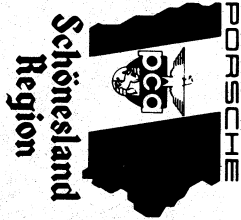
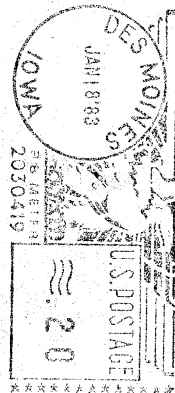


3106 INGERSOLL AVENUE  
DES MOINES, IOWA 50312



**XMAS  
PIZZA  
PARTY  
!?!  
Friday  
January  
21**



PORSCHE Schönesland Region

# SPINNER

January 1983



**In this issue:**

**\*Hail to the Chief**

**\*January Party - Time and Location**

**\*Tribute to "The Boone Bullet"**

**We've got your number:**  
**911-928-944**  
**4000-5000**  
**626 & RX-7**

**Des Moines Mazda**  
**Porsche+Audi**

90th and Hickman, Des Moines, 287-4776

#### ATTENTION PORSCHE OWNERS!

If you are reading your first issue of the "Spinner" and would like information on joining the fun of Porsche Club of America membership, contact any member. Or get in touch with Bob Dideriksen, 4155. Greene St., Boone, IA 50036. Phone 515/432-8902.

#### 1983 Schonesland Officers & Committees

President, George Eckstein, Boone, 432-3519

Vice-President, Bryant Berg, Boone

Secretary/Treasurer, Rosemary Watton, W. Des Moines, 225-7084

Spinner Editor, Ellis Moose, W. Des Moines, 225-1690

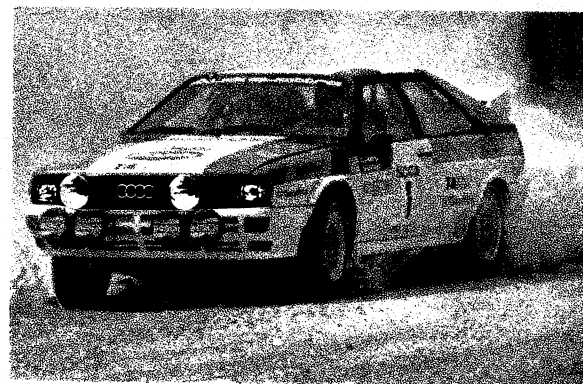
Membership, Bob Dideriksen, Boone, 432-8902

Safty, Bob Anderson, Madrid, 795-2648

Technical, Zone 10 Rep. Sid Jepson, Des Moines, 277-2714

The "Spinner" is the official publication on Schonesland Region of the Porsche Club of America. The views expressed are those of the authors, and not necessarily those of the Region or PCA.

# COMPETITION



John Buffum's conquering Audi Quattro relies on Bosch headlights.

#### Technical Update Rally Lighting

Since man began to drive at night, headlights have been an essential part of motoring. For John Buffum, whose Audi Quattro is the car to beat in American rallying, the lights are even more important.

Rallies are run almost exclusively at night in the United States and Canada. Without proper lighting it would be impossible.

Considering that Buffum's Quattro often reaches speeds of more than 100 miles an hour on one-lane forest roads in the middle of the dark, meeting his demands when it comes to lighting takes something more than the 35,000 standard candlepower sealed beam units fitted to most American cars.

Buffum's Quattro uses six 7.5-inch diameter quartz halogen Bosch lights, each with more than 130,000 candlepower. In addition there are two 80,000 candlepower quartz halogen lights residing in the spaces normally occupied by the low beam units of the street car.

When compared to what the average motorist uses, Buffum's Bosch lights not only illuminate the darkness, they turn night into day.

For Buffum, however, it isn't just the amount of light which counts, but where that light goes. "Aiming the lights correctly is critically important," explains Buffum. "Two are for long distance, two for closer up, and the remaining two for the sides of the road

so that we can see the approaching corners."

Because of the pounding a rally car like the Quattro receives as it crashes through the rutted roads, the lights must be easily adjustable. "I have rarely run a rally," Buffum says, "where you don't have to re-aim at least one of the lights." With only a limited time available to service the car and the lights between the special speed stages which are the heart of rallying, the Bosch units on the Quattro are mounted in clusters of three on two light brackets that allow Buffum's mechanics to make those adjustments in less than a minute.



Six 7.5-inch Bosch halogen lights adorn the front of the Quattro.

Interestingly, the same type of lights that adorn Buffum's Quattro can be found in long distance racing where top speeds can approach speeds of more than 200 miles an hour.

According to Buffum, who has participated in both forms of motorsports during his career, the difference is that the lights on the endurance racers can be aimed much more precisely. "A rally car leaps around because of the bumps and ruts. Tracks like Daytona and Le Mans have smooth pavement so you can pinpoint what you want to illuminate without having to worry about the car spending a lot of time flying through the air."

Despite the speed differential and the totally different environment, the needs of the long distance driver are similar to those found in rallying.

"You still must light up the sides of the road in order to anticipate the corners properly, and you must be able to see the track both from a long and short distance point of view," is the way Buffum puts it.

For the average motorist the need for exceptional lighting is not confined to the world of motorsports. Already many cars, including all the Audis and most Porsches imported into the U.S., have quartz halogen lights as standard equipment. Although not as bright as the equipment used in competition, these new units have nearly double the amount of power as the sealed beams they replaced.

These Bosch headlights used by Buffum are designed for rallying, racing and off-road applications only and are not legal for street usage.

Bosch competition headlights are available from ABT Motorsport, 23854 Via Fabricante, Suite C-2, Mission Viejo, Calif. 92691. 714/859-7773.

#### Bosch Quattro Headlights

Main low beam	#SBQ 46
Main high beam	SBQ 46H
180mm round fog light	9 300 242 049
180mm round driving lamp	0306 900 003

#### Bosch Porsche 944 Headlights

7 1/4" round headlight—Halogen insert	SBQ 7
Auxiliary driving light	000 0

# ODE TO THE BOONE BULLET

## "GASSIN' WITH THE BEAN"

Response to last month's effort was so overwhelming that I thought I'd try one more time.

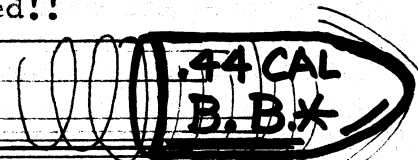
Now here's a tale of considerable woe  
About a club member who refused to go slow,  
In spite of radios, detectors and such  
He found that sometimes they do not help that much.

Convinced that Indiana's speed laws were a cnarade  
He and the Moose hurried to Asheville's Parade.  
Puzzled they were when followed by an unmarked car  
Only to find its driver wore a star.  
"But Officer, surely your gadget is in error,  
At 135,000 miles this car could not be such a terror."  
But pleas and promises were to no avail  
As Smokey proceeded to tie a ticket to his tail!

Now not only in a Porsche does he raise such Hell,  
He's been known to do it in a pickup as well.  
Even an attempt to hide behind soil surveying gear  
Brought nothing but the arresting officer's sneer.  
"I caught you well over, So don't try to fudge.  
And as for excuses, tell them to the Judge!!"

The tickets still continued to come more and more,  
Even since the delivery of the 944.  
When attempting to see if a cruiser could be outrun,

Our boy found out that the Bears were not for fun.  
For not only does he love to go at rocket speed,  
Laws concerning plates and registration  
He does not heed!!



\*BOONE BULLET!

But lest you think that only he doth speed,  
his sweet wife is guilty of a similar deed.  
In spite of her efforts to convince and cajole,  
"Guilty," said the man from the Nebraska Patrol!!

As Rapid Robert will testify, the gendarmes are not nice.  
For each one of you then, here's a piece of advice:

If you find your violations numbering two,  
Here's about the best thing to do:  
Slow that thing down, don't be in such a hurry,  
Else your fate will be in the hands of a jury.  
So Treasure that license; keep it alive --  
Even if it means driving at speed fifty-five!!

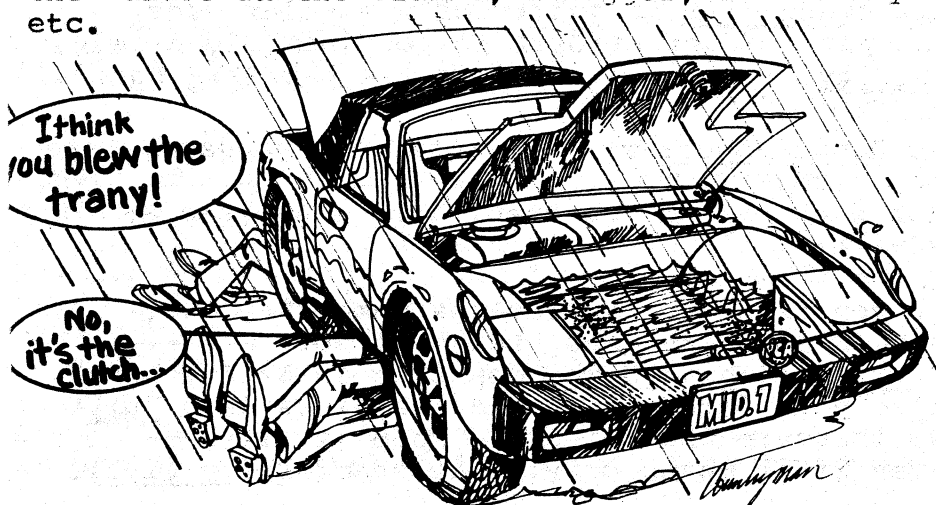


**You can  
handle it.  
We all can.**

IOWA DEPARTMENT OF PUBLIC SAFETY

# From Der Führer

Thanks-- I really appreciate the opportunity to act as your 1983 President. I will try to give you a year full of fun events....something for everyone. The greatest thing you can do for the Club is come out and join us. Rumor has it that the gals are going to start showing up behind the wheels more this year. I hope to move the Auto-crosses into the streets....Boone in June is set, and we are working on Ames, Camp Dodge, Perry and more. This means dollars in the bank for us by not using Area 11, and will give the gals some new places to explore. Other possibilities are a tour to Northeast Iowa in the fall, group move on the Parade in the Ozarks, a kegger, and volleyball etc.



I enjoyed the 1982 season under the leadership of Jeff Lammert. With 1982 goes the memories of laying under the backside of my 914 in the parking lot of the Pizza Hut in Ankeny. My buddies Bryant and Bob covered from top to bottom with clean grease (concocted car, y'know), while repairing half shafts that I blew while trying to "Hot Rod" at Area 11. God, did it rain that night. Promising never again would I be that foolish, though....

See you all January 21st at Shakeys....

George



Greeting fellow Porsche Pushers!

Schonesland has completed another successful year with good driving events, house parties, and a good race for the driving championships.

Thanks to my fellow officers, committee chairpersons, and event hosts for their contributions to a great year. Thanks especially to Sid for his council, and of course Ellis and Donna Moose for another wonderful year of "Spinners".

Our wine taster was a great success (as usual), and particularly well attended.

I now have worker sign-up sheets for Ozarks '83. If you work 2 or more shifts you will receive a discount at the goodie store. If interested, call me and I'll send you the sheet, plus a worker policy sheet.

May all of you have a happy New Year, and hope to see you later this month!

Jeff Lammert, Ankeny, 964-4493

## Coming Event

Belated Christmas party....NEW DATE is Friday, January 21st. Shakey's Pizza House on Hickman at 73rd in Des Moines, just across from the Ice Arena. We have the West room reserved at 7 pm... y'all come and bring the family! We want everyone's input into the 1983 calendar. Slide show, report on our new timing equipment, and in addition we will lay the factory and 24 Hours of LeMans on you. Bonus....first fifteen people through the door get a free photograph of the whole gang at Area 11 Autocross....If you want, bring a cast off old Porsche gag gift for an exchange.

# Achtung!

## 1983 Officers Elected

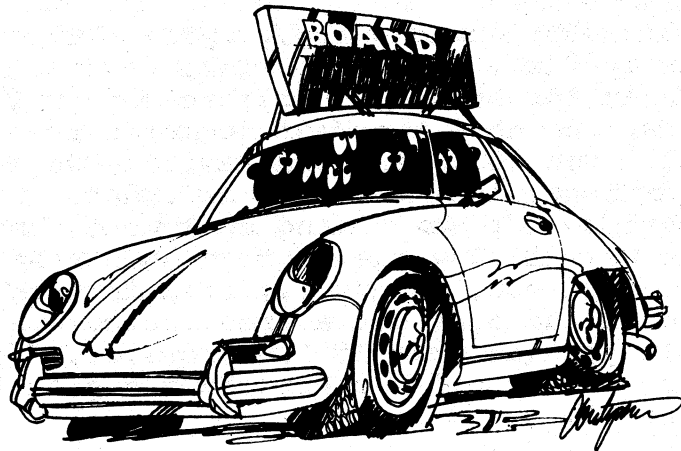
Congratulations to our new officers. George Eckstein takes over for Jeff Lammert as President at our January 21 "Christmas" party. George plans to keep the ball rolling with autocrosses in as many different locations as possible. Also in the works are picnics, tours, potlucks and rallies. If you have any suggestions for the calendar, bring them to Shakey's Friday night.

Taking over for George as Vice-Prez is Bryant Berg. There shouldn't be any lack of communication between these two -- they live directly across the street from each other in Boone!

Joining the "Boone Connection" in office is Rosemary Watton. We have selected her once again to serve as "keeper of the coin".

Our best wishes to these unsuspecting souls. May they have all the help and cooperation from the members they may need to make 1983 another fun filled year.

Ellis Moose



# Wheelin' N Dealin' ★★★★★★★★★★

## FOR SALE:

1976 914 2.0 #4762901812  
Orange/Black 40,000 original miles  
Ziebart, new clutch, flywheel, 5-1/2J x 14 five spoke forged alloy, R195/70-14 Vredesteins. Appearance group, AM-FM Cassette. Garaged. Excellent inside and out. \$8,500. Bryan McCay, 600 Polk Blvd, Des Moines, Ia 50312. (515) 279-0385 home or (515) 284-2588 work.

★★★★★★★★★★★★★★★★★★★★

## FOR SALE:

1962 Corvair... (GM's Porsche) black coupe, 34,000 miles, rust free... first \$1500.00 owns it... owner needs \$ for two tickets to 24 Hours of LeMans. Contact George Eckstein for information.

## FOR SALE:

911T. 1972 Yellow/Black. 38,000 miles. New Pirelli CN-36. Forged Wheels. Sway bars. 'S' Instruments and front spoiler. Duck tail. Stock front bumper and rear deck available. No rust, no dents, no dirt.

## FOR SALE:

914. 1971 Green/Black. 68,000 miles. Appearance group. Newer tires, shocks, distributor, fuel pump, brakes. Carbs. New battery.

Price of both cars negotiable, contemplating 944. Contact Ellis Moose, 274-9271 days, or 225-1690 evenings and weekends.



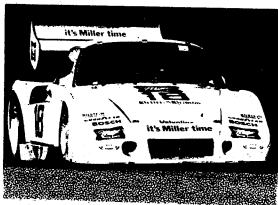
# PORSCHE + AUDI

## DRIVER CHAMPIONSHIPS POINTS STANDINGS

**Sports Car Club of America  
CRC Chemicals Trans-Am  
Championship**

### Final standings

1. Elliott Forbes-Robinson, Denver, N.C.  
Pontiac Firebird, 147 points
2. Doc Bundy, Gainesville, Ga.  
Porsche Carrera Turbo, 92 points
3. Phil Currin, Gainesville, Fla.  
Corvette, 92 points
4. Tom Gloy, Lafayette, Calif.  
Ford Mustang, 72 points
5. Darin Brassfield, Los Gatos, Calif.  
Pontiac Firebird, 49 points



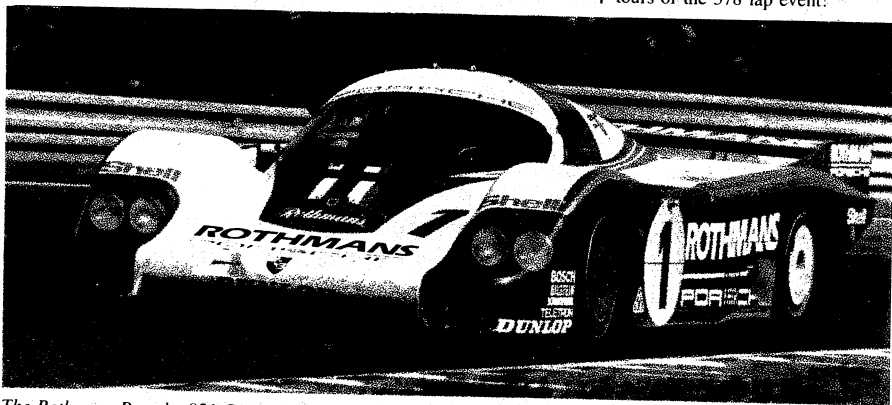
*Camel champion John Paul, Jr.*

## IMSA Camel GT Challenge

***GTX Division***

### Final standings

1. John Paul, Jr., Lawrenceville, Ga.  
Porsche Turbo/Lola T-600, 235 points
2. Ted Field, Newport Beach, Calif.  
Porsche Turbo/Lola T-600, 167 points
3. John Paul, Sr., Lawrenceville, Ga.  
Porsche Turbo/Lola T-600, 125 points
4. John Fitzpatrick, Stratford-On-Avon,  
England, Porsche Turbo, 125 points
5. Danny Ongais, Santa Ana, Calif.  
Porsche Turbo/Lola T-600, 118 points



*The Rothmans Porsche 956 Group C car led the whole way in the Kyalami nine-hour endurance race.*



*Winning Porsche. E. Paul Dickinson won the Eagle One Pro Solo Stock 1 category championship in the Sewickley Porsche Audi 944.*

## 944 TAKES PRO SOLO TITLE

Five-time SCCA National Solo II champion E. Paul Dickinson added to his laurels by winning the 1982 Stock 1 category in the Eagle One Pro Solo Challenge.

Driving the Sewickley Porsche Audi 944 in four of this season's five events, Dickinson scored a total of 37 points, 16 more than runner-up Jim Thompson.

# PORSCHE TRIUMPH AT KYALAMI

Led by Jacky Ickx and Jochen Mass, Porsches took the first six positions in South Africa's Kyalami nine-hour race.

The Ickx/Mass Porsche 956 was followed home by the Rothmans Team's sister car driven by Derek Bell and Vern Schuppan.

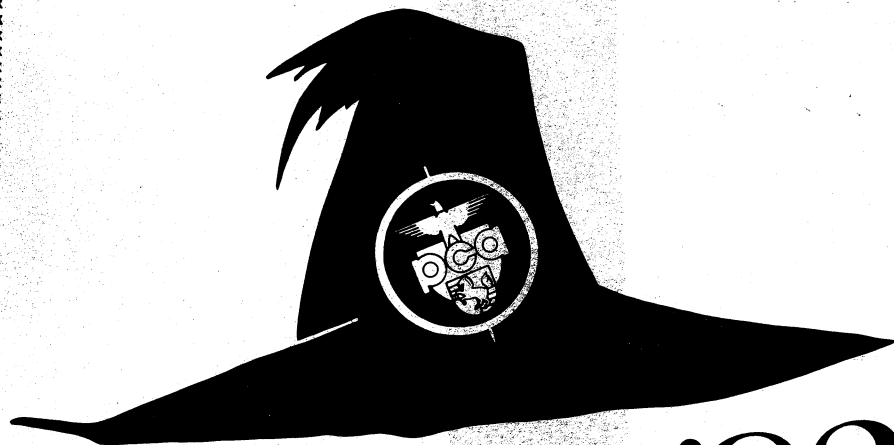
So impressive was the 956 Porsche's performance, that they lapped the entire field within 25 tours of the 378 lap event!

# PICKAPIRELLI FROM PICCADILLY

**Come in and talk tires with Jack King. We'll put the right tire on your Porsche or family car. And now's the time to think snow tires... we got 'em!**



**1110 Locust St., 243-0108**



# Ozarks '83