

CHICAGO SCENE SEPTEMBER 1979

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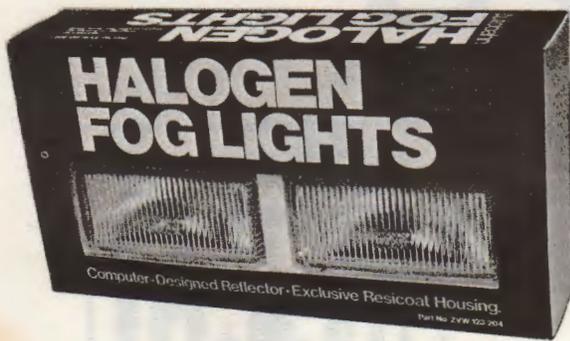
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REAR VIEW MIRROR

DOCK TOUR FERRY PORSCHE RALLYE
FROM THE NEW

by Dan Haas
Gregg Flobeck

We were well prepared and well rested for this rallye. Retiring at 4 a.m. on Saturday morning left us with only two hours sleep. Our equipment consisted of a watch and a car, that is all. Dan had to beg a pencil from Julie Quebe before the rallye started. We were saved!!

Since this was our first rallye, the driver and the so-called navigator were utterly confused when the instructions were handed out. Trying to act like we knew what we were doing, we proceeded. Then came Factor 1 and Factor 2, which really threw us for a loop.

The lunch stop turned out to be one of the best events of the day. That "Grill Burger" was fantastic. Finally, after lunch, the weather cleared up and we again had some trouble. This time the trouble was with something called a "Tulip Rallye". Now it was Dan's turn as navigator and Gregg's turn at the wheel. Well, when Dan opened the directions, the first thing out of his mouth was, "Oh, @*#@!"

Later that afternoon we thought we were doing pretty well when all of a sudden, from out of nowhere, a BMW and an Audi 5000, which were called the S.E.S. (Straggler Escort Service), were on our tail moving us along rapidly. So much for the "Steeple Chase". We got lost only three times and found six out of 18 churches in the questions.

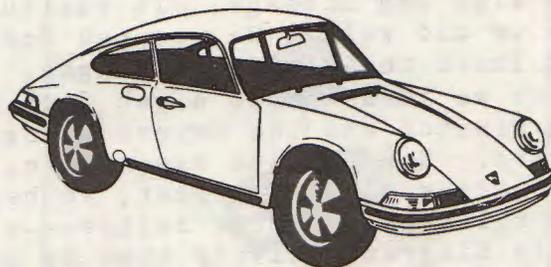
We made it finally to Ludington, just ahead of Maureen (Happiness is being single) Hutton. After a nice party and some confusion about wake-up time, we crashed into a deep sleep.

Sunday

The ferry was two hours late, but the trip on the ferry turned out to be both fun and profitable. Now, some people involved with the rallye accused us of "striking out", but we did get her (Diane's) phone number. Unfortunately, she declined our offer to participate in Sunday's rallye.

Our feelings concerning Sunday's rallye are unprintable in this newsletter, but the experience we gained Sunday will be extremely valuable in our next rallye.

The day ended with a memorable dinner and awards. We cannot thank the people who organized and worked the rallye enough. That should be worth some bonus points, Bob. O. Thank you.



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DOCK TOUR FERRY PORSCHE RALLYE FROM THE OLD

by Tom Harwood

Saturday dawned grim and wet. Rising at 5 a.m. was unpleasant enough as it was. Still half asleep on our way to Soldiers Field, we suddenly heard someone talking to us on the CB. Before we realized who it was, a purple (or aubergine) 911 went scooting by us splashing water. (Bob O.)

The rain had slowed by the time we pulled out onto Lake Shore Drive. Down the expressway we flew with Phyllis at the wheel and me trying to keep awake. The drivers' meeting had seemed short and sweet but we began finding out that the exit signs needed to be read accurately. After maneuvering safely around a wreck and a few "bears", we arrived at Sawyer, Mich. with a few rain clouds and tried to decipher an anagram that ended the first part of the rallye north. We failed.

Beginning the second part of the rallye, we left the "gimmicks" and began a more exacting form of TSD rallye. We needed to calculate not only our odometer corrections but also leg mileage. It was fun and we did well. We stopped for gas and lunch in Allegan, Michigan, which we turned into a gab fest with the Minatos and the Meyers among others. Now the sun was shining!

After a brief repast, we began the third part of the rallye---a tulip diagram activity that is not really too mentally tiring. We managed not to make any mistakes and arrived at the final checkpoint in good time. After some refreshments at a local country store, we began the run to Ludington, Michigan, checking all the churches and grottos along the way. Some church signs were hidden in weeds and some were behind other buildings but everyone, including you know who, arrived at the Ludington Holiday Inn for "refreshments" before dark. We all got gas for our cars and then started gassing ourselves. The disco party and "peep show" (pictures of the Porsche Parade among others) in the

Meyer's room ended early as we were all tired and the ferry to Milwaukee was scheduled to leave in the wee hours on Sunday morning.

Our sojourn in bed was entirely too brief as we arose and dressed in the dark, raced to the only restaurant open in town at that ungodly hour and hoped for fast service. While the service was definitely not fast, we were lucky that the ferry was behind schedule. All the Porsche-ophiles were waiting, including you know who, in plenty of time to board. After carefully and gingerly backing on the ferry, we were off to Milwaukee two hours and ten minutes late! Poor Bob O. and his co-slave drivers were beside themselves but the rest of us didn't mind the delay. It even gave some of us a chance to wake up. The boat trip began inauspiciously but after the "sailors" meeting 30 minutes later, we got another portion of the "Dock Tour Ferry Rallye" which was performed by "shank's mare". Around the decks we went searching for clues previously picked out by some sharp-eyed, satanic Porsche designed elves (or elf maybe). A few of the younger (?), single Porsche-pushers tried other problems beside the deck quiz but time and censorship prevent my going into detail. I do think I can say we all enjoyed ourselves even though the singles left the boat still singles left the boat still single.

We carefully drove off the boat, then roared down the road towards Interstate 94 led by J. Meyer himself. Unfortunately, he led us the wrong way, so we had to U-turn and regroup for the charge to the starting line southwest of Milwaukee. A little hemming and hawing preceded our departure on the final segment of the weekend rallye. The sun was still shining though and after tooling around parts of southern Wisconsin and northern Illinois, we adjourned in various stages (some after leg 2,

some leg 3, and others 4 or 5) to the Old Orchard Country Club for some thirst-quenching fun, a fine dinner and a few laughs. Trophies were presented to the winners, including you know who, and even Phyllis and I managed a token trophy for our Saturday efforts. We all headed for home, a wiser, extremely tired but happy group.



GASOLINE AVAILABILITY REPORTS

Using its 17,000 computer terminals, Holiday Inns has introduced a daily "National Travelers Gasoline Advisory" service by calling 800/238-8000. This toll-free number gives auto travelers immediate information on gas supplies along major interstates and most U.S. cities. UTD tested the system with a hypothetical trip to St. Louis and was advised within 30 seconds that "ample gas supplies were available (that day) at Edwardsville, Collinsville, and in downtown St. Louis, but only until 6:00 p.m. and not on Sundays." The State of Illinois has initiated two toll-free numbers that offer current taped information on gas supplies. Call 800/252-8987 for Metro-Chicago, Cook County, northern/central/western Illinois areas and toll roads. Call 800/637-8560 for travel from Illinois to the states of Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Tennessee and Wisconsin.

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DOCK TOUR FERRY PORSCHE RALLYE
FROM THE BOSS

by Bob Ostholthoff

On Saturday morning our weekend "sailing crew" assembled right on time at Soldiers Field. They all looked impressive in their bright sailing slickers. The only problem was that they were not wearing the waterproof gear for fashion, but to keep dry from the light showers that joined us.

But showers weren't going to stop this bunch. They came to rallye, and rallye they would. My co-chairman, Jerry Quebe, held his drivers meeting and then released the lot of them (10 cars) to attack our course.

In the meantime, Dick & Joyce Gunther, in their Audi, and Sue Blomquist and I, in my 911, headed out to the first section checkpoint which Jerry & Helga Meyer set up, having driven to the location directly from Munster. Sue and I arrived right on time but our illustrious president and first lady managed to get lost after only 1.6 mi. into Section 1. Was this going to be one of those days? At that point it had certainly crossed my mind.

In spite of a tie-up (due to a domestic car accident) and a ticket recieved by one of our rallye cars (we don't like to mention names because Bob Gamble and his navigator John Haeger embarrass easily), everyone cleared through the first checkpoint in good order. Not all of them, however, were as proficient at the quiz they had to fill out. Only the Minatos knew that "We have a dock tour appointment". Doc & Joyce finally arrived, albeit with tall tales of how they flew by Porsches, Smokeys, little old ladies, and children on tricycles to make up the time (although, I must admit, they did a great job of getting back on track - maybe the day would be all right after all).

Section 2 proved to be one of the tougher challenges for the rallyists. The fairly high CAST, combined with the wet roads, pressed them to drive hard. But, alas, they cracked under the pressure. Not one car arrived on time. All were late. Now come on!

We set that course up with a 914 and a Mercedes and Dick and I zipped to our checkpoint at near legal speeds in the rain. It seemed like we'd recruited a bunch of softies. We decided we'd give them a chance to redeem themselves after the lunch break.

A later out-time was established to get everybody on time for Section 3 (we have all vowed to drag Maureen Hutton to the next Blackhawk driver's school to teach her where the gas pedal is). Jerry & Julie Quebe ran as lead car while Sue and I inhaled our lunch in the hopes of catching and joining them to set up the next checkpoint. If you're ever in a hurry to get somewhere, don't have lunch in Allegan, Michigan.

The Gunthers and Meyers started all the cars at the line right on time...wait a minute. Where's Maureen and John? After a 20 min. wait our starters were forced to leave and run sweep. Would Maureen and John ever be seen again?

This tulip section (3) was very fast and the weather had become sunny and warm - just the right combination to help settle your lunch. John Bohlander and his brother, Phil, still want to know if it's possible to CAST 50 for that section without exceeding 55. Let's just say it takes "creative speed manipulation".

By the way, here's a tip for any future rallye masters. If you have John Bohlander entered in your event your "sweep" car must literally be that (equipped with broom & paper bag). One of these days John may just be found sitting on the pavement holding his steering wheel surrounded by a pile of brownish-red dust and strips of duct tape. Just sweep him into the bag and carry him to dinner. Hang in there, John! Ed Russ will get you yet.

Sue and I passed the pack but never caught the Quebes. They were in place at their checkpoint and ready to go when we arrived.

Seems Jerry wanted to give his new Bimmer a good leg stretching and he did so with expertise. Julie's facial expression bore witness to that.

Only one more section to go. The rallyists were reaching the breaking point. With 270 mi. behind them they were eager to keep their momentum, if they intended to finish with their sanity intact.

Lo and behold car #5 arrived at the Section 3 checkpoint. Maureen, where were you? All we can say is we drove over 5,500 miles setting up this rallye and we never saw the Allegan airport. For directions to it check with Maureen and John.

Now we were wondering if the workers could keep their sanity. This mob of 20 was intimidating us. Hold on here! Rallye masters are supposed to frustrate rallyists. What's going on?!

Section 4. We'd show 'em. We'd give them a little of that old-time religion. And need it they did. There were a lot of points to be accumulated in this 90 mile stretch. All they had to do was find the church with the wooden windows and the Blessed Mary with her arms open to you. Walter & Mae Minato would have done better but they kept insisting that Blessed Mary was in fact wearing a beard and the answer should have been Christ. Nice try.

The Meyers, meanwhile, had carved their way through the field to reach their checkpoint. That made it all 4 crew cars that got to "show their stuff" to the rallyists.

Holiday Inn - checkpoint! It's over! And talk about service - the checkpoint sign was at the front of the Meyer's BMW and the bar was in the trunk. Now that's the way to end a long day of driving.

After chewing up the trunk lock of Al Stoeck's 914 (it jammed with the roof locked inside, so he was forced to empty the interior, seat cushions and all, in the event that it might rain - which, fortunately, it never did) we all split up for dinner and then regrouped for a party in the Meyer's room (they had the BMW trunk there). We were finally convinced that the rallyists were our kind of people. They got it together after lunch to finish in

some semblance of order and how they were mingling with the people who put them through all that torture. What a forgiving bunch! What's more, the party was going strong at 11 p.m. and each room had a wake up call for 4:30 a.m. Maybe there was something wrong with these people after all.

After a good night's cat nap we all assembled at the dock, ready to sail. A beautiful day awaited. The ship, run in typical railroad fashion (C & O owned) was 2½ hours late. We each drove our own car on board. The other passengers watched with curiosity as the little "ferrin" cars were loaded into the hull.

The cruise was wonderful as the sun god shone upon us. A fun quiz on the ship kept everyone busy. Even some of the crew members joined in looking for things on the ship they hadn't even heard of. Now, if the ship sinks they'll know where the #3 lifeboat winch is and they'll be sure to leave all Class 7 Dangerous Goods behind.

Sandy and Jay Novick won the prize for most creative answers. They composed them from their deck chairs and provided some laughs for all of us.

Applicant Dan Haas and his buddy Greg decided to look for only one answer. After 6 hours of sailing they still didn't get it. The young lady wouldn't say "yes". Can't say they didn't try.

We arrived at Sunday's start line at 2:15. Jim & Kent Gladish, Ed Russ, & Patty Gunther had been entertaining the additional 9 entries until we got there. Everyone was in good spirits, so they must have done a great job.

The TSD was a bit tougher than Saturday's drive. All in all, considering the factors against us, particularly time, everyone did very well. Only 7 cars reached the final checkpoint, but everyone found the Old Orchard Country Club for dinner.

Dinner was excellent, what I saw of it, and the service was ditto. Jerry Q. deserves heaps of praise for obtaining the club.

We critiqued both days' rallyes and told a few stories that humored

and humbled everyone involved.

Colorful sailboat trophies were awarded with attractive display stands (stands handcrafted by Jerry Q. and lettered by Julie Q. and Sue B.). My apologies once more to Peter Corti and Kim for overlooking their 2nd place finish. They did a fine job and deserved credit for it. We finally got it straightened out and everyone was happy.

I would like to thank Jerry for all his help as co-chairman. Every time I'd ask him to do something he was already a step ahead of me.

Jerry and I would like to extend our sincere thanks to our crew. Even while getting lost their services were invaluable. They always managed to show up when they were supposed to, and that's what counts.

Dick & Joyce Gunther ("Honest, we were trying to fix out C.B. when we got lost."); Jerry (who was appointed scoring committee and punched numbers all day on the ship with speed and accuracy as well as eating Sunday dinner with one hand and scoring Sunday's rallye with the other) and Helga (who ably assisted Jerry in scoring and eating) Meyer - thanks much.

Sue Blomquist did a wonderful job as our official sign maker. She kept you on Tippecanoe Trail and helped you enter checkpoint #3 the wrong way at U.S. 14.

Julie Quebe withstood severe tests of patience and stamina as our registrar. She handled it all like a pro and kept everything efficient as could be.

Thanks also to Kent (who put in close to 1,000 mi. of pre-run) & Jim Gladish, Ed Russ, & Patty Gunther for joining in to help on Sunday's rallye; and Al, Bernice, and Jim Ostholthoff for many miles of pre-run.

We put a lot of hard work into this baby, and there were times when we'd be driving out in the corn fields of Wisconsin and just look at each other. Not a word would be spoken but we knew what we were saying: "Is this really worth it?"

We can now respond with an enthusiastic "Yes!". We have seen what a good time you all had and we feel great about that. And when you came up and said "Thank you for a great weekend." (when it wasn't even worth bonus points.) we could sit back and smile and say "We accomplished our goal - another great PCA/Chicago event." The Doctor would be proud.

DOCK TOUR FERRY PORSCHE RALLYE RESULTS

SATURDAY

1. Harwoods	185
2. Kretschmars	434
3. Novicks	494
4. Al Stoeck	
Alice Harper	519
5. Jim Harper	
Debbie Heimerdinger	522
6. Bob Gamble	
John Haeger	676
6. Bohlanders	676
8. Dan Haas	
Greg Flobeck	757
9. Minatos	1112
10. Maureen Hutton	
John	1605

SUNDAY

EQUIPPED

1. Mike Holzner & Kim Voots	2066T
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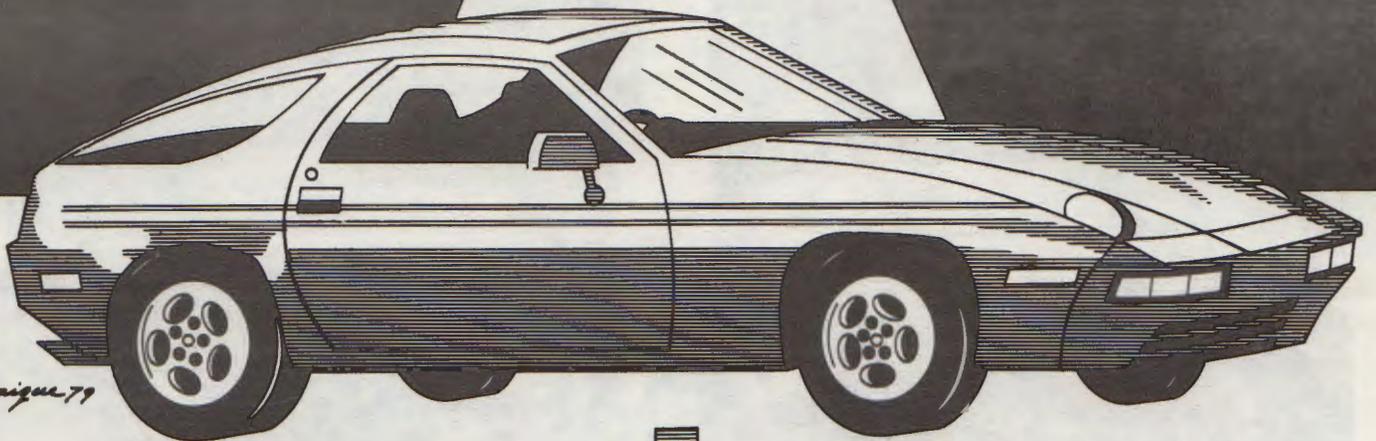
S.O.P.

1. Walter & Mae Minato	1741T
2. Peter Corti & Kim	2041T
3. Maureen Hutton & John	2073T
4. Tom Thompson & Mike Gallo	2153T
5. John & Dianne Welda	2634T
6. Dan Haas & Greg Flobeck	3212App
7. John & Phil Bohlander	3355T
8. Tom & Randee Beverly	3401
9. Bob Gamble & John Haeger	3543
10. Al Stoeck & Alice Harper	3631
11. Gene & Cindy Coburn	3646
12. Tom & Phyllis Harwood	3665
13. Jim Harper & Debbie Heimerdinger	3670
14. John & Jane Kretschmar	3711
15. Michelle Racioppo & Diana Porr	3723
16. John Marks & Sherri Dandino	3772
17. Jay & Sandy Novick	DNF
17. Bob & Ruth Walden	DNF

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Porsches being eaten up by giant smoke breathing dragon, who is also a ferry.



Rallyists starting off on the right track.



Ferry expensive cargo about to go for a ferry long ride on a ferry nice day.



Bathing Beauty and Sleeping Beauty, where is Black Beauty? Just ask Walter Minato.



Who says this rallye won't hold water?



Illustrious President (alias dirty old man) about to attack checkpoint worker.



Helga talking to Jerry who's standing in the car.



Angry mob about to attack rallymaster.
(Stand up, Jerry)



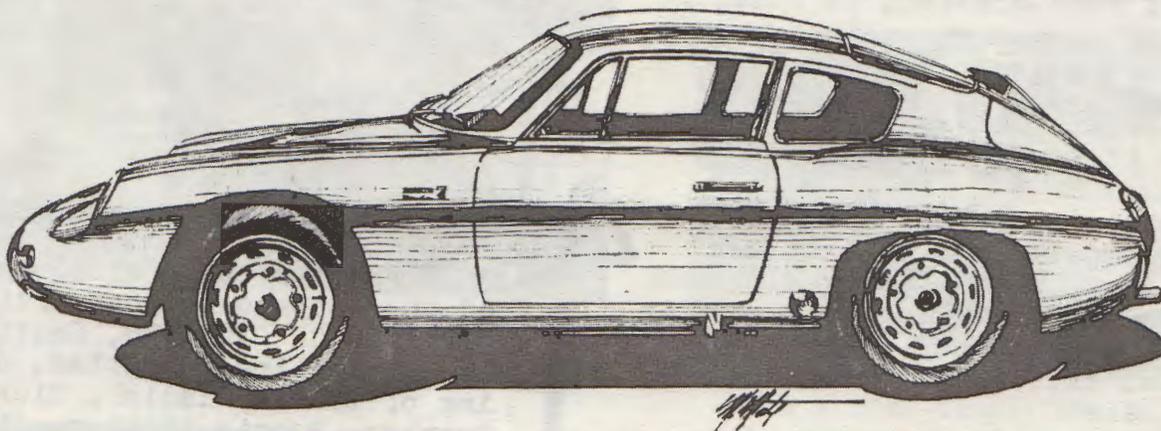
Winners



More winners



Even more winners



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RICH WARD

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

by Dan Gallagher

"The lick of the Irish" appears to be more than just a saying to the event chairman, Dan Gallagher. For the nineteenth time the weather gods smiled and the weather was absolutely perfect. A record number of Porsches found their way to South Beloit, as over fifty Porsche Pushers found playing with toys more fun than work. Even more important than the weather or attendance was the total lack of any incidents. The excellent mechanical preparation of the cars plus the excellent safety characteristics of the track allowed us to maintain our excellent safety record.

As the name says this was a driving school. The purpose of the event is to allow time spent at speeds higher than the law allows while learning proper driving techniques in a safe environment. The students received instruction from an excellent group. Black Bart, Dave Redszuz, Mark Smedley, Rip Patterson, Bob "O", Chuck Schank, Mark Leuzinger, Don Sobek, John Gustavson, Owen Johnson, Ed Russ, and Tom Pyrdek served as instructors. A rating sheet where the instructor grades the student on some twenty areas of driving was employed for the first time with excellent results.

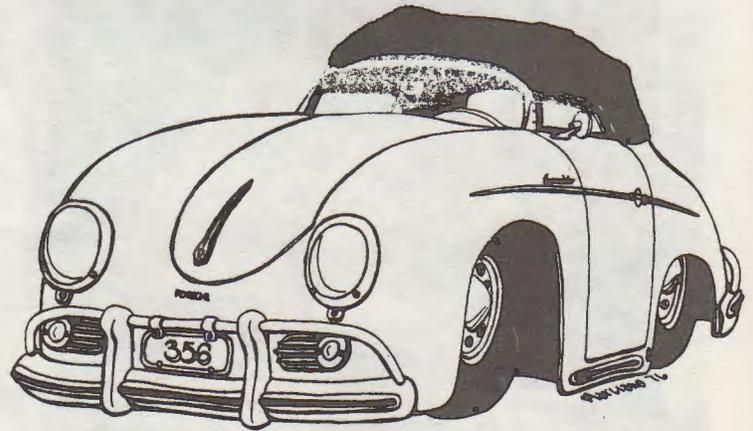
Special thanks to Vicki Bart and Shannon Gallagher who handled registration. Mark Smedley did tech inspection plus doubling as a doctor. Don Sobek and his son did their usual excellent job on the starting line.

Even with the record attendance you could still drive all you wished as evidenced by the 140 miles Rip Patterson put on his 356 coups.

Dinner and Libations followed immediately at Buffa's, one of the club's favorite watering holes. Terry Baumhardt showed us how to end a perfect day. To the cheers of his friend, Terry stood on his head and drank several beers while in that position, something you will never see done on Wide World of Sports.

ANSWERS TO LAST MONTH'S TECH QUIZ

- | | |
|----------|-----------|
| 1. False | 11. False |
| 2. True | 12. False |
| 3. True | 13. True |
| 4. True | 14. True |
| 5. True | 15. True |
| 6. True | 16. False |
| 7. True | 17. True |
| 8. True | 18. False |
| 9. False | 19. False |
| 10. True | 20. True |



In accordance with the Bylaws of the Chicago Region, Article VI. ELECTION OF OFFICERS, Section 1.; the Nominating Committee, consisting of Bonnie Gladish, Dick Gunther, Bonnie Shapiro, Jim Sovick and Frank Wagner, submit the following slate of nominees for 1980, to the general membership.

PRESIDENT	Wilma White
VICE PRESIDENT	Rip Patterson
TREASURER	Ed Russ
SECRETARY	Susan Blomquist
DIRECTORS	Bob Ostholthoff
	Bob Gamble
	Owen Johnson



Ed: I think you will make a really great V-P.

Rip: I plan to be the best since Bonnie Shapiro, and better than the job you did rustproofing John Bohlander's car.



After a long absence Hank Novoselsky reappears in a BMW. Sweet baby Porsche is probably crying in her Bosch lenses.



Doc: It is good to see you back, Hank, even if it is in a BMW.

Hank: It is good to be back. I only lost a Porsche, you lost your scalp.



What do teachers have in common other than orange Porsches?

Answer: They get summers off!!



Very illustrious, well-educated wall birds showing their true background.



Ed: John, are you sucking in your gut so you will look more masculine.

John: I don't want to look like my wife.



Even a Mini-Cooper showed up.



Alice: I brought my Saab turbo up here to have a great time and ended up having a picnic.



Event chairman & professional driver Black Bart use Smedley's "tail".



Lovely registration ladies



Main straight. Note #59.



"Doc" Mark teching beautiful Turbo



Fearless instructors



Young Don Sobeck starting Zailyk's 2 liter sports.



Don "I have stood on this line longer than anyone". Too bad my 914 could not have run so long.



Bruce: Say, Neil, I saw that our fearless leader put the blame for rising grocery bills on you, the middleman.
Neil: If business was so good, I'd have a 3.3 Turbo instead of an SC.



The editors feel that to add a caption to this picture would be in bad taste, and this newsletter is never in bad taste.



How did you know I am Polish?



Barb Redszus and the enduro boys host the caption editor's favorite 9 year old.



Dave: Mark, why don't you give up on the racing Pantera?

Mark: At least I have a race car that runs, not four that don't.



Chuck: John, you were so far off on corner three we couldn't even see you.

John: I just wanted to try out my rustproofing in that creek.



Neil: Barb, would you run away with me if I had a Turbo?

Barb: A warehouse full of food and a Turbo, wow! But can you clean your glasses while still on your head like Dave?

Neil: Damn, if I could I wouldn't be here.



Bleacher Bums



1985 Federal Safety-ized Porsche



Owen teaching rookie the same tricks he taught John Pichler, shiny side up!



The only casualty of the day, young Mr. Johnson was stung by bee.



Jerry & Sally Voight, the silent couple. Jerry probably has more Porsches and motorcycles than anyone else in the club. Jerry wants to invite us all down to his own private 5 acre dirt bike track.



Hear no evil, speak no evil, see no evil.

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UP AND COMING

13TH ANNUAL HOOSIER AUTO SHOW AND SWAP MEET

The following comes from our neighbors to the south and east, Central Indiana Region-PCA.

On September 14, 15, & 16, the 13th annual Hoosier Auto Show and Swap Meet will be held on the grounds of the Indianapolis Motor Speedway -- home of the famous Indianapolis 500 mile race. In recent years many marque and special interest clubs have participated in the car show -- Ferrari, MG, Corvair, Studebaker, Thunderbird, & Rolls Royce, among others. The Central Indiana Region of PCA has made arrangements for a Porsche division this year. An abbreviated schedule is as follows:

- Friday evening: Prepare cars entered in the judging.
- Sat. morning: Judging of cars so entered. Cars entered for display only (not judged) will also be in the area.
- Sat. afternoon: Tour of 500 track by entered cars.
- Sat. night Dinner and awards presentation.
- Sat. & Sun.: Visit swap booths.

Although we're hoping for a sizeable entry of judged and display cars, you don't have to enter either of these categories to enjoy the event. Looking over the several acres of cars and swap booths is interesting to anyone automobile oriented.

Coincidentally, the last SCCA National race of the season will be held at Indianapolis Raceway Park on this weekend. Although the race is a "non-spectator" event, we'll try to set up something for those interested in attending. Altogether it promises to be a great weekend. Mark your calendar now and plan to join us.

For further information, contact Mike Robbins, 7533 Westfield Blvd., Indpls., IN 46240
317/253-9041

Western Michigan's I.R.O.C.

On Sept. 16 up in that neat town of Grand Rapids (you all remember that from Grattan) will be held our last I.R.O.C. event. Western Michigan Region has promised a great time for all. And from the sounds of it, the parties afterwards will be worth the trip as they always are.

The price for this event is:
\$15.00 pre-registration
18.00 at the gate

Teck 8:30 a.m. - 10:30

Practice 9:00 a.m.-11:00

Timed runs 11:00 a.m.--

The event itself will be held at the Ionia Fairgrounds, just outside of Grand Rapids. From tales that I hear it is a very challenging course for the drivers. Everyone already knows that Porsches can negotiate any course on solid ground. (right Harold T.?).

For any additional information please contact either,

Rick Riley

166 Plymouth N.E.

Grand Rapids, Mich. 49503

616-459-0145 Days

616-458-9932 Nites

or call myself,

Frank Wagner

2108 W. Morse

Chicago, Ill. 60645

312-237-2220 Days

312-764-0083 Nites

Hope to see you all there, and check out the parties, to some it's the best part.

CHICAGO REGION 1979 CALENDAR OF EVENTS

Midweek at Blackhawk	August 29
Elkhart Lake Weekend	September 7-9
Rallye	October 21
Concours & Wine Taste	November 18
Dinner-Dance	December 8

LAST GAS OF SUMMER

Date: Sept. 7, 8, 9, 1979

Place: Elkhart Lake, Wis.

Fast corners are once again the theme for Chicago Region's summer-capping big event - the Elkhart Lake/Road America weekend. The best driving, best food, best camaraderie of the year. Siebkin's, Siebkin's Tavern, go-karts, the four miles of Road America, a concours, carousing... what else is there?

The proceedings begin Friday night at 7:30 with the go-kart warm-up. Bring your helmet and try to beat Danny Gallagher! Then back to Siebkin's for those sandwiches, beer, carousing, and lastly to sleep, since tomorrow brings Saturday.

And Saturday brings one of those fabulous breakfasts starting at 7 a.m. and then it's out to the track. Tech inspection, the concours (judging starting at 10 a.m. with Chicago's four class system), and more track time than your gas tank's capacity. Track practice starts at 9:30 and with two chase cars and four miles per lap, everyone will be "driven out" by day's end. Lunch is provided at the track so it's also picnic time!

Saturday night dinner will be at 7 p.m. and includes the concours awards. Then it's Sunday morning breakfast at 7:30 with timed runs starting at 9 a.m. Cap off the weekend with another Siebkin's dinner at 4, autocross awards, and you won't recuperate until it's time for next year.

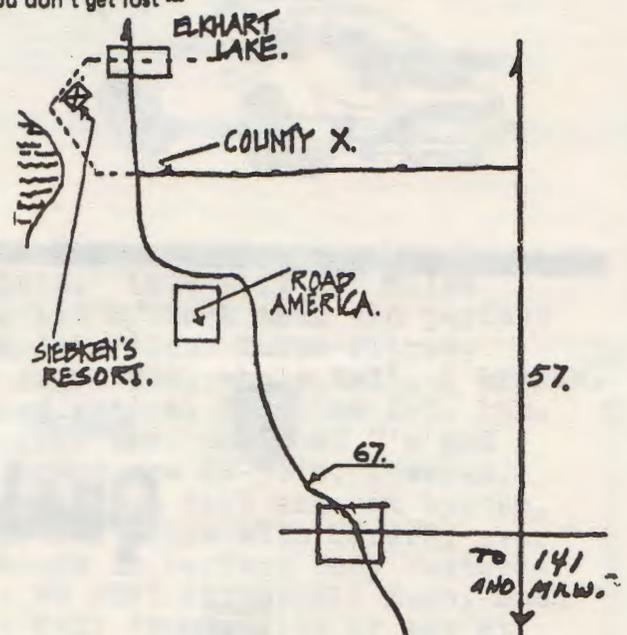
All this for a registration fee of \$60.00 for both the member and his family or affiliate member. For one day the fee is \$40.00 and the concours only is \$15.00 (includes Saturday lunch). Late registration for one or two days, add \$5.00. The limit is 100 cars, so you and your friends get in early. The first 50 registrations will have a covered pit assigned to them in order of receipt. Preregistration must be received by September 1. Anything after that will be considered as late registration.

Preregistration must be accompanied by a check and will be acknowledged, including registration materials, pit assignment, event schedule, etc.

Make your arrangements with Siebkin's Resort directly. Rates are \$72.00/person, double occupancy, Friday and Saturday nights, with breakfast and dinner on Saturday and Sunday. One person, single occupancy, \$99.50 for the same. For Saturday night lodging and breakfast and dinner on Sunday, \$46.50/person double occupancy or \$61.50 single occupancy. These prices include gratuities. A 4% sales tax will be added. If you want meals only at Siebkin's, breakfast is \$6.50 including tip and dinner is \$14.35 including tip. Please reserve in advance, even for meals, only to make planning easier for them. Contact Siebkin's Resort, Elkhart Lake, Wis. 53020. 414/876-2600. They require a \$25.00 deposit.

Remember, a 100 car limit. Chicago rules do not allow open exhausts on any car except factory built race cars.

So you don't get lost --



OCTOBERRUST

Date: October 21, 1979

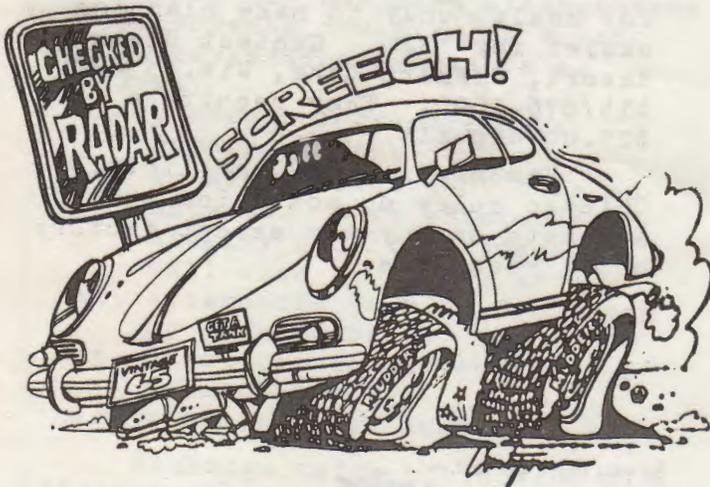
ZONE 4 CALENDAR

Sunday, October 21 is the date for another great Chicago Region rallye. Be with us in nearby Aurora to take in some great Illinois fall scenery.

The rallye will be short in length and leave you with plenty of gas to get home. First car will be off at 2:01 p.m. with dinner at 6:00 p.m. Details on the jumpoff point and restaurant will be in next month's Scene, but you can register now for the rallye.

- Sep 7-9 Chicago Elkhart Lake Weekend
Wilma White 217/367-0356
- Sep 14-16 Central Indiana Auto Show & Swapfest
Mike Robbins 317/253-9041
- Sep 15-16 Mid-Ohio IRAC
John Hopkins 614/890-0149
- Sep 15-16 Kentucky Tour to Berea
Ted Wright 502/426-7200
- Sep 16 West Mich IROC at Ionia
Dan Conklin 616/538-6667
- Sep 23 Motor-Stadt Autocross
Sue Winckler 517/321-0461
- Sep 23 Eastern Buckeye Autocross
Bill Sovik 216/757-9756
- Sep 28-30 Ohio Oktoberfest
Maumee Valley
Jean Kjoller 313/356-2245

- 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'Niel 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'Niel 313/645-2415
- Oct 28 Eastern Buckeye Rallye
Bill Sovik 216/757-9756
- Nov 10-11 Zone 4 Presidents' Meeting
Northern Indiana



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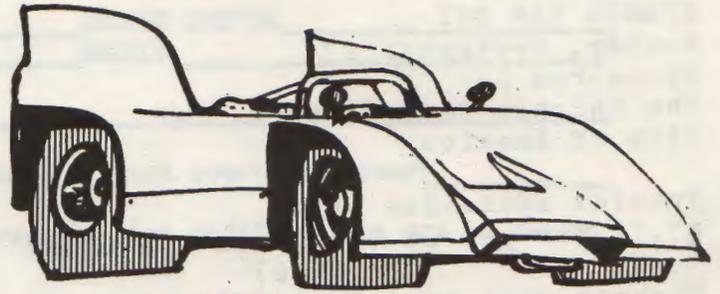


LINDATORIAL

Due to temporary brain fade, I inadvertantly left off John and Dianne Welda from my Parade story. Add them to the list of people who were there.

Well, the picnic is history now. Would you believe that this was the year Potter's picnic came of age? Yes, it is now old enough to drink. Potter's was 21 this year. Speaking of drinking, the Dirty Dozen won't be doing as much now. It seems they lost the volleyball challenge, even with me on their side. Of course, that might have been part of the problem, I tried to keep them honest, not an easy task. What can you do though with a net that's so low even Jerry Meyer could spike the ball without jumping, and a court so narrow, we kept running into each other, the best part of the game. It was a hard fought battle, but the dozen went down in defeat and in de-hands. There goes the Budweiser, Old Style, Coors, or whatever brand is on sale cheap, stock. The market will crash until they are resurrected at next year's picnic, or doomed to another beerless year. Heaven firbid!!

Get your registration sent in for Elkhart, that's always the best weekend of the year. We'll have a great time. See you there.



THE MART



FOR SALE: 1969 911T 45K Miles. Sand beige, alloy wheels, am-fm, excellent engine and transmission, new 67 S clutch, right ht. exch. Less than usual rust. Definitely restoreable. Clean black interior. \$4200.00 Call for more details. Brian Allman 272-0114

FOR SALE: 1957 Porsche Speedster; black body, black int, white top. 1964 1600C engine, body is solid, pan is ok, paint is beautiful, \$6000. 312/286-8900

FOR SALE: 1970 911T 38K Miles. India Red w/Black trim and perfect black interior. Turbo flares, IMSA front dam, whale tail, S brakes, drilled rotors, H&H 21mm frt. bar, 19mm rear bar, polished 7's and 8's, brand new CN-36's, lowered, tinted glass, 911R exhaust system, 160 HP 2.2 litre with Webers, over 200 hours in perfect body restoration. NO RUST ANYWHERE!! Much, much more. Call for details or see at Elkhart Lake. \$12,000.00 FIRM. No hagglers or tire kickers. Brian Allman 272-0114

MARRIOTT'S
GREAT AMERICA

presents the
First Annual
SPORTS CAR DAY
Sunday, September 23
Sponsored by:
The Chicago Region Sports Car
Club of America

Special admission price
\$7.75 per person (children 3 & under
free)
Tickets must be ordered in advance
Tickets will be honored on Sept. 22,
23, 29, & 30.

Here's something just for you

- *A Fun Gymkhana
- *A Vintage & Contemporary Sports
Car Display
- *A Sports Car Corral

THE \$3.98 GREAT AMERIKHANA

A FUNKHANA SPONSORED BY
CHICAGO REGION SPORTS CAR CLUB OF
AMERICA

SEPTEMBER 23, 1979

Pre-registration is required.
\$3.98 payable to Chicago Region SCCA
Entries must be mailed by Sept. 10,
1979 to: Peg Ball
1776 Tahoe Circle Drive
Wheeling, IL 60090

Car limit: 150
Dash plaques will be given to
all entrants. Trophies will be
awarded to class winners.

SCHEDULE: Check-in 7-8:30a.m.*
Runs 9-12 noon
Awards 12:30 p.m. -
in Hometown Square

*Free parking to all entrants and
guest in Great America parking lot
prior to 8:30 a.m.

Questions: Peg Ball 312/259-9115
Judy Hurtt 312/541-8330

REQUIREMENTS AND INFORMATION FOR FUNKHANA:

1. Helmets not required. 2. 2 seats required in the car.
3. Seatbelts required for both driver and navigator.
4. A navigator is required to participate in each car.
5. You cannot enter, or run, the FUNKHANA if you have not purchased
tickets to the Great America Sports Car Day.
6. Separate classes for 1) Vintage cars and 2) any type of modern car
7. This event will be based on a combination of driving skills and
team coordination.

REGISTRATION FORM FOR FUNKHANA

DRIVER _____ NAVIGATOR _____

ADDRESS _____ ADDRESS _____

_____ PHONE _____ PHONE _____

DRIVER'S LIC. # _____ STATE _____ AMOUNT ENCLOSED _____

MAKE OF CAR _____ COLOR _____ YEAR _____

ORDER BLANK FOR TICKETS TO GREAT AMERICA

<p>TO ASSURE DELIVERY, PLEASE ENCLOSE A SELF ADDRESSED STAMPED ENVELOPE.</p> <hr/> <p>TICKET REQUESTS MUST BE POST- MARKED NO LATER THAN SEPT. 10, AND MAILED TO: CHICAGO REGION S.C.C.A. 1776 Tahoe Circle Wheeling, IL 60090</p>	<p style="text-align: center;">SPORTS CAR DAY</p> <p>MAKE CHECKS PAYABLE TO: Chicago Region S.C.C.A. Enclosed is my check in the amount of \$ _____ for _____ tickets.</p> <p>NAME _____</p> <p>ADDRESS _____</p> <p>CITY _____ STATE _____ ZIP _____</p> <p>PHONE (_____) _____ <small>area code</small></p>
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REGISTRATION FORM
LAST GAS OF SUMMER

Dear Wilma:

I'm bringing my Porsche, my helmet, and the last gas of summer, so sign me up!

NAME _____ SECOND DRIVER _____
Member _____ Applicant _____ Guest _____ REGION _____

Porsche Model _____ Type _____ Year _____

Tires: Street _____ Racing _____ Did you attend Elkhart event last year? _____

List all modifications on back...failure to properly list modifications may be reason for disqualification.

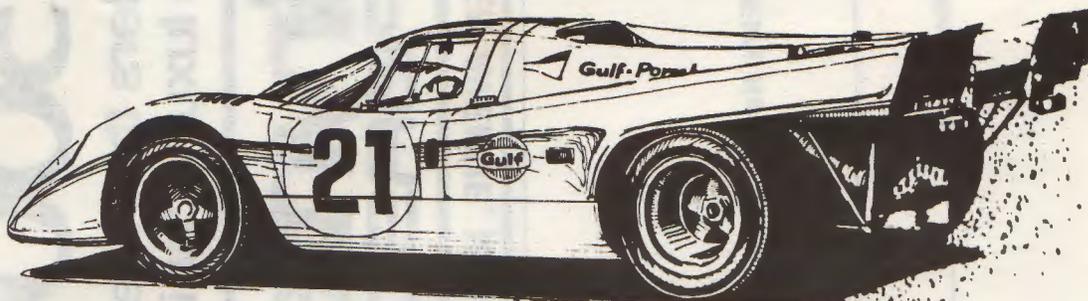
Concours class: _____ A (Interior, exterior, trunks, engine, bottom)
_____ B (Interior, exterior, trunks, engine)
_____ C (Interior, exterior, trunks)
_____ D (Interior, exterior)

WEEKEND (\$60.00) _____ SATURDAY ONLY (\$40.00) _____ SUNDAY ONLY (\$40.00) _____

Due to lack of practice and safety considerations, those who register for Sunday only will not be eligible for a trophy and must run only as a chase car.

Anyone who is willing to help with timing, please indicate! _____

Make checks payable to PCA/Chicago Region and mail to Wilma White, 2009 S. Cottage Grove, Urbana, IL 61801 217/367-0356.



REGISTRATION FORM
OCTOBERRUST

Dear John,

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

Sign me up:

Driver _____ Navigator _____

Model of car _____ Color _____

Class: Seat of pants _____ Navigational _____ Equipped _____

Interested in dinner: Yes _____ No _____

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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300 EAST OGDEN AVENUE, HINSDALE, ILLINOIS, 887-1010

CHANGE OF ADDRESS

Name _____ Wife's Name _____

New Address _____

Business Phone _____ Home Phone _____

MAIL TO:

PCA/Chicago Region

767 Ivy Lane

Glencoe, Illinois