

# CHICAGO SCENE OCTOBER 1979

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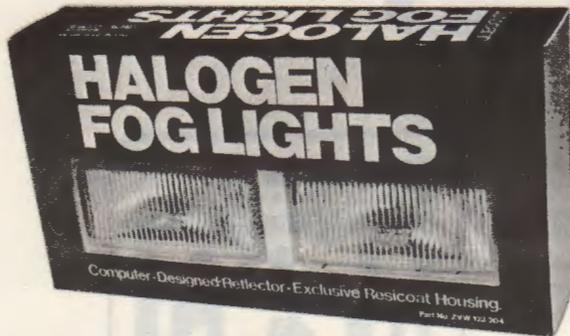
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# REAR VIEW MIRROR

## POTTER'S PICNIC FROM THE OLD

by John Welda

Potter's Picnic always starts for us on Saturday. This is the day to give the concours Porsche a wash job and prep for the concours. As the 911 has just left us and we are looking for another, there was not much of a decision but to bring Dianne's 924. This was the first concours for it and it felt proud to be able to answer the call of duty and enter. Sunday morning it is get up early and pack the car with lawn chairs, blankets, and of course a good selection of Mindy's dollies. Then out to burn up the back country roads between Palatine and Potter's Farm. We always enjoy that drive as it allows us to burn the carbon out. (Of course there is never much chance for carbon to build up.) Once we are at Potter's, the first thing I feel that it is my duty to do is to check with Rip and make sure that the beer gets tapped and it is tasted so that it is ready for the Dirty Dozen. With that out of the way, I unload the car and prepare it for the concours and Dianne and Mindy relieve Linda so that she may start the Brats before all the hungry people arrive. Mindy had fun helping with registration and pinning the Potter's Picnic buttons on everyone. (Hope that she didn't stick anyone too bad.) The concours did produce some clean cars again this year and I always enjoy judging them as it's most challenging to try and find dirt. It's there if a person knows just where to look. Mindy had a good time with the kids games and I enjoyed the beer that the team I was on won while playing the "vulgar" game of swinging our whatayacallits against an orange on the ground. Later in the afternoon a bunch of us straight types felt that it was our duty to again show the Dirty Dozen how to play volleyball. All in all we had a great time that we always expect to have at the Potter's. The Potter

and Patterson families really deserve a lot of thanks for all the work that they do in putting on this picnic for the club every year. The food is always great, the beer cold, and the farm is an outstanding place for this event. From Dianne, Mindy Jo, myself, and I am most sure everyone else, THANK YOU Potters and Pattersons.

## POTTER'S PICNIC CONCOURS RESULTS

### CLASS A

1. Gene & Gabby Coburn 253.0T

### CLASS B

1. Harry Willwerth 179.0T  
2. Erwin Shaw 171.5

### CLASS C

1. Howard Yefsky 130.0T  
2. Jim Harper 129.5T  
3. Ron Neurauter 123.5  
4. Mike Dogan 120.5  
5. John Welda 110.5

### CLASS D

1. Tom Thompson 95.0T  
2. Frank Wagner 93.0T  
3. Bert Sadock 89.0T  
4. Paul Braun 87.0  
5. Vince Mietlicki 73.0  
6. F. L. Kirby 62.0  
7. Jack Shearer 60.0  
8. Bob Ostholthoff 54.0  
9. "Hokey" Holzner 39.0  
10. John Bohlander 33.0





Nice trick, Jerry, catching the balloon with your neck.



CENSORED



Winning team in the obscene orange push



Some of the Concours winners

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THE FIRST 10TH ANNUAL 8 HOURS OF  
BLACKHAWK - MIDWEEK DRIVING SCHOOL  
FROM THE NEW

by Howard Yefsky

Owning a Porsche is a thrill in itself, but being a member of PCA, where one can learn to improve his driving skills and share in the camaraderiewith fellow Porsche owners is truly the icing on the cake. In the past ten years I've owned several Porsches, but unfortunately my heavy travel schedule prevented me from participating in many PCA events. As a matter of fact, I only attended two events prior to Blackhawk I on July 18, 1979.

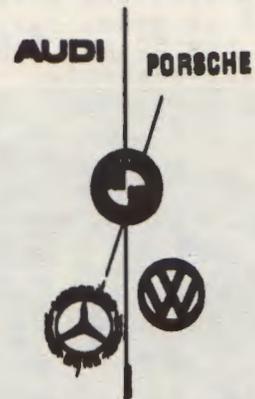
One of these events was Elkhart Lake several years ago. While it may have been "Old Hat" to some of you seasoned pros, for a newcomer like myself I recall leaving Elkhart in a state of euphoria. The magic returned at Blackhawk I. The driving was great, although I could have done nicely without the spin at turn 6A. Meeting, talking, and dining with some of you was equally great.

I can't say enough about how Blackhawk I was conducted. From the track briefing to the dinner, it was apparent to me, again as a newcomer, that much time and effort went into making the event an enjoyable experience and most importantly, a safe one.

Many thanks to all for a super day. I look forward to many more in the future.

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Don, Jon, and Don who served as the starters.



Ed Rust: Well, Tom, how did you like the event?

Riley: My new SC and I had as much fun as a ski weekend.



Barbara, the chief babysitter, and shy daughter.



If you think this is fun, Elkhart will be twice as much fun as it is twice as long.



Russ Iser and famous racing driver.



Mark gives Harold a CO<sub>2</sub> enema as Tom gets the barf bucket ready.



It is true that Oscar Kovolewski and I founded PRDA (Polish Racing Drivers Association) commonly called the kolacky racing team.



Harold: The older I get the faster I go. Just wait to see me at Elkhart.  
Phyllis: If Tom was as fast as you, we would never get home.



Hokey: How is the Chevy business?  
Todd: I only lease cars, same as my love life, no permanency.



The vampire strikes again.  
Sue: Dracula was also Polish.



For Elkhart I leave the kids at home. Now if I could just leave Ed there and have a really good time.



Chuck: Now that I have finished my 356 it is for sale for only \$12,000. Just think, for the price of a 928 you can get two real Porsches, a 911SC and my 356.



Just wait for Elkhart, Bob "O".



This was the only Turbo I could afford.

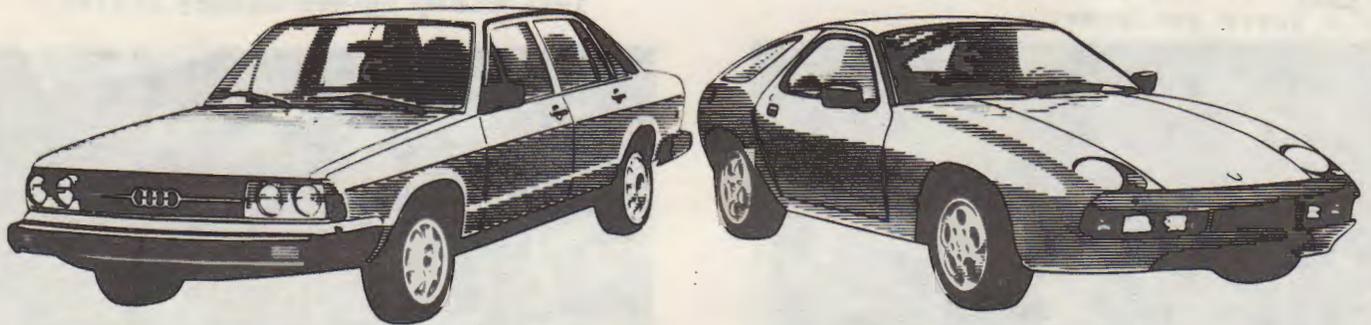


We had more fun than you people, you drive those silly little cars around in circles.

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Our SAS DC-10 brakes to an abrupt halt (don't they all?) on the runway at the Copenhagen Airport. I turn to my good friend and constant companion, Frau Gummow, seeking to impress her with my knowledge of Swedish and say, "Ya, aye tank da ve ar har!" Frau Gummow looks at me and after a respectable interval, smiles slightly and responds in perfect English, "Get the luggage, Dummy!" After I come to grips with that task we board the airport bus for the short ride to wonderful downtown Copenhagen. Taking the advise of Arthur, we had booked the Hotel Absalon because of its "central location". To get to the place we find ourselves on a trek through a jungle of flashing lights, advising one that "non-stop" movies are available, and large shop windows displaying reasonable (and unreasonable) facsimilies of the necessities of life.

After locating and checking into the hotel, a few hours of rest puts us back in shape for some sight-seeing. No, not what you are thinking-- what every dutiful tourist does-- off to find the Little Mermaid, of course, and an evening visit to Tivoli. Gosh, Frau, this place has more light bulbs than all of Rockton!

Soon Thursday is upon us. Checking out of the hotel we make the brief walk to the Eurocar office where we pick up our reserved Ford Taunus. As Frau Gummow engages the paper work, a young man escorts me to the garage. "This is a new car", he states, as he removes the paper covers from the floor carpets. I look at the odometer-- 7 kilometers. The interior smells new. I pull open the ashtray-- unused! I concur, the car is new. Our luggage is loaded and we're off to Helsingor where we take the ferry across to Helsingborg, Sweden, and from there its a short drive to Orenas Castle, headquarters for the 4th International 356 Meet.

We arrive early-- this is the fun part-- to see the little cars arriving from all over Europe! Bengt Aised and the 356 Club Sweden are well prepared. A roped-off parking area is provided for the 356's and the others are directed elsewhere. We park the Ford behind a wood pile and walk over to the reception trailer, bedecked with flags and 356 decals. Many handshakes and "Hellos" are exchanged. Has it been a year already since we said "Goodbye" at Brands Hatch in England? How quickly the time passes! Little cars with loaded luggage racks are pouring into the castle parking area-- greetings are flying in many languages.

We finally retire to our room. As Frau Gummow unpacks I read the list of participants. The USA is well represented this year with Bob and Wilma White, Chuck and Louise Stoddard, Brett Johnson and, of course, Frau and friend. After a superb Swedish smorgasbord that evening, we retire, for it's off to the track in the morning.

Early morning finds the old Porsches lining up for a record caravan-- 100 in a string! Arriving at the track we find several different and varied courses set up to test our finesse and agility. Non-Porsche types are invited to test their mettle as well. Team Yankee Doodle is quickly formed, as we all pile into the Rent-A-Ford. Sitting behind the wheel, looking down the hood at the courses set up for Porsches, It is immediately apparent that our chances of success will be on a par with that of a brassiere salesman in Sweden! But what we lack for in equipment is made up for in enthusiasm.

The first course consists of 10 plastic pails placed at random, to be driven up to (as fast as you wish), stopped beside, and a tennis ball placed in the pail-- then race on to the next one. If the ball bounces out, you must get out of the car, chase it and place it in the pail again.

Professor White, lacking the reach of his contemporaries, found this to be a perplexing problem. But the good Professor, being the expedient person that he is, became quite adept at crawling out the window, hanging by his toes to the sill and deftly placing each ball in the pail without further ado. We now prepare to take on the next devilish course.

An interruption-- Hubert Schellberg, President of 356 Euroclub, states that the (now) World Famous International 356 Judging Team is being formed. "Would you help?!" "Yes, of course". As Hubert and I walk off to duty, hearing tires scream in agony I look back-- team Yankee Doodle is storming the course in the Rent-A-Racer, leaving a rooster tail of pylons in its wake!

The (now) World Famous International 356 Judging Team is getting its act together for the formidable task that lies ahead. Find the best one! We begin searching through the many fine old Porsches-- a surprising number of Carreras! Marco Marinello, our Swiss judge, is missing. I don't have to look far as I see Stoddard has commandeered him as an interpreter so that he might converse with some Germans. Charles is chastised and we go back to work with our Carrera expert in tow. Our search comes to an end when we come upon a factory-original, 1958 red Coupe, save for a few stone chips on the front where one would expect them. The car has 81,000 kilometers (think metric). The owner is Bjorn Sundfeldt of 356 Club Sweden. The 356 day at the track is ending. The little cars have run the courses and everyone is now heading back to the castle for dinner and the presentation of some well-earned awards.

Saturday morning arrives, a perfect bright and beautiful day. We are now lining up for the Rally. This is no ordinary rally we are soon to find out! Simple, direct instructions are issued so that it will be difficult to get lost. Along the way will be many stops. First stop, look at three pictures. Which is Ferdinand Porsche? Make your scorecard 1, 2, or 3. Journey on. What scenic countryside! Another stop. Place your hand through a hole in a large cardboard box. A Swede with a stopwatch gives you one minute to identify six Porsche parts by feel alone! Sound easy?-- try it sometime. The entire route is sprinkled with such stops to test your technical expertise and general 356 knowledge, with a few driving tests thrown in to keep you alert! A lunch stop is provided and we get together to compare mistakes. The afternoon is filled with more of these fiendish mind-benders, and we end up back at the castle. Much thought and hard work by the many good members of the 356 Club Sweden made this Rally one of the most outstanding events of its kind in which we have participated.

Following a lieisurely coffee and Danish break, the remainder of the awards are presented. The winner of the afternoon marathon is Peter Schmidt from Germany. Team Tweeks, Brett Johnson and Tony (call me Doctor) Standen earn a respectable 7th Place. Bernard Didieu, President of 356 Club de France is carried to the front of the room on the shoulders of his cheering compatriots to collect his award. It is announced that the 5th International Meet will be hosted by the 356 Club Nederland.

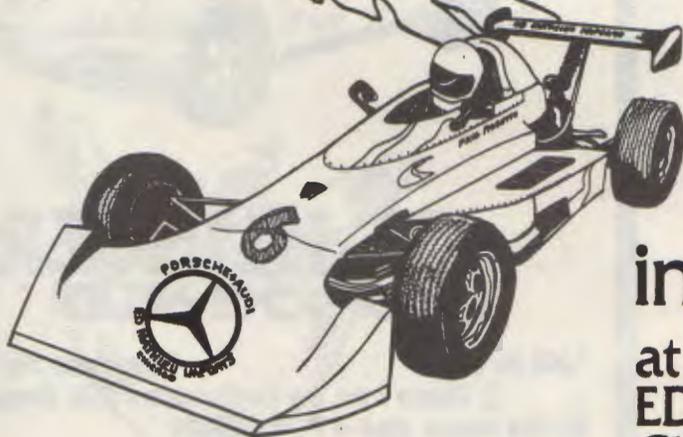
As the day winds down, luggage racks are being loaded, the little cars are scurrying off to meet ferry schedules and it is "Goodbye" time again. Frau Gin and I spend one more night at the castle and in the morning, after a lieisurely breakfast, we place the luggage in the Rent-A-Ford and wave "Goodbye" to the empty parking lot as we drive down the long lane from the castle to the main road.

Adjo...

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# UP AND COMING

## OCTOBERRUST

Date: October 21, 1979  
Time: Registration 1:00  
First car off 2:01  
Place: Kornak Porsche-Audi  
2175 E. New York  
Aurora, Ill.

One of the best things about fall is the beautiful Rust colored leaves and one of the best things about PCA is a good TSD rallye. Now you can have the best of both with Chicago Region's Octoberrust Rallye. October 21 is the date and Kane county is the place.

Starting at Kornak's Porsche-Audi & Olds 2175 E. New York in Aurora. The first car will be off at 2:01. After a good rambling tour of the countryside we will end in Batavia at the Lincoln Inn where we will have a family style dinner with beef, chicken, and lasagna at 6:00 p.m.

Since this rallye has been written with the novice in mind, there's no reason for anyone to stay home. It should make for some real close competition, so sharpen your pencils, dust off your clipboards, wind your stop watches and send in your registration for the last driving event of the year.

## I.R.O.C. BANQUET

Date: November 3, 1979  
Time: Bar 5:00  
Dinner 6:00  
Place: Ramada Inn  
Benton Harbor

Chicago is hosting this year's I.R.O.C. banquet. It will be at the Ramada Inn in Benton Harbor, exit 28. For reservations call Bob at 616/927-2211. For room prices call Frank Wagner. The pool closes at 10 p.m.

Cash bar at 5:00 p.m., with dinner at 6:00 p.m. Menu for dinner will be tossed salad, stuffed chicken breast, whipped potatoes, corn, apple cobbler, rolls and butter. If you plan to attend, please let Frank know 72 hours in advance. For further information about prices or anything else, contact Frank Wagner 312/764-0083



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## THE FERMENTED GRAPE CONCOUR And WINE TASTING

Date: Sunday, November 18th  
Place: O'Hare International  
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Elk Grove Village

Attention all Porscephiles, this will be the last time to sterilize your car before the blustery snows and winds of winter are upon you. Gather your Q-tips, toothbrushes, Armorall and waxes to use on your 4 wheeled loved one ... for the last concour of '79. Please reserve a place in the concour and your possible trophy, by registering before Monday, November 12th. Send a check for \$5.00 and a bottle cap from Pride wax, along with the entry form. Entrants may arrive at 10:00AM, for those last finishing touches.

Those of you entering the planned wine tasting, be there by 1:00PM . . . bring a clear head, puckered lips and your expert palate . . . nothing else is required . . . NO ENTRY FEE ! ! !. Socializing is the order of the day, therefore no formal dinner meeting has been planned.

Wine not join us for a fun day.



## THE RUNNING BOARD

Date: August 17, 1979  
Place: Home of B. Ostholthoff

The President reported that he received a letter from B. Garretson stating his concern over the way Pano is distributed to the various parts of the country. Bob would like input as to the member feeling regarding sending Pano first class so that all zones could receive the Pano at the same time. Since we, the Chicago Region, feel the cost of our dues would go up considerably due to postage costs, we feel that is not the solution. L. Gutmann suggested maybe rotating which zones would be mailed out first, that way being fair to all. No decision was reached on a regional level. If a member would like to reply we suggest that he/she do so on his/her own.

Two applicants were eligible for membership and accepted into Chicago Region/PCA: Bill Elliott and Howard Yefsky.

Discussion ensued as to the use of Grattan or Elkhart for the May, 1980 event. That decision has to be made so that both track owners can organize their 1980 racing calendars. It was decided to book Elkhart for the 3rd weekend in May, 1980.

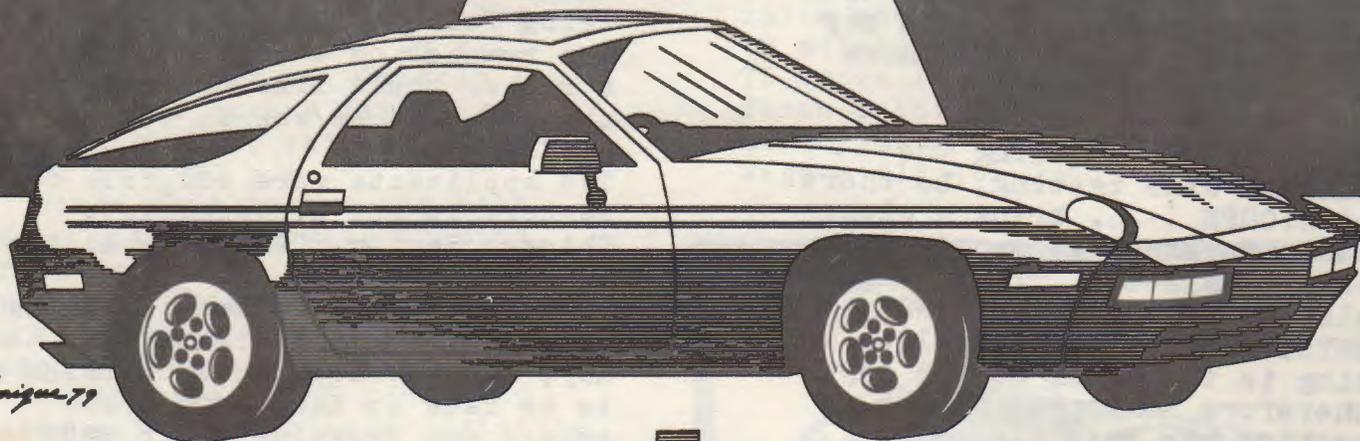
Dinner dance will be held at the North Shore Sheraton on December 8. There will be no band. Due to the cost of bands, there will be a D.J. and records.

Under new business, Joe Hill brought up the idea of a possible change in the By-Laws of the Region. That the election of officers bring forth a system of progression and prerequisites. To be an officer you have had to be a director. To be a director you have had to chair at least one event. The board was charged by the President with thinking about this idea, and then taking the proper steps to add this to our by-laws if it was so voted.

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## A TALE OF TWO PORSCHEs

by Dan Gallagher

Life has been good to me. A beautiful wife, five healthy kids, a couple of Mercedes Benz' for daily driving and several Porsches; the subject of this article. I am probably the only person in the world who possesses the last and greatest of the 356 series, the Carrera II, and the last and greatest of the 911 series, the 3.3 Turbo. This fact qualifies me to compare the qualities of each with each other.

My first real encounter with the wonderful world of Porsche occurred with the purchase of a '67 912 Targa shortly after graduation from Law School. The Targa became mine for the astronomical price of \$3000 plus my '66 VW bug. Immediately after came PCA, a host of new friends and the dreaded 911 fever. I succumbed to the disease and cured it with a 911 Targa. True happiness was mine at last, right? Wrong. I discovered real Porsches, to wit, the 356 4 cam. My wife, Diane, was more than a little upset when she returned from a visit to mother only to find an ex-Vasek Polak 718 spyder in the garage. After two frustrating years of trying to keep the 1700 c.c., 180 h.p., 4 cam running, I did the only logical thing and sold it to Jim Perrin for a small profit. Money and I have never stayed friends for long, and a two liter Carrera was acquired. Fortunately the legal business was good, the kids didn't mind eating beans and Diane didn't complain about being barefooted in the winter. Some \$8000 dollars later Jim Wellington provided a beautiful rebuilt Carrera II with lots of 904 goodies; various other craftsmen provided paint and upholstery; friends White (socks), Jerry Meyer and Black Bart mechanical assistance; resulting in the meanest 356 in the valley. However, as there were only 128 of them made, it was bound to be anyway. This remained the status quo until Porsche launched the last of the street rocket ships, the 930. I knew immediately that my life could not be complete without one.

Two years later after robbing several banks and mortgaging my kids, Chuck Stoddard delivered an absolutely gorgeous blue metallic 3.3 Turbo with my name on it. All of this brings us to the point of this story, a comparison between the best of the breed 15 years removed.

In the best Porsche tradition all my cars have had individual names, even my wife's M-B (which she calls MINE), and the Carrera acquired the handle of KILLER. Killer routinely killed 240-Zs and other lesser breeds with a zero to 60 time of 7 seconds (short gears). Killer is a lion in sheep's clothing, entirely different from the latest offerings from Detroit. The only give away is the deep sound and twin pipes sticking from the muffler skirt. In contrast the Turbo looks like it is doing 100 m.p.h. standing still. The 3.3 was named WAHOO by my oldest son. For those of you who are not into fishing, the wahoo is the fastest fish in the ocean and it is blue metallic in color. When I picked up the car in Willoughby all I could say was WAHOOOOO as we hit the Ohio Turnpike and accelerated to 100+ m.p.h. Pure jail bait.

The 930 has hard, angular, masculine lines and is extremely beautiful. The Carrera has soft, curved flanks that would lead you to give it a feminine name if it didn't have such a deep voice. No one except the criminally insane would try and race the Turbo. The one plastic fantastic and a Z-28 who have tried had their doors blown off. More fun than making love. I can still remember Diane's face as the hot rod Z-28 was inhaling my unleaded premium fumes as she reminded me that she was a pregnant lady. Later she asked me if this was the high point of my day. I answered in the negative, it was the high point in my week. Always hated those hopped up Chevy's and Vettes. Whereas every 240Z, RX-7, etc. is always racing Killer, none has been successful. So much for the rising sun. What fun.

My non-Porsche friends know and understand the Turbo, but not the entry price; however they cannot understand the "bathtub" at all. Wahoo is perfectly acceptable to the country club set, but Killer is an alley fighter. I understand that more than half of the Turbo owners have never owned a Porsche before. High price, nice looks, and the fact that Porsche won Le Mans, etc., dictates their purchase, not the love of a car or marque. When the 356 was born only car freaks were lusting for him. Yet those soft lines, inner beauty, and 4 cylinder engine were with peer. Long before Porsche won Le Mans or was a topic of conversation in social circles there was a car, that dollar for dollar gave you more fun than a week in a high class cat house. The 356 fun, great seats, synchro rings that could not be beat, handling, economy, but most of all, fun.

I am not trying to say that a 930 3.8 isn't fun. It is like dying and going to heaven. It is fantastic. The only trouble with the car is that it is perfect. It has no flaws, and no peers. It is the finest expression of engineering perfection available. That is it's trouble, no personality. It does everything too well. It handles so well, is so quiet, so darn fast and comfortable that speeds where "fun" is obtained measure in the mega buck class if you err. But what a car. I cannot argue with the Road & Track assessment that the Turbo is the greatest sports car in the world. Wahoo even gets over 20 m.p.g. at highway speeds. over 80 m.p.h. Don't ask me about gas mileage at speeds of 55, because I don't think I am capable of driving it there. Killer on the other hand with his four cams, 8 plugs, does well to get 12 m.p.g., but it sure does smell nice. Personality and fun all over the place. For \$7000 in 1964 could you ever have fun. Now the entry price for a Porsche powered product starts at \$27,000. My income has not increased 4 times since then.

Many times I have stated that the last real Porsche was built in 1964, but I was wrong. The Porsche of today is better in every respect. They are faster, handle better, are better made, don't rust, are much more comfortable, look better and are the most desired cars in the world.

Porsches are like your kids. They are different, but you love them both the same. The same with these cars, they are radically different, yet each is the best there is, and you love them both the same. I wonder what the last of the 928's will be like. Let us see if I can remortgage the house and turn in my pension, then maybe... But real Carreras still have 4 cams.

CHICAGO REGION  
1979 CALENDAR OF EVENTS

Rallye	October 21
Concours & Wine Taste	November 18
Dinner-Dance	December 8



ZONE 4 CALENDAR

Oct 7	Motor-Stadt Rally Sue Winckler 517/321-0461
Oct 13-14	Motor-Stadt Color Tour Sue Winckler 517/321-0461
Oct 14	Southeast Mich Color Tour Phil O'Neil 313/645-2415
Oct 14	Eastern Buckeye Autocross Bill Sovik 216/757-9756
Oct 20	Lincoln Trail Oktoberfest Craig Williams 217/787-7876
Oct 20-21	Ohio Valley Autocross Kings' Island Barbara Pantenburg 513/874-3311
Oct 21	Chicago Rally Dick Gunther 312/966-5195
Oct 21	Southeast Mich Tech Session Phil O'Neil 313/645-2415
Oct 28	Eastern Buckeye Rallye Bill Sovik 216/757-9756
Nov 10-11	Zone 4 Presidents' Meeting Northern Indiana

PCA'ERS PLEASE NOTE--BELOW YOU WILL FIND THE OFFICIAL BALLOT FOR THE 1980 BOARD OF DIRECTORS. ALL OTHER BALLOTS WILL NOT BE COUNTED. THE BALLOT GIVEN BELOW IS IN ACCORDANCE WITH OUR BY-LAWS, ARTICLE VI. ELECTION OF OFFICERS, SECTION 2. By tradition we leave a place for write-in candidates. Also, you need not submit this actual page from your newsletter. You may make your own ballot or Xerox this page. The only requirement is that the ballot BE SIGNED. Only active members or active family members may vote. Ballots must be returned by 21 days from receipt of the newsletter.

The Constitution requires the ballot be mailed to the current Secretary. Mail to: Tom Masles, 600 West Russell, #3A Barrington, Illinois 60010.

NOMINATED CANDIDATES

PRESIDENT Wilma White  
 VICE-PRESIDENT Rip Patterson  
 TREASURER Edmond Russ  
 SECRETARY Susan Blomquist

(The above offices are 1-year terms)

DIRECTORS FILLING UNEXPIRED TERMS:

Frank Wagner  
 Jim Sovik

DIRECTORS TO BE ELECTED FOR 2 YEAR TERMS (CHOOSE THREE):

From the nominating committee:  
 Bob Ostholthoff  
 Bob Gamble  
 Owen Johnson  
 From the membership at large:  
 George Gutmann

WRITE-IN

PRESIDENT \_\_\_\_\_  
 VICE-PRESIDENT \_\_\_\_\_  
 SECRETARY \_\_\_\_\_  
 TREASURER \_\_\_\_\_

DIRECTOR (2 YEARS) \_\_\_\_\_  
 DIRECTOR (2 YEARS) \_\_\_\_\_  
 DIRECTOR (2 YEARS) \_\_\_\_\_

MEMBER \_\_\_\_\_

DATE \_\_\_\_\_

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PRESIDENT \_\_\_\_\_  
 VICE-PRESIDENT \_\_\_\_\_  
 SECRETARY \_\_\_\_\_  
 TREASURER \_\_\_\_\_

DIRECTOR (2 YEARS) \_\_\_\_\_  
 DIRECTOR (2 YEARS) \_\_\_\_\_  
 DIRECTOR (2 YEARS) \_\_\_\_\_

ACTIVE FAMILY MEMBER \_\_\_\_\_

DATE \_\_\_\_\_



# \* LINDATORIAL

# THE MART



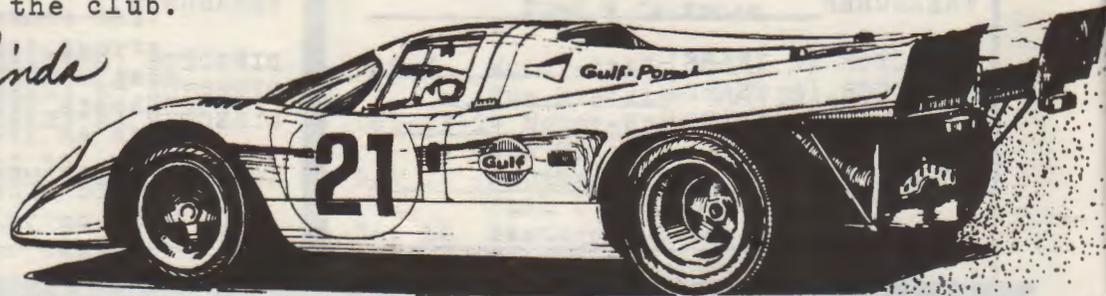
We have a new family member in the club. Congratulations to Dan and Diane Gallagher on the birth of Kelly Burke Gallagher, their new daughter. I understand the Gustavson's have also added a new member to their family, a son.

How about a big crowd coming out for the last event of the year in your cars. The scenery should be turning gorgeous colors and the roads should be neat. John promises to have all the rust cleaned off the roads by the time we run. We haven't been in that section for a while on a rallye, so it should be different. We'd like to see all of you there.

The year is coming to a close, so make plans to be at the rest of the year's events, culminating in the annual dinner dance. We always have a great time, I don't expect this year to be any different.

Then we can look forward to another great year with a new group of officers. By the way, you will notice on the ballot in this issue that you actually have a choice for director. You get to vote for three out of the four nominations. That should be incentive enough to vote. Mark your ballots and send them in. Show your support for the club. Mail in your vote.

*Linda*



FOR SALE: 1966 912 silver with black interior, Konis, front swaybar, 70 T brakes and dual master cylinder; w-oden steering wheel. Car is completely restored inside and out, no rust. Excellent condition. \$5000 or best offer.

Richard Gonzales, 6920 Woodman Ave., Hammond, Indiana 46323.

219/845-6837

FOR SALE: Carrera 4 cam, 4 cyl, 2liter cylinder head, new with new valves, springs, cam covers, gaskets, list \$800+.

\$600 or best offer. Buyer pays shipping. Bill Townsend, 14958 Highland, Orland Park, Ill. 60462 312/349-9272.

FOR SALE: Engine for 356 Porsche. Serial no. P-41261/U1600. Complete and running. Needs generator. \$800.00.

Contact: Ed Stoffel, 619 W Melrose, Chicago, Ill. Days: 312/786-2090, evenings: 312/477-7951

## Kusay - Ward - Kusay

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RICH WARD

REGISTRATION FORM  
OCTOBER RUST

Dear John,

I wouldn't miss the rallye for all the rust in autumn.

Sign me up:

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

Model of car \_\_\_\_\_ Color \_\_\_\_\_

Class: Seat of pants \_\_\_\_\_ Navigational \_\_\_\_\_ Equipped \_\_\_\_\_

Reserve \_\_\_\_\_ dinner(s) at \$8.75 each.

Registration fee: \$7.00 (Late fee add \$2.00)

Make checks payable to PCA/Chicago Region  
Send registration to: John Bohlander, 4944 N. Karlov Ave.,  
Chicago, Illinois 60630



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Albert



REGISTRATION FORM  
FERMENTED GRAPE CONCOUR

Dear Dick,

Enclosed is \$5.00 and I'll accept my trophy on November 18th.  
Please enter the pampered PORSCHE of \_\_\_\_\_

in Class \_\_\_\_\_.

- Concours class:
- A Interior, exterior, trunks, engine, bottom
  - B Interior, exterior, trunks, engine
  - C Interior, exterior, trunks
  - D Interior, exterior

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Dick Gunther/5433 Suffield Terr/Skokie, IL 60077  
Phone: 966-5195

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## CHANGE OF ADDRESS

Name \_\_\_\_\_ Wife's Name \_\_\_\_\_

New Address \_\_\_\_\_

Business Phone \_\_\_\_\_ Home Phone \_\_\_\_\_

## MAIL TO:

PCA/Chicago Region

767 Ivy Lane

Glencoe, Illinois