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MARCH 1988



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**P O R S C H E**

# REAR VIEW MIRROR

GENERAL MEMBERSHIP MEETING  
FROM THE NEW

by Polly Hallett

I wasn't quite sure what to expect from my first General Membership Meeting. I knew Bacino's, so that promised excellent food, good service, and a comfortable atmosphere. I was looking forward to again seeing the terrific people I had met at Blackhawk last summer. Most of all, I was looking for help. I have bought the 911 of my dreams, and with it comes the determination to grow into the kind of skilled driver such a car demands. In January, while my wonderful car is nothing but a garaged lump under its cover, this meeting offered a great way to keep my dreams alive until Spring.

I left the meeting so excited, it will be harder than ever to wait. From Board Members and Coordinators, the message was simple and wonderful to hear: how to make the fun the Club offers accessible to as many members as possible. That is what is so special about the Chicago Region. The expertise of the experienced members is so evident, it would be the most natural thing in the world to design a program for hotshots. Instead, they offered a clear invitation to everyone to find ways to enjoy his/her car and the fellowship of the Club.

With every speaker, I learned something new. Howard Yefsky opened the meeting with an overview of last year and some of the plans for 1988. Debby Leed woke me up to something I had never thought of when she talked about the insurance needs of the various events. Lee Lichtenstein keeps all the board meetings straight. What a job that must be!

Linda Orum and John O'Keefe gave me a whole new perspective when they talked about the \$60,000 budget. I had no idea it was so large, and the whole group seemed to appreciate the balancing that matched income and expenses so precisely in 1987. The Club's charitable contributions took on a whole new dimension with Linda Patterson's talk about the Sally Potter School, including a victory over an embezzling director there.

Mike Zurick listed enough autocross events to satisfy the most dedicated driver. I have a small appreciation of the work required for any one event, and he made a whole host of them sound easy.

Does more track time translate into fewer speeding tickets? George Gutmann made the Rallye events sound a lot more inviting than my previous rallye experiences of "Get lost and fight with your partner". Ed Leed made Concours come alive with his explanation of the classes, including describing Class A as "ultimate masochism". Russ Iser and Gene D'Andrea provided a perspective on safety and tech inspections that I found really reassuring. It's nice to know that prudent safeguards are being communicated and enforced.

From Arnie Zann, Rip Patterson, and many others, I heard the same invitation to get involved, enjoy the cars and the people, with all kinds of fun ways to do it. I hope the Ice Gymkhana domes off, because I'd love to see it. No driving, thanks, but I like to skate and I really like brunch. The diversity of events covered in the meeting was incredibly impressive.

Then came the Great Road America Pylon Debate. In its way, that was impressive, too. It certainly demonstrated the willingness of the Club to sustain heated debate. Howard Yefsky deserved a medal for managing to give all points of view a chance to be heard. Many issues surfaced, from the cost and availability of qualified people to watch corners on an open track, to PCA National as a source of insurance. The current format allows the inclusion of up to 120 cars, while others favored fewer cars and a higher cost for the weekend. As I listened, the controversy seemed to me to boil down to a choice between a more elite event (for hotshots?) and one open to more people. Either point of view is valid. Which one is more consistent with the objectives of the Club? But it was certainly clear that the forum exists for both points of view to be heard.

So, it was an entertaining meeting - informative and welcoming, with something for just about everyone. Even those missing the football playoffs got to see a little scrimmage. But, it was clear that 1988 will be a great year, and I am looking forward to being a part of it.

GENERAL MEMBERSHIP MEETING  
FROM THE OLD

by Lee Lichtenstein

I don't really consider myself old, but in this instance I'll let the phrase slide. The annual general membership meeting was convened at Bacino's on Wacker on a dreary, rainy, football-filled Sunday, which would account for the rather poor (in my opinion) turnout.

Our new president, Howard Yefsky, began the meeting by introducing the new Officers, Directors, and Coordinators, each of whom had a chance later to tell a little about themselves and their goals for the coming year. Howard stressed the formation of a safety committee to thoroughly review all driving events as necessary, for both vehicular and personal safety. I think all club members would agree that this is definitely one point to take very seriously.



Other topics of discussion included upcoming events, the most popular ones being the high-speed autocross weekends at Road America. This year, thanks to the hard work of Bob White, we have been able to secure both Mondays of the Memorial Day and Labor Day weekends for extra track time, although the exact format of these events is still undecided, but there was some "discussion" about this particular topic.

Of course, rallyes, concours, parking lot gymkhanas, tech sessions, and picnics also have a special place in the upcoming year. Also, making a popular comeback, will be Dan and Linda Bacin's Restaurant Tour, which makes its first stop at Ristorante Augustino on February 28th.

The primary objective that I stated at the meeting was to get more people "involved" in the organization and running of the events, and the best way to start is by attending and working each event you can -- after all, this is a "volunteer" system, but in order to volunteer, you must first BE THERE!!



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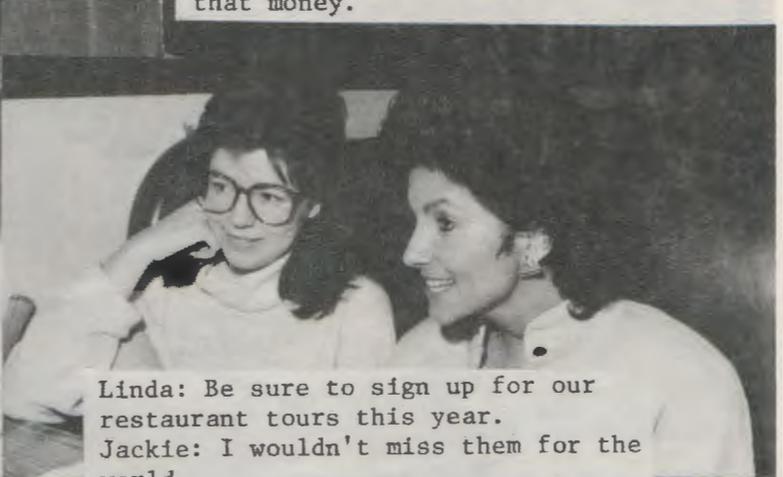
...and their fearful followers



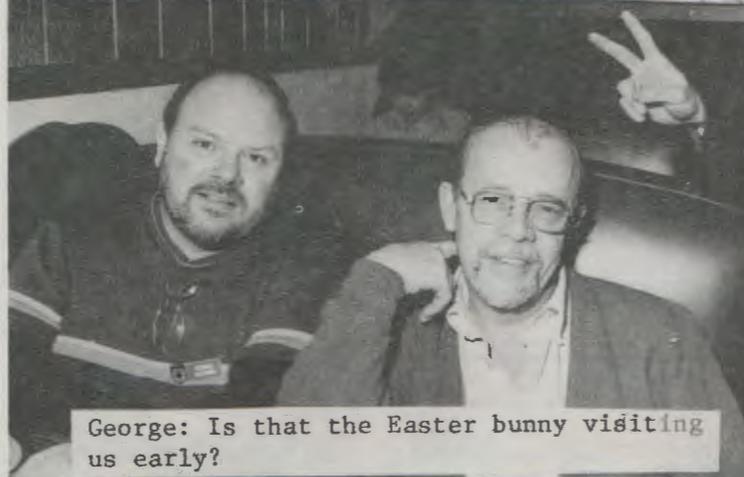
John: I'm really going to miss writing all those checks and working with all that money.



Harold: I sure am glad Dan doesn't make a chicken pizza.  
Jim: Surprise!



Linda: Be sure to sign up for our restaurant tours this year.  
Jackie: I wouldn't miss them for the world.



George: Is that the Easter bunny visiting us early?



Wilma: Why so glum?  
Linda: The Easter bunny visited George and Bob, but not us.



Polly: I can't believe Linda got me to write an article for the Scene. I was warned to stay clear of her when she's got that "will you write" look in her eyes.



Gary: I thought for sure Linda would remember me, it's only been a year since I wrote for her.

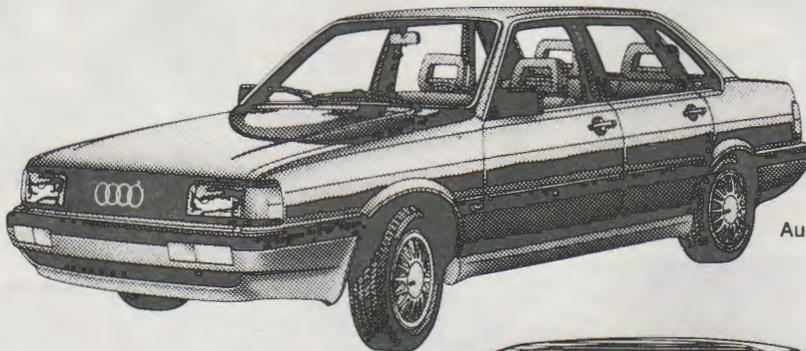
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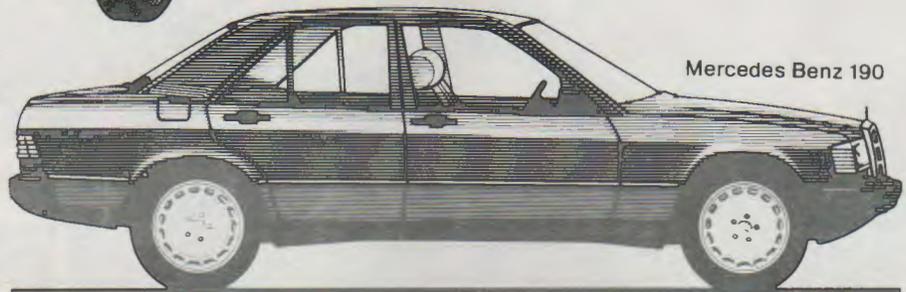
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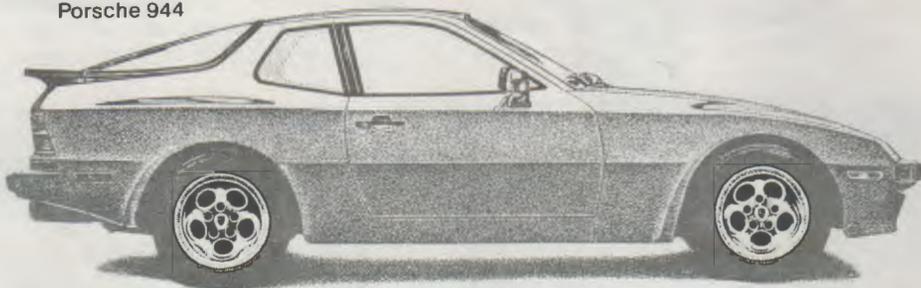


Audi 4000



Mercedes Benz 190

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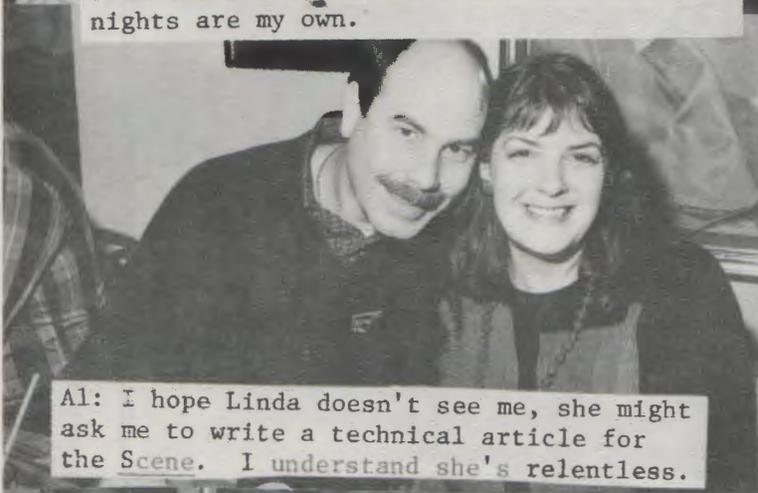
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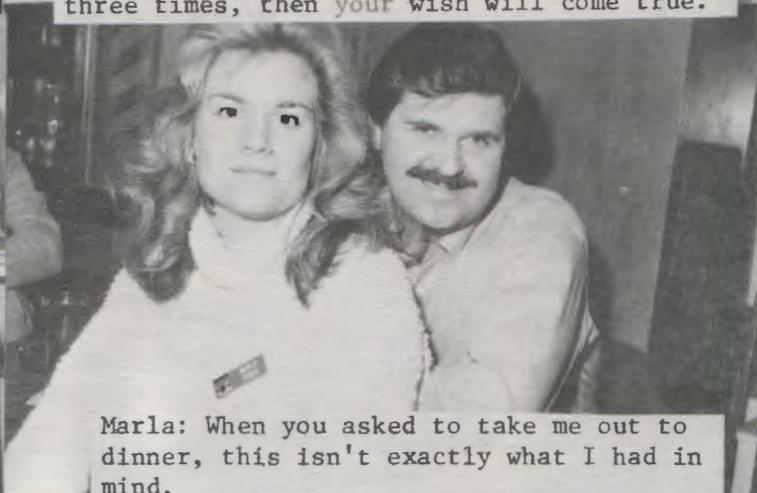
Bruce: I sort of miss not sitting up there with the board, but at least now Friday nights are my own.



Nick: I sure hope we get Road America for three days on each weekend.  
Mike: I'll close my eyes and click my heels three times, then your wish will come true.



Al: I hope Linda doesn't see me, she might ask me to write a technical article for the Scene. I understand she's relentless.



Marla: When you asked to take me out to dinner, this isn't exactly what I had in mind.



Jerry: I'm just putting my hand on her "Porsche", honest!



Rip: And this is where we spent our summer vacation.  
Wilma: I'd like some 8 x 10 glossies for the archives.

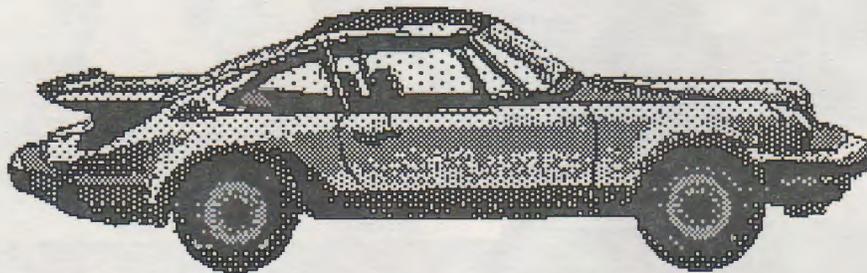


Russ: I'm in charge of making sure every thing is safe at all times.



Owen: So then, you don't really have an opinion on that subject.

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John: And what may I get for you ladies?  
Now that I'm no longer treasurer, I  
supplement my income by waiting tables.



Arnold: I'm going to do better on the  
parking lot events this year.  
Russ: If you had a 944, I'd be happy to  
give you some pointers.



Here's to a successful Tech Session in  
March.



What a chorus line!!



Howard: Welcome to our club.  
Chuck: But don't you know me? I carry  
my American Express card.



Owen: But, Debby, can't I please sign up  
for Elkhart now, I don't want to miss it.  
Debby: You'll wait your turn just like  
everyone else.



Rip: I can't wait until the weather gets  
nice so that we can drive our Porsches  
again.



Evil cabal or new classes??

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# UP AND COMING

## TECH SESSION

Date: Sunday, March 6, 1988  
Time: Registration 12 noon - 1 p.m.  
Tech talk, questions & answers  
1:00 p.m. - 5:00 p.m.  
Place: Porsche Exchange  
2050 First Street  
Highland Park, IL

If you want to be in the know, then this is a definite go!! Go to the Porsche Exchange on Sunday, March 6 to meet Holbert Racing Team's Bob Russo, a man with a wealth of knowledge just waiting to be tapped. He'll be discussing safety related topics such as helmets, seatbelts, fire extinguishers, etc. Meet Chris Gilman, Porsche Technical School instructor. He's got the latest in '87 - '88 updates, changes, and knows the nuts and bolts of it. There will be time at the end of the two talks for questions and answers.

Here's the next best thing to your Porsche and girl (my wife made me add that one). Food, thanks to Porsche Exchange, they are supplying the hot dogs and soft drinks from Michael's, chosen by Chicago Magazine as the best hot dogs on the North Shore. If you were there last year, you'll remember how great they were.

Early registration (until February 28) is \$8.00 per person. After February 28 and at the door the price is \$10.00 per person.

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" editor no later than the 10th of the month to be published in the next month's 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.

EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT RALLYES...BUT WERE AFRAID TO ASK - OH, NO, NOT AGAIN!!

Date: April 10, 1988  
Time: Registration - 9:30  
School 10:00 - 11:30  
First car off - 12 noon  
Place: Holiday Inn Gurnee-Waukegan  
6161 W. Grand  
Gurnee, Illinois

Well, here we go again!! Back by popular demand (well, okay, one person asked) the infamous MB rallye. The school rallye this year will start in Gurnee, at the Holiday just across the Tri-State Tollway from Great America. Easy to get to, you won't get lost, I hope. We'll start with a discussion of rallyes in general, followed by a discussion of this rallye's generals, followed by a lesson in timing.

After you've absorbed all this, George and Linda Gutmann have laid out a challenging, but finishable, course on some of the best roads in southeastern Wisconsin. Some of the roads are so great, you'll want to drive them every Sunday. If you paid attention in school, you'll have no problem zeroing every control for a perfect score.

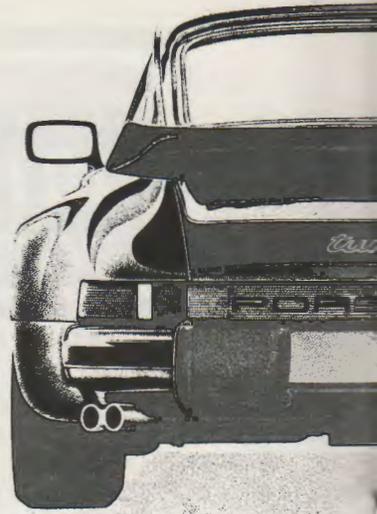
After the rallye, we'll have one final class, George will go over the route and tell you how you should have executed the instructions. Of course, that will coincide with the way you actually did it, because you paid attention the first time, right???

We'll have coffee and rolls during school, with a roast sirloin of beef dinner after the rallye.

So, if you've been wanting to enjoy your Sunday afternoons in your favorite car, with your favorite person with you, come on out.

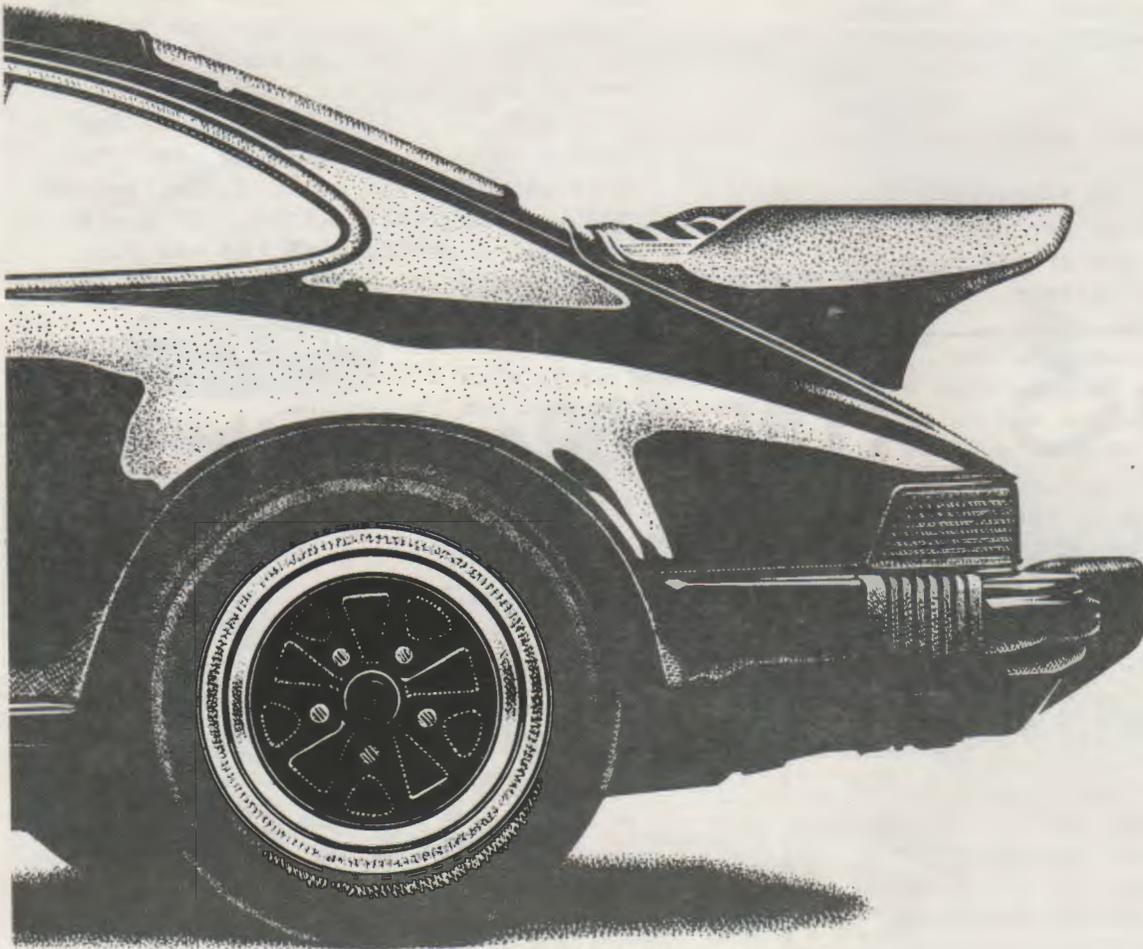
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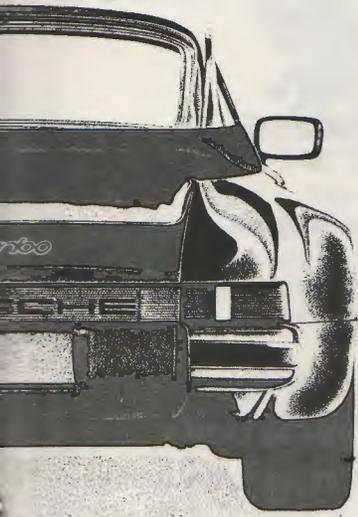


# The competition is he

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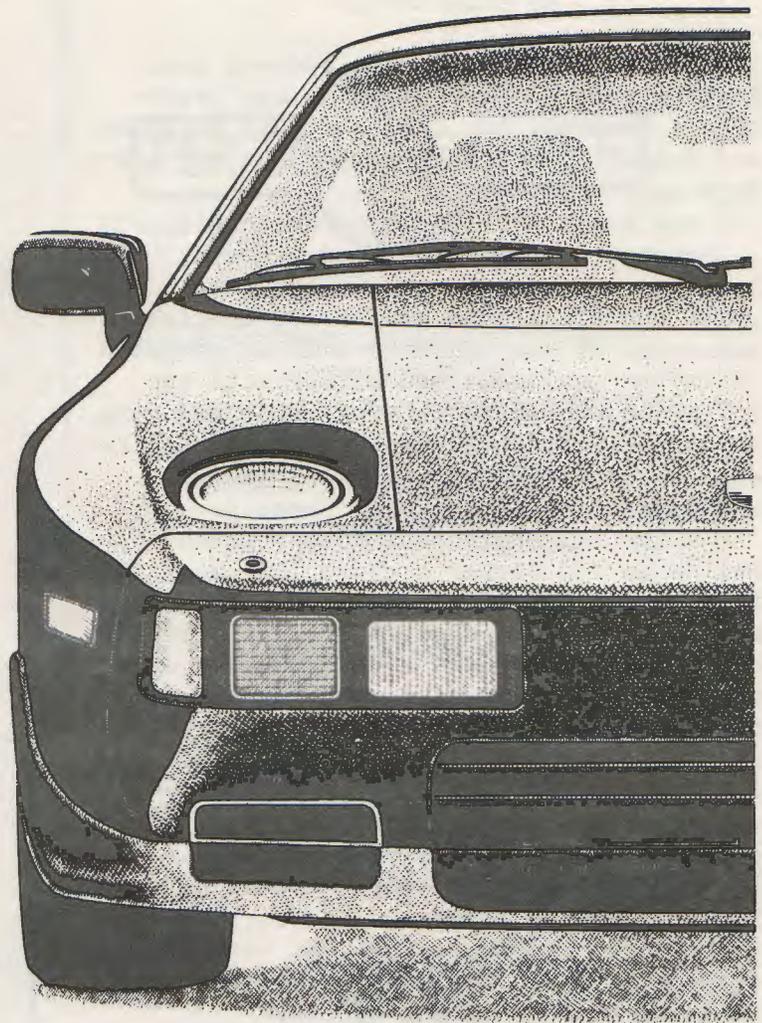
924 • 944 • 944  
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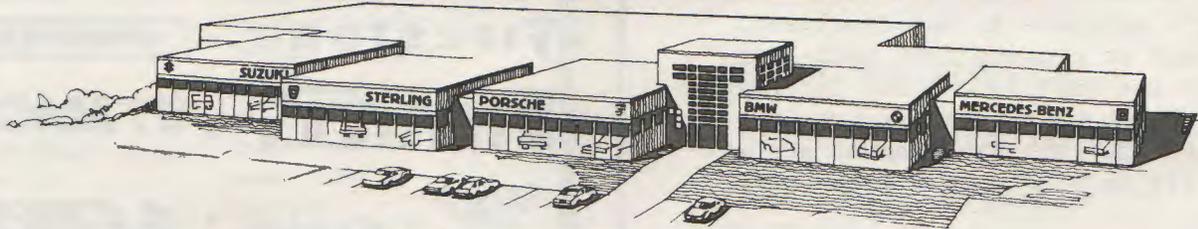


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pe • 911 Targa  
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ROAD AMERICA  
MEMORIAL DAY AND LABOR DAY  
by Mike Zurick

The Chicago Region has secured Road America each Monday following our traditional Memorial Day and Labor Day Saturday and Sunday. The track is for our use three days each weekend.

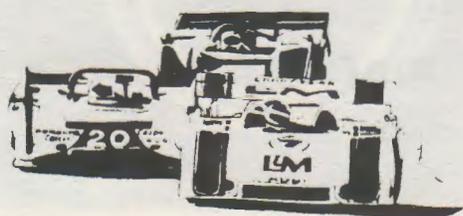
Our Board of Directors has unanimously approved the format for each weekend. Each Saturday and Sunday will be the traditional pylon event. At the next Board meeting, placement of the chicanes will be reviewed to insure challenge and safety with the intention of retaining the spirit and format of a pylon-chicane event. Practice will be on Saturday, timing on Sunday. Mufflers are mandatory all three days.

A new Drivers School format which builds on Jim Becker's event last year is planned for both Mondays. The chicanes will be removed and we will use the full course. Professional corner workers will man each corner station. There will be three run groups: Experienced, Intermediate, and Novice, which will be on the track separately from each other. No timing will occur. Passing is permitted on the straights under specified rules.

The Novices must attend Monday morning Skip Barber classroom instruction. Their first track session will be in the company of a PCA instructor, who must evaluate their on-track safety. Intermediate and Experienced drivers need not attend the classroom instruction if they attended Skip Barber instruction at our event last year or are a known safe driver with experience at several tracks. No passengers except instructors are permitted. Cars will be re-teched before the Monday event.

Monday's schedule is not finalized, but we expect to provide four half-hour sessions to the Experienced and Intermediate groups and three half-hour sessions to the Novices. Parade laps are planned and we expect to fit in a half-hour women only session.

Ed and Debby Leed will chair the Sat/Sun Memorial Day event, John Laidlaw the Sat/Sun Labor Day event, and Mike Zurick the Monday events.

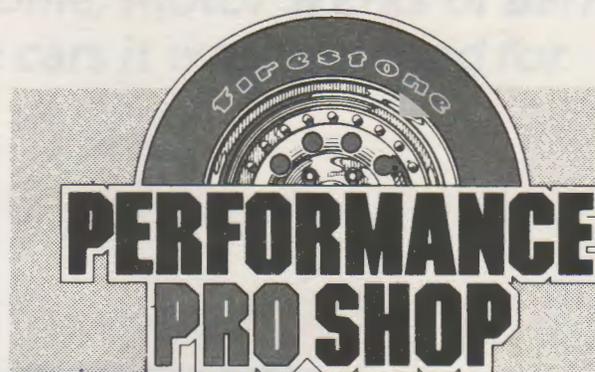


April 29th thru May 1st, 1988

The Kentucky Region invites you to the 14th annual Porsche Derby!

The weekend will include the traditional welcoming Mint Julep Party; a Saturday morning Concours with a box lunch; afternoon options of opening day at Churchill Downs, a Horse Farm tour or a TSD Rally; followed by the evening Awards Banquet. The Sunday Autocross will be held at a new location with eight plus acres of new pavement! The headquarters will be the Hilton Inn East with a \$45.00 room rate per couple.

For more information, call Jerry or Nancy Magnuson at (812) 246-4192 or write to us at 2841 Allentown Road, Sellersburg, IN 47172-9717. Registration Deadline is April 1, 1988.



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SUN 10:00 - 3:00

## In Der Vergangenheit

by Ginny Gummow

MARCH '63 - 33 Porsches turned out for Waldo Schrepfer's Ice Dice at the Pink House at Twin Lakes, WI. FTD went to Waldo and 1st place for the Ladies went to Elaine Cotter. The weather was snowy, icy, and sub-zero. Registration - \$2.00. Dinner - Roast Sirloin Tip, \$3.25, inclusive.

MARCH '68 - Over 80 "dealers" showed up at Beach's Studio in Maywood to buy, sell and exchange various Porsche parts and goodies. The infamous "Polyethylene Punch" was on hand for thirst quenching, music was furnished by a "Son of a Beach", and cold cuts, salads, rolls, etc., were available for munching. Among items offered for sale were two Volkswagens. Fun, fun, fun!!

MARCH '78 - 23 cars met at LaRay's for the "You Can't Get There From Here" map rallye. The 3 to 4 hour rallye was run on Tribune maps within the warmth of LaRay's --unlimited potty stops and alcoholic beverages available for consumption during the Rallye (now that's a Ra-lye!!). An interesting and unusual event. The winners in the equipped class were Roger Shapiro and new member, John Bohlander. Winners in the unequipped class were Jerry and Helga Meyer.

### CHICAGO REGION

#### 1988 CALENDAR OF EVENTS

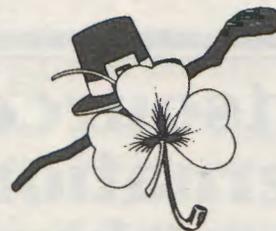
March 6	Tech Session
April 10	Rallye School
May 1	Driver School
May 11	Blackhawk I
May 28-29	Elkhart I
June 12	Concours
June 18	Boat Ride
June 26	Rallye
July 10	Potter's Picnic
July 13	Blackhawk II
August 17	Blackhawk III
August 21	Autocross-Utica
September 3-4	Elkhart II
September 25	Charity Autocross
October 15-16	Two Day Rallye
October 30	Halloween Concours
November 20	Brunch
December 10	Dinner Dance



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## Welcome !

TO OUR NEW MEMBERS

by Vic and Val Harris

Gary and Sharon Kovener  
69 Drendel Lane  
Naperville, IL 60565  
430-7021 420-5147  
Gary and Sharon drive a red 944S.

Dale Cornelius  
1108 Illinois  
Palatine, IL 60067  
Dale transferred to us from the St. Louis  
Region. He drives and '83 944.

# Here's Howard

1988 started off with a bang. Welcome to the NFL, Howard.

Those were the thoughts I had as I drove home from our general meeting held at Bacino's. (Thanks Dan and Linda for the hospitality.) The debate, at times, was spirited.

After reflecting on the conversations of the afternoon, I found them to be a healthy exchange of different points of view. It is important that the officers and directors of your region become aware of what you interests in PCA are, the types of events and/or formats you prefer and your willingness to participate in putting on these events. Accordingly, I hereby solicit your suggestions, recommendations, comments, criticisms and participation. We are charged with the responsibility of conducting the affairs of the Chicago Region in the best interests of all of its members, so we do and will take your input seriously. Write to us, call us, or you are welcome to attend a board meeting. We look forward to your comments and criticisms, but we also appreciate your alternatives.

I am happy to report that your board has taken significant steps to make some of our events more enjoyable for the entire membership. Thanks to Ed Leed and his committee, recommendations were made and adopted by the board to realign the classes for both short course and long course gymkhanas and autocrosses. We are hopeful that these changes, which will be published in our calendar, will be more equitable for all participants.

In addition, Mike Zurick and his committee have made recommendations and the board adopted a plan to conduct two additional events, under a different format, at Road America. These events will be held on the third day of Elkhart I and Elkhart II.

Finally, and in our opinion, most importantly, we have formed a Safety Committee which will have a very active role in the conduct of our driving events. Russ Iser is the Chairman of this committee and will, among other things, be responsible for event sites, course layout, and event format. Our number one priority has been and always will be to conduct safe events which, hopefully, will be enjoyable to all.

Perhaps starting 1988 with a bang was an omen. The year is shaping up to be an exciting one and I'm looking forward to seeing all of you enjoy it.

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## NOT YOUR TYPICAL SUNDAY DRIVE, BUT...

by Wilma White

The recent Autoweek article by Leon Mandel about riding with Al Holbert (I can't believe Al sat on the hood and put his foot on the bumper!) in a 959 brought back some magnificent memories that perhaps should be shared. Last October both Bob and I had the opportunity to drive a 959 and we took advantage of it.

We were visiting Doris and Helmuth Bott at their country home in the Swabian Alb area of Germany, and driving the 959 was the number one priority on Saturday afternoon for Bob and Helmuth. They returned in about an hour with Bob looking as if he had swallowed the proverbial sideways watermelon.

Sunday morning it was my turn. Not at all sure I wanted to drive the beast, I agreed to go for a ride with Helmuth and be introduced to the car. What a glorious ride it was, along narrow, twisting roads and through presumably picturesque towns... I couldn't be sure of the latter since the towns looked sort of blurred as we passed through at a high rate of speed! "Notice how you don't feel the second turbo cut in!" "Look, you push the button and can drive 130 mph in the wet!" "Doesn't the radio sound wonderful?" "Feel how she gets lower to the ground as we go faster?" It was a constant running commentary as we drove along and Helmuth communicated with me and his car. A sudden application of the brakes slowed the car dramatically but it wasn't necessary to shift. Whether the engine is going 1200 rpm or 3000, it forgives you and purrs along.

About 25 miles from home Helmuth braked, stopped the car on an obscure, back road, smiled rather demonically, and said, "Now, Wilma, if you want to get back, you have to drive!" Not much choice, right? So we changed seats, I tried out the gear pattern, thought about sixth gear, and off we went. It was almost as familiar as our 911 but not quite the same. The car's quick response to the gas and the continued boost from the turbo soon made it apparent this was an entirely different car. There's a village coming up...put on the brakes! Hmmm, I didn't plan to stop in my tracks, but that's what happened. When you brake a 959, it STOPS! "Don't worry about shifting, Wilma. She's happy in fourth

gear!" This time I didn't see any villages either. I was too busy driving and feeling the car and watching for unaware pedestrians, who didn't know there was a LEARNER in that car, to look at the architecture. By the time we got back I felt comfortable with the car, exhilarated with the experience, and ready to drive a 959 again should the opportunity present itself.

The day and driving experience was made complete when Helmuth got out his newly restored Model A Ford. All the lights were checked, the battery breathed upon, and an extra container of gas placed in the car. Helmuth drove, Bob sat next to him, and I had the entire back seat to myself, feeling somewhat like a dowager queen out for a Sunday ride. We set off down the hill at a smart pace and then worked up the hill where only an hour before we had almost flown over the same surface. Helmuth cranked open the front windshield so we could enjoy the air and we set off at a stately pace. I can not honestly remember anyone paying much attention to the 959 as we sped through the towns, but in the Model A people would look at us and wave, and even applaud, as we "oogha-ed" our way along. The towns were picturesque and the countryside was lovely, and there was plenty of time to view it all from the high back seat of the Model A.

When we returned from that second ride of the day I looked at the complex man called Helmuth Bott and wondered which ride he enjoyed more; the one in the car he created or the one in Henry Ford's marvel of 1930. He obviously loves to talk, be in and with, and drive cars, and his mood would affect his choice, but that day I think he enjoyed the Ford more. To me, driving the 959 was special; it's as decorous as the Damen and more powerful than the 930. The ride in the Model A put it all in perspective.



## IN MEMORIAM

It is with sadness that we must again report the passing of a long time Chicago Region member. Ben Hursh died unexpectedly in late January while making an apparently wonderful recovery from coronary by-pass surgery.

Ben and his wife, Dolly, were long involved in PCA activities. They were also quite active in SCCA events. Ben will be missed by all.



## \* Lindatorial

Well, Mother Nature did it again. We had to cancel the Ice Gymkhana again. At least this time, we still got together for brunch at Lamb's Farm. Maybe we should move to Alaska in order to have an Ice Gymkhana, we seemed to be doomed to insufficient ice around here. I don't know, I always thought our winters were plenty cold until we started trying to go to an ice gymkhana. Who'd have believed??

March will be bringing us a great Tech Session with some great hot dogs. Hey, I know what my priorities are. I ate them last year, they're worth coming back for.

Then, of course, the rallye school in April. George and I have reworked the old MB rallye. Ah yes, that was a good one. We think we've made it even better. You be the judge.

There's lots for you to do as the year starts to get busy, so come on out and join us, we'd like to see some new faces along with the same old ones we've been seeing.

See you soon,  
*Linda*

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# Running Board

Date: January 8, 1988

Place: Gutmann Home

Motion passed to have 1987 books audited by John Laidlaw and Lauren Pichler.

Blackhawk III date changed to August 17. Committee working on short and long course class changes will report at next meeting. John O'Keefe will calculate overall points this year. Motion approved to secure Monday of Memorial Day weekend for an additional event at Road America.

Goodie Store reported sales for 1987 of approximately \$8600.

Jack Bushmeyer contacted Jack Bender Trailers, raised questions about capacity, requirements for tables, seating, storage, etc.

Suggestions for event format at Road America will be presented at February board meeting.

Gary and Sharon Kovener voted into club membership.

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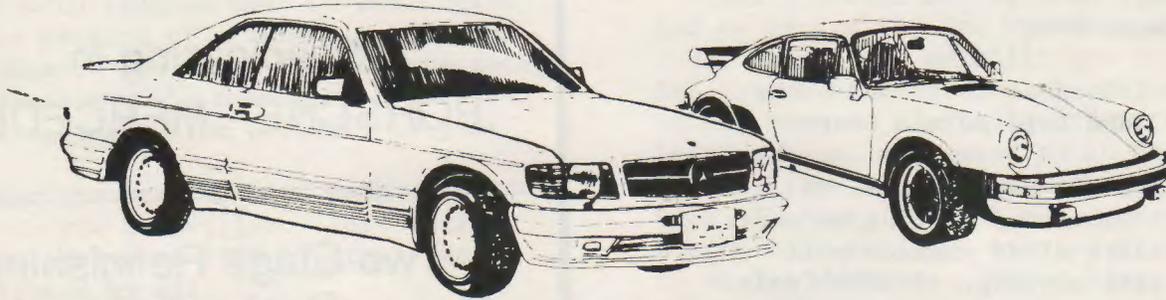


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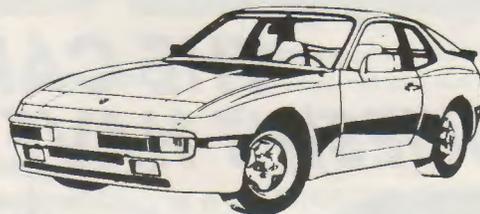
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# THE MART



Send classified ads to the editor by the 10th of the month, to appear in the following month's "Scene". Each ad is limited to 50 words, plus name, address, and phone number. Ads are run for one month only and are free to Chicago Region PCA members. Non-members or out of region PCA members may place ads at the cost of \$5.00 per ad. Payment must accompany ad. Send ads to: Linda Gutmann, 6116 N. Landers, Chicago, IL 60646.

FOR SALE: 1987½ Honda Accord LXI, four door; auto; bra; all options; metallic beige; rustproofed; soundproofed; Scotchgard; 10,000 miles; perfect condition. \$12,500 - offer.  
Tom Thompson 896-2100 days; 879-1739 evenings.

FOR SALE: For 1984-86 911: European DME "brain" in original box, used ten months (sold car) \$300 OBO. Porsche catalytic replacement pipe/resonator (used) \$75.  
For 78-79 911: brand new plated catalytic replacement pipe, \$75 OBO. Also one 15" x 7" Fuchs forged 911 wheel like new, \$150. Al Andrea 312/234-2776 after 6 p.m.

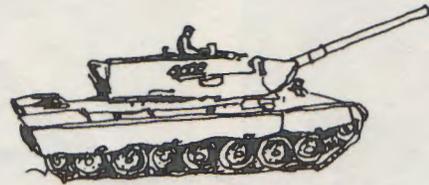
FOR SALE: Porsche Design sable chronograph watch, \$599 or Rolex Oyster Datejust gold/silver \$2,400 (list \$3,400); BEL Quantum 880 radar detector (as new, in box), \$165; GMUND #1 w/envelope, \$20; Panorama 7/74 thru 7/87 (most in binders) \$450 + UPS. John Welda, 435 Shoreline Rd Lake Barrington, IL 60010. 312/381-1194.

FOR SALE: Two 7 x 16 alloys. New take offs from a 911 Turbo. Recently purchased but never used. \$450 for the pair.  
Howard Yefsky 642-8897 eve; 235-5000 days

FOR SALE: 2 7 x 16 forged alloys (trade for 4 6 x 15 alloys) \$425; 2.7 and 3.0 pressure plates, spring center clutch discs, \$75 each; warm up regulator \$45; permatune CD box \$60; 901 trans short gear set B, GA, M, R, W \$750 set; misc. gears, A 1st \$100, F 2nd \$100, 4th \$75.  
Chuck Schank h 312/246-6395, B 312/887-6037.

FOR SALE: 1987 Toyota FX-16, Silver/Charcoal; GTS option; alloys; Eagle GTs; 4,500 miles; Ziebart rustproofed; power sunroof; ps; pb; pw; pl; pm; Air; sport seats; AM/FM electronic tune cassette; electronically controlled 4 spd automatic w/lock up torque converter; rear wiper; air horns. \$10,500. Stuart Lutz, 6208 Sleepy Hollow Ln, Lisle, IL 60532 312/416-1404.

FOR SALE: 1979 928 Porsche; V-8 5-speed; air & power; factory cassette; mileage low 40's; street legal; German full power; no pollution equipment; no damage history; dark grey in color; factory interior. Bob, days 414/739-0137; nights 414/766-5993.



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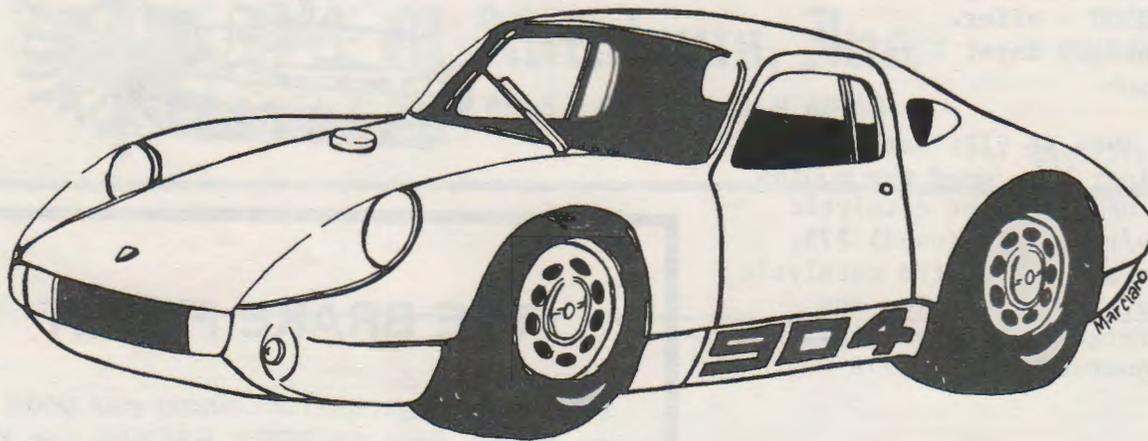
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