

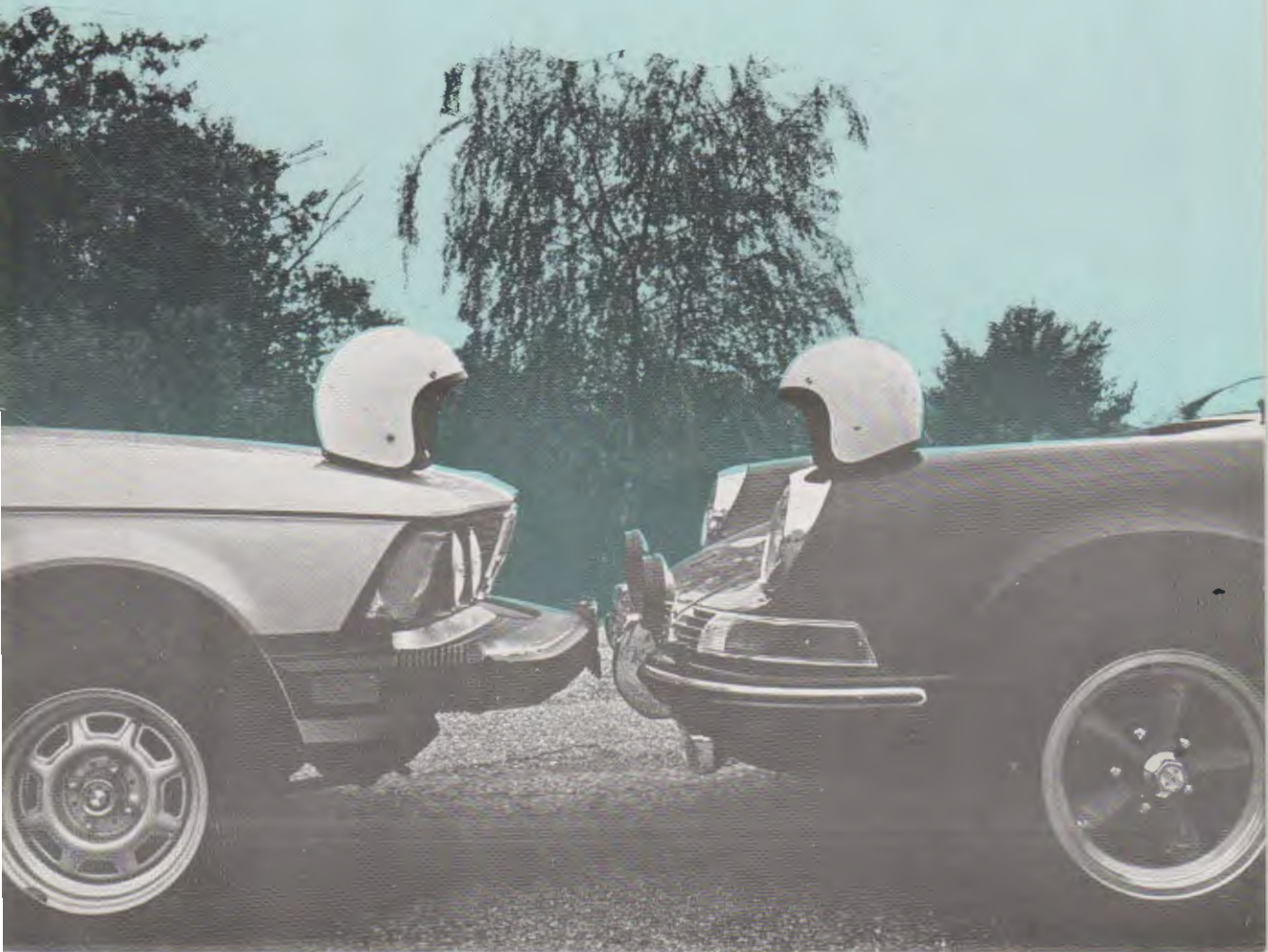
PORSCHE CLUB OF AMERICA  
VOLUME 17 ISSUE 7

# CHICAGO SCENE

A MONTHLY PUBLICATION

AUGUST

1977



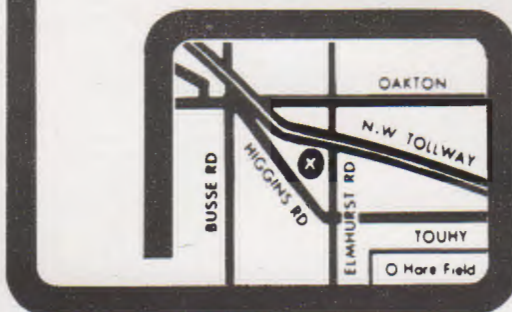


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# THE Chicago Scene

Official Publication of the Chicago Region PCA

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<b>Advertising</b>		
Rich Ward		312-747-3029
<b>Production &amp; Layout Editors</b>		
Paula & Tom Lynch		815-485-4502
<b>Articles, Feature &amp; Photo Editor</b>		
Jeff Thurmond		312-382-1580

## NEWS

- 4 - EDITORS EMPORIUM
- 4 - SHORT SUBJECTS
- 4 - AUTOCROSS PCR'S
- 7 - COMING UP
- 9 - COMING EVENTS REGISTRATION FORM
- 16 - ELECTIONS

## FEATURES

- 4 - LETTERS TO THE EDITOR
- 5 - REAR VIEW MIRROR
- 10 - TEN YEARS AGO
- 10 - A WOMANS POINT OF VIEW
- 11 - CONCOURS TIP NO. 6
- 11 - TECHNICAL TIPS
- 13 - PERSONAL PORSCHE
- 14 - RALLYE ROUTES
- 16 - DIRTY DOZEN ON THE ROAD AGAIN

## DEPARTMENTS

- 17 - GARAGE SALE
- 18 - FUTURE EVENTS
- 18 - ADVERTISING RATES

## ADVERTISERS

- 2 - PORSCHE AUDI AT O'HARE
- 6 - THREE O'S AUTO BODY
- 8 - ROAD AMERICA INC.
- 10 - AUTO CLASSICS
- 11 - TRIPOLI AUTOMOTIVES, INC.
- 12 - OLD WORLD BODY SHOP
- 13 - PETER FISCHER IMPORTS, INC.
- 14 - SPIWAK'S SERVICE CENTER
- 15 - WHEEL WORKS
- 16 - MIDWEST TOYOTA
- 18 - BODY WERKS OF BARRINGTON
- 19 - KISCHKEL PORSCHE-AUDI
- 20 - BRYNTESEN PORSCHE-AUDI

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## CONTRIBUTING EDITORS

Paula Lynch  
 Jeff Thurmond  
 Dick Gunther  
 Tom Masles  
 Frank Wagner  
 John & Gail Gustavson

Tom Lynch  
 Beth Killheffer  
 Ginny Gummow  
 Bob Ostholthoff  
 Rufus  
 Bonnie Shapiro

## COVER

by  
 Jeff Thurmond

## CREDITS

Photos  
 Ginny Gummow  
 Jeff Thurmond

# The Editors Emporium

By Jeff Thurmond

Transportation Secretary Brock Adams has ordered passive restraints (air bags) phased in over the next 7 years. By 1984 (Yes—G. Orwell) all cars will have them. Congress can overrule this . . . so write.

Chris Amon, the famous New Zealand Racer, announced his retirement in July.

If you've been thinking of buying a new diesel car (as a second to your Porsche of course), think about this: A Federal Economic Dept. study notes that if 5% of U.S. cars were diesels, the cost of diesel fuel would raise above normal gas costs . . . it takes more petroleum to make diesel than gas.

Good ol' always finish Porsche took 1st and 2nd at Daytona. . . No surprise!

Eugene F. Bussiam, called by all as "Gene", will receive his "Charter Membership" in the Porsche Club at the Potter's picnic. Gene has been a member for over 20 years and his is one of six such "Charters".

New region Logo patch now available at the goody store.

On July 13, 1977, Porsche jack lost at Blackhawk — contact Ed Russ if it's yours.

You will notice a change in this month's *Scene* delivery. At the July board meeting, it was decided by the Board to have the *Scene* mailed 1st class instead of Bulk Postage.

## short subjects

### 1978 CALENDAR

By J. Meyer

Now is the time to begin planning next year's calendar of events.

If you have an idea, or want to just share your thoughts, let me know. The Chicago Region is a democracy and we need your input.

Also, if you would like to work an event or be an event chairperson, let the respective event coordinator (Osthoff, Gladish or Masles) know.

Tschus  
O.J.

## AUTOCROSS PCR'S

By Dick Gunther

With our Regions mini-Road America at Elkhart Lake coming up, a few items need to be pointed out. At the Elkhart weekend event, when running on the track, different PCR's will be used. PCR's are the Classes of cars. It will take 3 cars to make a class. Bumping schedules will be posted at the track. "Racing Only" cars can have open exhaust systems. Any car running with an open exhaust will automatically be put into a racing-modified PCR class. The car classes for our Road America are:

#### Class

1. All 356 Porsches
2. All 912, 912E, 924
3. 914 1.7 and 1.8 engines
4. 914 2.0, 911 2.0, and Carrera 2
5. 914-6, 911 2.0 L, E, 911 2.4 all

6. 911 2.2 T, E, S and 911 2.0S
7. 911 2.7 All
8. 4 cyl. modified w/street tires
9. 6 cyl. modified w/street tires
10. 4 cyl. competition — or/race tires
11. 6 cyl. competition — or/race tires and Turbo's
12. FTD

## Letters to the Editor

7/31/2001

Dear Editor:

*I have been involved in PCA activities with my parents for the past 30 years. Upon reaching the age of 18, I became a regular member. I have watched the maturing of the breed with jubilation. I remember back when everyone was apprehensive about the engineering change from rear engine 911 to front engine 928. I recall the uncertainty, when Porsche changed from electrically operated, thermostatically controlled rear view mirrors to camera controlled rear facing interior, black and white, monitors. Some of us couldn't understand why the glove compartments (one heated, one cooled) were a necessity. Yet, we accepted it!*

*With the dawning of the 954, the necessity of a solar paneled, power cigarette lighter at a \$240 option cost left us aghast! Was it really worth it? — Since the government banned smoking and driving at the same time.*

*Two years later the 956 was unveiled. What an impressive list of standard equipment — automatic illuminating, forward facing, light refractors, P-16's on BS wheels. Electrically-operated, solar-powered, interior disintegrating receptacles for litter front and rear (a PCA mandate by the concour nuts.) Optically controlled rear-facing color camera monitors, with automatic infra-red change-over for night driving. Anti-bacterial, dirt retardent, continuous clean Cocoa mats. A Blakput Peoria, the newest AM/FM/SW/SSW/CB/BS, multi sonic sound system. And many more comparable options too long to list.*

*In the last few years, there have been so many stringent federal regulations on privately owned personal transportation devices, we were unsure of what Stuttgart would do.*

*Let me report that at the 46th Annual Porsche Parade, Porsche-Audi has answered PCA. The 2001 advertising campaign will promote the following: "Of course our \$315,000 Quadro-charged 977 will beat a \$52,000 Chevrolet Corvette. (By 3 minutes on a 100 foot slalom.) Then we tried our \$71,000 Audi Turbo Fox and it beat a Corvette.*

*We were sure to continue to dominate again, the automotive world.*

*I've got to stop now because I'm informed my visually monitoring communication center, has a return message on my earlier inquiry to a Pano ad on a concour 1972-911 T (like my Dad had) with that old basic elegance.*

Sincerely,  
CHRISTIAN LYNCH

# THE REAR VIEW

# MIRROR



By John & Gail Gustavson

When the checkpoint crews get sunburned instead of their ears burned, you have a good rallye. And a good rallye it was. A beautiful day for a FATHERS DAY rallye. Good roads, good folks and good cars.



Who could ever forget O. J. Meyer's expression when he turned on Fisher Road and it was the Fischer Road that was spelled wrong. Probably the first time in their entire careers that Jerry and Helga ever maxed a leg (they also took 1st place in the Equipped Class).



Norm Studier and his son, Mike, were one of the many Father/Son teams present. Well, Norm and Mike followed the instructions and went "Left at Stop." Except it wasn't a stop because the Stop sign was on a utility pole and the General Instructions said to ignore information on utility poles. Trickee. Anyway, they made it to the checkpoint late. It didn't hurt them too much though, Father/Son Studier took 1st place in the Navigational Class.



Hackney's was good, as it usually is and drinks, dinner and the trophy presentations closed a fun event. Hackney's must have broken a record for selling cold beer to Porsche People.



Special thanks to George and Sarah Melford for teaching the rallyemaster how to rallye. Thanks to the many point wokers and all hands for an excellent job. Thanks to Gail Gustavson for registration and for putting up with all this. Thanks to all you good people for coming out to this rallye!

The Touring Class had to answer questions as they went along the route. Some good responses were submitted for the tie-breaking questions. — Question, Who won LeMan's the most times? How many?

Bill Hubert's answer was "Steve McQueen, six times (that's how many times I saw the movie)."



Question—True-False: Rallyists are self-abuse fans. Rip and Linda Patterson very fittingly replied, "No way! It just takes two to do it right."

AMEN: See you at the next rallye.



# RESULTS

## EQUIPPED CLASS

	POINTS
1. Jerry and Helga Meyer	1037
2. Jack and Pat Gilsdorf	1396
3. Ken Lessing and Sherm	2029



## NAVIGATIONAL CLASS

1. Norm and Mike Studier	2632 T
2. Rod and Gerrie Gustafson	2985



## SEAT O'PANTS CLASS

1. Pat and Tom Harwood	1690 T
2. John and Diane Welda	1893 T
3. Pete and Debbie Goebel	1927 T
4. Pat and Bonnie Yanahan	2031 T
5. Owen and Gail Johnson & Craig	2125 T
6. G. Mottl and R. Von Kaenel	3021 T
7. Emil and Kathy Bohach	3095
8. Gerry and Sue Ryglowski	3726



## TOURING CLASS

1. Dennis and Vicki McFarlane	635
2. Maureen Hutton and Jim Harper	951 T
3. Bob and Helen Hubert	973 T
4. Pete and Eve Heckman	1267
5. Joe and Peter Thoesen	1296 T
6. Tom and Ollie Grutzmacher	1319 T
7. Rip and Linda Patterson	1705
8. Larry White and Nikki Howard	1730
9. Chuck Shank and Sue Blomquist	2061 T
10. Al and Bernice Ostholthoff	2106
11. H. Minglegrin and M. Gold	2430
12. Dean and Linda Kinzer	2733
13. Terry Dick and Linda Lyke	3486
14. Dick and Marge Gollhofer	4787



# COMING UP

by Paula Lynch

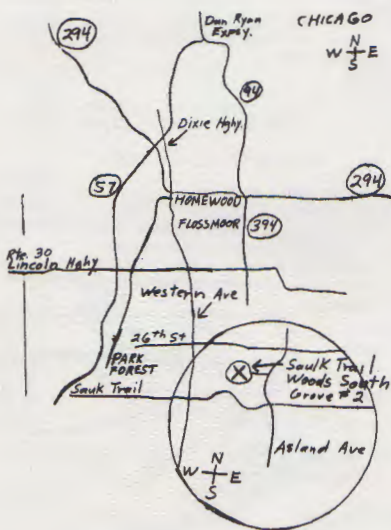
Just a reminder of this summer's events. There are enough things for you to do in this club — you couldn't be bored!

## SUNDAY NIGHT SPECIAL

Coming up on July 24, is the "SUNDAY SPECIAL". This is a fun trip to Road America. Leave the driving to us. The time to leave is 7:30 am Sunday. The meeting place is Neil Holleb's plant — 800 Supreme, Bensenville. The cost is \$35 per person. This includes breakfast, cost of bus, all the beer or booze you can consume. . . . not to mention gate fee plus pit pass. See July's *Scene* for further information.

## SUMMERFEST WINDY CITY BMW CLUB

On Saturday, July 30, the "SUMMERFEST" sponsored by the Windy City BMW Club is a picnic you are sure to want to attend. The BMW Club has promised us stiff competition in Concours and athletic events — but being the staunch breed that we are, we'll show them who is best! This event takes place in the Sauk Trail Woods in Chicago Heights. That's southwest for all you north woods people. The time is 12:30 — lunch served at 2. The cost is \$6.50 for adult dinners and \$2.50 for children under 12.

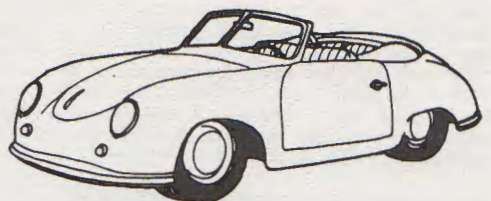
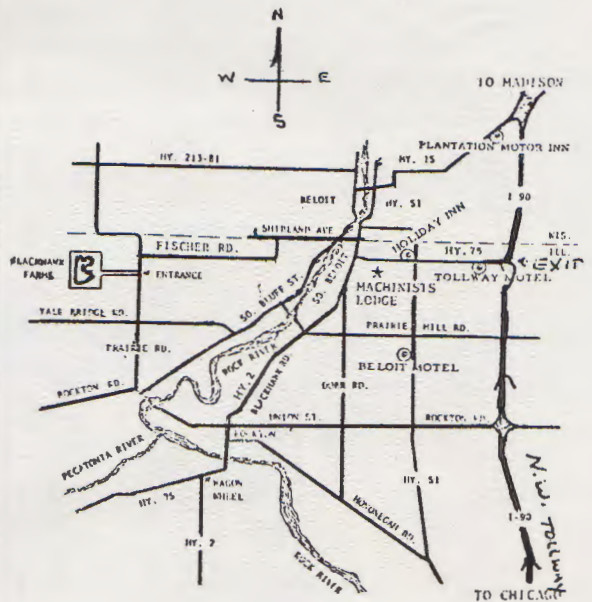


## MID-WEEK SPEED EVENT . . .

### BLACKHAWK



August 17 brings to us the second MID-WEEK SPEED EVENT . . . BLACKHAWK. The cost is \$27.50 preregistration and \$30 late registration. Registration at track will be from 9 am to 12:30 pm. Driver's meeting at 10 . . . be sure to attend this second mid-week event.





**COMING EVENTS REGISTRATION FORMS**

**July 13 & August 17 – MID-WEEK SPEED EVENT . . . BLACK HAWK**

NAME \_\_\_\_\_ No. Cars \_\_\_\_\_ (\$27.50 Prereg. – \$30 late)

No. Adult Dinners (Buffa's Prime Rib) \$ \_\_\_\_\_ (\$5.75 ea.) No. Child \_\_\_\_\_ (4.25)

MAIL REGISTRATION TO: Dan Gallagher  
6710 North Edgebrook Terrace – Chicago, IL 60646  
ALL CHECKS PAYABLE TO – PCA/Chicago Region

**July 24, 1977 – "SUNDAY SPECIAL" Road America Can Am**

NAME: \_\_\_\_\_

SAVE \_\_\_\_\_ NUMBER SEATS FOR ME:

ENCLOSED IS CHECK FOR: \$ \_\_\_\_\_ (\$35.00 ea.)

MAIL REGISTRATION TO: Jeff Thurmond  
446 Lageschulte Road – Barrington, IL 60010  
ALL CHECKS PAYABLE TO – PCA/Chicago Region

**Saturday, July 30, 1977 – "SUMMERFEST" – Windy City BMW, Inc.**  
12:30 . . . Lunch served at 2:00

NAME \_\_\_\_\_ CLUB \_\_\_\_\_

NO. ADULT DINNERS: (\$6.50) \_\_\_\_\_ NO. CHILDREN (Under 12 – \$2.50) \_\_\_\_\_

MAIL REGISTRATION TO: Greg Onyschuk  
1625 Olive Road – Homewood, IL 60430  
MAKE CHECKS PAYABLE TO – Windy City BMW Club  
For more information, you may call Greg Onyschuk – (H) 799-6323; (B) 565-1600

**August 21, 1977 – "POTTER'S PICNIC"**

Dear Linda:  
I've got my car clean \_\_\_\_\_ (Check all three) and am on my way.

Appetite Whetted \_\_\_\_\_  
Sneakers on \_\_\_\_\_

NAME \_\_\_\_\_ MEMBER \_\_\_\_\_ APPLICANT \_\_\_\_\_ GUEST \_\_\_\_\_

NO. ADULTS (\$5.00 ea) \_\_\_\_\_ NO. CHILDREN (\$2.50 ea.) \_\_\_\_\_

MAIL REGISTRATION TO: Linda Patterson  
1004 Twin Lakes Blvd. – Wildwood, IL 60030  
ALL CHECKS PAYABLE TO – PCA/Chicago Region

**September 9–11, 1977 – ELKHART – ROAD AMERICA**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

ENCLOSED IS \$45 for FULL WEEKEND \_\_\_\_\_ ; \$30 FOR ONE DAY: SAT. \_\_\_\_\_ SUN. \_\_\_\_\_

YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_ CLASS \_\_\_\_\_

Send Registration no later than August 31st to:

Joyce Gunther  
5433 Suffield Terrace – Skokie, IL 60076

ALL LODGING RESERVATIONS MUST BE MADE DIRECTLY TO LODGE (SIEBKIN'S)  
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# 10 YEARS AGO

## A WOMAN'S POINT OF VIEW

By Paula Lynch

'What is good for some, may not be good for all.' I will adhere to this old adage. It may go against many of the avid Porsche Pusher's ideas; however, I feel it is true. I am talking about driving in gymkhanas or track events.

Some of us tend to be weak in the stomach. Driving the cars at close to full potential can lead to vomiting, fainting or acute stomach cramps. Therefore, we do not feel we should subject ourselves to such grueling punishment.

Recently, someone asked me why I don't drive. I replied, "I don't like to." that is the truth of it. To quote another non-driving wife, "It's like going to Great America, and having someone ask you to ride on the most agitating roller coaster there. You reply, "If I get on that, I will vomit." They answer, "Well, try it and we will see if you do." There are many of us who really don't like driving the cars. Some don't know how to. (Gasp!) However, being in the Porsche Club, you are offered other alternatives. You may always help with timing or running an event. Rallying is another sport where you don't have to drive. Myself, I enjoy preparing our car for Concours. This can be an active involvement, with no physical stress.

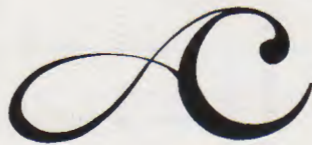
Several articles have been written regarding how it feels to drive in events. I felt someone should speak up for the non-drivers. There is no reason to feel guilty for not driving in an event. The Club would like to see more women drive, but, you are your own person and have only to answer for yourself. If you don't want to drive, don't feel pressured to do so. You can do so many other things to be an active member.

AUGUST '67

POAC reception August 20. 175 PCA'ers and guests toured new facilities in Northfield and were treated to Wurzbürger beer from wooden kegs, plus delicate hors d'oeuvres. A few members don't recollect how they got home!



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# CONCOURS TIP # 6

## ON AESTHETICS

by Tom Masles

To those of you that have read my concours tips and my article on "Elegant Simplicity," this article may seem a contradiction. Admittedly, there are features of the 928 that go above and beyond the call of duty, and for this article, I choose to overlook them.

Louis Sullivan put the design world on its ear with the theory "Form follows function." An anonymous designer improved that thought with "Less is more." A premise that I've developed for myself, I believe, improves both of these . . . "The quality of a system is intrinsic."

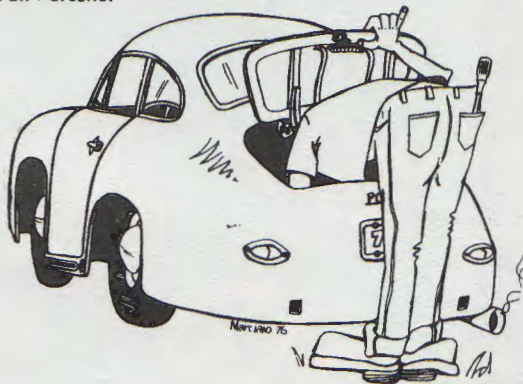
Quantitatively, the 928 abounds with complexity. It is NOT simple. Qualitatively the 928 has been expounded upon at great length and is also determined to be NOT simple.

Aesthetically, however, it is very simple. The final design compared to preconceived sketches shows a well disciplined progression to a form almost as simple as an egg. With the only two embellishments, the Porsche crest on the hood and the embossed name on the rear (which is a welcome relief from the garish reflective panel of the rear of the newer 911 models), the 928 seems to have returned to a rounder form than the 911; even simpler than the 356. There are no design elements which have edges or corners. The "soft" theme is extended to the wheels (which are found of course; Porsche probably won't re-invent the wheel . . . I don't think) which have no spokes. The embossed name on the bumper was the only "clean" solution to marque identity and is applauded! Prediction, by me, is that when the first 928 arrives in the U.S., it will not have a number designation on it. The form alone will identify the 928. The design is so pure, there could be no solution to the placement of an emblem (maybe "928" etched in the glass of the rear hatch)

Of course, after realizing the thought that went into the 928, one must be assured of intrinsic quality down to

the last element. And from there, Porsche refinement (not Federal compromise, I hope) will improve the system.

Engineering features aside, the 928 was designed with a flowing continuity characteristic of Porsche design for 25 years. Die-hard Porsche freaks may argue for a while about the water-cooled, V-8, but aesthetically the 928 is all Porsche.



## TECHNICAL TIPS

by Rufus

For those of you that do your own engine work, especially pull your spark plugs, you may be a little bit worried as of late. Many people have reported rusty-red deposits on the electrodes and porcelain insulators. This color (rusty-red) would normally tell you that there was water in the cylinders (a real worry for air-cooled Porsche pushers).

Don't worry about it. According to the spark plug manufacturers, this is due to the gas we now buy. The red-rust color is a product of new additives. It is called "MMT". This is a manganese compound used as an anti-knock chemical as opposed to lots of lead.

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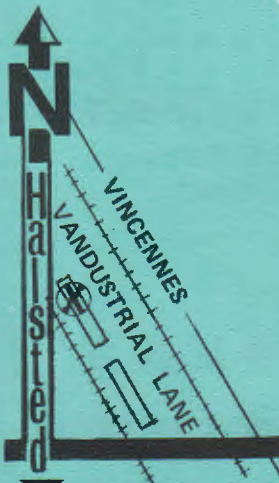


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# PERSONAL PORSCHEs

by Bonnie Shapiro

We have had several Porsches: a 1964 356 Coupe, a yellow 1962 Roadster, a 1957 black Speedster (fondly known as Whitney), a 1968 tangerine 912, a white 1973 914 2.0 litre, and "My Personal Porsche", our metallic blue 1971 911T coupe. There are several reasons why I favor our 911 above the rest. For one thing, we brought it home to live with us 4 days before Jesse was born. It was exactly the car we wanted. We did not buy the car and then change it. We ordered it exactly the way we wanted it, right down to the tires. We went to the dealer with a list of options, color selection, everything. If it meant waiting 6 months for our car, we would have. As it turned out, we did not have much of a wait. The day it came to live with us, a television commercial was being filmed in our house. Needless to say, it was pandemonium — art directors running around, models running around, generators going, cameramen re-arranging our furniture, etc., etc., etc.

About 7 in the evening on March 12, 1971, Roger walked in the house, totally unnoticed, of course, due to the 20 extra people crowding our front hallway, and asked me to come out to the garage with him.

When I entered the garage, there sat our 911, smiling at me. I shrieked as if a long lost loved one had finally come home to roost, and said, "It's exactly what I wanted!" Little did I know, that 4 days later at 3:30 in the morning I would be saying the very same thing about our terrific son. Anyway, our 911 has meant a lot to me. Some cars are cooperative and helpful and try to help themselves as opposed to others which fight you every step of the way. Our 911 has give me nothing but pleasure. For starters, it earned me my first autocross trophy and that certainly made me proud. it gets occasional aches and pains, to which it is entitled — after all, our 911 has a soul! She is a joy to drive and is my prized possession. I say mine, because Roger certainly enjoys driving her, but the kind of pleasure I get from her is the kind of pleasure he gets from his racer. It's a feeling that defies description. When I am behind the wheel, I feel special because I think of our Porsche as special. There is definitely a communication between me and my Porsche, the driver and the machine. You must develop a rapport with your Porsche, as you would with a new child.

I feel this with our present Porsche, and it's a feeling I did not have with any of the others, no matter how special they might have been in the eyes of others. I am emotionally attached to this car. I love the way she handles, I love the way she sounds, and I love the way I think I look when I am behind the wheel — special. She does not like rain or snow, and she does not like to be dirty for any length of time. She enjoys long trips, but does not like to "run errands." She is definitely treated like a Princess, and in my opinion, has earned that right. She is a beautiful piece of engineering and workmanship, and deserves to be taken care of. Like a new baby, she is waited on, cooed over, kept dry and warm and loved very much. She is mine — and I am a very proud mother!

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# RALLYE ROUTES



## BEHIND THE SCENES

by Bob Ostholthoff

Participating in Porsche Club events is a pleasure for us all. We enjoy spending a day or weekend in our beloved autos challenging the event chairman's attempt to test us and our machines. Whether we win or lose is not always the most important thing. The fact that we merely had a chance to participate in a great event is reason enough to be satisfied at day's end.

In the midst of an event, I wonder how many of us actually take a moment to think of how much work was put into it. Many of us are not aware of what goes on behind the scenes of a rallye (or any of our other events) both before and during the event. I think we would all appreciate rallyes much more once we saw the incredible amount of work required to put one together.

When any of our members agrees to chair a rallye, he/she is taking on an immense challenge. A rallye chairman deserves every ounce of credit he can get. The amount of time spent working on pre-runs alone is worth a standing ovation.

Writing a rallye from scratch is a true art. It requires knowledge of the sport, knowledge of a geographical area, countless hours of work and true devotion. The Harwoods are presently creating a rallye for our club. They have worked on it for close to a year now and are just about ready for a rough pre-run. Once they settle on the base rallye, they will then have to run and re-run it to work out the bugs and polish it up. (See, Masles, rallyists know how to polish, too.)

Many of the rallyes used by clubs today are obtained with pre-written routes, which makes things much easier for the chairman. However, these are then tailored to the individual club and its preferences. So, there is still plenty of work involved in setting up any rallye. Literally 1,000's of miles can be driven on pre-runs and 100's of hours spent coordinating it all. A 100 mile rallye can easily be pre-run 10 times to work out details.

A rallye chairman's job is packed with plenty of worries, also. A rallye must be perfect. Unlike other events, a problem that arises during a rallye can rarely be cured. A single error is enough to spoil an entire rallye. The chairman must thoroughly review all general and route instructions and double and triple check the rallye route, signs, road conditions, etc. Everything must mesh into a smooth running operation. By the time rallye day comes around, a chairman has not only pre-run the route in his car numerous times, he has run through it countless times in his mind — not to mention waking up at night in a cold sweat wondering if Bull Valley Road is an opportunity or not.

The chairman must also acquire his checkpoint crews. Again, this aspect of the event is unlike any other event. Each checkpoint crew must work as an efficient unit. They must be prompt and reliable with their assignments. If they don't arrive at their respective checkpoints, nothing but trouble ensues. You just don't find extra people out in the corn fields of Wisconsin waiting to step in.

The checkpoint crews are interesting items in themselves. As each rallye car passes through a checkpoint, a number of things happens that the rallye car never sees. Each crew member is assigned one, two, even three chores to fulfill as each car enters the control. Car numbers must be spotted, times recorded, score sheets filled in, special instructions handed out — all in the time it takes a Porsche to travel past a checkpoint sign. And when several crazy, lost rallye teams all arrive at once . . .!

Trying to describe all the effort required to put on a rallye is almost futile. I wish you could all experience it first hand to understand and appreciate what happens.

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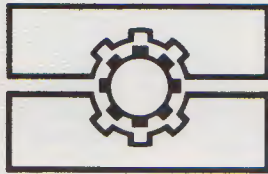
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## ELECTIONS

by Jeff Thurmond

It is election time again — that annual event where the Chicago Region's Officers and Directors are selected to serve terms of office. When I joined the club, I didn't know how one became President, or any other officer, let alone one of the Board of Directors. However, I assumed the selection process was much like the process used in public office, i.e. Governor, Mayor, et. al. Well, it is . . . sort of.

For those of you who don't know or can't understand all the mumbo-jumbo of the Region's By-laws, here's how the Club's selection process works: prior to the August Board Meeting, usually in July, the current president appoints five club members to serve on a nominating committee. If you are a member of that committee, you can't be selected to hold office. This committee then selects people for president, vice-president, secretary and treasurer. They traditionally present only one name for each of the positions to the board. As for directors, these are two-year term positions and thus not all positions are up for selection each year. The committee submits names for each director position to the board also. The Region's by laws do not require approval of the Committee selections by the Board, but the board seems to see a traditional role in OKing them. Since only one person is selected for each position, it would seem that an "election" is like those held in "non-American" countries . . . you know: one name, like it or not. Well, that's not quite true. If ten or more people want someone else for any officer or director position, they must get ten signatures of club members supporting the "write-in," and submit that person's name with the ten signatures to the current club secretary prior to September 15th (that's when the October *Scene* goes to press). See . . . it can be a democratic election.

The committee selections this year are:

President — Richard Gunther  
Vice-President — Bonnie Shapiro  
Secretary — Tom Masles  
Treasurer — Daniel Gallagher  
Directors — Bonnie Gladish, Bob Ostholthoff,  
and John Gustavson

What about coordinators, i.e. membership, concours, rallye, autocross? These people are appointed by the new president. If you want to be one, wait till after the "election" and contact the new president in December.

Now to the election. In the October Newsletter *The Chicago Scene* ballots will be provided. All ballots must be signed by the voting member and returned to the current Secretary, Sandy Gerow, within 21 days of the date of mailing of the Newsletter; which should be October 21, 1977, since the newsletter is mailed on the first of the month. Now you know the process. You also know who the nominating committee selected. You now have over 30 days to get ten signatures to support another person for any office if you don't like the ones above. In the October *Scene* you will get your chance to vote.



## THE DIRTY DOZEN. . .

### ON THE ROAD AGAIN, Part III

by Frank Wagner & Beth Killheffer

We packed it in and packed it up and headed out to Ed and Lindy Merwin's (they're the band people). We all went swimming in their pond, had inner tube races, drank a lot of beer and had a cookout.

After a great night's sleep in the good old country air, compliments of Ed and Lindy, we got up and hit the road for Chicago. This leg of the journey was punctuated by stops at nearly every rest oasis on the Indiana Tollway.

Terry had decided that Frank's car and trailer should be inspected at each one of the oasis that we passed. The fact that we carried a one hundred quart cooler full of beer had nothing to do with Terry's decision.

We managed to arrive in Chicago Monday night without any tickets or round about tours through the countryside. Chicago was on every map we had.

Tuesday was reserved for Blackhawk preparations. As I ran around getting the van unpacked, repacked, shopping and doing laundry, Frank was washing, checking and adjusting his car for the last speed event of our vacation. Dan Gallagher had arranged this Blackhawk, and true to form, it was going to be a real flier. With everything finally packed up again, and clean oil in the Porsches, we settled down to another short night's rest.

Wednesday morning found us rising to some threatening weather. Frank and I rolled out to the expressway crossing our fingers that it wouldn't rain. As the famous Chicago Region weather would have it, it didn't. By 10:30 Blackhawk was dry and hot, not to mention fast.

Terry had decided to turn our annual "Eight Hours at Blackhawk" into a Le Mans type racing event, putting 151 miles on his car in one day. He holds the unofficial endurance record in the "Dirty Dozen Record Book of Interesting Facts about Racing, Rallying and Beer Drinking," first edition.

Hokey loves Blackhawk too, and was making himself right at home in his then rather new 914 2.0. After a hectic Mid-Ohio event, he was much happier flying through turns he knew.

Joe Hill spent the day not letting Hokey get the jump on him at Blackhawk. Joe was seen running back and forth from car to timer and then back to car, keeping track of his and Hokey's times. Joe was heard mumbling something about "damn two litres." I guess if the C.C.S. don't getcha, the vapor lock will.

Everyone had a really wonderful time. Eventually Terry and Frank tied (by Frank's stop watch, of course) and the track closed down.

Dinner at Buff's was great as usual. Beer flowed, laughter reigned, and talk of fast cars and faster times continued till it was time for everyone to return to Chicago.

Terry, Hokey and our little slum-on-wheels were headed for Galena for a four or five day camping session, antique shops, sun and rest were in that order. Everyone got involved in a pitch-the-empty-beer-can-in-the-trash-can contest. Terry cleaned up on that one. He mumbled something about having had enough practice.

After much sun, beer, sleeping, beer, partying, beer, camp fires, beer, eating and wine, it was time to return to the side of life that pays for all this madness — work!

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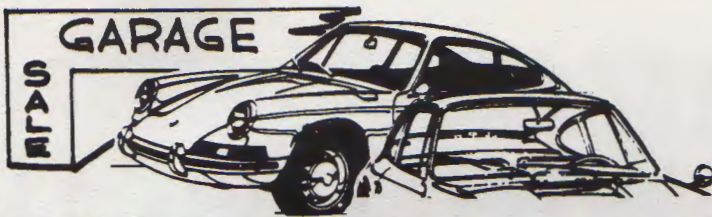
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**FOR SALE** — 1972 Porsche 914, white/black interior, 5 spd, driving lights, (H-4) headlamps, AM/FM, alloys, front spoiler, Porsche rear reflector, Ansa exhaust, Koni shocks, F&R sway bars, rustproofed, lowered, 51K miles, car cover, soundproofing, complete maintenance record (original owner), always garaged, no salt driving, truly excellent condition. Winner of numerous Concours trophies, including 1st in Illinois Meet and 3rd in 1976 National Porsche Parade Concours. Serious inquiries only. \$5500. — Craig Williams, One Redwood Lane, Springfield, IL 62704 (217) 787-7876 evenings and weekends.

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**FOR SALE** — 1971 914 1.7 orange, Michelin Mags, appearance group, Z-barted, sway bars, carbs, super condition. \$3800 — Marilyn — 893-0956

**FOR SALE** — 911/912 (new) parts — 12" leather RACE-MARK steering wheel complete with hub., 4 piece SISAL carpet set (salt and pepper grey), 4-912 Purolator oil filters (P-70FR) 2-912 Continental fan belts (SPZ812 1-912 oil sump screen, 8-912 oil sump gaskets. Prices reasonable . . . call or see me at future event. Ted Wittmer (219) 462-0950

**FOR SALE** — 911/912 Porsche parts: 48 IDA webers, \$250, 4 6x15 factory forged alloy wheels, late style \$500, 1969 left and right front calipers and rotors, \$70, 4 good 10.45 x 15 racing tires, \$40, 4 22.5-7.5x15 racing slicks mounted on American 7x15 (Porsche) mags, \$400, tires separate \$50 each, wheels \$60 ea., set of Solex 40 P11, \$200, 356 speedometer only \$15. — Steven Scott, 5717 South Drexel, Chicago 60637 — Days (312) 947-5766, evenings (312) 947-8952

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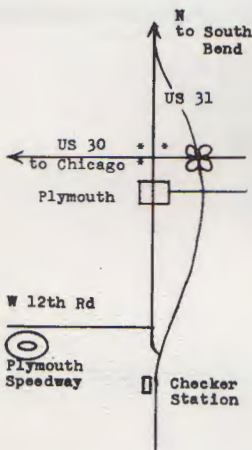
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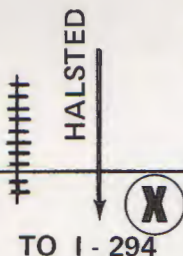
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