

CHICAGO SCENE

AUGUST

1978

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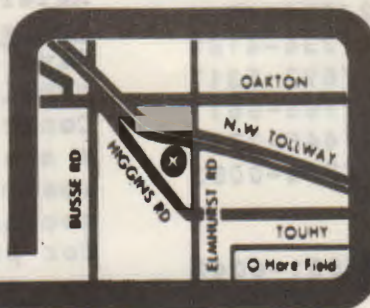


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REAR VIEW MIRROR



PAPA'S ABEND RALLYE FROM THE OLD

by Bruce Janacek

Tom and Phyllis Harwood organize interesting rallyes. That's how the sticker on my Skoda's wrap-around bumper reads. Anyone running in the recent pop's nite out event would have to agree. Kane County offered a balanced variety of high speed straights, swoopy curves and sleepy towns. Something for everyone.

The weather was ideal (more later), the Czech-points elusive. Oh - those Czech-points! We slid into our first and found it was #3! We stumbled into #4 and quit for the day after our third visit to beautiful, magnetic Pingree Grove. Each entrance from a different direction. We (I - actually) humbled ourselves and stopped to ask a local resident if we were still in Illinois and which way was up. As he peered at us down the barrel of his flit-gun, he muttered: "Get lost" Jean and I had a good laugh over that since we already were! Robert O. was making all the right moves, tho, since he proved that to finish first, one must first finish. At #4 Czech-point, he and I arrived simultaneously altho he began 13 minutes earlier. Bob, I'll bet you didn't slow down for those R.R. crossings. Beachs and Shaws earned 2nd and 3rd places, respectively, in the SOP class. Don't look now, Harold, but Erv's gaining on you.

Most of us returned to Elgin Ramada Inn before the weather turned inclement for a tasty meal and comic relief from Terry Baumhardt who probably doesn't remember a thing. The Harwoods finished things off by arranging for something we all would rather have done without--A rip-snortin' Bohemian car wash!

CZECH-MATE

PAPA'S ABEND RALLYE RESULTS

EQUIPPED CLASS

1. Ed & Debby Leed 1767T

NAVIGATIONAL CLASS

1. George & Sara Melford 712T

SEAT OF PANTS CLASS

1. Bob Ostholthoff & Sue Blomquist 606T
2. Harold & Doris Beach 618T
3. Erwin & Becky Shaw 2020T
4. Bob & Wendy White 2024T
5. John & Gail Gustavson 2576T
6. Brian & Susan Allman 2731T
7. Walter & Mae Minato 3024T
8. Tom Thompson & Gail Martin 3100T

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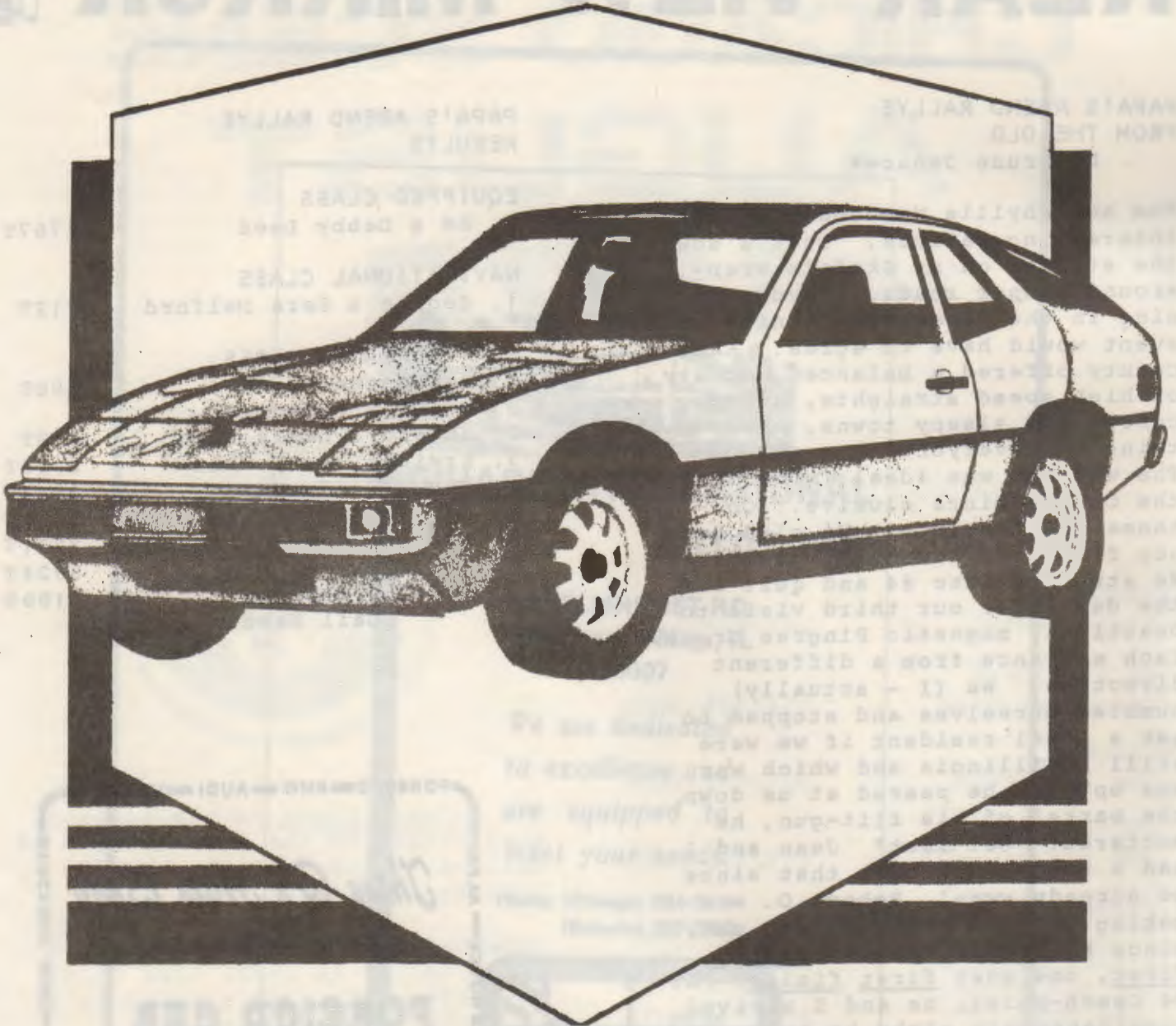
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PAPA'S ABEND RALLYE
FROM THE NEW

by Joe Flores, Jr.

The thunderstorm veered toward us as we surveyed the darkening prairie. Lightning intensified and came closer, attracted by the few tall trees surrounding us. "With the vast flatland around us, it would be hard to explain to my insurance agent why I parked my Porsche under this tall tree - a natural lightning target," I told my wife.

"Let's move the cars out of this checkpoint area," Tom Masles firmly intoned, "It's almost eight o'clock and I don't think any more cars will find this darn place." We moved the car from under the huge Oak tree, which had shaded us earlier from the blazing sun.

"We've only checked 13 cars out of a possible 28," my wife declared.

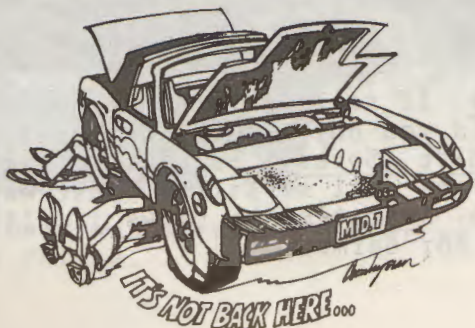
"Maybe we should split," I added...

"At this time it won't make any difference if a car checks in or not, the driver would be hopelessly late and far behind. This is only the second checkpoint!"

We could feel rain in the air. The west wind carried with it the scent of freshly plowed earth getting soaked. We moved into Tom's new 928 for shelter. Somehow the new car smell seemed out of place in the country setting.

The downpour lasted 15 minutes; we spent the time digging into the provisions my wife put together - without spilling a single drop of Coke in the newcar. "Workers have been known to starve in these rallye checkpoints," Tom said in between cookies... "I'm glad you guys brought something to eat."

"I guess someone forgot the refreshments," I said, "but over all this event was well organized. The instructions seemed clear enough when we cold-ran the route last night."



After a few minutes we headed back to the Ramada Inn, with Tom leading the way. Some members were talking about the event, others having cocktails, and a few wandering aimlessly in the lounges, like rallye participants in the touring class.

"These people don't look very outgoing," I told my wife while I was trying to find newcomers like ourselves. "I think they are just cliquish... you know, old-timers in the club," she responded.

"Aspiring members like ourselves could use name tags," I added, "Then I'm sure these old-timers would readily make us feel at home." This was my third Porsche Club event and the first for my wife. I tried to give her as much orientation about the club while we were having dinner; members who sat at our table put in their two-cents worth. It was a pleasant and entertaining time and after dinner my wife and I shared in the comic exchanges that came from the head table.

Driving home we thought about the club again. To us membership in an organization involves total commitment. You don't join a club and show up only at the first meeting or activity. A club is supposed to fill a need and the need has to be constant to a degree. We enjoyed the cold run the previous night and were looking forward to the next event. The people we met at the dinner were friendly and accommodating; best of all, they reflected their interest and excitement in owning a Porsche.

"I finished the initiation requirements of the club tonight," I said beaming... "My application will probably come up during their next board meeting." "It's about time you become a full-pledged member," my wife replied. "Yes, indeed," I added, "I guess the club has room for another freak like me." "You mean for another nut..." she mumbled as she settled into a nap.

(Ed. note: There's always room for another nut in this group.)



Illustrious event chairpeople noting that nothing could possibly upset the rallye route except maybe an overturned 40 foot semi.



We hope that with what we learned on this rallye will keep us from getting lost in Aspen.



Gail: The reason we are smiling is we are going to spend the night in this motel without our kids.
John: I thought it was because I won't have to drive my 911S home in the rain.



Brian: I had to leave Mercedes Benz before the parade and go back to Porsche
Sue: Bull, the parade had nothing to do with it. The reason was money- more of it.



Wendy: We all already know that Daddy's ex-friend Gallagher is Conda green with envy over the 3.3 turbo.
Dawn: How do you think Black Bart will feel when he sees that all black car?
Wendy: He will probably start wearing orange pants.



Really we haven't had too much experience rallying. We thought CAST was something you put on a broken leg.



Gabby: I hear you and Ed are moving to Michigan.
Debbie: That's right. Ed is selling Jeeps: You won't have him to kick around anymore.
Gabby: I never kick anyone in a Jeep.



Arlene: If real Carreras have four cams why did you buy a Turbo Carrera?
Bob White (Socks): Because Gallagher would not sell me Killer. Just wait though. Next time he blows it, I'll leave for Germany.



A rallye is where the home team comes from behind in the bottom of the ninth and wins.



Frank: The thought of that nut "Bomber" drinking hot wax burns my throat.
Beth: He is nuts, did you see him running around practicing shifting?
Frank: He needs to.



Becky: I want to be known as something other than Beachs' neighbor.
Bruce: Right on, I am tired of being known as a cheap Bohemian.



Jean: It is really good to see you Marion.
Marion: Nice to see all of you. Also, by the way, where is Bruce?
Jean: Oh, he is out in the parking lot looking for returnable beer bottles



Bob: As a teacher I want to say that this has certainly been a learning experience for me.
Norm: Engineers also have a different point of view. The only real laws are those of physics and beware of a second check point a mile down the road.



We enjoyed this rallye so much we can hardly wait for the next one.



My hair was straight before we started the rallye.



Two's company, three's a crowd, especially in a 356.



Tom: I sure got a good deal in Bombers 911.

Sweet Young Thing: You bet, it doesn't swallow valves for lunch.



We thought a rallye was a political gathering.



Charlie: Are you going to Michigan to sell jeeps?

Leed (Russ): Sure didn't you see my Cherokee outside?

Charlie: The only good Indian is a dead one.



John: Tom why are you so glum?

Tom: Not only do I have to worry about antifreeze in my 928 but Smedely ran away and hid from me in his 911 SC.

John: Better to be a Porsche Pusher than a Puller.



Joe: This was really fun. I'm happy we came up from Homewood for it.

Linda: Before this event I thought a "Y" was a place to swim.



Where have you been so long Bob?

Bob: By the time I get my Porsche out of the Hancock building, I am so dizzy from going in circles I am all gieseled out.



Gabby: I am happy I stayed here this year instead of going home to Germany, for you finally have the 912 done.

Gene: After cutting out 2,000 pounds of rust if you think I am going to drive it you are crazier than those Germans who drive those 4CV's in the left lane of the Autobaun.



Doris: Will the farm be ready for the picnic?

Wayne: Absolutely, we shoveled all the debris into the pool and covered up the pool.



Erwin: Harold, what did you think about the comments that photographers are underdeveloped.

Harold: Censored.



George: This year the BMW club is going to kick ass at the Potter's picnic volleyball game!

Sarah: Porsche Uber Alles.



Milly: How can "Ace be the place for the helpful hardware man" while you're there. You don't even keep enough oil in our son's 914-6 to keep him from ruining the crank!

Dean: I have owned 56 Porsches and all have been good except that one and the 904.

Milly: Would you buy a used Porsche from this man?



The Masked Marvel. Everyone who shifts like him should be masked.



Big Winners



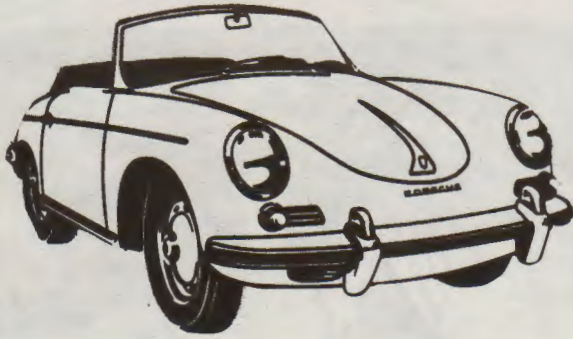
More Winners



Still More Winners



Everyone is a winner, except the short guy in the middle.



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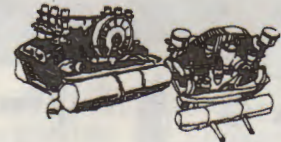
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OPEN SUNDAY

UP AND COMING

POTTER'S PICNIC

Date: August 13, 1978

Time: Concoors entrants may arrive at 11:00 a.m.

Concoors judging at 1 p.m. sharp
Picnic noon to 5:30 p.m.

Place: Potter's farm
Grayslake, Ill. (see map)

8TH ANNUAL 8 HOURS OF BLACKHAWK

Date: Wednesday, August 23, 1978

Place: Blackhawk Farms Race Track
So. Beloit, Ill.

Time: Registration and tech
8:30 - 12 noon

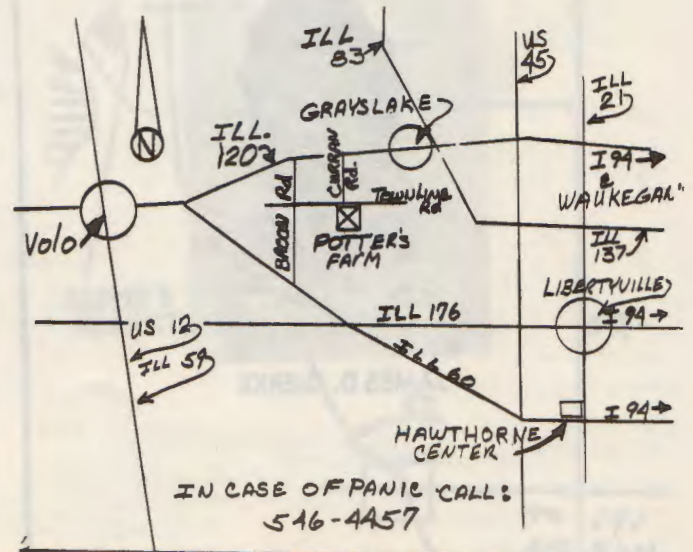
(Registration will close at noon. Be there before that or you will not be admitted.)

If you enjoyed the Grattan Grand Prix, you will love the 8th annual eight hours at 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 Elkhart 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 desire, 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 which will be held immediately after the track closes at Buffa's restaurant in So. Beloit. No regional points or trophies will be presented. Leave your stingers at home and bring along your helmets. To get to Blackhawk take NW Tollway (I-90) north to Ill. Hwy 75 (just south of Wis. line), W on 75 to T (Blackhawk Rd.), right to Shirland Ave., left on Shirland to Fisher Rd., left on Fisher to T (Rockton Rd), left on Rockton, Blackhawk is on your right.

Ah yes, my friends, it's time to start preparing for our annual beer, brat, and games hash (which incidentally is also a concoors). Once again Wayne Potter and family has offered us the use of their farm and are planning to continue the tradition of good weather, good food, & good friends. We will be running our usual four concoors classes, remember that class "D" doesn't even count the trunk, so plan to enter even if you only wash the outside and vacuum the interior. Our good friends from the Windy City chapter of the BMWCCA have again been invited to share the fun. Besides sharing our drink and good fellowship they will have to defend their honor in volleyball and concoors competition. The bill of fare for Potter's Picnic will be our usual and delicious veal and fresh pork brats, grilled to perfection, COLD tap beer and pop, potato chips and condiments. As has been the tradition, left over brats will be sold at our cost. Preregistration is not required, but would be appreciated. Please, leave your mini-bikes at home along with the cats and dogs.



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Kurt H. Hipke and James D. Gierke are not among the common run of average mechanics. They specialize in high performance fuel injection cars.

To begin with, not even all of the better enrollees are accepted in the Porsche-Audi Training School. One must qualify academically, win "sponsorship" from a Porsche-Audi dealership, be approved by Porsche-Audi and exceed the national average with regards to previous experience and success in the field.

Kurt and Jim have all this behind them plus certificates to prove they're 100 per cent proficient. Their combined training, knowledge and experience comes from 12 years in the field, 10 of which were with Porsche-Audi and 4 more valuable years of working together as a team.

They've learned the practical, on-the-job basics at Porsche-Audi agencies in the Chicagoland area. They've passed their written, oral and "scholastic" requirements at the Deerfield Training School, Division Headquarters for the Midwest Zone.

Jim completed 19 courses in the Porsche-Audi Specialized Training Center. Kurt needed less than half because he's also a certified Airplane Mechanic. He went to Lewis University to study Aviation Maintenance for 2 years prior to his entrance into the automotive field.

Both are exceptionally qualified to work on even the most sophisticated of fuel injection engines. And they offer this standing and open invitation: Come in...or phone in direct to Norb Kornak's (312-898-8750)...for any reason pertaining to Porsche-Audi or any other high performance fuel injection car.

Jim manages the Porsch service end. Kurt's forte is Audi.

Kurt Kipke is 24. He's married to the former Mary Beth Leis. The young couple have no children.

Jim Gierke is married to the former Barbara Kozma. They have 2 sons, Pat, 11 and Christian, 7.

Jim and Kurt are even alike in that they have a common hobby. Photography.

Remember, it would please them to have you drop by...or, as we mentioned before...phone and speak to them directly about any Porsche-Audi problem.

Kurt Hipke and Jim Gierke at Norb Kornak Olds-Porsche-Audi in Aurora. They want you on their side.



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SWING YOUR CORNERS TOO

Date: Sept. 8,9,10, 1978
Place: Elkhart Lake, Wis.

Squares (and all you others) and fast corners are once again the theme for Chicago Region's summer-capping big event - the Elkhart Lake/Road America weekend. The best driving, best food, best camaraderie of the year. Siebken's, Siebkin's Tavern, go-karts, square dancing, the four miles of Road America, a concours, carousing...what else is there?

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

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

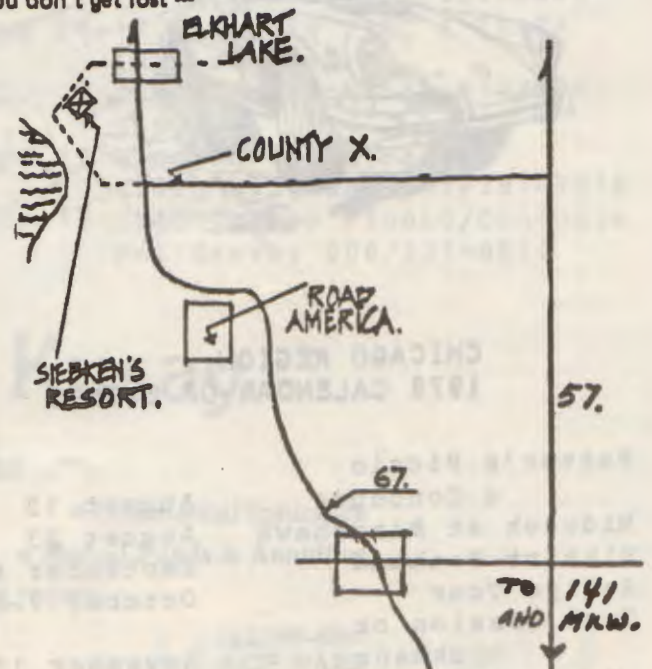
Saturday night dinner will be at 7 p.m. and includes the concours awards. Usual attire is a jacket and tie, but with square dancing to follow (on a full stomach?) authentic costumes would be a nice touch.

Square dancing, beer, to what hour? Remember, it's 7:30 breakfast for timed runs by class starting at 9a.m. Cap off the weekend with another Siebkin's dinner at 4, autocross awards, and you won't recuperate until it's time for next year.

To quote a recent Road & Track comment, "It's so much fun, the cost is redundant." But the cost is reasonable. Where else can you get all of the above for a registration fee of \$45.00 for both the member and his family or affiliate member. For one day the fee is \$30.00 and the concours only is \$15.00 (includes Saturday lunch). Late registration for one or two days, add \$5.00 The limit is 100 cars, so get you and your friends in early. The first

50 registrations will have a covered pit assigned to them in order of receipt. Preregistration must be received by September 2. Anything after that will be considered as late registration. Preregistration must be accompanied by a check and will be acknowledged, including registration materials, pit assignment, event schedule, etc. Make your arrangements with Siebken's Resort directly with them. The prices are the same as last year: \$64.00 per person, double occupancy, Friday and Saturday nights, with breakfast and dinner on Saturday and Sunday. One person, single occupancy, \$79.00 for the same. For one day, either Friday or Saturday night and breakfast and dinner the following day, \$32.00/person double occupancy or \$39.50 single occupancy. These prices include gratuities. A 4% sales tax will be added to each room. If you want meals only at Siebkin's, breakfast is \$4.75 including tip and dinner \$11.50. Please reserve in advance even for meals only to make planning easier for them. Contact Siebkin's resort, Elkhart Lake, Wis. 53020. 414/876-2600. They require a \$25.00 deposit. Remember, a 100 car limit. Chicago rules do not allow open exhausts on any car except factory built race cars.

So you don't get lost -



MIDWEEK TIMING SCHOOL

At the August 23, Blackhawk event, we will be holding a school for those who are willing to learn how to operate the timing equipment. We'd like to see as many attend as possible because we're running short of experienced timers. There will be no times given to the drivers so no one will be upset if you make a mistake. If you plan to be there, come to learn to time as well. Please call Terri Russ at 446-2731 if you plan on attending.

THE DEVI-BARA MADE ME DO IT

Get ready for a beautiful fall weekend in the forests of Wisconsin. Coming soon, October 7 & 8, George and Linda Gutmann will be putting together a two day rallye to amaze and entertain you. Saturday will be a learning day and Sunday will put what you learned to good use while you are enjoying the scenery, which, by the way should be gorgeous. So, mark your calendars, we'll see you there.



CHICAGO REGION 1978 CALENDAR OF EVENTS

Potter's Picnic & Concours	August 13
Midweek at Blackhawk	August 23
Elkhart Weekend	September 8-10
Rallye Tour	October 7-8
Tech Session or Gymkhana	November 19
Dinner-Dance	December 10

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MICHIGAN-INDIANA IROC - AUGUST 12
by F. Wagner

ZONE 4 CALENDAR

This year's Michigan-Indiana IROC autocross will again be at Plymouth Speedway in beautiful downtown Plymouth, Indiana.

If you recall my IROC summary articles last year you'll remember this one usually decides the overall winner in each class. Judging from the turnout at the last two IROC events, there will be some close competition right to the end.

This event starts at 9:00 a.m. with a tech inspection which ends at 11:00 a.m. Track opens at 12:01 sharp, with six timed runs to make things really interesting.

Better preregister now to get in on this exciting climax to our IROC series. Mail your registration to:

Gary Pippenger
62691 Miami Rd.

South Bend, Ind. 46614

Phone: 219/291-8667

Preregistration must be postmarked no later than August 1st.

\$15 1st driver preregistered; \$5 2nd driver. \$17.50 1st driver at gate; \$5 2nd driver.

Registration information to mail with your check or money order:

- 1) Name
- 2) Region
- 3) Class (PCR)
- 4) Car# (from past IROC events)
- 5) Modifications
- 6) Description of your car

The above price also includes a dynamite party at "Fly By Nite Racing" Mail early.



- Aug 5-6 Northern Ohio IRAC
Mike Cyphert 216/521-0018
- Aug 6 Motor-Stadt Picnic
Jim Winckler 517/321-0461
- Aug 12 Michigan-Indiana IROC
Plymouth Speedway
Gary Pippenger 219/291-3667
- Aug 12 Kentucky Region's
Sanders' Special
Jerry Sanders 502/228-8013
- Aug 12-13 Ohio Valley Tour to
Shawnee State Park. Reserve
by July 1. Pat Garvey
606/331-8810
- Aug 13 Lincoln Trail Canoe Trip
Bill Wegeng 217/586-2851
- Aug 20 Ohio Valley Autocross
Pat Garvey 606/331-8810
- Aug 20 Northern Ohio Drivers' School
Mid-Ohio Track
Mike Cyphert 216/521-0018
- Aug 23 Chicago Midweek Driving
Event, Blackhawk Farms
Dan Gallagher 312/775-5944
- Sept 3 Maumee Valley Autocross
Mich. International Spdway
Jean Kjoller 313/856-2245
- Sept 8-10 Chicago Elkhart Lake Wknd
Wilma White 217/367-0356
- Sept 10 Motor-Stadt Autocross
Jim Winckler 517/321-0461
- Sept 10 Northern Ohio Autocross
Mike Cyphert 216/521-0018
- Sept 10 Kentucky Tech Session
Tom Stinnett 502/935-0600
- Sept 16-17 Mid-Ohio IRAC & IRAC-
IROC run-off
Jim Hammerschmidt 614/891-
5692
- Sept 17 Lincoln Trail Rally
Craig Williams 217/787-7876
- Sept 17 Ohio Valley Picnic/Concours
Pat Garvey 606/331-8810

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RICH WARD

I LOVE A PARADE

For those of you who have never been to a parade, you don't know what you're missing. For 6 of the last 7 years we have planned our vacation around the parade. Next year we plan on doing the same. Imagine if you will, approximately 1000 Porsche pushers all in the same area and you will have at least a small idea of the fun we have. For the uninitiated, the Parade is a week of madness, including a Concours, a Rallye, an Auto-cross, a Tech quiz, dinners, and last, but certainly not least, a Ladies luncheon. (For those who haven't heard, just ask Susan or me about the luncheon in Aspen, if we're drunk enough, we might tell all.)

This Parade took place in Aspen, Snowmass to be exact. Chicago region was represented by the Coburns, the Gunthers, the Allmans, the Whites, the Weldas, the Bangerts, the Bobbas, the Gutmanns, and the Herters, a recent transfer from Nord Stern.

The week starts with a beer and brat get-together on Sunday. Monday brings the Concours, with a dinner Monday evening to give out the Concours awards. Chicago people were awarded a 1st for Bob & Wilma White and a 3rd for Gene & Gaby Coburn in their respective classes. Tuesday, Wednesday, and Thursday were the days for the speed event. We had a western barbeque and rodeo on Thursday night after which the Autocross awards were given. We left before the awards, but I didn't hear of any Chicago trophies. Forgive me if I'm missing anyone. By the way, some of the westerners felt that we didn't quite understand the idea of a rodeo, seems you're not supposed to cheer for the cows. Oh well, we always were for the underdog, or as we said at the rodeo, we were for the understeer (Get it?) By the way again, the cows were winning in all the events when we left.

Friday morning was the rallye, which ended at a place called Redstone castle. We had lunch at the Castle and a tour of the castle. The rallye was quite good and just a gorgeous ride in the mountains. The rallye awards were supposed to be given out at the wine and cheese tasting party that took place that evening. We won't discuss that. Saturday morning was the tech quiz. Saturday evening was the final victory banquet with rallye awards, tech quiz awards, and overall awards. Chicago region did better on the rallye. The Gutmanns took third in the equipped class, the Weldas took 21st in unequipped class (that's out of about 250 cars in that class), the Allmans took 22nd, the Gunthers took 27th, each taking home a trophy. In the tech quiz, I managed to take a 2nd place trophy. Remember, George taught me everything I know. A lot of our guys had better scores than I had, but I was in a different class. We had a great time, not only with our region, but with some of the people we only see at Parades, such as Harv & Linda Smith, #1 MCP (of course, that's John Cleaver), and a host of others. Oh my God, I forgot to include the Buckthal's in my list of Chicago representatives, they do carry a dual region membership, and they slipped my mind. Please forgive me, Bob & Sally???? One other person who was there and whom I can't forget to mention was none other than Peter Porsche, wow is he nice!!! Now, about that ladies luncheon that took place on Tuesday afternoon, oh my, I seem to have run out of room, maybe next month. Now this should have whetted your appetite for next year. Next parade will be July 1-7 in Virginia, very close to Washington, D.C. It is the 25th anniversary of PCA. What better way to celebrate the birth-days of PCA and USA. Let's see a big turnout for Chicago Region. OK, Dan, doesn't this prove I was there on assignment, can I give you my bills now????

LINDATORIAL



IT'S A GAS

Summer is finally upon us and vacation time is fast approaching. For those of us planning to travel by car in the U.S., gas prices seem bad. For those of us thinking of doing the same in Europe, the costs of gasoline are much higher. Following is a list of European gas prices as of late spring, compiled by the Swedish Motor Club, coming to us via Bob White (socks).

Country	\$/U.S. gallon
Belgium	1.79
Bulgaria	2.20
Denmark	1.84
England	1.33
Finland	1.78
France	2.00
Greece	2.12
(coupons for foreigners, usually a limit)	
Holland	1.83
Ireland	1.54
Italy	2.45
(with coupons, see above)	
Jugoslavia	1.48
Luxembourg	1.84
Poland(with coupons)	1.12
Rumania	1.50
Switzerland	1.86
Russia(with coupons)	0.59
Spain	1.96
Tjeckoslovakia	1.43
Turkey	1.43
East Germany	1.30
West Germany	1.72
Hungary	1.56
Sweden	1.55
Portugal	2.75

*If the California Highway Patrol worked in Idaho, would you call them Potato CHIPS?
Or, in Las Vegas, would they be poker CHIPS?
Or in Buffalo, would they be buffalo CHIPS?*

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MEET THE NEW MEMBERS

by Ed Leed

Porsche Club has added a lot of enjoyment and excitement to Deb's and my life during the past five years. Since I've been membership chairman, I've talked to hundreds of potential members and I guess we were fairly typical at first: always wanted a Porsche, finally had the dream come true and needed a way to get our rocks off without spending all our discretionary income paying Gallagher to keep me out of jail. We found Chicago Region's activities to be just the catharsis we needed. Any opportunity to make the Porsche dance through the pylons at gymkhanas, at Blackhawk, Elkhart and (sob) at Grattan became eventually an obsession that many times left household chores undone and visiting relatives abandoned.

Times change. People change. Places change. As much as we hate to leave the region, a business opportunity too good to refuse is taking Deb and me to Ann Arbor, Michigan, soon. We are looking forward to participating in PCA events in Southeast Michigan Region and hope that we'll see some of you at their events. Our new home is only about 45 minutes from MIS, so perhaps you'll accept our hospitality the next time you get there either to race or watch the races. I'm sure we'll miss Chicago, the Region and the folks here, but everybody's gotta do something different at some point in their lives, right?

Speaking of new experiences, I never thought there would be an adrenalin pumping thrill to match that of going through Elkhart's Thunder Valley and under the bridge without lifting. Well, I've found one, folks. Four wheeling. The speeds are nowhere near as fast, but the consequences are the same...make a mistake and the farm is yours. My first real exposure to what four wheel drive Jeeps will do came only recently. We have a "test track" behind our Jeep dealership which consists of the nearly vertical walls of a 30 foot deep ravine. We demonstrate Jeeps to potential customers (really scare the hell out of the uninitiated) by driving through

the bottom of the ravine and then up and over the wall of it. My first time out there I was not expecting "the hill" to be a wall of rocks and earth that looked like the side of an eighteen wheeler. Not only that, but the top of the hill drops off and you can't see where it goes until you're over the top and going down the other side. The CJ-5 astounded me by climbing the hill like it was on level ground but I quickly discovered that the thrill was not in the climb but in not knowing what's going to happen when you charge over the top, sorta like a roller coaster. Worse yet, it was more disconcerting than the blind hairpin at Grattan. I think I now know why off road racing and other four wheeling activities have become so popular. If Big Brother is forcing us to go slow on the highway, this certainly is a fun alternative motorsport. So long as I can get high-test for my Porsche though, sports cars will be where it's at for me.

Oh yes, there are some new members to introduce to you this month. Larry and Joyce Gyenes and Vince Mietlicki are relative newcomers to the art and science of Proper Porsche Pushing. Andy Steinbach and his wife Joan have been involved for quite some time with the service side of Porsches through Andy's affiliation with Scala-O'Brien. Last, but not least, Bob Buccola and Nick Brenkus are our new rookie hot shoes. Nick has an especially insatiable appetite for autocrosses and recently traded his '77 911S for a new white SC in a mostly futile attempt to beat the Lotuses (might it be Loti?) in SCCA Solo II. Give these guys a big hug the next time you see them, okay?

Terri Russ will be your new membership chairman. If you know Terri very well you know that she's certainly no man, but chairperson is just too much for those tiny little business cards. Send your referrals to her from now on.

Goodbye, Chicago Region. It's been real.

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FOR SALE: 1974 Porsche 911 coupe; color- metallic salmon; 5-spd trnsmsn; sun-roof; swing out rear windows; rear window defogger; AM-FM Blaupunkt radio; and A/C. Optional accessories included are Porsche Bra w/case, CB, wheel locks by Mag-Gard. Cloth fabric seats are tan w/ matching CoCo mats. 2.7 litre; 45,000 miles. Best offer- \$10,000+ Gerry Ryglowski 312/631-3043 after 3 PM weekdays, and weekends.

FOR SALE: 911 parts: from '73 E - 2 factory tan vinyl bucket seats - best offer; pair T front calipers - \$80. Buyer pays shipping. Bob Ostholthoff, 930 Ringwood Rd., Lake Forest, Ill. 60045 312/234-4180 eve.; 312/332-2052 day

WANTED: air pump for 1976 911S to inflate spare tire. Terry Clark 312/753-2134

FOR SALE: 356A Parts Manual, never opened, \$100; 356B Service manual, GERMAN, never opened, \$75; Miscellaneous NEW 356 and 911 owners manuals, all new, \$6-\$20, some rare; 356 Bra fits all B, C models, new, \$25; 356 service cover (diaper), new, \$15. Brian Allman 564-0557 Evenings.

FOR SALE: Great used 911 parts. Half shafts 69-73, \$50 each; 69 coupe door shells, \$75 each, engine lids, all years \$50-\$70; used front struts, \$75; instruments 70 on up, \$20-\$70 (some European and racing); Bosch CD, 69-77 except Turbo, \$75; 69 911T engine (2.0 Litre) less carbs, 48K miles, \$900; 5 5½x14 forged alloys \$400; set of perfect black vinyl seats from 70 coupe, \$150; AM-FM mono Blaupunkt radio, perfect \$40; 1 perfect 6x15 factory forged alloy with Dunlop SP1 installed, \$125 firm; 4 6x15 old style factory forged alloys, polished by Robert Wood, mounted with brand new Michelin xwx tires, perfect condition, very attractive, \$750 FIRM; directional and tail-light lenses, some new, \$10-\$15; 4 7x15 factory cast mags (cookie-cutters) highly polished by Robert Wood, absolutely gorgeous on a dark car, \$500. Brian C. Allman 564-0557 Evenings till 9PM only.

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EYES IN THE BACK OF YOUR HEAD

by Bob Ostholthoff

Nature has provided us with two beautiful instruments to perceive the sights around us. The only drawback is that both of our eyes are in the front of our heads.

So, when we are driving our Porsches across the countryside we need a way to see the cars behind us. I'm surprised Porsche ever bothered with rear view mirrors but I guess that's the only way to see the front ends of the cars we are forever passing.

Of course, even we are limited to passing at times as city traffic approaches and it is for this reason that our rear view mirrors become so important. Nobody likes to get his a--, er, uh, tail smacked, particularly if a \$3,000 engine is in his rear pocket. Thus we have mirrors.

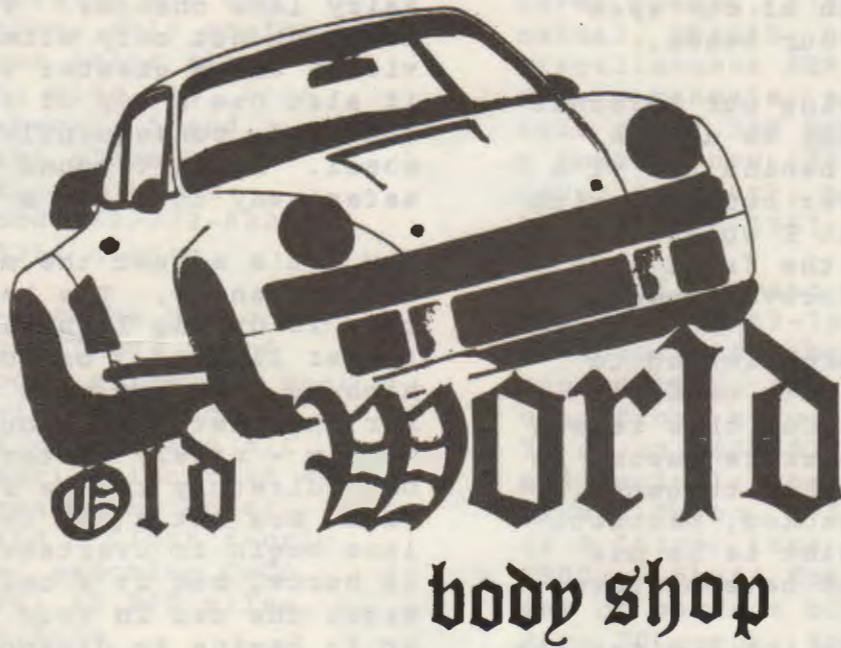
But even a mirror has its limitations ... unless used correctly. In order to obtain total 180 degrees rear vision, assuming your head and neck weren't assembled at the Charlie McCarthy Production clinic, I recommend three rear view mirrors. If you drive on any multiple-lane highways, and who can avoid them and more, then the standard inside mirror plus driver's side outside mirror (standard on all Porsches that I'm aware of) are a must. For total rear vision a third mirror on the passenger's side door or fender is necessary.

Just the fact that the correct number of mirrors is present by no means assures you of 180 degree rear vision. You must adjust your mirrors correctly! I can't count the number of times I have begun driving someone else's car, including Porsches, and when I look in the outside driver's mirror I see the same picture that's in the inside mirror. That is nothing but a waste of valuable vision! Why be redundant?

Adjust your mirrors properly and you'll never have to crank your head to either side again when making those hairy lane changes. That extra head movement not only eliminates front vision for a greater length of time, it also has a way of twisting your body and, consequently, the steering wheel. Doesn't sound like the safest way to drive a car, does it?

Now let's adjust the mirrors for total effectiveness. The best time to do this is during light traffic in the center lane of 3 or more lanes on a highway. Adjust your inside mirror for the best vision out the rear window - nicely centered out the back directly to the rear of your car. Now let a car in the left lane begin to overtake you (I know it hurts, but it's only temporary). Watch the car in your inside mirror. As it begins to disappear off the left side of the mirror adjust your left outside mirror to begin picking up the image. Just as the tail of the car leaves the inside mirror, the nose should appear in the outside mirror. As the car continues past you, it should then disappear from the outside mirror just as it comes into your actual eye vision. Try to fine tune it so that as the car goes by you will have a constant view of it from inside mirror to outside mirror to eyesight. Then he will be alongside your front fender in the field of your forward vision. Simply repeat the procedure for the right side. This is most easily done with the help of a passenger.

Once set, you should have three mirrors that give you three different pictures. From then on a simple glance at each will tell you exactly what's behind or to the side. That way you can spend more time enjoying the approaching sights and the sights go by so quickly in a Porsche that we need all the time we can get.



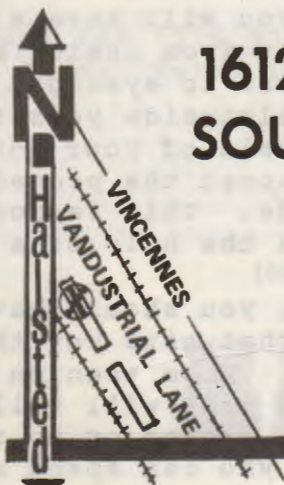
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Name _____ member _____ applicant _____ guest _____ Bimmer Freak _____
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_____ member _____ applicant _____ guest _____

Porsche model _____ Color _____
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\$30.00 late registration (after August 21 or at line)

Please reserve _____ Adult dinners @\$7.00 (Prime Rib)
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2nd driver _____
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Porsche Type _____ Model _____ Year _____ Color _____

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