championship at the Road Atlanta runoffs. Bundy's win, coupled with Ken Williams' triumph in SSA gave the 924 two national titles for 1980.

BUNDY'S 924 WINS DP CHAMPIONSHIP

In the most exciting race of the Road Atlanta runoffs weekend, Doc Bundy piloted the Holbert's P+A Porsche 924 to the 1980 SCCA D Production national championship.

Bundy, who started from the pole position, got off to a poor start and was challenged in the early going by Denny Wilson's Triumph, David Finch's Porsche, and Lee Mueller's factory Triumph TR7.

With three laps to go in the event, however, the 34-year-old Bundy took charge to score a popular two-second victory, and set a new lap record.

"Winning both D Production and SSA firmly establishes the 924 as a real champion in the best Porsche tradition," commented Volkswagen of America's Manager-Special Vehicles, Josef Hoppen, after the race.

While all eyes were on Bundy's battle for the lead, another 924 driver, Tom Brennan, worked his way through the pack in his Herman+Miller P+A car. Forced to start last due to a practice crash, Brennan charged all the way up to finish fourth, capping a banner day for the Porsche 924. (See separate story in Technical Update.)

WILLIAMS' 924 TAKES SSA

Texan Ken Williams drove his Showroom Stock A Porsche 924 to the SCCA national title, giving the 924 a double championship for 1980.

Williams was the fastest qualifier in his Bob Miller P+A car, beating an impressive field of Datsun Z-cars, Mazda RX-7s and



SSA winner Ken Williams

Turbo Saabs. He was also the fastest man in the race, beating former champion Don Knowles' Turbo Saab by two seconds. Third went to the Datsun 280-ZX of Ben Burrell, while D. J. Fazekas drove the Herman+Miller 924 to sixth.

Williams credited the excellent handling of the 924 for his victory. "The Turbo Saabs and Z-cars may have larger engines, but we more than make up for that in the corners," he concluded.

Technical Update

924 kit assembled in record time.

The factory allots two weeks for the job, but don't try to tell Tom Brennan's crew that you can't assemble a 924 kit racer in less time than that.



After Brennan wrecked his Herman+Miller D Production 924 during qualifying at the Road Atlanta runoffs, his team was handed the task of building a replacement in less than 48 hours.

As it turned out, they completed the job in just 24 hours, and here's how they did it.

When the kit arrived at Road Atlanta late Thursday afternoon, the crew split into three groups, each assigned different tasks in assembly line fashion. One crew worked at the front, the second at the middle and the third at the rear of the stripped, unpainted shell.

While those at the front were hooking up the radiator and oil system, the center crew was installing the electrical wiring and brake cylinders, and the group at the stern was taking care of the fuel cell and transaxle.

Next, the forward crew bolted in the front suspension and engine, while those immediately to the rear installed the seat, pedals and windshield. At the back, the third team completed the hatchback and rear suspension.

As crew member Paul Trapp summed it up, "We all sort of finished up together at the driver's door."

As a final touch the car was given a fresh paint job and decals were applied in time for Brennan to start Saturday's race from last place. He responded with a superb charge through the pack to finish fourth overall, not far behind the lead trio of Bundy, Wilson and Mueller.



The Herman+Miller P+A crew worked through the night to complete the rebuilding of Tom Brennan's 924 D Production kit car.

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Vehicle _____ Model _____ Year _____ Color _____

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Entries must be postmarked by February 2, 1981, or add \$1.00 to each driver

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