

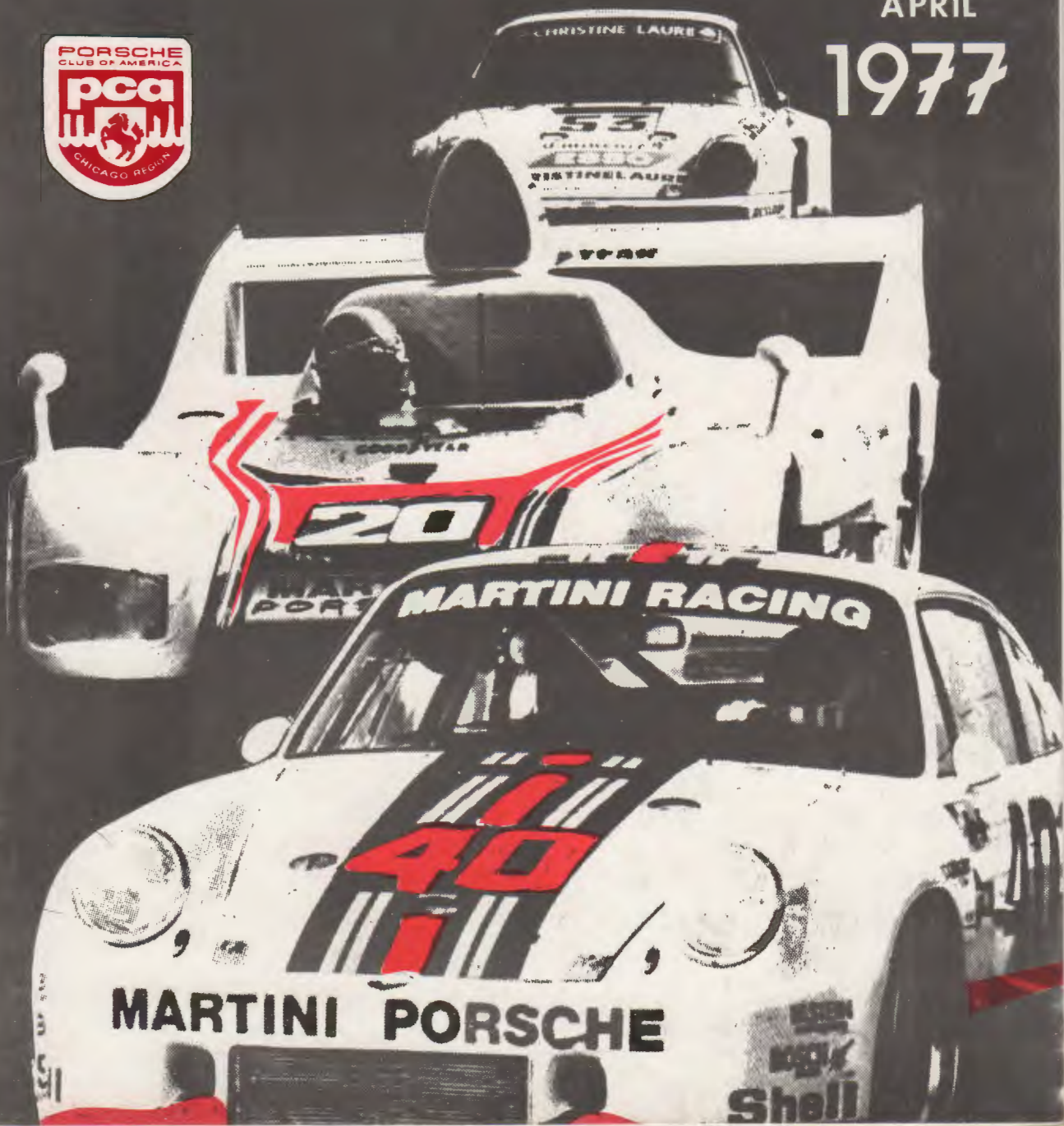
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VOLUME 17 ISSUE 3

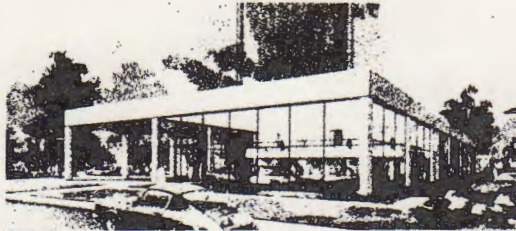
CHICAGO SCENE

A MONTHLY PUBLICATION

APRIL

1977



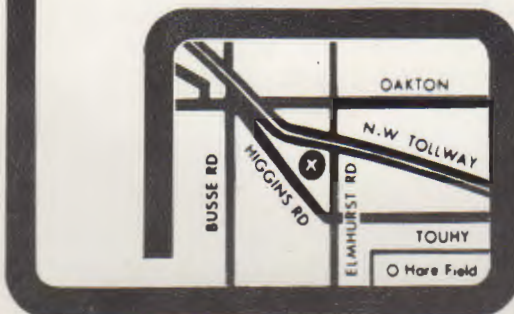


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THE Chicago Scene

Official Publication of the Chicago Region PCA

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Jeff Thurmond
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Ginny Gummow

short subjects

By J. Meyer

PORSCHE ONLY MAY WIN A TROPHY

The 1977 PCA season is off to a good start, and April's gymkhana will be a good one.

Each year when we begin our driving season, the same question comes up. "Why can't I enter a speed event in my BMW, Benz, or Harley Hummer?" or "Why can't I win a trophy driving my Detroit iron?"

Simple answer. It has been a long standing policy of your board. PCA is one of the few clubs that has stayed true to its marque.

When a car club starts to drift away from its basis for being, it begins to be a social club and not a car club. I have seen this in some other organizations I belong to. The result is loss of identity and eventual decline.

We hold fast to the Porsche as our focal point. After all . . . we are the Porsche Club!

See you and your Porsche,

Tschus
O.J.

The Editors Emporium

By Jeff Thurmond

As you've probably noticed, the Chicago Scene is a bit different this year, with new looks stemming from a new format/layout, and new perspective. Basically, the overall philosophy remains the same — bringing to the Chicago Region PCA's members a readable publication of general interest, covering past and future events, activities . . . and highlighting special interest items from time-to-time.

The editorship is now shared by three individuals, who are supervised by the Chicago Region Board, which in turn is directed by the members of the Region. The editors, with the approval of the Board, intend to accomplish the following:

Provide the membership with a professional publication on a monthly basis;

Upgrade the quality of the content of the *Scene*;

Secure contractual advertising of a conjunctive quality;

Provide coverage of past and future events/activities;

Develop standard articles on a monthly basis, that enhance the interests of the club membership;

Give the *Scene's* readership a feeling of participation through active solicitation of articles/photos/ideas;

A few specifics are in need of explanation: The editors will strive to reduce the club's cost of the *Chicago Scene* through an ambitious advertising program, but will not allow advertisers to dictate format or contents of the *Scene*, and will not allow advertisers to exceed a 40% space allocation of the total book.

The Chicago Scene goes to press the last week of each month. All articles/photos/feature stories/listings in the "Mart" — everything must be in the hands of the editors no later than the 15th of the month previous to the next publication.

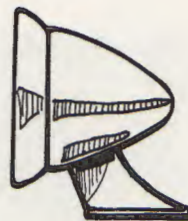
The editors of the *Chicago Scene* would like participation from the club's members in both ideas and concepts, as well as pictures, written copy, etc. We need drafts or completed manuscripts on — Personal Porsches, A Woman's Point-Of-View, A Man's Point-Of-View, technical tips, driving tips covering safety and/or competition, rally and autocross advice, and special interest stories, i.e. proper tires, painting, CB's, traffic tickets, etc. Also, we are starting a contest for cover photos. (See article on this elsewhere in this issue).

Please send any articles/features/photos to — Jeff Thurmond, P.O. Box 185, Barrington, IL 60010. Send any ideas or concept changes on format/layout/production of the *Chicago Scene* to — Tom Lynch, 3807 Victoria Drive, Richton Park, IL 60471. Send any ideas on advertising/marketing/distribution to — Rich Ward, 18110 Harwood Avenue, Homewood, IL 60431.

We need and welcome your support and participation. Let us know what you want!

THE REAR VIEW

MIRROR



NORTH by NORTHWEST, AGAIN

By George Melford

God smiled on us and melted the snow by the time we took off from O'Hare Porsche/Audi for 115 miles of fun and/or frustration.



Other than a few minor snags; one invisible control, a couple of errors on the Rally Masters' part, an irate McHenry County Lawman, "If I catch the guy with the Gold Porch, I'll through him in jail!" Almost all 33 starters ended up at the Timbers in Woodstock for an enjoyable buffet style dinner.



A small wrinkle in trophy presentation owed to the fact that we had a bigger turnout in the S.O.P. Class and smaller than anticipated in navigational.



For the season's first rally, we were most gratified with the turnout on a day that dawned looking less than favorable.



We will admit — for a season opener — this was probably a little more difficult than the average rally. (You can say that again!)





Despite probably a minimum of 1000 miles driving to set it up . . . minor rumblings from some of the troops, about our oversights, we enjoyed doing the event and thank you all for coming out!



(Who was that in the Gold Porch?)

Editor's comments: Thank you, George and Sarah, for a very enjoyable rally. You worked hard and deserve a big THANKS. Also, thanks to all the workers, you did well!



RESULTS

S.O.P.

T 1.	Bob Ostholthoff & Susie	453
T 2.	John & Dianne Welda	599
T 3.	Owen & Gail Johnson	674
T 4.	Bob Casey & Mary	750
5.	Gerald Gottlieb & Gary	752
T 6.	Bonnie Shapiro & Mort	763



7.	Dan & Dianne Gallagher	808
T 8.	Hokey & Kool Aid Kid	825
T 9.	Jon & Laurie Pichler	831
T10.	Norm Studier & Wilma W.	834
T11.	Harold & Doris Beach	927
T12.	Tom & Phyllis Harwood	937
13.	Keith & Peg Johnson	984
14.	Walt & Jean Sobek	1064
15.	Joe & Darlette Ratschan	1078
16.	Joe Hill & Barb	1107
17.	Bob Giesel & Trudy	1186
18.	Ed & Linda Raymond	1223
19.	Charlie & Jackie Feutz	1355
20.	White & Howard	1966
21.	Paul Jablonski & Jayne	2408





NAVIGATIONAL

- 1. Jim & Pat Peterson 688
- 2. Ed & Debbie Leed 692

EQUIPT

- T 1. Jerry & Helga Meyer 251
- T 2. George & Linda Guttman 294
- 3. Ken Lessing & Mary Anne 1302



TOUR

- T 1. Tom Grutzmacher & Beth 50
- T 2. Brian & Sue Allman 576
- T 3. Jay Harper & Maureen 950
- 4. All & Bernice Ostholthoff 1025
- 5. Gene & Gabby Coburn 1188



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Saturday, June 4	4.00	3.80	7.00	6.30
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Friday, July 22	2.00	1.90	4.00	3.60
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Sunday, July 24	8.00	7.60	13.00	11.70

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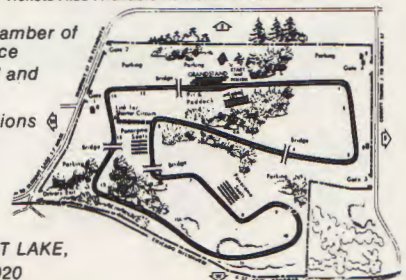
Friday, September 2	2.00	1.90	4.00	3.60
Saturday, September 3	5.00	4.75	9.00	8.10
Sunday, September 4	7.00	6.65	12.00	10.80

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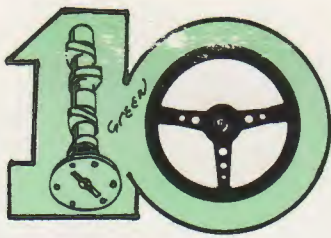
JUNE SPRINTS	May 28
CAN-AM, SUPER VEE & SCIROCCO	July 16
TRANS-AM, FORMULA & SHOWROOM STOCK	August 27

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YEARS AGO

By Ginny Gummow

APRIL 1967 — Carol and Rick Bennett welcome Yvonne Marie April 13. Dave Morrell advises — don't take Porsche to Hawaii — speed limit is 45 on entire island. New Targa arrives in Chicago, as well as a Porsche with an automatic transmission.



Killer tornadoes on Friday and 3 inches of snow on Sunday, April 23. Regardless, 21 cars show up for "No Name" rallye. By 5 PM finish, snowing again. Dinner follows at Como Inn. Present members — Godow, Nelipovich, Meyer, Janacek and Cuny. Finish 1st, 4th, 8th, 9th and 11th respectively.

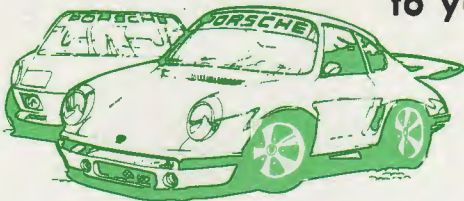


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Randy Kickert & Manny Shoshoo

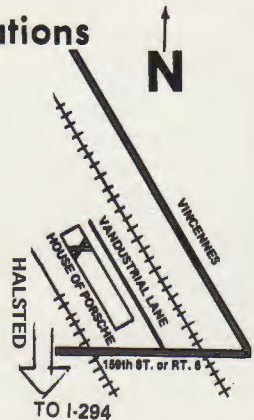
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A WOMANS POINT OF VIEW

By Bonnie Shapiro

From this woman's point of view, it is great to be an active member in the PCA/Chicago Region. I wasn't always this active, and I certainly did not always drive — I was "Roger's Wife." It's nice being Bonnie Shapiro, now, instead. It took a long time for Roger to convince me to drive in a gymkhana. I wasn't afraid that I would smash up our beautiful tangerine 912 (which is what we owned when we transferred into the Chicago Region 9 years ago), I was more afraid of a smashed ego. Sure, I could drive the car around town, and get from point A to point B, and sure, I could drive in a rallye, but there was a difference — there wasn't a crowd standing around watching me. Now, I'm sure everyone who reads this article, at one time in their lives gets the idea that all eyes are on them. There was no way Roger could convince me that competition driving was fun. We did well on rallyes, but it takes two to rallye, and it's always the other person's fault! . . . and NO ONE IS WATCHING YOU! On a gymkhana or autocross course, I would freeze. I was sure I was the focal point of attention, and that everyone was saying things like, "Can't she drive any faster?", "Can't she see that's the wrong line to take?", etc., etc., etc. It took me a long time to realize many things.

1. I should be out there to have fun, and no matter how long it takes to negotiate those pylons, I should be enjoying myself.

2. If you finish last, there's only one place to go from there — and that's up! It's the person who always finishes first who has the pressure, because it is he/she who has to live up to everyone else's expectations, especially his/her own.

3. The husband/male companion, whatever, of a female competitor is just proud that his lady is out there doing it! I didn't get enough courage to compete until about six years ago. I've never finished first, but I've always had fun. It's much more fun doing than watching.

Now, I must admit that Roger is a great supporter of mine. He encourages me to compete in these events, and he helps me, and all the drivers schools we have gone to over the years have helped me understand not only what my car can do, but what I can do, and most of all — what both the car and

I can do together.

If you never drive your Porsche, you certainly will have no idea what it can do in competition. So, ladies, if your husband won't share "HIS" car, he can't expect you to drive it in competition. There are several basic rules in competition . . . one of them is know the vehicle in which you are competing. Encourage your spouse to teach you how to drive the car, and DRIVE IT!

Drive it to the supermarket (remembering, of course, to park it about 3 miles from your destination, and at least nowhere near another car). Drive that Porsche any chance you get — then you will learn about it. And . . . don't be afraid to finish last. There is no shame in being last . . . the shame lies in not trying at all! If you can, take long rides in the country, and "try out your car" being aware at all times, of course, of "bears" lurking in the woods.

A long time ago, Roger was asked to describe what it was like to drive a Porsche. His answer was . . . it's like describing to a five year old girl what it's like to experience an orgasm. It is not definable. I once asked Bob Buckthal how I would know if I were taking a certain turn correctly, and he answered, "you'll feel it in the seat of your pants." They are both right. Driving a Porsche is a sensual experience, and is therefore, not definable.

And, like everything else, if you don't try it, you don't know whether you will like it or not: And, I can guarantee that when you "feel it in the seat of your pants," you will be a Porsche nut like the rest of us forever. Another reason your hubby should encourage you to drive, is so that when you get bitten by the Porsche bug, you will no longer ask questions like, "Why are we spending so much money blue printing the engine of the car when the air conditioning in the house is broken and we're drinking lemonade like it's going out of style?"

YOU WILL KNOW THE ANSWER!

PERSONAL PORSCHE

By Owen Johnson, Sr.

At the recent concours, two of the cars I took a second look at were the 914 "orange" with the hard-to-get-at engine — a good job of clean I would say! Also, the new silver 924 — a color that is very easy to keep clean . . . this car has a balance like the 914 only a higher level of comfort when driving. It has a 4 cylinder water cooled front engine. Runs cool in hot weather and has a good heater for cold weather. It has more passenger space, good trunk capacity, cover to hide luggage, very good position for shift lever. I know . . . I have one too.

There are so many nice things I could say about the 924, that I know I will miss many of them at this writing. Don't ask me about the bad things, they are few and for regular road driving, they are not too important. The 924 is a very fine road car, have no doubt about that!

The car has super handling, steering — is very precise with a light touch. . . good on turns at high speeds, and has the all-important good brakes; only use the best brake fluid, keep the disc clean.

One very good item is the large sun roof. When driving at high speeds, it will not disturb a good hairdo on a woman, "or man", This feature is a most important one!

I use regular leaded gas, with a little super Shell thrown in and travel about 500 miles with a full tank of gas — not bad!

The out of sight front headlights are nice when driving during daylight hours. It's very necessary to use a good Quartz headlamp. Good vision is all-important when driving at night.

The tinted glass acts like a sun glass during daytime driving and you do have very good vision in the 924. The only way you can really enjoy the

924 is to drive it and feel how it holds the road even during a crosswind. A very smooth ride.

The engine starts well in cold or hot weather. However, you have to know how to start any engine. Your Porsche service man can give you good advice.



— Demographics —

By Pat Yanahan & Jeff Thurmond

The following is a survey that is intended to accomplish two objectives: first, the Editors of the *Chicago Scene* would like to know who reads the publication — sort of a composite of readership. From this, we hope to better tailor articles for the publication's prospective audience.

Second, as you know, publication of the *Chicago Scene* is not free. Printing costs add up; though club membership dues help, the club is still a non-profit organization. Advertising offsets the publication/distribution costs of the *Scene*. But, for an effective solicitation program to prospective advertisers, we need facts — not only on cost of ads and layout of ads and number of issues, but also on who reads the publication.

So . . . with these two reasons for the survey, please take the opportunity to help us make the *Chicago Scene* both a publication you will enjoy and a viable document.

Send the complete questionnaire to —
Jeff Thurmond, P.O. Box 185, Barrington, IL 60010. A composite of the results will be featured in a subsequent issue of the *Chicago Scene*

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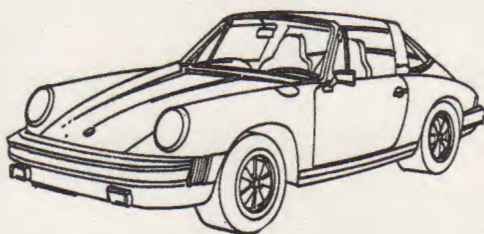
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PORSCHE WIN!!!

By Tom Lynch

In 1976 two World championships were instigated — The World Championship for Manufacturers (Group 5) and the World Championship for Sports Cars (Group 6). As you know, Porsche has won both! Here's how:

RESULTS OF THE WORLD CHAMPIONSHIP FOR MANUFACTURERS (Group 5)

MUGELLO 6 hours on March 21, 1976

1st Jochen Mass/Jacky Ickx (Martini-Porsche 935)
2nd Bob Wollek/Hans Heyer (Kremer-Porsche GP 5)
(total points — Porsche 20, BMW 3)

VALLELUNGA 6 hours on April 4, 1976

1st Jochen Mass/Jacky Ickx (Martini-Porsche 935)
2nd Harold Grohs/Sam Posey (BMW-Alpine 3.5 CSL)
(Total points — Porsche 40, BMW 18)

SILVERSTONE 6 hours on May 9, 1976

1st John Fitzpatrick/Tom Walkinshaw (BMW Hermetite 3.5 CSL)
2nd Bob Wollek/Hans Heyer (Kremer-Porsche GP 5)
(Total points — Porsche 55, BMW 38)

NURBURGRING 1000 KM on May 30, 1976

1st Dieter Quester/Albrecht Krebs (BMW Schnitzer 3.5 CSL)
2nd Tim Schenken/Toine Hezemans (Loos-Porsche 934/5)
(Total points — Porsche 70, BMW 58)

OSTERREICHRING 6 hours on June 27, 1976

1st Dieter Quester/Gunnar Nilson (BMW Snitzer 3.5 CSL)
2nd John Fitzpatrick/Tom Walkinshaw (BMW Hermetite 3.5 CSL)
(Total points — Porsche 82, BMW 78)

WATKINS GLEN 6 hours on July 11, 1976

1st Rolf Stommelen/Manfred Schurti (Martini-Porsche 935)
2nd Leo Kinnunen/Toine Hezemans (Evex-Porsche GP5)
(Total points — Porsche 102, BMW 88)

DIJON 6 hours on September 4, 1976

1st Jacky Ickx/Jochen Mass (Martini-Porsche 935)
2nd Hans Heyer/Bob Wollek (Kremer-Porsche GP 5)
(Total points — Porsche 122, BMW 94, Ford 9, Lancia 3)



RESULTS OF THE SPORTS CAR WORLD CHAMPIONSHIP (Group 6)

NURBURGRING 300 KM on April 4, 1976

1st Reinhold Jost (Porsche 908/3 Turbo)
2nd Helmut Bross (Lola-BMW T294)
(Total points — Porsche 20, Lola 15)

MONZA 4 hours on April 25, 1976

1st Jochen Mass/Jacky Ickx (Martini-Porsche 936)
2nd Henri Pescarolo/J. P. Jarier (Renault Alpine Turbo)
(Total points — Porsche 40, Lola 18, Renault 15)

IMOLA 500 KM on May 23, 1976

1st Jacky Ickx/Jochen Mass (Martini-Porsche 936)
2nd Arturo Merzario/V. Brambilla (Alfa Romeo 33 TS 3)
(Total points — Porsche 60, Lola 24, Osella 20, Renault 15)

ENNA-PERGUSA 500 KM on June 27, 1976

1st Jochen Mass/Rolf Stommelen (Martini-Porsche 936)
2nd E. Pettini/R. Filanino (Osella-BMW PA 4)
(Total points — Porsche 80, Lola 24, Osella 32, Renault 15)

MOSPORT 200 Miles on August 22, 1976

1st Jacky Ickx (Martini-Porsche 936)
2nd Patrick Depailler (Renault-Alpine Turbo)
(Total points — Porsche 100, Osella 35, Renault & Lola 32)

DIJON 4 hours on September 5, 1976

1st Jochen Mass/Jacky Ickx (Martini-Porsche 936)
2nd Patrick Depailler/Jacques Laffite (Renault-Alpine Turbo)
(Total points — Porsche 120, Renault 47, Lola 36, Osella 35)

SALZBURGRING 300 KM on Sept. 19, 1976

1st Jochen Mass (Martini-Porsche 936)
2nd Reinhold Jost (Porsche 908/3 Turbo)
(Final points — Porsche 140, Renault 47, Osella 47, Lola 40)

IMS SEBRING 12-HOUR AT SEBRING, FLA.

1. Dyer/Frisselle, Porsche Carrera, 234 laps, 101.322 MPH
2. Febles/Cruz/Bushby, Turbo Porsche, 934 229 laps
3. Busby, Turbo Porsche 934, 228 laps.
4. Belcher/Gunn, Porsche 934, 228 laps
5. Ongais/Field/Haywood, Turbo Porsche 934, 218 laps
6. Bytzek/Bartling Porsche Carrera, 218 laps
7. Frank Shafer Porsche, Carrera, 214 laps
8. Hochbreuter/Hirsch/Brezinka, Porsche 911S, 203 laps

Continued Page 24

CONCOURS TIP # 2

"out of sight - out of mind"

By Tom Masles

The title of this month's concours tip may apply to 99% of the motoring public. Another title which may apply to this article could be, "You can fool some of the people all of the time, and all of the people some of the time - but you can never fool a concours judge."

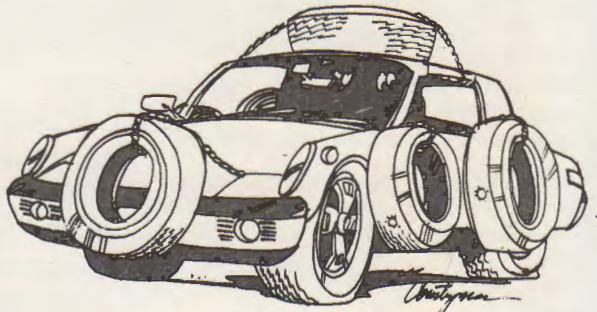
Enough of the Masles notable quotables. I'm here to talk about niches, cavities, pockets and other out of the way sight places where . . . DIRT may hide. Door jambs, rear vent window wells, the gas filler well, the oil filler well (on '92 911's), the tail pipe (inside and out), door and trunk latches, door handles and triggers, Targa roof catches, sun roof tracks and seals, etc. There are many places for dirt to hide; believe me, if there is a place or a niche, there is dirt.

Before you start detailing the Porsche, and after you have washed the Porsche and dried it well, make yourself a checklist of all the problem areas you observe. The key word here is observe. Start at the front bumper. Are there fog lights, horn grilles, parking lights, a license plate frame and bracket, etc.? Write them all down and check them off as they are cleaned. Remove your headlights and clean the pockets. A judge at a concours will never pop out the headlights, but it's a good area to clean to prevent rust . . . same goes for the turn indicator lights and air grills.

Apply the checklist method of concours to all areas of the Porsche. Don't trust your memory! I was awarded 2nd place once for forgetting to clean the vent window wells and the screw holes in the taillight lenses. A concours judge will not overlook them on your car either.

Next month . . . *"Even WAX can SCRATCH!"*

Editor's Note - Last issue of the *Scene* contained an article called *Is It Worth It?* We neglected to give credit to the author, Bob White.



PORSCHE — BMW — AUDI — VOLVO

ALFA — MERCEDES - BENZ — VOLKSWAGEN — DATSON — MG

Three Q's Auto Body

Charles Quarcini, manager

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THE CHICAGO SCENE UNDERCARRIAGE

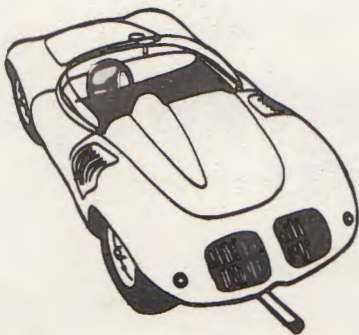
Who the Editors are . . .

Rich Ward is in charge of marketing, distribution, and advertising. A natural salesman with a true "gift for gab," Rich is very much in his proper environment selling the *Chicago Scene* to Porsche dealers, parts houses, et al.

Tom Lynch, and his talented wife, Paula, assumed the ambitious task of production and layout for the *Chicago Scene*. Tom and Paula put all the ads, articles, and stories, photos and what-have-you together each month and "lay out" the *Scene* for the printer.

Jeff Thurmond, with the help of his creative wife, Julie, took the responsibility of articles, feature stories and photography. That's not to imply either of them write all the stuff or take all the pictures — the responsibility is to make sure all the manuscripts get done each month, edit drafts where needed, and either take or get someone to shoot the photos.

As you can tell, it took three ambitious men to produce the *New Scene*. All of this was once done for several years by one man — Dan Gallagher. We would just like to say . . . Dan, you did a hell of a hard job! It's taking three of us just to assemble this publication. The Club and all of us can only thank you and praise you for all your hard work and efforts to keep *The Chicago Scene* going for all these years!



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Letters to the Editor

All of our active members knew Pam Lies as a most dedicated worker at almost all our events, as well as those events of Windy City BMW Club. Though Pam and her fiance, Chuck MacKay, were not "registered members" of our club, they worked harder making our events successful than a great many of our official members. Those of us with dual allegiance to Porsche and BMW Clubs are doubly saddened by the loss of Pam.

Pam was only 24 when she died Jan. 22 at Holy Family Hospital in Des Plaines from injuries sustained in a 5-car accident near Palatine and Wheeling Roads, Wheeling, on Jan. 19. A memorial service was held at the Park Ridge Community Church on January 30, attended by members of both Porsche and BMW Clubs, and burial was in Mobile, Alabama. Memorial offerings may be made to the Cayuga Home for Children, 85 Hamilton Avenue, Auburn, N.Y. 13021.

Chuck MacKay has requested that members having any photos of Pam or Pam and Chuck together at past events or meetings send these pictures to him at 1207-B Prairie Brook, Palatine, IL 60067.

George Melford



By Dan Gerow

Ah, yes, the I.R.O.C. rep. has screwed up again. It was brought to my attention at the last board meeting that I stated only 25 people from Chicago would be allowed to participate at IROC events. Wrong! This is wrong! What should have been stated is 25 Chicago Region people would represent Chicago in the series. Anybody is welcome to participate in any of the events as an individual. I hope that this clears up the question and encourages Chicago to come out and have a good time at all four events.

May 21 & 22 — Grattan (Grand Rapids, Mich.) sponsored by Chicago Region

June 11 — Michigan International Speedway (Cambridge, Mich.) sponsored by Motorsadd Region

July 2, 3 & 4 — "Holiday on Wheels" (Nothorft Farms near Grand Rapids, Mich.) sponsored by Michigan Region

August 6 — Plymouth Speedway (Plymouth, Ind.) sponsored by Michigan Indiana Region

Incidentally — there are a few openings left.

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Porsche - Audi - Mercedes and B M W

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COMING UP

"THE CARBON CLEANING CARNIVAL"

By J. Meyer

Wash your Porsche, clean your plugs, put air in your tires and head to Southlake Mall for this year's first dry land Gymkhana.

After the bitter cold winter, a warm April Sunday in Indiana is just what we need. The weather Gods wouldn't dare to do to us again what they did last April.

The Autocross committee and the event co-chairperson, Chuck Shank, have vowed an on-time start. And they promise on track practice. The

course will be fast and tight. It should be a good warm-up for this year's speed events.

Bring your credit cards. All the store of the beautiful Southlake Mall Shopping Center will be open. Helga says there is a store there for everyone. Who ever goes to Fredericks of Hollywood I want to see later.

And, after gyrating in your Porsche, it's off for Gyros as a nearby Greek restaurant. The Greek feast will be a meal you will remember. We'll have Greek appetizers, a Greek salad, and a combination plate for dinner with Lamb and Pastitsio. As an alternate, Shish-Ka-Bob (made with filet mignon) will be available.

SUPPORT YOUR REGION —
WEAR A CAR BADGE



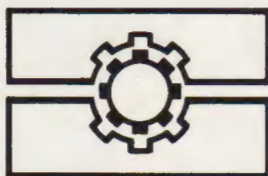
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Let's get together and cut a rug.



Dan, guess what we have.



He should be drinking Lite



Do you trust me?



Larry, no, we are not naming the baby Porsche



Isn't this Potters Picnic?



Introducing the 1976 Gustavson.



Mike, I'm not getting you matching Porsche earrings!



Are you sure this is how the drinking diet goes?



We lost by this much.



Milly, sing along with me.

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20, weight, 30 weight or 10W40



This tiny thing will be easy to keep clean.



Where's the wet "T" shirt contest?



I'm not going to give it back . . . It's mine.



Everyone wants to be a Munchkin.



Let's stop meeting like this.



No, I'm not easy.



I told you to pack more cookies!



Incest? No . . .



Mom and Dad, I'm not going to keep telling everyone I'm 12.



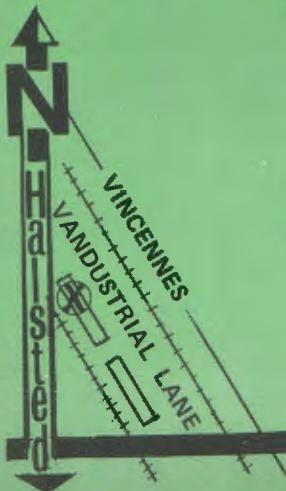
Someone backed into a green what!!

The World Old World body shop

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331-3600

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LOCATED NEXT TO
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TO I-294

TO I-94
Rt. 6 - 159th St.

SALUTE

To Our Advertisers



THE PURPOSE OF THIS COLUMN IS TO SPOTLIGHT OUR ADVERTISERS AND THEIR SERVICES FOR PCA MEMBERS' EACH ISSUE WILL PRESENT THE SERVICES AND SPECIALTIES OFFERED BY THE PERSONNEL AND/OR FACILITIES OF ONE OF THE AREA BUSINESSES SERVICING PORSCHEs.

By Paula Lynch

Porsche/Audi at O'Hare is this month's *Scene's* advertiser being saluted. You will find the Porsche dealer conveniently located at 1000 Elmhurst Road, Elk Grove Village.

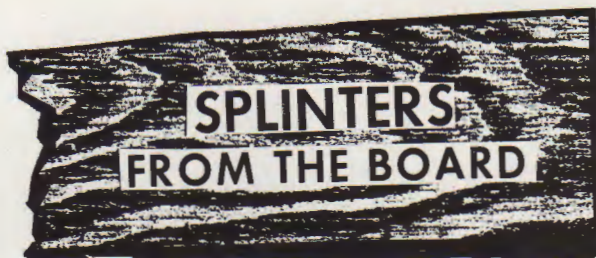
This advertiser has actively supported and contributed to many of our Chicago Region activities. They are the Midwest's largest parts and service facility for Porsche. They were established in 1969; making them in the business longer than any dealer in the metropolitan area.

Porsche-Audi/O'Hare has six full-time mechanics; Matt, Herb, Larry, Nick, John and Franz. You will find them very cooperative to your auto needs. They also have a staff of five salesmen. The manager is Jerry Stevenson . . . working with him are Carl Greiner, Rick Giordana, Jim Matz and Vince Pisha. These are the people to see if you are contemplating owning a new or used Porsche/Audi.

You will find they are computer equipped to locate Porsche parts at any warehouse in the U.S.A. controlled by Volkswagen of America. They stock a large number of after market accessories manufactured by independent Porsche parts wholesalers.

Porsche/Audi at O'Hare offers all PCA members a discount. We salute this dealer and their avid assistance to our beautiful cars and constant support of our Chicago Region events located in their area.

Next month we will salute Bryntesen Porsche-Audi



By Sandy Gerow

A monthly summary of decision and discussions of the Board of Directors meetings.

- 1) Bob White will compile a calendar of events taking place in Zone 4, and this will be published in the *Scene* so that members can participate in events sponsored by nearby regions.
- 2) Jerry Meyer has a copy of the new PCR'S and will Xerox them for anyone who would like a copy.
- 3) PCA National is conducting a survey on regional autocrosses, with particular emphasis on safety practices. Any member who has suggestions concerning our practices, good or bad, please let Jerry Meyer know.
- 4) Bob White reported from the National Board meeting held recently in El Paso, that the Club is in good financial condition and that the 1978 Parade will be hosted by Rocky Mountain Region. There will be a minimum 3/32" tire tread requirement for production classes in the 1977 Parade.
- 5) Several suggestions were made concerning the new format of the *Scene* — the return of captions with pictures was the main one.
- 6) We are happy to welcome Steve Miller as a new member.
- 7) The April 17th Gymkhana will be held at

Continued from page 22 . . .

Southlake Mall, in Merrillville, Ind., with dinner afterward at Pete's Grecian Restaurant.

- 8) Properties chairman Neil Holleb, has requested that all equipment be returned to him so that everything can be kept together for the benefit of all.
- 9) The 1977 Calendar and Directory will be published the week of March 14th.
- 10) There are 16 members on the Chicago Region IROC Team. — Dan Gerow, Frank Wagner, and Joe Ratschan will attend a meeting of the IROC Committee, April 5th, in Kalamazoo; all information will be published in the *Scene*. Anyone wishing to join the team should contact Dan.

Insurance

By Rich Ward

After reading a couple of recent articles on insurance . . . one in the *Scene* and one in *Pano*, I thought that all of us would be interested in some additional information. Probably most important is the question of coverage afforded by an auto policy while participating in club events. Most quality insurance companies have no exclusion in the policy where they would not be responsible for a loss you might incur during an event. But one point is suggested concerning a loss if it did occur — that being, don't report damage to your car if you slid off the track at Gratten and banged your baby up a little. Sure, you could pay your deductible and have your company pay the balance, and you would say, "Wow, what a great company!", and your chances are about 999 out of 1000 you won't have that great company at renewal date.

If you have a good agent who knows his companies, you should ask his advice and what he feels the consequences might be on a particular loss, and then decide the best course of action. Let's mention a couple of points about repair of your precious possession if someone collides with your car. First, if it is clearly the other party's fault, you will deal with their insurance company, not yours. If you feel they are trying to really rip you off, you can always use your company who will be fair with you, and they will collect from

the other party. Remember, until your insurance company has an interest in the loss, this meaning they have paid out money, they cannot by law take any steps on your behalf to recover damages for you.

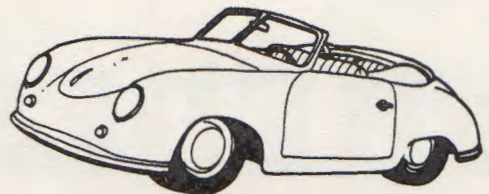
How a claim is handled and how you are treated will reflect the quality of the insurance company involved. It is true that repairs or replacement of foreign cars, especially sports cars, are more difficult to settle. The better the company you have the more fairly you will be treated. Considerably more could be said on the above and in future articles more detailed information and facts will be spelled out for you.

Remember that your first reason for paying a premium to an insurance company is to protect you against a financial loss which could ruin your life style. When your car or any car is damaged, a dollar amount can be computed, but, when people are hurt is when you will appreciate the policy you paid for. Remember, if two new Turbo's ran head on into one another, you would have a \$60,000 property loss.

Be well advised that amount is small compared to what a personal liability loss could amount to. It's OK to speak out against insurance companies and complain about the rate they charge, but if it wasn't for that policy you couldn't afford to drive any car with peace of mind. Only a foolish person would operate a car without at least liability insurance against a negligent act that they would be held responsible for.

Believe me, we need insurance companies. Sure, they have their faults, as any industry does, but I don't know of anything that can replace what they provide.

NEXT MONTH — *Insurance — Part II*



ATTENTION . . . Contest!!

The cover of a publication is what catches the potential reader's eye, and helps in that publication's sale. We are not trying to sell the *Chicago Scene*. In fact, the *Scene* is not for sale. But, we do want attractive covers.....and you can help!

Photographs, drawings, graphics . . . whatever — we need cover material. To aid this goal, we have decided to institute a Cover Contest.

The Cover submitted and selected for any monthly issue of the *Chicago Scene* will entitle the individual to a color photo of his/her Porsche. The photo will be 11 x 14, mounted on salon board, and taken at one of the future events.

If there are questions on the Cover Contest, contact Jeff Thurmond. If you wish to enter, send your Cover to any of the three *Chicago Scene* editors.

continued from page 13 . . .

9. Mummery/Reffinton/Hamilton, Porsche 203 laps
10. Mendez/Cowart, Carrera, 197 laps.

PORSCHE'S TAKE IT ALL!

The coup de gras of the racing season was the 24 hours race of Le Mans. Although it is not a

part of the world championship, it is the supreme test. The Martini-Porsche took the lead early in the race and was ahead at the 6 hour, 12 hour and 18 hour points. After 24 hours, it was 11 laps ahead of the field and took first place.

Porsche has been involved in racing for the past 28 years and you are benefiting by it.

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PIRELLI



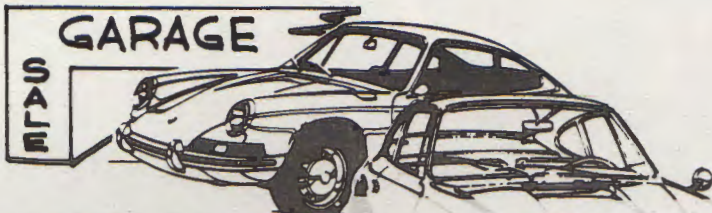
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WARNING - THE SCENE IS NOT RESPONSIBLE FOR ANY MISREPRESENTATION OF ITEMS IN THE MART. IF YOU BUY A CAR, BE SURE TO CHECK BODY AND ENGINE SERIAL NUMBERS WITH THE REGISTRATION.

This service is available FREE to PCA members. Non-members rates are \$5.00 per insertion, per issue. Send your listings to - The Scene Editor, Tom Lynch, 3807 Victoria Drive, Richton Park, IL 60471. Deadline: copy must be received on or before the 15th of the month preceding month of publication.

ADVERTISING RATES

COVER PAGE

Rear Back Cover (Color)		
\$60.00 Mo.	\$58.00 ½	\$50.00 ½
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INSIDE PAGE RATE

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Month	Quarter	Half
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½ Page (B&W Color)		
\$35/\$55	\$33/\$50	\$30/\$45
Full Page (B&W Color)		
\$60/\$75	\$55/\$70	\$50/\$65

Above ads are plus one time set-up charge if not camera ready.

For Sale: Luggage rack for rear deck of 911 or 912, AMCO rack, used, but in good condition, \$15 or offer
Phone - Ron at 525-2216

1953 1500 Super Engine. Will sell as entire unit or part out. Tim Philip
Phone - 965-1902

For Sale: 1975 Porsche, TARGA, Carrera, green, all black exterior, and interior trim, leather, front and rear spoilers, koni's, air conditioning, 8-track stereo, CB, Quartz lights, heated garage, sharp classic Porsche, \$15,000 - serious inquiries only. Call T. Cronin days 11AM-5PM
Phone - 439-9091

For Sale: 1965 912/5 coupe No. 351337, Red/Blk, European plain dash model, 32,300 certified miles, Blaupunkt AM/FM, chrome wheels, Pirellis, complete owner documentation, exceptional original condition. Reason for selling - 911 FEVER! Ted Wittmer
Phone - (219) 462-0950

For Sale: Dr. Porsche's 100th Anniversary Commemorative Paraguayan Stamps 3 1/2" x 3 3/4" pictures: Dr. Porsche; 356 prototype; current Turbo; 1900 Lohner Porsche in full color. Seen in Road & Track, Christophorus and Panorama. Limited unique collector's item. \$50 matted in plexiglass frame, protective mounted; \$35 unframed. Numbered and registered issues. Darnall "Skip" Walton, 1844 N. Woodside, Orange, CA 92665
Phone - (714) 998-4078

For Sale: 73 911 leather steering wheel \$35, five excellent condition 6" factory mags, 5 tires, 4 XWX & 1 Dunlop unused \$650, 1 set of rear "T" calapiers, \$60, front, rear & side Deco strips, \$70; rear bumper, \$75; 2-74 black leather seats, \$300; 2 front lens, \$45. Larry Bobbe
Phone - (312) 852-9020 or office (312) 969-1201

For Sale or Trade: 1972 911T/5, orange/black, "S" package, alloys, XAS, AM/FM/CB, lowered, 19mm F&R stab. bars, konis, factory fog lights, coco mats, bra, Ziebarth, 36m miles, concour original condition, not driven in winter, complete dealer maintenance records. \$9,000 or older 911 and \$ - Tom Lynch
Phone - (312) 747-0764

For Sale: 1968 912 Coupe, shown at concours at O'Hare. All new paint, rubber and trim, 5 spd with wood wheel, brand new factory alloys with 185/70 rubber, front bar, bra; car has been garaged for three years for restoration, driven less than 3,000 miles since complete. Best reasonable offer will be taken. Call for more information -
Phone - Alan Kendall 289-0242

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10% discount on Parts to P.C.A. Members only.

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RUDY

FUTURE



EVENTS

April 17 "The Carbon Cleaning Carnival"
Gymkhana, 45 minutes from the
Loop at beautiful Southlake Mall

May 21, 22 Grattan (IROC Event)

June 19 Rallye

June 11 Michigan Indiana Speedway (IROC
Event)

July 2, 3 & 4 Holiday on Wheels (IROC Event)

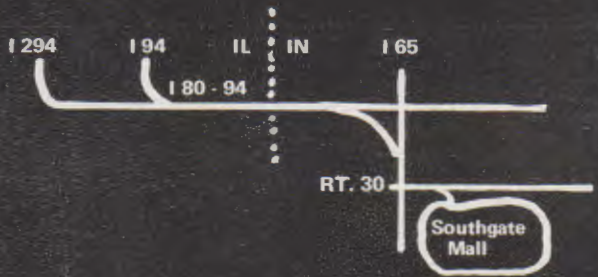
July 13 Midweek Speed Event

July 23 Saturday Night Special

Aug. 6 Plymouth Speedway (IROC Event)

Aug. 17 Midweek Speed Event

Aug. 21 Potters Picnic & Concour



Sept. 10, 11
or 17, 18 ?? Elkhart

Oct. 8, 9 Rallye Tour

Nov. 20 Gymkhana

Dec. 10 Annual Dinner/Dance

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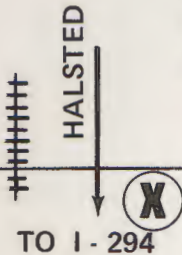
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I-57



SALES HOURS: M - F 9:00 - 9:00, SAT. 9:00 - 4:30

PARTS HOURS: M - F 8:00 - 12:00, 1:00 - 5:00, SAT. 9:00 - 12:00

SERVICE HOURS: M - F 8:00 - 5:00

I-94

THE Chicago Scene



CHICAGO REGION of the Porsche Club of America

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DATED MATERIAL PLEASE DO NOT DELAY



WHAT CAN WE TELL YOU
THAT YOU DON'T
ALREADY
KNOW?

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PORSCHE | AUDI

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