

CHICAGO SCENE

AUGUST

1975

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COMING EVENTS

August 10 — Potters Picnic
August 20 — Midweek Drivers School
September 19, 20 & 21 — Elkhart



The **Chicago Scene** is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. PCA dues are \$18.00 annually.

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THE REAR VIEW MIRROR

THE P.O.R. RALLYE

The P.O.R. rallye was probably one of the better laid out and executed rallyes we have had in a long time. Welda and Leed did their homework well. Unfortunately this club just is not a very good rallying club. One of the generals specified that for the first 43 miles no roads exist North of Hwy. 60. The first four times you encountered this situation you should have considered the intersection a T. If you crossed Hwy. 60 the instructions put you back on the rallye route but your times were wrong and you would come into the checkpoint from the wrong direction. Real neat.

The rallye started at Webbe's Apple Orchards, home of Bill Webbes Applejack Racing, which finished 4th overall in a RSR Carrera in the '74 ISMA series. It was a very nice place to start a Rallye. Thanks. The Editor wishes to especially thank Mr. Webbe for allowing him to store his 911 there. 'Silver' broke a fuel injection pump, drive belt, .8 mile into the rallye. When the Editor and his good friend Black Bart changed the belt several days later they had a tough time not stuffing one of the RSR engines into 'Silver'. 'Silver' even left on his wheels and not some of the many 9 and 11 inch Porsche mags which were lying all over the place.

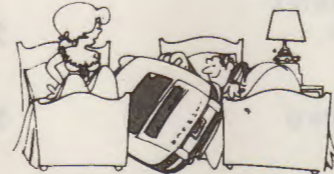
This rallye was put on by a cast of thousands. In that there were 6 checkpoints many of our members spent the day in the sun waiting for the hopelessly lost rallye cars. Thanks to the following: Checkpoint 1 & 3, George & Linda Gutmann, Jim Tober and Mark Wallrich, Checkpoint 2, Todd Johnson,

Linda Kaitis & Charlie Feutz, Checkpoint 4, Rip and Linda Patterson and Debbie Leed, Checkpoint 5, Frank Wagner, Terry Baumhardt and Lee Kass, Checkpoint 6, Joe Hill, Hokey & Greg Blegen. The Rallyemaster, Ed Leed, would also like to thank Tom Grutzmacher and Lee Kramer for providing his stricken 356 SC with a fan belt so he could attend his own rallye.

The roads and scenic beauties on the P.O.R. rallye were excellent. Leed & Welda provided us with an excellent and fun rallye. Several of our members were having such a good time that they stopped at a local carnival, renaming this rallye "The Merry-go-round Rallye".

Dinner and libations were had at the Northern Chalet. After spending several hours inside a Porsche when the thermometer reads over 90°, the oasis was certainly a welcome site.

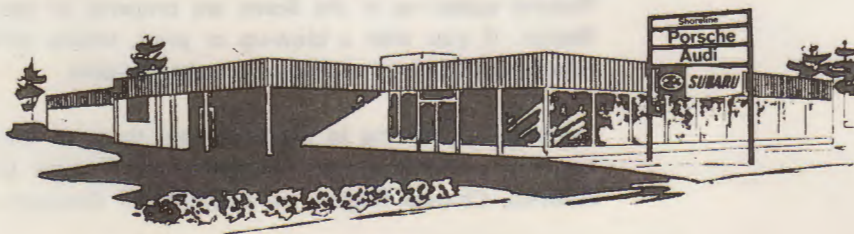
Once again a big thanks to John and Diane Welda and Ed and Debbie Leed for all their efforts.



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RESULTS - P.O.R. RALLYE

1.	Jerry & Helga Meyer	716	T
2.	Wayne & Marion Potter	786	T
3.	Bob & Wilma White (Socks)	795	T
4.	Dan & Sandy Gerow	944	T
5.	Ed & Terri Russ	955	T
6.	Gene & Gaby Coburn	1033	T
7.	Tom Harwood & Phyllis Brebghave	1156	T
8.	Tom Grutzmacher & Lee Kramer	1164	T
9.	Tom Masles & Don Finley	1304	T
10.	Warren & Susan Henske	1345	G
11.	Pete & Deborah Goebel	1411	T
12.	Dick & Alice Graves	1454	T
13.	Don Sobek & Joe Gaucher	1648	APP
14.	Roger & Bonnie Shapiro	1684	
15.	Jim Dorfman & Carol Carpenter	1820	APP
16.	Dan & Diane Gallagher	1911	
17.	Bill Webbe & Debbie	1957	G
18.	Bob Giesel & Doris Winkler	2051	
19.	Marc & Mary Barron	2141	APP
20.	Skip & Peggy Davis	2345	
21.	Dick & Joyce Gunther	2385	
22.	Flo Dover & Sue Mack	2400	APP
23.	Ben & Julie Frohlichstein	2700	
24.	Jim & Holly Sagin	3000	
25.	John & Gail Gustavson	3500	
26.	Jim & Pat Peterson	3600	
27.	Owen & Gaile Johnson	3600	
28.	Harold & Doris Beach	DNF	
29.	Horst & Susan Pepp	DNF	

LETTER TO THE EDITOR

We haven't been the most "visible" people in our two years as members of PCA, Chicago Region; we haven't attended nearly all the great events; nor have we made friends of many people in the club, or contributed much to its function, but we've had a GREAT time. There are a lot of good people who make the club what it is today. All you have to do is look at the list of applicant members to see that. And I'd have to say that every event we attended was fantastically run by experienced people (all this is relative, of course!). And I've got to say that I'll dream about Elkhart for a long time. There are two things that could be done to improve the club: wipe Durkee Road off the map, and PLEASE won't SOMEBODY buy Bart a new shirt!

We're moving to Denver August 1. Having lived there in my mind for 10 years just became too much to bear, and besides, I've got a new set of tires to spread out in those Fantastic Foothills.

I wish you all continued success and concourse Porsches!

Peace,

Don Adis

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Registration



Don't worry Mindy, Mr. Gallagher won't hurt Daddy's 911.



Wilma: What do you think of the generals?
Bob: I think Welda's IBM 360 must have short circuited.



John: This looks so easy. Today we will finish for the first time. I can see my trophy now.



Tom Masles and his new Carrera. It caused Black Bart's blood pressure to go off the scale.



Dan: If I keep losing weight, I will be irresistible.
Sandy: No chance.



Starting point.

4



Gee, we started in a nice air conditioned 911 and now I must ride in a noisy, hot bomb. How can that happen when Dan takes such good care of his cars.



Check point # 1 & 3.



"Normal" checkpoint workers at checkpoint #4.



The Pattersons and Debbie at #5 only one block away from Potter's Picnic grounds.



Terry: I thought the rule was no drinking!

Frank: We are not drinking, we are inhaling. After all that is what we do best!



I want to invite all of you over to our house on the 10th. However Marion insists that the men will cook the brats this year. By the way we have plenty of Alka-seltzer!



Our best to Bill Webb of Applejack Racing and Debbie. Thanks!



Joe: The answer to your question of why they call me "Swampwater" is simple. I'll drink anything put in front of me. 5



Jim: I heard you really like Tulip rallyes.
Harold: You bet, they are reason why I became a two-fisted drinker.



Daddy & Mommy got so lost they thought this neat carnival was a checkpoint.



Gail: I think it is real nice that your husband drives the 914 and you the 911.
 Alice: He has no choice. Women über alles.



Linda: I am happy to see that the dumb newsletter editor gave up on getting us married.
 Todd: So am I.
 Linda: Todd, you are dumb.



Joyce: Now that you have Golda finished you should take F.T.D. at every gymkhana and become a super shoe.
 Dick: Yep, now my next object is to beat out Meyer and Buckthal for Lover of the Year.



Don't you go telling everyone how hard Ben works being membership chairman, the girls know who answers all the calls and writes all the letters.



The "dirty dozen" comprises less than the 1/20th of the club yet we guarantee we will drink 1/2 of the beer at Potter's Picnic.



Gabby: Really Gail, rallyes are lots of fun.
 Gail: Sure, we have seen the same cow 200 times on one rallye and a carnival on this one. What more could one ask for?



Julie: Say Skip where have you been lately?
 Skip: Well the Webers on my 914 put me into modified 4 cyl. and there is no way I can win with "Thunderblast" and "Killer".



Deborah and Pete Goebel, our newest transfer students.



Rip: I really doubt whether you women can really run our concours.
Linda: The hell we cannot. Who do you think does most of the concours preparation anyway?



Horst: The reason why we have not been around lately is Susan was always getting into Scandals.
Susan: I promise no more Scandals.



We were so hopelessly lost on the rallye, we thought we would stop in at this carnival. No one knew us there either.



John: Someone told me you were thinking about buying a new 912E to go with your tires!
Gene: If they price them in at the price of a '67 912 i'll buy three.



Dan: Susan, there has not been a scandal since you left!
Susan: There is a little Sally Salt in all of us!



Doris: What is all this talk about scandals?
Bob: Get any closer and we got one.



Harold: Do you think I can be the older Bob Buckthal?
Wilma: Harold, I love you but, you can't even be the older Jerry Meyer.



Linda: Here we did not run this rallye so someone else could win equipped class and look what happened.
George: They did not have even enough cars to make up the class.



Bonnie: Some people are questioning why we have three Porsches.
Roger: Easy, every house needs a Front Porch, a rear Porch and a side Porch.



Lee: Owen, was that a typo concerning the 24 oz. Datsuns.
Owen: No that was correct. There are 24 oz, 26 oz. and 28 oz. Datsuns, all lightweights.



Diane: I don't think it is wise to let Gallagher drive your really nice 911!
John: Gallagher is always careful.



We are getting better. We found almost all the checkpoints this time.



Applicants.



The reason why our women are so beautiful is they are contented; hot husbands and fast cars. But not necessarily in that order.



There is only one person short enough to hide behind Terri Russ. Who is that masher?



I was without my Porsche for so long I actually had withdrawal symptoms.



Bonnie collecting for AMS.



John: I cannot believe all the DNFs and high scores.

Ed: Since the rallye was easily understood by a six year old. We must have some pretty dumb members.



1st and 2nd



Third & Fourth



Fifth, Sixth & Seventh.



More winners



Big John receiving much sought after traveling trophy received, for his believing the Lions Carnival was the third checkpoint. No wonder he rallyes like he is on a Merry-go-round.

THE REAR VIEW MIRROR

THE DIRTY DOZEN DO IT TO IT

"Do it to it" is not the greatest name in the world for an event held at "curve city", fortunately we only did it to each other and not to any of the vehicles. The name may not have been the greatest but the event surely was. This event was the first the dozen had complete control of and as was expected, it was super. The course was extremely well laid out and the event was handled perfectly. A glance at the times will show that once your horsepower counts very little on a tight course as several old tubs and 914/1.7s blew the doors off the much faster 911s.

The "dozen" even provided great weather for their premier event. The weather threatened all day and it looked like the Great Grattan Typhoon was about to pay us another visit, but the "dozen" all promised not to drink beer til 5, and sunshine prevailed.

Almost everyone presented deserves a big thanks for the chance to put skills learned in various driving schools into practice. Thanks to the dirty dozen for all the work they did: Joe & Darlette Ratschan, Frank Wagner, Hookey, Fritz Marcin, Swamp Water Hill, Marion Kuzniar, Lee Kass & Greg Blegan. They may be weird, but they sure do work. Thanks to the timing stand girls who did their usual near perfect job: Wilma, Dawn & Wendy White, Sandy Gerow, Bonnie Gladish, and applicant Dohra Melford. To all the others who worked the Start-Finish Line and the pylon workers we also say thanks - George Milford (App), Dean Bangert, Josh Holleb, Helga & Jerry Meyer, Bob White (Socks), Julie Frohlichstein and Roger Shapiro.

The wide up spaces of the Union Oil Company headquarters allowed the "little nippers" plenty of space to have a good time in. The Gustavson kids turned entrepreneur and set up a highly profitable lemonade stand. Business was so good that it was rumored that John & Gail were planning to use the profits for a down payment on a Turbo Carrera.

Dinner was held immediately afterward at Henricci's Steak House in nearby Arlington Heights. It was probably the finest dinner the ditor has yet experienced in eight years of PCA. The salad and steak were just that good and very reasonable. The free beer provided by "the dirty dozen" was even better. The only bad thing about the whole thing was that certain "winners" were paid off in "dirty dozen" free beer. Thanks from all of us for that beer. A special thanks to you from "Uncle Neil" whose driving left much to be desired that his bill would have resembled the list price for a new set of 911 heat exchangers.

The Do It To It, did it to us all. We had a great day. Special thanks to Joe and Darlette Ratschan, for all the work they did.

(See Results - Next Column)

RESULTS

CLASS I - All 356 Except Carrera

1.	Larry Chmura	57.79	T
2.	Rip Patterson	59.98	
3.	Ed Leed	60.22	
4.	Dan Gerow	60.78	

CLASS II - 914/1.7

1.	Joe Hill	57.31	T
2.	Vance Brown	58.73	T
3.	James Peterson	61.39	
4.	Ben Frohlichstein	64.69	
5.	George Melford	66.94	APP

CLASS II - Ladies

1.	Julie Frohlichstein	65.90	T
2.	Marion Kuzniar	68.85	
3.	Marge Barron	69.76	APP
4.	Flo Dover	75.35	APP

CLASS II - 912 & CLASS IV - 914/2.0, 911 2.0 (Except E & S)

1.	Jerry Meyer	61.96	T
2.	Roger Shapiro	62.19	T
3.	Bruce Janeczek	63.29	T
4.	Richard Graves	64.09	
5.	Allan Seidel	64.47	APP
6.	Greg Blagen	64.96	
7.	Joe Fagan	65.41	
8.	Wally Ryback	68.85	
9.	Rick Grala	69.64	

CLASS I, CLASS II, & CLASS IV LADIES

1.	Sandy Gerow	61.95	
2.	Helga Meyer	62.99	
3.	Karsten Koepcke	63.86	APP
4.	Bonnie Shapiro	67.99	

CLASS V - 2.4 911 & CLASS VII 2.7 911

1.	Bob White (Socks)	58.12	T
2.	Pete Heckman	69.09	T
3.	Frank Wagner	60.22	T
4.	Bob Ostholthoff	60.35	T
5.	Larry Bobbe	61.16	
6.	Dominic Calibraro	61.97	G
7.	Terry Baumhardt	62.01	
8.	John Gustavson	62.36	
9.	Dean Bangert	62.51	
10.	Rich Cartiest	62.85	APP
11.	Steve Kravitz	63.10	
12.	Richard Ward	64.66	
13.	David Laber	65.81	

CLASS V & CLASS VII LADIES

1.	Eve Heckman	62.68	T
2.	Wilma White	65.64	T
3.	Nancy Kravitz	66.53	
4.	Gail Gustavson	74.64	
5.	Alice Graves	80.51	

CLASS VI 2.2 911 T, E, S & 2.0 911S

1.	Larry White	55.98	T
2.	Dan Gallagher	58.83	T
3.	Bob White (Other)	61.13	T
4.	Neil Holleb	61.39	
5.	Chuck Ekstrom	62.19	
6.	Lee Kass	62.97	
7.	Josh Holleb	76.05	
8.	Pat Yanahan	82.26	APP
9.	Kurt Vesely	DNF	APP

(more on page 20)



Registration.



Happy timing stand workers.



Sexy starter (runner up to Buckthal in the girl kissing contest) signaling driver to "charge".



Brilliant Tech team, they believed "Tech" was a large urban high school.



Buckthal and Roger in "Thunderblast" formerly known as Snappy Tom.



The Gustavson girls in their first business venture. If they had been selling draft "Mick" they would have the down payment on a 911 "Turbo".



Helga: Wally this is not a Concours, what are you doing here?
Wally: Well, I came out to referee the kissing contest between Buckthal and Meyer.
Helga: I'll bet on Buckthal.



Bob: Harry this is not a Concours, what are you doing here?
Harry: I'm spreading the word about our Dubuque rallye.



The only good thing about being President is that the women want to get close to the seat of power.



Helga: Ever since I saw that picture of you in Martinique, I cannot resist you.
Neil: I know, I know. That is why that infamous picture is posted on your refrigerator.



Ed: I see that Linda bit you again.
Todd: I am dumb, really dumb.



We are living proof that a family of 4 can survive 3 weeks in a 911. Not very well, but survive.



Ray: I heard you sold your two Ferraris; your Lotus, the Excaliber, the Jaguar and the Rolls.
Dean: That's right, I want to buy a 911 Turbo to go with my new Fire Engine.



Rip: It says right here you ran FTD.
Dick: I want to be called Gold Shoes.
Rip: Does that stand for the amount of money it cost you or the color of it?
Dick: Guess.



Rich Cartiest & wife, applicants. 12



Sandy: Don't let Dan catch you, he is very jealous and would probably break you Lily white body in half.
Bob: I am a lover, not a fighter. Besides I am not afraid of him anyway.



I do too have a Porsche. You can find it any time you want, in its trailer. I did win first at the State Fair, thankfully I did not have to drive.



Bob: You can buy me a beer now. Thunderblast beat that old obsolete 911 of yours.

Dan: If I can ever stop blowing engines you have had it.



It seems that there has been a big increase in the ownership of genuine "tubs".



Next time we go to Grattan we guarantee, that we'll stay nice and dry in the Holiday Inn.



Bob: When do we get to see whether or not you can cut it with the "Big time Porsche Pushers" of Chicago?

Mark: I'm afraid I have to take the Gummow exercise. I am currently concouring my 911 and don't want to be embarrassed anyway.



Sandy: I see you have got Thunderblast all together!

Sally: If Bob changes the name of that car one more time, I'll shoot him.



New member Flo Dover and Warren Beatty.



Steve and Nancy Kravitz enjoying the sunshine.



John: Your driving very well lately, Larry. You even beat Buckthal!

Larry: It takes a while to teach this Polish kid anything, but once I learn, I learn.



Eve: Does that spoiler really do any good?

Pete: Sure, it scares the opposition.



Ed: I hope some day I can be as good as you.

Bart: Impossible. I am the greatest. If you don't believe so, just ask me!



Joe: Say Larry, I want to register for Elkhart.

Larry: Sorry, the only way you guys are welcome is if you buy another 1/2 barrel of beer



My wife didn't drive in the event because she is scared. I guess you can call her Scaredy Pat.



Milly: You should have seen Dean on the Fourth of July. He was in 3 different parades in that fire engine. It did his ego a lot of good.



Gee Mr. Gerow, now that you are drinking beer again and aren't such a grouch, we will be your friends again.



Jim: You just keep getting slimmer and slimmer. What's the secret?

Bonnie: East, Roger puts all our money into Whitney, consequently we have nothing to eat.



When we drink, we get drunk.....
 When we get drunk, we go to sleep.....
 When we sleep, we commit no sin.....
 When we commit no sin, we go to Heaven!
 So lets all get drunk and go to Heaven!



If you guys think we are all Hicks and roll up the sidewalk of Dubuque at 10 p.m. you are all wrong. Why one night things got going so hot at the Holiday Inn that the art work disappeared off the walls.



Contrary to what you all think, Bruce did not fall off the Tipple, he is just naturally this way.



Well Erin, here you are at your first PCA event. I have the feeling it won't be your last as your diapers even have the Porsche crest on them.



Terry: Say Judy, you are lots of woman!
Judy: True, and I need a lot of man, and that lets you out.



Bonnie: Come on Bob, smile.
Bob: I cannot when that jerk called Dubuque the Land of Oz. Oz isn't for real.
Bonnie: I cannot believe Dubuque is either.



Porsche kids have bigger smiles and fewer teeth.



Jerry: I want your vote on the nominating committee.
Dan: You don't have to be this friendly to get it.



Winners Ladies 912 & 356.



Winners Ladies 914.



Winner Ladies 2.4 911.



Winners 914/1.



Winners 914/2.0 & 912



Steve who didn't win anything.



Winners Ladies 2.2 911



Winners 2.2 911



FTD



Winners 2.4 911



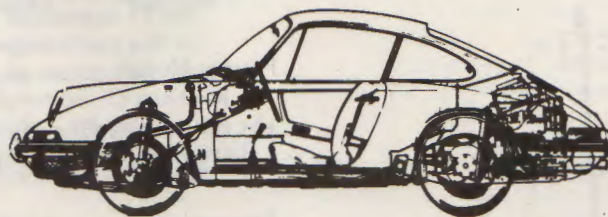
Ed receiving much sought after traveling trophy received in recognition of impaling his once nice 356 SC. on Alice Graves crash proof 911 bumpers.

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(18)
COMING EVENTS

August Event — Potter's Picnic

Date: August 10, 1975
Place: Potter's Farm, Grays Lake, IL
Time: Concours Juding - 1 P.M. Sharp,
Concours Entrants may arrive at 11 A.M.

Yes, summer is finally here and that means it is Potter's Picnic Time again. This is the longest standing event in the club and one of the best. Marion and Wayne, along with Rip and Linda Patterson once again have agreed to open their spacious farm for the club's pleasure.

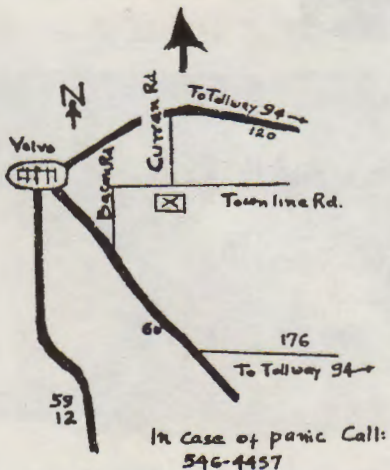
This is our only true, family event. All are encouraged to bring the little nippers. Even your mother-in-law is welcome. Unfortunately the swimming pool we have used for all these years is no longer. Due to the high cost of repairs, Wayne decided to fill it in. However there will be plenty for the kids to do as Sally Buckthal, Sandy Gerow and Diane Gallagher have graciously consented to put on a number of games for ALL kids (the big ones too!)

The family asks that you leave your mini-bikes at home, along with the dogs and cats. There is a large open area where baseball, football, etc. may be played.

Our own expert team of chefs will cook fantastic Wisconsin Bratwurst to perfection. All leftover brats will be sold at our cost. There will be plenty of cold tap beer and pop for the little ones and Bruce Janeczek.

The concours will be held on two areas of beautiful green grass. It will be our now standard four class event and it will be free. All cars will be encouraged to enter. A good cleaning surely will not hurt your Porsche and who knows-maybe you can take home some silver. If Ray Cuny can enter, you can!

Pre-registration is not necessary. The registration fee will be \$5.00 per adult (no fee to enter Concours) and \$2.50 per child. So clean up your car and kids (in that order), put your mother-in-law in the trunk, and come on out to Grays Lake.



Fourth Annual 8 Hours of Blackhawk

Date: Wednesday, Aug. 20, 1975
Place: Blackhawk Farms Race Track
So. Beloit, IL
Time: Registration and Tech 9-10:30 A.M.

If you enjoyed the Grattan Grand Prix, you will love the 4th Annual Eight Hours of Blackhawk. Once again you will have the opportunity to learn high speed handling and safety techniques in complete safety, and to get in a little practice before the Eikhart weekend.

By virtue of the fact that this is being held on a weekday, the track rental is less expensive and the course should not be crowded. For all of those who missed the weekend event, several well qualified instructors will be present to help you learn proper shifting, braking and cornering techniques.

Because this is a weekday, the concession stand will not be open so we recommend that you pack a picnic lunch but do not bring alcoholic beverages. There will be plenty of time for that later at the cocktail party and dinner will be held immediately after the track closes at Buffa's restaurant in So. Beloit.

No regional points or trophies will be presented. The event chairman requests that you leave your stingers at home and bring along your helmets. The event chairman will be using the timing lights, but only on corners 4 and 5. There will be an attempt to give you your elapsed time for this corner. This will hopefully enable students to learn the act of driving "late apex left hand corners".

Dear Diane:
I would not miss this opportunity to polish up my bathtub driving techniques. Sign me up!

Name _____
Member Applicant Guest
Porsche Model _____ Color _____

\$25.00 pre-registration (pre-registration cut is Monday, Aug. 18). \$27.50 late registration - \$27.50 at line).

Please reserve _____ Adult Dinners @ \$4.75 (Prime Rib)
Please reserve _____ Children's Dinners
Prime Rib @ \$3.75 or order off menu

_____ want instruction
_____ know it all

Make checks payable to PCA/Chicago and mail to:
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6710 North Edgebrook Terrace
Chicago, IL 60646
Phone 312/775-5944

Take NW Tollway (I-90) north to Ill. Hwy. 75 (just south of Wis. line), E on 75 to T (Blackhawk Rd.), right to Shirland Avenue, left on Shirland to Fisher Rd., left on Fischer to T (Rockton Rd.), left on Rockton, Blackhawk is on your right.

ELKHART WEEKEND

Date: September 19, 20 & 21
Place: Road America and Siebkins Resort,
Elkhart Lake, Wisconsin

Autumn leaves are coming, and with it the end of our greater summer schedule. Fortunately it is also THAT time of year again. TIME for the BEST DRIVING (where else the finest road track in America); the BEST FOOD (The real reason for the event); and the very BEST CAROUSING (at Siebken's tavern with the diet destroying sandwiches, beer and camaraderie). Pack all this into two and one half days with the big time Porsche Pushers from Chicago and it's and event you cannot miss.

As usual, the proceedings begin Friday night at 7:30 p.m. with the Karting Kettle Grand Prix. You can learn a lot about driving from these little go-carts; so bring your helmets along and have a good time. Afterwards, it's back to Siebken's for some of the above mentioned carousing.

Bright and early Saturday, it's a fabulous Siebken's breakfast starting at 7 a.m. and then out to the track. First order of business will be tech inspection and the concours. Concour judging will be at 10 a.m. so there will be plenty of track time for those entering the concours. A special tech inspection line will be set up to expedite teching those cars entering the concours. This will be the new standard Chicago four class concours, so there is no reason not to enter. You will improve your car and lose very little track time (you will have more track time than you can use anyway).

Autocross practice will begin at 9:30 a.m. and two chase cars will be run so that everyone will get all the track time they desire (remember, it's four miles per lap). Saturday night dinner at Seibken's will be at 7 p.m. with the concours award presentation. For all of you who have never been before, a jacket and tie is usual attire for the dinner and the carousing until.....

Sunday will be another of those fantastic breakfasts at 7:30 a.m. with timed runs by class starting at 9. What a weekend...simply the best time you will ever have.

The cost is reasonable when you consider what you get. Registration fee will be \$30.00 per registered (pre-registration must be received by Saturday, September 13 and accompanied by a check). All Pre-registrations will be acknowledged and you will receive by return mail materials necessary. Any registration after September 13 must call Wilma White to see if space is available. Late registration will be \$35.00. One day only will be \$20.00 pre-registered and \$22.50 late registration. Concours only is \$12.50.

Siebken's great food and lodging for the weekend is \$68.50 per person; including meals, tax and tip, based on double occupancy and \$77.50 per single occupancy. Children under 10 are half price when sharing a room with their parents. For Saturday night only which includes both Sunday meals the rate is \$35.50. Make your reservations for Siebken's directly with Mrs. Ollie Moeller, Siebken's resort, Elkhart Lake, Wisconsin 53020. A \$25.00 deposit is required, register now for WE ARE LIMITING REGISTRATIONS TO THE FIRST 100 cars.

No open exhausts allowed with the exception of factory built race cars.

See you there - Porsche Pushers Unite!

REGISTRATION

*This form or a duplicate must be sent in even if you have already registered.

Dear Wilma:

Yes, I am bringing my white socks, my Porsche, my helmet, and last but not least my wife (girl friend, etc.)

Name _____

Member Applicant Guest

Region _____

2nd driver if any

Member Applicant Guest

Porsche Type _____

Model _____

Year _____ Color _____

Tires _____ Street _____ Racing _____

Stock Modified Competition

List all modifications (failure to properly list modifications may be reason for disqualification).

Concour class a b c d

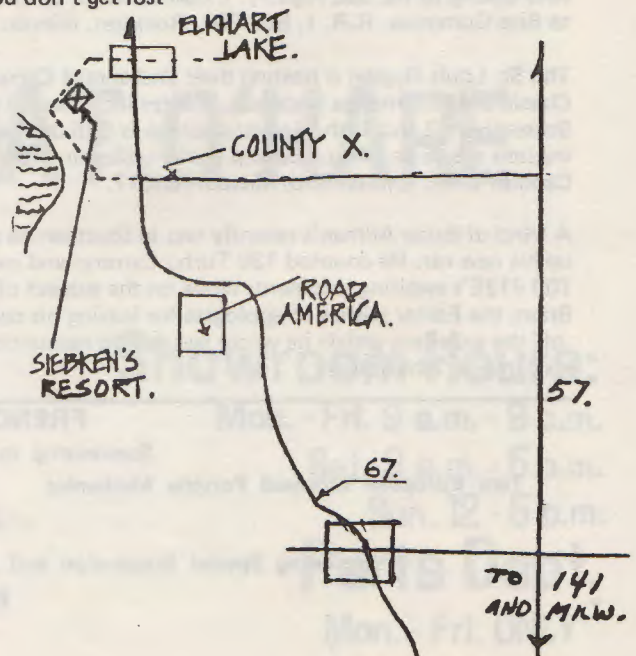
You will be assigned a pit based on your registration number.

Your check must accompany your registration, registration is limited to the first 100 cars.

Make checks payable to PCA/Chicago and mail to:

Wilma White (Socks)
2009 S. Cottage Grove Avenue
Urbana, IL 61801
217-367-0356

So you don't get lost ---



MISCELLANEOUS RAMBLINGS

We were sorry to hear of the death of Ed Russ's father. Our deepest sympathy.

On the brighter side, we were happy to learn that Helga Meyer's father is recovering successfully from open heart surgery.

I doubt if this will reach you in time, but here it is anyway. The Blackhawk Valley Region, SCCA, is presenting The Blackhawk Challenge III, Solo II, on Sunday, August 10, 1975. Our region has won this event its first two years. We hope some of you make it up to Blackhawk.

For Paul Newman's 50th birthday his pal Robert Redford left a new "Special Edition" Porsche in his driveway. Unfortunately in shipping the car had been slightly damaged. Newman had the car compacted into a small block and returned it to Redford.

The 1976 911S will have all the 1975 Carrera hardware (less rear spoiler) standard plus stereo speakers in the doors and, get this, a heatable and electrically adjustable outside mirror.

King Jussein of Jordan donated his mint 904 GTS and a 906 Carrera to the Factory Museum. Porsche showed their gratitude with a made-to-order 911 Carrera. The Stuttgart connection was made with a Royal Jordanian Air Force Cargo Plane. The king got the worst of the deal.

We understand that Ted Klint took a 1st and 2nd in C production at recent SCCA regionals races. Congratulations!

Congratulations also to two old time members, Dick Jacobs and Guy Revesz. Dick set a new lap record for D sports racing during the June Sprints and went on to take the checkered flag. Guy finished 2nd in Formula C at the sprints.

Congratulations also to Bob Gummow and Harry Muellich and respective spouses. They once again won their classes at what used to be The State Fair Auto Show newly renamed the Secretary of State's Show.

While on the subject of Concours and Gummow, the 1st annual 356 Holiday on August 30 and 31 at the Clock Tower Inn, Rockford, Illinois. This event is open only to 356 owners who belong to the 356 registry. Inquiries are to be directed to Bob Gummow, R.R. 1, Box 291, Rockton, Illinois.

The St. Louis Region is hosting their 2nd annual Carrera Classic at Mid-America Raceway, Wentzville, Missouri on September 13 and 14th. Registration fee is \$45.00 Registrations are to be sent to Ed and Darlene Slovain, 1545 Candish Lane, Chesterfield, Missouri 63017.

A friend of Brian Allman's recently was in Stuttgart to pick up his new car. He counted 130 Turbo Carreras and over 700 912E's awaiting shipment. While on the subject of Brian, the Editor wishes to apologize for leaving his name off the excellent article he wrote last month recounting his camping adventures.

An article by Dan Jedlicka, which appeared in the CHICAGO SUN-TIMES on June 25, 1975, takes a grim view of driver ability. The article points out that American car manufacturers could make cars that handled and stopped better but a study of General Motors indicates almost no one would take advantage of them. They studied the capabilities of 100 drivers (60% male) chosen to represent the general public. "... people just don't know how to use a good handling car. They tend to use the brakes, not trying to steer out of an accident. In one prime test, a plastic barrel simulating a pedestrian, suddenly was catapulted into the path of the drivers traveling 54 m.p.h. Only one didn't strike it. Most locked all four wheels losing control. Most didn't try to steer around it. Some tried steering and braking. Others did nothing at all. And one out of 4 lost complete control of the vehicle.

"The researchers discovered nearly all the drivers were unwilling to use the full cornering ability of the cars.

"On wet road, almost half the drivers experienced problems trying to maneuver. They plowed off the road. They skidded. They lost complete control of the car. Even on dry roads, many drivers, while maneuvering didn't have enough training to recover from simple skids.

"Some 54% of the males and 20% of the females rated themselves as above average drivers. Only one in five used the shoulder harness."

Ever wonder why PCA runs drivers schools?

REMAINDER OF THE "DO IT" RESULTS -

CLASS VI & CLASS IX LADIES

1.	Susan White	59.17	T
2.	Judy Haskins	65.28	T
3.	Joyce Gunther	70.62	

CLASS VIII - Modified 4 Cyl.

1.	Bob Buckthal	58.77	T
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CLASS IX - Modified 6 Cyl.

1.	Dick Gunther	55.75	FTI
2.	Black Bart	58.49	

TEN BEST TIMES

1.	Dick Gunther	Mod. 914/6	55.75
2.	Larry White	2.2 911S	55.98
3.	Joe Hill	914/1.7	57.31
4.	Larry Chmura	356 S90	57.79
5.	Bob White (Socks)	2.4 911S	58.12
6.	Black Bart	Mod. 911T	58.49
7.	Vance Brown	914/1.7	58.73
8.	Bob Buckthal	Mod. 356	58.77
9.	Dan Gallagher	2.2 911E	58.83
10.	Pete Heckman	2.4 911 T	59.09

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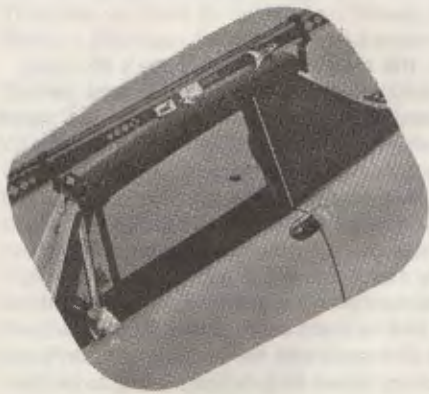
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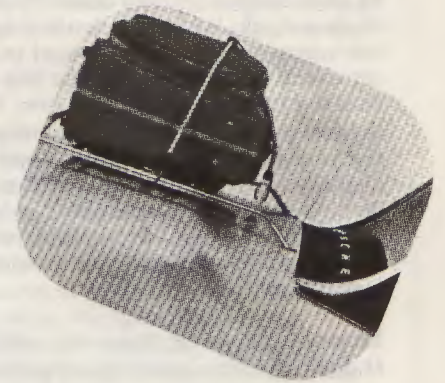
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SECOND THOUGHTS – By Ed Leed

Participation in the Chicago Region's numerous driving events has allowed all of us to put our cars through their paces and to learn quite a bit about how they handle. The events at Blackhawk, Elkhart Lake and Grattan have provided us the opportunity to drive quickly, safely and legally over the 55 MPH speed limit on a closed track. A PCA weekend at one of these tracks is not only fun and exciting but it also probably inspired a desire in some of us to go racing on a more active and serious basis. I know that that's what those weekends did for me, at least. The only thing preventing me was the finances to support what is really a very expensive hobby if it's done on a regular basis. I knew it would more than likely become a regular thing with me if I ever got started. So until the budget could withstand my assaults upon it, I was resigned to play Walter Middy and simply take advantage of Chicago Region's generous event schedule to use up my excess adrenalin.

Meanwhile, however, there was nothing to prevent Walter Middy and I from going off to watch other guys speed their dough to race. Whenever possible, I'd pack up the Porsche and head toward Elkhart, Indianapolis, Michigan International or wherever was handy. That's why I was particularly excited to learn that the city of Pontiac, Michigan was going ahead with plans to again sponsor a sportscar race through its city streets and during the Fourth of July weekend. Since the in-laws live an hour away, it should be like a super way to spend the holiday—drive my Porsche, visit relatives, go boating and take in an automobile race all in one weekend.

On Saturday, a friend and I left early and got to Pontiac just as qualifying began. I was happy to see that my favorites, the Bathtub 356's, were adequately represented by no less than three entires, two from the "Bathtub Racing Team" (Pretty clean machines, the uninitiated must have thought). I was more than a little concerned, however to see that the track presented several hazards to the drivers. My friend Cliff and I walked the whole way around the track and found that the fireplugs and lampposts stood exposed and unprotected right at the curb (where else on a city street, right?) and I shuddered at the thought of ripping into one of them at 100 MPH on the straight. We also found the course to consist of eight 90 degree turns and one hairpin. No hills or reverse camber corners, not even any jumps or anthills. It did have lots and lots of curbs though, maybe even more than at Union 76. Again, what do you expect at a street race? The real bitch however, was the Armco. They had Armco guardrail barriers all over the place, especially at the exits from the corners. The armco was bolted to sand-filled 55 gallon steel oil drums and was always in the way of taking pictures. Isn't that why they put it there?

The field was a mixed bag of cars. Mini-Coopers, Sprites, Corvettes, 914's, MGB's, Pintos, Bathtubs, Camaros, "C" Sports Racers, even a tricked out Volkswagon Beetle that put on a surprising show. The star of the show was local hero and last year's winner, Warren Tope. Last year, Tope won a tough race in a Pantera. This year he brought a fire-breathing megahorse McLaren M8B to insure a repeat performance. After a LeMans' style start that was truly fun to watch, the field took off. Tope couldn't get his car started until most of the field had left, so when he finally got off he had quite a way to go to catch up. To illustrate how outclassed the other cars were, it only took

Tope six laps of a little over a mile each to catch the front running Corvette and take over first place. After the excitement of watching Tope blow the doors off everybody dwindled, I turned my attention to clocking and taking pictures of the Bathtubs as they did battle around the course.

A few minutes later, the crowd gasped as Tope's McLaren went straight at turn 2, which was about a hundred yards away from where I was standing. I saw sand, just a few pieces of the car fly as he slammed headon into then under the Armco barrier. Through my binoculars I could see that the Armco had come to rest on the cockpit. I recalled the articles I'd read in Autoweek about the guillotine-like dangers of Armco at racetracks. I was screaming inside as I realized that if only the Armco had just missed him, if only he had managed to duck, if only it went over him maybe he'd get out of this mess okay. I was surprised to find myself so upset and concerned for someone I didn't even know. I watched as they lifted Tope's limp body from the wreckage. I couldn't see any blood so I was hopeful that he was simply unconscious. The race was stopped and for 15 minutes they worked on him before the ambulance left. An ominous sign, I thought. He must be in pretty bad shape but at least he's alive, right? There was no announcement other than that the race would resume when they had replaced the Armco. Replace the damned Armco? If the Armco had been 25 yards further back, Tope may have had a chance to show down enough to avoid driving under it. Granted, a spectator area was 50 yards from the corner at that point, but a tire-wall would have been more effective, perhaps backed up by the Armco barrier. Anything but Armco. I recalled that Helmuth Koinigg had been decapitated by Armco at last year's Watkins Glen Grand Prix and I became even more angry with the whole situation.

(Look up the Watkins Glen report in the January 1975 Road & Track and you'll find not only the Koinigg story but also a story about last year's Pontiac street race which Top won. Uncanny).

I had suddenly lost interest in the rest of the race. Sunburned, tired and drained emotionally, we left. Along the way home we tried to pick up any radio news of Tope's condition. Nothing. After arriving at my in-law's home I took a shower while the rest of the family checked out the TV news. When I came downstairs later, I learned that Warren Tope had died. I almost cried. Really. I also decided that maybe I wasn't so serious about buying a Formula V after all.

Something else occurred to me. The precautions that our various event chairmen have taken when organizing our speed events have effectively insulated us from some of the genuine dangers of real road racing. It took seeing a man die in a really dumb accident to jolt me back to the reality that the things we in PCA do with our cars are not too much different from what Warren Tope was doing with his: Having a good time driving. Has anyone ever thought about going straight at Blackhawk's turn 4 and stuffing your car into the wall? How about the Armco at Elkhart's Canada Corner? Probably no more than Tope did about driving under the Armco at Pontiac's turn 2. And that's my point.

NEXT YEAR TRY A HOLIDAY ON WHEELS by Wilma White (Socks)

Not trying to take over Judy Holleb's or Joyce Guenther's job of travel agent, but if anyone is planning a long weekend for the Fourth of July, 1976, the White Socks family heartily recommends that you try a "Holiday on Wheels". This year we took in Holiday on Wheels III, put on by Western Michigan Region and had a super time!

Since it was a holiday on wheels, we took the name to heart and followed through with our lodgings, all the way. We stayed Friday night at the Holiday Inn in Grand Rapids (the Chicago group couldn't have been too bad over the Grattan weekend since they let us come back!) and Saturday the one in Benton Harbor. The Holiday Inn that really turned us on, however, was the one we discovered Thursday night in Olympia Fields, Illinois. There was no swimming pool, but the pool table and garage space more than made up for that and the absentee hosts, Dan and Sandy Gerow, left a refrigerator full of wine and Coors. The air-conditioning worked and the king-sized bed was comfortable. What more can you ask for? Porsche people are great!

Friday morning bright and early we headed north for Grand Rapids. The weekend schedule included a concours Friday morning and a rallye Friday afternoon. Saturday was all day practice for the autocross on Sunday. I very cleverly had left the instructions on how to get to Calder Plaza, the concours location, in a suitcase which was in the bottom of Too's trunk. However, all was not lost. Just outside of G.R. we got on our CB radio and asked if anyone could direct us to the plaza. Immediately a voice asked if we were driving one of those "funny little furrin' cars" and when we replied affirmatively, we were asked where we were and then if the road was clear. The voice said he was putting his hammer down and a silver 914 caught up with us in time to lead us directly to the concours site. Porsche people are great!

Calder Plaza is dominated by a huge metal sculpture by Calder and it was a most impressive sight to see the colorful Porsches encircling the monstrous sculpture. There were only 15 cars entered, but they were Class A, every one of them, and we considered Too lucky to manage a fourth in class and 5th overall.

The rallye was listed as a "Continental" Type. This meant that you followed the instructions as usual but did not have to calculate anything while you were driving. You could arrive at a checkpoint on time or early, and get no penalty points. If you were late you received a penalty. Once you crossed the checkpoint you stopped and then calculated what time you SHOULD arrive at said checkpoint and you received the usual penalty points by how far off your calculations were from the rallyemaster's. It was a fun rallye in that you could enjoy the drive and the beautiful western Michigan countryside and didn't have to constantly be calculating, and still there was the challenge of some figuring to do. No one got lost and we didn't rallye to Reno. Wendy was in the back seat and can witness to that, if necessary. Dawn was navigating for Tom Gasser from Southeast Michigan Region, who had come sans navigator. Dawn the rallye was super...she finally learned the ins and outs of figuring distance and speed and finished a rallye, all at one time.

Dinner was held at the end of the rallye and trophies were awarded for the events of the day. We got an "also ran" ribbon for our fifth in the concours and two ceramic mugs for our fourth in the rallye. Not bad for a day's work! We also got acquainted with quite a few of the people from Western Michigan Region and found that they were almost as raucous and noisy as the Chicago group. Some of you may remember Bill Moses, a former Chicago Region member who moved to Grand Rapids about seven years ago. He and Marilyn are doing their bit, together with their super fast 356, to keep things rolling in Michigan.

Saturday the scene changed to Nothdurft Farms, just outside of Watervliet, Michigan. This was one of those tracks you've always heard about but never seen. In fact, you've begun to doubt if such tracks exist. It seems that about 15 years ago the present owner's father built the track for his son so he could practice racing during the week. It's a 3/4 mile track nestled on twenty acres of land. The record time held there is 42 seconds in an Alfa...the fastest Porsche got around it in :48.99 FROM A STANDING START on Sunday. The most interesting thing, however, is that it was widened this year to eleven feet from eight feet. At first Bob said, "There can't be a line on such a narrow track." Then he drove it and found there was a line. By Sunday afternoon he was saying that the faster you went, the wider the track got! Anyway, Saturday was devoted to practice laps and a brats and beer party at the track that evening...there was lots of both, and plenty of hungry and dry folks to consume them.

The competition started Sunday afternoon. Saturday had been hot and humid, but Sunday we were blessed with clouds and the threat, but only the threat, of rain. For those of us timing, it was perfect, and the track, which is blacktop, was fast. Bob had FTD until the third car from the end. Jerry Dillinger from Motorstadt turned in the :48.99 in his '74 Carrera and Bob went out to try to beat him. Bob managed a :49.5, not quite good enough, but it gave him a mug, a first place this time.

There was a lot of good competition. This autocross was the first in the IROC (Interregional Race of Champions) autocross series which is sponsored by Western Michigan, Michigan-Indiana, and Motorstadt Regions, each region hosting one auto-cross and regional members accumulating points towards an overall trophy for one region at the end of the series. There was an overall trophy for Holiday on Wheels which was given to Bill Moses, the competitor who managed to do best in all three events of the weekend. There were also a lot of super Porsche people around, some old friends and many of them new friends. Hope we can make it again next year and that we'll see some Chicago faces there. All in all, Holiday on Wheels III proved that Porsche people ARE great!

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