

CHICAGO SCENE

AUG. - SEPT.

1976

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COMING EVENTS	
OCTOBER 9	Gymkhana
OCTOBER 31	Gymkhana
NOVEMBER 21	Tech Session
DECEMBER 18	Dinner-Dance



The **Chicago Scene** is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. PCA dues are \$24.00 annually.

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THE REAR VIEW MIRROR

THE MS. GYMKHANA

Well, the ladies did it. They not only put on a good gymkhana, but they put on a great gymkhana! Sandy Gerow and Julie Frohlichstein, the co-chairpeople, were out to show the chauvinistic Chicago Region, that the all-girl team could do the job. They did all the jobs except the main one of fire truck driving. That's right, folks, our own Dean Bangert brought out his 1948 American LaFrance pumper and took all the chauvinist pigs and women libers for a race around the course. In a vehicle with a turning radius of some 100 plus feet, it was a real treat.

The ladies even picked a super spot. The Allis Chalmers plant parking was a very large site and contrary to Soldier Field, it was relatively flat.

The girls even laid out the course (no pun intended) in the shape of a MS. The course allowed you to hit third gear in spots, but was plenty tight to test your skills. Skills, was the name of the game and in the big match-up of the day; the great modified 4-cylinder race, skill won. Bob Buckthal put down his challengers, Chmura and Gallagher with ease. Buckthal's skill was short-lived, however. Sandy was co-chairperson and only lived one mile away from the site. She and Dan had the whole club over afterwards. After a few drinks at the end of a great day, "Old Buck" backed his "Snappy Tom" right into Gene Coburn's VW bus. Gallagher and Chmura got home unscratched.

Returning once again to women's lib, there are many of our girls who deserve thanks for doing a great job. Registration was handled by Linda Pattergirl, Sally "no bra" Buckthal and Sandy "summerhouse" Gerow. The ladies who teched the Porsche were Doris "to young for Harold" Beach and Linda "don't call me teacher" Gutmann.

Starting was well handled by Nancy "afternoon delight" Kravitz, Deb "it's by 356" Leed, Wilma "I'm not the boss now, but soon will be" White, Barbara "who needs a Carrera" Masles, and Maureen "liberated" Hutton. The ladies who stand out in the sun and set the plyons were Beth "down with beer drinkers" Keilhefer (Frank's Friend) and Gaby "go on separate vacations" Coburn. Timing and scoring were secretly handled by Wilma White, Wendy "my figure has changed" White, Joyce "nude beach" Gunther, Pat "I'm not the quiet one" Patterson and oppressed John Poor of Lincoln Trids Region. One of the great jobs of all time, was done by Helga "short men are better than none" Meyer, who made the trophies. All kidding aside, the girls did a great job and we wish to thank them all - especially Julie and Sandy who did such a fine job. It would be a poor club without them!

RESULTS

CLASS 1M 356	
George LaCross	96.488 T
Ed Leed	97.963 T
Rip Patterson	98.174

CLASS 2M	Bumped to CLASS 4M
CLASS 3	Bumped to CLASS 4
CLASS 3M	914 1.7 & 1.8

Jim Peterson	94.367 T
Joe Hill	96.537 T
Emil Bohach - Appl.	97.842
Ben Frohlichstein	99.385
Tom Thompson - Appl.	111.764

CLASS 4M 914/2 liter, 2 liter 911 except E & S	
Joe Ratschan	94.804 T
Chuck Vischulis	97.333 T
Bruce Janeczek	99.269
Stan Sears - Appl.	102.865

CLASS 4 914/1.7	
Julie Frohlichstein	101.609 T
Pat Peterson	111.834 T
Maureen Hutton	114.440

CLASS 5 2.4 911	
Sandy Gerow	94.689 T
Helga Meyer	95.476 T
Wilma White	98.078
Doris Beach	102.576

CLASS 5M 2.4 911	
Bob White	91.234 T
Bob Ostholthoff	93.009 T
Glen Poor	93.124 T
Jerry Meyer	93.352
Larry Bobbe	93.711
Dan Gerow	93.771
Harold Beach	94.786
John Gustavson	95.962
Terry Baumhardt	96.580

CLASS 6M 2.0 911 E & S all 2.2 911	
Chuck Reagan	93.556 T
Bob White (Other)	95.201 T
Larry White	96.177
Lee Kass	97.657
Wally Holz - Appl.	101.544

CLASS 6 Bumped to **FTD Ladies**
CLASS 7 2.7 911

CLASS 7M 2.7 911	
Chuck Schank	89.917 T
Owen Johnson	93.695 T
Steve Kravitz	93.696 T
Tom Pyrdek - Appl.	95.716
Tom Masles	99.098
Rich Ward	100.522
Jerry Ryglowski - Appl.	103.223

CLASS 8M Modified 4 cyl.	
Bob Buckthal	900.084 T
Larry Chmura	92.036
Dan Gallagher	94.810

CLASS 11M Modified 6 cyl.	
Black Bart	85.493 T
George Gutmann	86.832 T
Doc Gunther	87.410
Dean Bangert	92.563

CLASS FTDL	
Linda Gutmann	95.440 T
Susan White	98.233 T
Nancy Krowitz	98.352



The Site - usually tractors run here.



JULIE: Anyone one of you chauvinist pigs who do not think us women can run an event as well as men can take your CRU**EX** and go home.



Brilliant tech team checking to make sure all cars have four wheels.



Friendly registration ladies offering a 10% discount to braless participants.



It makes no difference which flag we give you for if you see one you are in trouble.



Friendly starter applying the Mark of Xaveria Hollander.



LINDA: At our picnic you won't have to crawl under a semi for shade.
RIP: True and I won't have to stay up all Saturday fixing Leed's 356 so he can beat le.



Snappy Tom supporting 40 foot semi. Just like his owner, he is a big supporter.



Wally Holtz, the clubs newest "Doc", has his priorities in the correct order.



Would someone be so kind as to rub this sun tan oil on my legs.



SANDY: Not only can we run as good of an event as the men, but we can drive as well.

JOYCE: Tell them Sandy; let it all hang out.



Jim Peterson, famous architect and applicant brother, famous 912 driver.



Chauvinist Pig Ward and "baby sitter" he brought for his kids. Right on, Rick.



LARRY: Congratulations on your fine drive Chuck, for a new member you drive very well. I also notice you drink beer well.

CHUCK: How can you tell?



BART: Now that you almost have both 914/6's finished and the 912 is done what is your next project?

DICK: Maybe I'll get involved in fire trucks.



Mature adult members receiving ride on Bangert's fire truck.



LARRY: Are you weird! No one in their right mind would have a wine commercial on a "T" shirt.

TOM: What should I have a "Bathtub"?



GREY BART: If it isn't my old buddy, Chuck Vischulis, master machanic formula V expert and camper builder extraordinary.

CHUCK: I am almost as humble as your dad.

BLACK BART: No one could ever be as good as me.



The Coburn's sit in the sun and dream of rust free Porsches.



JIM: At least all this publicity has got us better known. Hopefully I can now take my place in the sun next to other great architects, Black Bart, Bob Babbin and Tom Masles.

PAT: But they have 911's.

JIM: You don't need a 911 to be a great architect.

PAT: No, but it helps.



BETH: I didn't think that last caption about me getting the beer was funny.

FRANK: I agree, will you get me another beer.



Illustrious membership chairman explaining the club's formal dress codes.



JOE: Say Frank I think Beth may be in danger.

FRANK: Negatory, Swampwater is the one in real trouble.



BRUCE: Gee you look nice Helga, is that the real you.

HELGA: My hair isn't real, but everything else is.

BRUCE: So I noticed.

5



DICK: Nice seeing you again Chuck. where have you been so long?

CHUCK: Well I have been busy being chief tech inspector and camping but mainly I have not learned to drive my new 914 yet. You see the engines in the middle and there ain't as many cylinders.



OWEN: Now that we are accepted into the group and my new 2.7 is running well maybe I can start winning some trophies.

GAIL: Don't worry about trophies, worry about the payments on that expensive toy.



JOYCE: Are Bohemians really great lovers.

BRUCE: They are if that is all that is available.



BOB: Sue you are the only girl I thought enough of to bring to a second PCA event.

EDITOR'S SNIDE COMMENT: And I know why!



DEBBIE: Doesn't it bother you to stay up all night fixing Ed's 356 so he could beat you.

RIP: Not if you show your appreciation.



DAN: Bonnie I am so sad. Buckthal just beat the hell out of me and Killer today.

BONNIE: Don't let that bother you, you have it all over him in all the areas that count, like looks, charm and sex appeal.



HAROLD: I didn't win anything once again Doris.

DORIS: Sure you did Harold. You looked so slow and smoothe out there that you won my heart once again.



BOB: I am as fast as Thunderblast.

LINDA: You may be fast but in the hugging and kissing contests fast doesn't take a trophy.



WILLIE: Your husband sure had fun out there flashing his light and blowing the siren on that firetruck, we all enjoyed it.

MILLY: You only enjoyed it half as much as he did. This was the most fun he has had since July 4th when he was in 3 parades.



Jerry and Sandy Ryglowski, applicants, toast to their Gold Targa



Glen Poor and son, Lincoln Trails, toast their trophy and the first place of our most illustrious, patient and even dispositioned zone four representative.



SUE: I understand that you are the new Newsletter Editor for Harper College and the PTA.

SALLY: Don't say that too loud or they will be asking me to help on the Scene.



STEVE: I applied the many things I learned at Soldier's Field and actually won a trophy.

NANCY: Soldiers Field had nothing to do with it; it was my promise of an "Afternoon Delight."



LARRY: Say Chuck if I were you I would keep a better eye on Carol.

CHUCK: What for, you guys are all harmless.

BOBBE: Did you ever see "Shampoo".



We ran a good event, now if only we can figure out who won.



7 Long suffering wife of the Munster Munchkin displaying trophies she made.



WINNERS - 356



WINNER - 914/1.7



WINNERS - 2 Liter 911 & 914/2



WINNERS LADIES 914



WINNER LADIES 2.4 911



WINNERS MENS 2.4 911



Reagan may have got the trophy but Gallagher had a better deal.



WINNER - 2.2 911



WINNERS - 2.7 911



WINNERS MODIFIED - 4 cyl.



WINNER LADIES



FTDFT

THE REARVIEW MIRROR

RALLYE

On very short notice, Bob Ostholthoff and his friend, Sue, were drafted to put on this Rallye. Bob may never again want to place well in a Rallye. True to expectations, Bob did a super job. The rallye featured some really great Porsche type driving weather. Rallyes are not really the club's strong suit (excluding Linda and George) but in the opinion of the Editor, one of the most fun. Bob, with the help from the Meyers and Gladishes, gave us just that; a lot of fun. There were several traps to separate the experienced from the novice, but even if you got lost, there was fun for everyone. In keeping with this spirit, we ran four classes of rallyes, if you could not find your level of competition, you belong in the Corvette Club. In keeping with the fun concept, you could run in a touring class with no speed limitations, hence, several of our members availed themselves of this opportunity to clean out the carbon and finished as much as 31 minutes early. The last checkpoint took us to too-long-absent Meru Rosen's house, where we all hoped to see his new green turbo, but he locked it up, spoiling our fun!

The only bad part of a rallye — particularly one with many checkpoints, like this one, is that it requires a lot of help. Many organizations have a difficult time getting this help; however, we have never had this problem. The members who volunteered to work were almost as numerous as those who competed in the event. Registration was achieved by Helga Meyer, Sue "Bob's friend", and Doris Beach. As the sly Ostholthoff had numerous checkpoints and off-course checkpoints, I hope no one is missed. Thanks to the following who worked checkpoints — Sue, Emil Bobach, Bob White (other) Joe Roltschan, Lee Kass, Tom Thompson, Mrs. Ostholthoff (sr.) and Mr. Ostholthoff (sr.), Larry White, Jim Tauber, Ed, Terri and Cary Russ, Danny and Michael and Shannon Gallagher, Harold and Doris Beach, Ray Cuny and thousands of others who I cannot remember.

It was a great day and a fine rallye. Our special thanks to Bob and Sue and Jerry and Helga. May you not go south till after

RALLYE RESULTS

SEAT OF PANTS CLASS

1	Tom & Phyllis Harwood	506	T
2	Bob & Wilma White (Socks)	519	T
3	Todd Johnson & Linda Kaitis	551	Fiat
4	Tom & Ann Gerding	1618	App.

NAVIGATIONAL AIDS

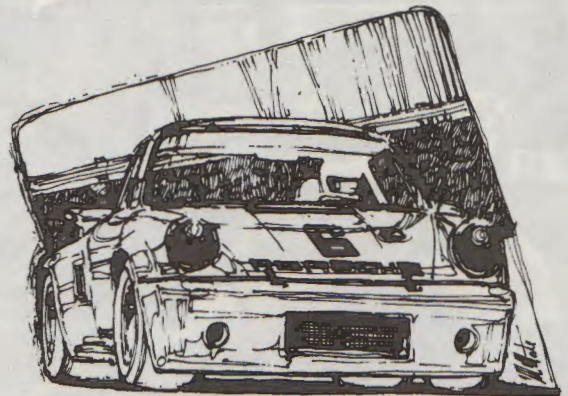
1	George & Sara Melford	290	T
2	Tom Masles & Mike Jaswith	373	T
3	Pat & Bonnie Yanahan	567	T
4	Norm Studier & Jim Franzen	744	T
5	Mike & Judy Haskins	811	T
6	Gerry & Barb Ridgeway	875	T
7	Jim & Pat Peterson	1504	
8	Ed & Debby Leed	1528	
9	Jack & Jill Cahill	1626	Jag.

EQUIPPED

1	George & Linda Gutmann	810	"Duck"
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TOURING CLASS

1	Tom Grutzmacher & Lee Kramer	50	T
2	Dan & Diane Gallagher	100	Mer. Benz
3	John & Diane Welda	150	T
4	Bob Hogg & Friend	250	T
5	Brian & Susan Allman	700	T
6	Dick & Margaret Gollhofer	1500	
7	Maureen Hutton & Jean Smith	1600	
8	Bill Schniedwinn & Katie O'Neil	2350	



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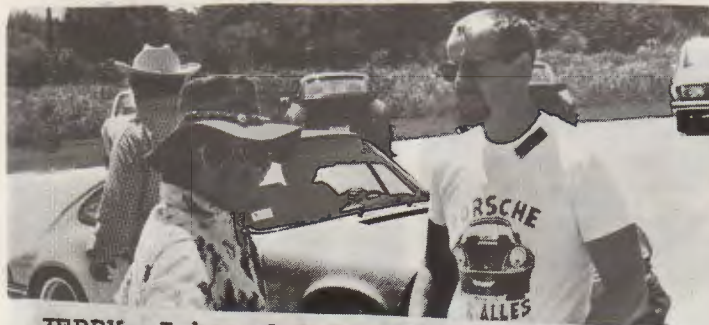
10% discount on Parts to P.C.A. Members only.



Lovely registration ladies



Illustrious event chairman wondering where Sue is and Editor's wife questioning the whereabouts of her husband. Call Editor on his private line for answer to riddle.



JERRY: I heard Gallagher got lucky.
BOB: Well, you know the luck of the Irish.
JERRY: Why not a "short, powerful, munchkin"?



JERRY: My what beautiful teeth you have!
SUE: You know Gallagher didn't even notice them.
JERRY: I can understand that.



"Die Gross Mannschaft Taugenichts" champions of North America.



DEBBIE: I hear you are moving.
DIANNE: True, we are moving closer to the Hubert's so that Bob can keep John's car running.



JOHN: You know Larry my life has really changed since I grew my mustache.
LARRY: Mine too!



Say little boy do you wear a Porsche racing team shirt to Mercedes Benz events?
MIKE: Only if we go in a Porsche, but I really doubt if I will be going to another M-B event. What a bunch of hammerasses



RUSS: Say Jim how come we only see you at Rallies and Potter's Picnic?

JIM: Easy, did you ever try to wear a cowboy hat under a Bell star?



MIKE: You know Judy ever since certain unnamed members have found out our new neighbor has a 904 engine he is using for a door stop we have been in great demand.

JUDY: Speak for yourself, I always was.



GEORGE: Don't you understand when it says "go south after" it really means "go south at"?

SOCKS: Go find Durkee road!



Kaitis and 924 prototype.



MAUREEN: Say Tom how come we never see you with a girl?

TOM: Because they don't rallye well.

MAUREEN: You should have a pig on your shirt!



Anyone with a middle name like ours cannot be all bad.



CHECKPOINT # ONE



CHECKPOINT # TWO



Mrs. Ostholthoff serving cokes at pit stop.



DIANE: Say Tom, how did you ever become an architect?

TOM: Well when I was a little boy no one would play with me so I drew lines.

DIANE: Aw!

TOM: It's all right. Now I draw lines and drive a black carrera and they all want to play with me.



JIM: We are becomming so good as a team, I may start calling you Dad.
NORM: You don't know anything about motorcycles.



LAST CHECKPOINT



My only job is to sit here and blow this whistle when I see a Porsche.



ED: My life has really changed since I grew my mustache.

LARRY: Mine too!



BARB: Gee we have not been out in so long, it must be because we are lost without the Dydras.

JERRY: Because of his maps?

BARB: No, you know what I mean!



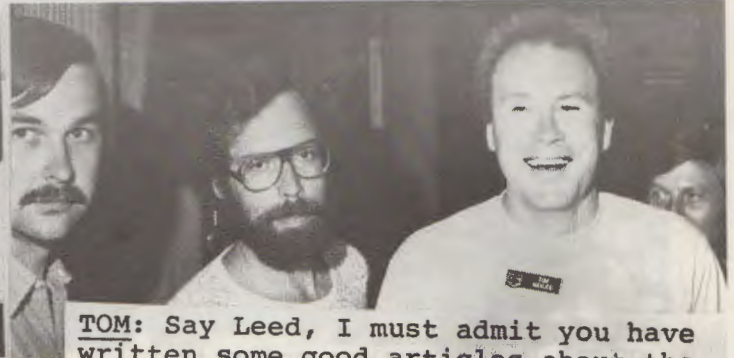
MINDY: Mommy why doesn't daddy get one of those silly looking cars like Mrs. Leed has.

DIANNE: That silly looking car she has is a Porsche 356 and it all started there, honey.

DEBBIE: And ended there.



PAT: Look here at the results, I believe we may have won!
BONNIE: -I don't believe it. You cannot even find your way home.



TOM: Say Leed, I must admit you have written some good articles about the new members.
ED: You mean someone actually reads them.



JIM: Yes we wear our nametags because no one knows us but we are going to to the Parade and they all know us there.



JOHN: It is true, we are going to increase Hubert's property values. Wherever a Porsche moves into a block with Buicks, good things are going to happen.



BOB: There is nothing wrong with Buicks as long as they are going in a straight line and don't have to stop.
HELEN: Besides they put the meat on the table. Do you know there are a 1000 potential Buick sales for every 911 sale. So take that and put it in your Dubuque.



Bob: My Carrera is too worth \$19,000.00.



HAROLD: No I haven't taken any pictures of nudes lately! Mama said if I did she would take my kodachrome away.
DORIS: Harold your camera is not loaded anymore.



APPLICANTS



HELEN: Are you ever going to finish that speedster?
BOB: Shut up, give me a kiss, and think Buicks.



Brian: Now that I have finally finished my 356 after 5 years, why don't we sell it?
Susan: After all those lonely nights I put up with, if you ever sell that car, I'll make sure Gallagher gets it as a legal fee.



Mr. and Mrs. Al Ostholthoff without whom this event would not have been possible.



APPLICANTS



JESSIE: Mama when I grow up can I be a real racing car driver like Daddy?
BONNIE: By the time you grow up, your daddy will be broke from racing, so you had better start saving now!



Jim: You know Bonnie, for someone who is into leather, you make a nice wife.
Bonnie: What do you mean into leather; I am not Dennis Skidmore!
Jim: No, I didn't mean it that way.
Bonnie: Ok, for a chemist, you aren't too bad, as a husband, not too bad either



Dan & Diane receive an ear of corn for finishing 31 minutes early for FTD. It's easy when you are national Mercedes Benz Champ (Disqualified).



Maureen Hutton receiving an ear of corn as applicant trophy.



WINNERS - SEAT OF PANTS



More Winners



WINNERS - NAVIGATIONAL AIDS



MORE WINNERS - NAVIGATIONAL AIDS



George & Linda receive "Duck" award.



WINNERS - TOURING CLASS



MORE WINNERS - TOURING CLASS



Cory Russ, the youngest of the checkpoint workers, takes a well deserved rest.

THE REARVIEW MIRROR

THE FIRST FIFTH ANNUAL 8 HEURES OF BLACKHAWK

In spite of the re-occurrence of the Great Graton Typhoon, some forty-three Porsches showed up on Wednesday afternoon to put in a few laps around Blackhawk. The god of racetracks promptly stopped the showers at exactly 8:45 and by 9:15 the track was dry and the weather beautiful.

Terry Baumhardt set a modern day record of 155 miles of driving on the track. The average participant logged some 100 miles. As usual, there were no fender benders or mishaps. The only excitement came when Tyler Bangert suffered a rear tire blowout on the carousel causing an off-track excursion into the weeds — but fortunately, the only damage was to his ego.

The event was run without a hitch by our own Dan and Diane Gallagher plus a cast of thousands. It appears that Gallagher had a great idea that in order to get into the grounds you had to sign up and work some specific job for one half hour. There are a few people who did more than their share who deserve

recognition. To Don Sobek, son Danny and John Welda who safely started all the cars; to all those of you who served as instructors; Roger Shapiro, Mark Smedely, Pete Hachman, Steve Zailyk, Alice Graves, Dick Graves, Ed Leed, Bob Buckthal, Don Sobek, Dave Redzus, George Gutmann and several others, thanks. To Michael Gallagher, who in a spirit of unselfishness, let the adults try their hand at racing his go-cart, the Editor wishes to express his thanks.

Dinner was held immediately afterwards at one of the Club's favorite watering holes — Buffa's Restaurant in Beautiful South Beloit. After a hot day at the track, everyone agreed that the Dirty Dozen was not all wrong in their philosophy that cold beer is the answer to most of the world's problems. The prime rib was super and even Ed Leed got enough to eat.

Once again, a big thank-you to the entire Gallagher family, especially Diane, for once again allowing us to forget about the 55 MPH speed limit and get our kicks.

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Illustrious Event Chairman black-flagging all participants.



Friendly registration lady, trail bike rider and security guard.



We stood here all day in the blazing sun and started these dumb cars, and no one even bought us a cold beer.



Parade Lap



Corner One



George Gutmann who lost a headlight at the exact spot where he lost ^{HIS} missing apex three years ago.



Snappy Tom, "stock". '59D overtaking Larry White's 2.2 911s. Larry doesn't believe "Tom" is stock.



Don Sobek and son Danny - thanks for your help.



Pete and his partner trying to talk official into letting them take a few laps in their Formula V. They were not successful.



We are planning to go to the parade and recapture some of the silver Nord Stern has taken down here.



Freind: Wally why did you go to Medical School? Was it to help end suffering and other good and nobel reasons.
Wally: The nobeliest of them all, money!



Diane: Say Jenny, you might write an article about your two weeks in Europe and the 356 Club functions there.
Jenny: We should, but Bob has been too busy cleaning the "Coupe" for the parade.
Doris: How did it ever get dirty in its air tighr trailer.



Joe: You know Frank, with you on the Board with me, the Dozen has really arrived.
Frank: Too bad Hokey is not socially acceptable so he could get on too.
Joe: Hokey will never be socially acceptable.



Paul: What's the matter Joe, don't you want to drive?
Joe: If I go out to drive, Hokey will try to steal my women.



Mark: Judging by your times, I think you have finally got "SHAMMROCK" running.
Steve: It really isn't the car, it's me. You see, I slowed down to take care of it and found myself going faster.



Ed: Don't worry Christy, next time I'll bring mom and baby up too.
Christy: Oh, you will probably be in hospital or some other dumb excuse.



Paul receiving congratulations on winning the Best dressed Denist Award.



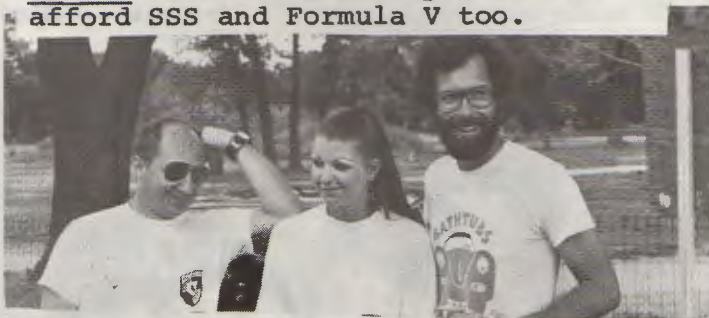
Sweet young thing: I hear you recently became a CLU and a EPBTD. I know what a CLU is, but what is a EPBTD?
Pete: E Production Bathtub Pusher
Eve: And you know which one he is proudest of!



Dick: You know I see you almost every weekend when I am racing my Show Room Slow 914. I am beginning to feel quite attached to you.
Bonnie: Don't. I know you cannot afford SSS and Formula V too.



Alice: So you really want to go racing. What on earth for?
Gwen: Easy, to meet rich, single men.
Alice: By the time they can afford racing, they all are old and married.



Jerry: Sandy, if we play our cards right, we will be members next meeting.
Ed: If Sandy plays her's right, you will be members today.



Charlie Feutz and his neighbor. Charlie's friend could not possibly understand why Charlie would want to take a day off on a hot July Wednesday.



Todd: That better not be beer, Buck. Gallagher would have a fit and throw you out.
Buck: If it was a beer, Gallagher would have drank it a long time ago. May I only have a coke to toast to "Tom's" victory.



Bruce: After watching Terry Baumhart spin out three times in a row on corner five, I cancelled his insurance coverage.



Dave: Does that shirt mean you are going to the parade?

John: No, does your shirt mean you are national Mercedes Benz Champion?

Dave: No, Dan was... but since he was disqualified, that does make me.... but, I was disqualified, so that makes Barb champion... but, she was disqualified so Alan is... but he was.....



You guessed it folks, we were disqualified too, but we will challenge anyone from that club (sic) to a go-cart race.



In fact, we challenge the PCA to a go-cart race.



Dirty Loser in the Great Blackhawk go-cart championship. Roger "RSR" Shapiro was the only shoe who could beat the kids and so they disqualified him.



Larry White finds the fast line is also the wet line.



FRANK: Beth if I told you I loved you, would you get me a beer?

BETH: Frank you only love cars and beer and not necessarily in that order.



RUSS: I enjoy these Midweeks so much I would have to be on my deathbed to miss one.

DAVE: Watch out for those late apexes.



Diane: Lets toast to pleasant memories of Elkhart with the M-B club.

Barb: My favorite subject, next to Dave's 904.



Larry: Not only is my car good, but so is my wife - good and pregnant.



APPLICANTS



Diane: Say George, I hope Linda has had enough practice on those race tires today to do well in the parade.
George: She has!



HILL: How can you say Hokey looks like Charles Manson?



DICK: Say Alice, I notice your times were not as good as mine, which makes me happy.
ALICE: Just keep out of my way on Sunday.



GWEN: Do you have to be crazy to be a race car driver?
ROGER: No, but it helps.



Sweet young thing: You mean people really pay you to look at their computers and tell them why they won't work?
Joe: Yep, I can figure the most complex programs, now if only I could get my 914 running right.



Barb: Are you really going to race a E-Production 914?
Steve: Absolutely, I want to blow Hackman's door off in that obsolete speedster of his.



Joe: Yes, you sweet young thing you are the very first girl I have thought enough to bring to a PCA/ event.



Harold: Are you going to take that fire engine to the parade?
Dean: No, just a Cadillac loaded with Parade Punch.



New members Tom Thompson and Emil Bohach - welcome!



Joe: Mind if I have some of your dinner?
Terry: Hell yes, I mind, after driving 155 miles on the track I need all the strength I can get.



George Melford brought his mother along so she could be assured of his personal safety.



BONNIE: Chuck you have a 911 Targa, a 914/6 and a '59 Carrera GT, which do you like the best?
CHUCK: Women!

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THE REARVIEW MIRROR

POTTERS PICNIC

For the fifteenth year in a row, the weather gods smiled on Wayne Potter and his entire family, which numbers half the residents of Lake County. Weather was absolutely perfect!

Upon arriving at the farm, the next thing you noticed after the large Porsche banner was Officer Friendly and a traffic accident. Wayne's son, Kent Potter, was sitting at the stop sign, about to enter the farm, when an errant motorist came around the corner and hit his car. Fortunately, there were no injuries and he was not driving one of the family's numerous German vehicles.

The Concours at Potter's is always a sight to behold. Acres of green grass and beautiful Porsches. The concours was very well attended this year and the cars better than ever. Even Bob and Jimmy Gummow allowed us a rare treat of their national champion '59A Coupe. Competition is so intense in all classes and enthusiasm of the entrants so high that it is amazing that everyone wants to judge it all. How do you tell a guy who has spent two weeks on his engine that he forgot to get behind the cooling fan? Thanks to all who judged and especially to Ed Russ and Rip Patterson who handled the Concours.

While all this was going on, the girls were cooking up fantastic

Wisconsin Brats and the men drinking cold beer. It seems that about all our beautiful women had a hand in the barbeque, but Linda Patterson, the Potter girls, the Janecek girls and Doris Beach did the most. Thanks!

It now appears that childrens games (for children) and childrens games for adults are now part of Potter's Picnic tradition. Diane and Dan Gallagher with assistance from Sandy Ryglowski had the kids and adults hopping this way and that, tossing water balloons, playing croquet and volleyball, walking on their hands, etc. — lots of fun.

Naturally all this adds in some small way to the enjoyment of all, but the real treat is just to sit in the shade and talk to old friends and make new ones. The Picnic has always been similar to an annual meeting for the more than ten years as a member set, in fact it is the only event some folks attend and it is nice to see old friends again.

Everyone had plenty of cold beer to drink, especially John Welda who had to take a nap for a while, but who managed to have a good time anyway.

Once again, thanks to Wayne and all his children, especially Linda and Rip Patterson for making this annual event so enjoyable.

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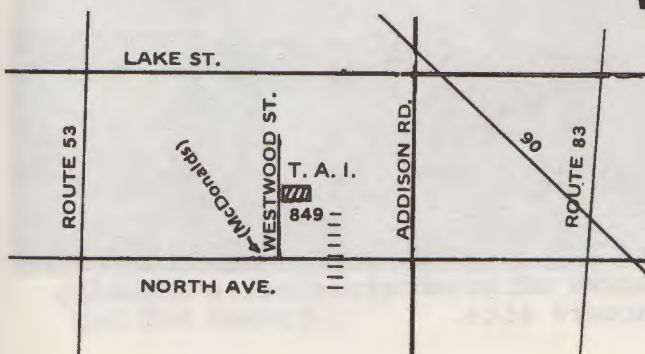
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The entire Potter family assembled for the first time in recent memory.



Lovely registration lady and beautiful young ladies.



Our own team of beautiful chefs.



Grandpa Potter, grandson Chris and lovely farm girl



Dan inspecting garbage can lid, which during a windstorm at the Frustrated Poets Rallye, put a ding in his beloved vehicle. Note heavy chain to prevent a reoccurrence of the tragedy.



5 acres of green grass makes a beauty concours site.



John Welda checking trunk area of Tom Grunnah's extremely nice turbo.



Brilliant concour judges. Note that Frank has already passed out and Chuck would rather drink beer.



Tom: What impress me most about Leed's engine compartment, is all the unused space. His engine is very good, but not up to parade standard.



Bruce: I would not insure one of these Turbos on a bad bet.



Ray: It reminds me of my "C" coupe, now that was a good car!
Harold: I had several of them, why did we ever sell them?
Ray: We were really stupid.



George LaCross judging front license plate on license plate less 911.



356 owners and friends verse 911,912 and 914 owners.





Debbie Leed about to catch water balloon and stay dry.



Meanwhile, her husband Ed, was not so fortunate.



Winners water balloon toss (Chuck Shank's boys won the wine - Chuck drank it)



Boy's sack race



Girl's sack race



Womens - notice the lack of individual styles compared to the girls.



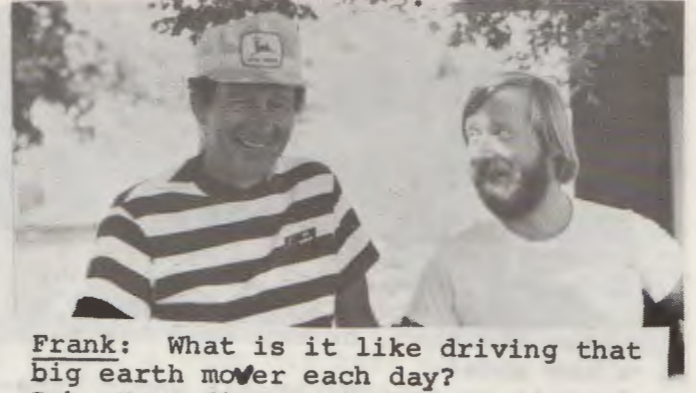
Winners - team sack race. You didn't really think the dozen would lose when the prize was a bottle. Also note, Larry Bobbe's excellent parade bound 911.



Barb: How can Tom stand being a Pathologist?
Phyliss: Not one of his patients has ever complained.



The "Big" Gustavsons. You may notice, that Gail is getting bigger and will bring forth a new model shortly.



Frank: What is it like driving that big earth mover each day?

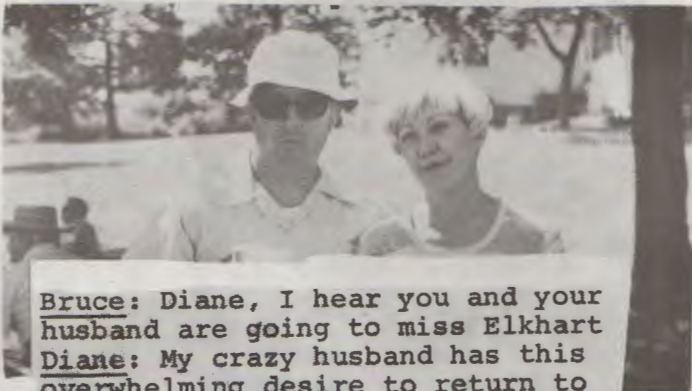
Bob: Hot, dirty and tiring. The only thing worse, I can think of, is con-couring Porsches.



Joe: I love you Frank, but you forgot your deodorant.



Some of the Editors favorite people.



Bruce: Diane, I hear you and your husband are going to miss Elkhart
Diane: My crazy husband has this overwhelming desire to return to Ireland. If it was so great, no one would have left in the first place.



George and Claire LaCross, proud owner of a funny 356 speedster with even funnier wheels.



Shannon: I am really looking forward to Daddy's midweek. The boys will be at hockey camp, so we get the go-cart all day.

Christy: I can hardly wait, Daddy promise me we will be there. He says he will have to hospitalized in order to keep him away.



Sandy: Do you really think they will let a bald Polish car nut in this club?

Jerry: Absolutely, next to these guys, I'm normal.



Beth: Terry was really mad about you dropping the water balloon and costing him the wine. When last year's women did that, he replaced her with a new model.

Terry's ex-friend: Aren't women liberated in the dirty dozen?

Beth: The Moslem Nations are liberal compared to the "Dozen" and their women.



Maureen Hutton and friend - new members Welcome.



Andy: Daddy, I hear your beautiful 914/2 got beat again.

Bruce: Close only counts in horseshoes and dancing.



Terry: Ed, do you want to join the "dozen"? You have all the qualifications - you're ugly, drink beer and have a beard.

Ed: No, none of you guys has a 356 and I feel my working for the largest birth control manufacture is not in your standards.

Frank: Are you kidding.



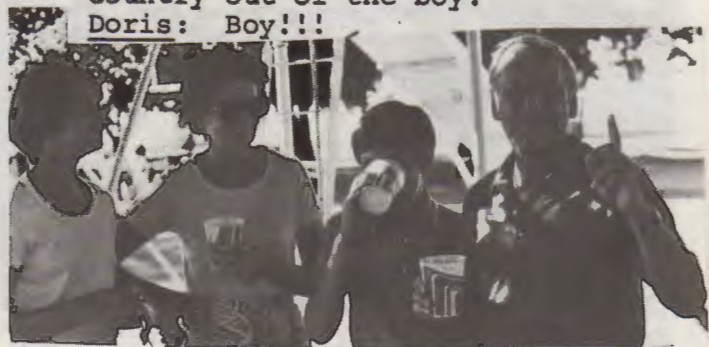
Doris: Harold you look right at home here on the farm with your straw hat and checkered shirt.

Harold: You can take the boy out of the country, but not the country out of the boy!

Doris: Boy!!!



We would not stoop so low as to make comments about Motherhood.



Kurt Kalweit and family pay their annual visit to Potter Picnic. See you again next year.



Jerry: It's nice to see you're doing so well in Show Room Stock.

Ben: Well, it gives me something to do while Dolly is writing newsletters.



Judy: Tom, did you bring that Turbo out to show off, or to picnic?
Tom: A little bit of both.



Barb: I came out here to sit in the shade and look pretty.
Jean: I came out here to make sure Bruce behaved himself.



Lynn Porter: This club comes up here every year, tramples our grass, drinks our beer, runs through the corn, etc. Why does dear Daddy-in-law put up with it.

Doris: Because you like us.



"Silver"



winners - class A



Winners - class B



Winners - class C



Winners - class D

THE REARVIEW MIRROR

THE SECOND FIFTH ANNUAL EIGHT HEURES OF BLACKHAWK

If you like track time, then you should have attended. Some thirty-three Porphes found their way from the big city to the quiet town of South Beloit. Apparently the good times had at prior midweeks has spread, for the Porphces came from as far away as four hundred miles for the opportunity of unlimited driving at high speed without worrying about "Officer Friendly". Unlimited driving it was, too, with the average track mileage of the participants of around 110 miles. Larry Chmura broke Terry Baumhardt's record, with 188 miles or 100 laps around the track. Approximately 3,000 miles were driven without incident.

Our friend Gallagher, the illustrious chairman, finally found out why he has been running this event for eight years; a chance to drive Tom Gunnah's Turbo. Tom allowed his son, Tom Jr., to bring up the black beast for driving school. It was hard to tell who was more nervous — Dan or Tom. Both survived, only trouble is Dan has Turboitis and it takes twenty six big ones to cure it.

As usual, the weather was absolutely perfect. It was warm enough to keep you thinking about Buffa's at five, and cool enough to keep oil temperatures down.

All participants were required to do some job, so all who attended should be thanked for making the day so successful. Thanks to those who did more than their share . . . to Diane Gallagher, and Barb Redszus who handled registration,

Chuck Mackay and Friend Pam, who managed Tech; and John Welder and Don Sobek, who started — THANKS.

There were more qualified instructors than students, so all students had plenty of instruction and several instructors. Thanks to Black Bart, Billy Boy, Uncle Neil, Dave Redszus, Charlie Brown (Nord Stern), Steve Zailyk, Don Sobek, Dick and Alice Graves and forgotten parties . . . our deep thanks.

Dinner was once again held at Buffa's. It is absolutely amazing that so many people can consume so much cold beer in such a short period of time. Dinner was nice, extremely good and plentiful. Our good friend Christy Russ had planned a birthday party for the event and her parents promised to take her, but due to her father's sudden hospitalization, it appeared that the big event would not come off. However, Shannon Gallagher, who had the only invitation to the party, prevailed upon her father to find room for her in his overloaded VW van and the party came off as planned.

It was a great day. Can you think of a better way to enjoy yourself than to be driving your Porsche at high speed, in complete safety, with good friends.

Thanks to Dan Gallagher and his long-suffering wife, Diane, for all their work. It is appreciated by all — especially these nuts who like to take Wednesday off and drive in the country.

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Illustrious event chairman, daughter and adopted daughter (for the day). I am sure most of you are aware that Ed Russ (nee Leed) underwent an emergency appendix operation the day prior to the event.



Lovely registration ladies



Brilliant Tech Team from "Mannschaft Taugenicht," who last year discovered that real Porsches have the engine in the trunk, this year discover it to air cooled.



nervous student



Starters - Nice to see Welda again, after Potter's Picnic.



The best part about event chairman, is that you have a license to molest beautiful young women.



Track sweepers on the way to clean up after Chuck Schank (see photo)



31 Chuck driving the wrong way on corner four.



Tom Grunnah, Jr., hopes his father will never see this picture.



914 picking on Grunnah's super neat Turbo.



John: You know Harold, with Gail being pregnant and just purchasing a new house in Park Ridge, I don't think I'll be buying that Turbo.

Harold: Thank God I am past that stage. Now all I worry about is new cameras and regularity.



Wall birds



Neil: Emil, your car is the only one here in worse shape than mine.

Emil: True, however, your's is that way by choice not necessity.



Dave: You would think with my cross-drilled rotors and silicone fluid, it would be impossible to run out of brakes.



Christy: This is better than Christmas; with Daddy and Mommy not here to tell us not to ride this machine and the boys at Hockey camp, Shannon and I are finally getting our chance. **32**



Look, at all that plumbing and at only the bargain rate of only six 356 speedsters.



Harold: Eating bananas puts sugar in my blood, too bad they cannot put lead in my pencil.



Linda: Sometimes, I am very happy you are no longer a schoolteacher.
Rip: So am I, now if I can just get out of the wastepaper shredding business and devote full time to the 356 restoration business.
Linda: But Rip, you never charge, we would starve!
Rip: Small price to pay for the preservation of just one 356.



Neil: Harold is not around, now is the time!
Doris: Good, no photographs to tell lies about us.



Pam welcomes Dr. Charlie Brown from Nord



Don: Say Steve, I hear you have a straight type job.
Steve: True, why else would I have all these weird hobbies and friends.



Joe: Apparently, those Webers on my 914/2 were not tuned right after all.



Too much country air.



Chris and I want to thank all of you for coming out to our picnic.



I am not getting too old to spend a hard day at the track driving my super clean 914/2.



Larry: Say Charlie, I noticed BlackBart was gaining a second a lap on you.
Charlie: I didn't mind till I found out the Bartmobile is a stock "T".
Larry: The "Bartmobile" may be stock, but Bart isn't.



Bob: Best of luck in your new house.
John: If it only had a three car garage.
Billy: Don't show up for 9 months, and you miss all this exciting news.



It is true, we work with "Old Bucker" Buckthal at United. I would say, we work, all he does is "Buck" around.



I understand you are Owen Johnson's brother-in-law, so let me introduce myself, I am the famous BlackBart, my talents are only exceeded by my modesty.
Joh Pichler: So I heard.



Bart: It is true John, I am moving from my four car garage, house attached to a house in Park Ridge with attached garage.
John: What a shame, but at least we will be neighbors.
Bart: It isn't really that bad, because Gallagher used most of my garage space anyway.



Bart: I hear that Dave was third in the Enduro at Mid Ohio and won a good size purse.
Barb: Yes, now he is a professional driver and I am professional crew.
Jinny: My husband is a professional driver also.



Other: I would really like to drive my 6.3 up here, but they won't let me.



Jean: Are you rally going to have a night gymkhana at your store?

Neil: Right through the warehouse. After you weave through the pickles and mustard, transverse the coolers, etc... you will be ready for the first prize trophy of a jar of mayonnaise.



It does not hurt to associate with the "dirty dozen" but it does not help much either.



Hokey: Say Joe, is that one of your funny cigarette?

Hill: The rules only said no beer.



Terry: It is not true that we live on unemployment checks, they ran out months ago.

Lee: We really live on our good looks and charm.



Gwen: In the finest tradition of the PCA I don't have a bra on, but unfortunately I do have a swimming suit.



John: Chuck, why were you driving backwards on corner four?

Chuck: I keep asking myself the same question.



Jinny: I understand you and Bruce are moving again.

Jean: You know those Bohemians, Bruce wanted to get closer to his mushroom supply.



Jinny: Glad to see you made it, Bob.

Bob: Lets go to the parade and look at those old absolute Porsches.



Hokey: Contary to popular belief, I really cannot "cast a spell" over people, particularly, women, like Manson could. I have to work like hell on them.

Sweet young thing: Well, you had better work harder.



Applicant: You put on a good event.

Dan: I should be now, after eight years with the same event you should know what is happening.

like: Give him a beer and he will run anything.



Dick: Alice, how did we ever get involved in all this?

Alice: It all started when you bought me that cute little funny car I saw in the window. You



Sandy: Steve, are you ever going to marry that sweet young thing of yours?

Steve: Not if you stay around.



Happy Birthday Christy!

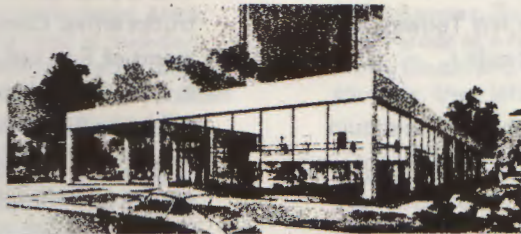


Bob: Diane, I really want to thank you for the work you did on registration.

Diane: It is about time someone did. 3



Bart: I want to present you with a city sticker from my subdivision that you can transfer from one of your cars to another.



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COMING EVENTS

THE B.S. SHIFT IN THE NIGHT

Date: October 9, 1976
Place: Holleb Foods, Bensenville, IL
Registration: 6:30 PM
Mandatory Parade Laps- 7:30PM
Timed Runs: 7:45 PM

(Take Arlington Heights Road south from NW Tollway, turn right on Thorndale for approximately 1/2 mile.)

Here you are, folks — our first night gymkhana. This should really test your skill and you can find out whether or not your headlights work.

The illustrious event chairpeople, Harold Beach and Bonnie Schapiro, believe that a night gymkhana will bring out some Porsches that one has not seen in a long time. Bonnie states that she does not believe some of our members really still own Porsches.

Uncle Neil has graciously consented to allow us to use his beautiful new facilities. The cafeteria and washrooms will be open for our use. Bob Buckthal will also give a course on how not to jack up a Porsche on truck lifts.

As of this writing, dinner has not been selected, but you will receive a flyer in the mail approximately ten days before the event with all the latest information.

Dear Bonnie:

No B.S. now . . . a night gymkhana! I'll put in Q-I lenses and actually bring out a Porsche.

Name _____
 Member Applicant Guest

Second driver _____
 Member Applicant Guest

Porsche type _____

Pre-registration fee \$5.00 for first driver, \$3.00 second driver.
Late registration add \$2.00 (registration considered late if received after Thursday, October 7.)

Mail to Bonnie Shapiro
 3 South 264 Blackberry Lane
 Glen Ellyn, IL 60137

LAST CHANCE GYMKHANA

Date: Sunday, October 31, 1976
Time: Reg. 10 to 1
 Practice 11 to 1
Place: To be announced

This is your last chance to show your stuff before the salt trucks arrive. Come on out for a day of tricky driving, compliments of Ed Leed (nee Russ) and Ed Russ (nee Leed). Since it is Halloween, your tricking and treating could earn you some goodies to take home. Costumes will not be permitted, except for Dean Bangert. Window soaping will be forbidden except on Gallagher's Carrera.

Helmets will be required and open exhaust will be forbidden. Site and restaurant will be available soon.

Dear Terri:

Double bubble, toil and trouble, I'll be there with my trick or treat bag.

A REAL TECH SESSION

Date: Sunday, November 21, 1976
Place: Holleb's Foods
 Bensenville, Illinois

The illustrious event chairman informed us that a new type of event will be put on this year. In the past, our November event has been called a "tech session", but it really was an introduction of the new offering from the toy store in Stuttgart at one of our local dealership. As nice as these events have been, we've never really gotten into the actual maintenance of your Porsche. We plan to keep it simple. If you have a yearning to turn a wrench, to learn how to change the pads, bleed the brakes, etc., some of the genuine wrench freaks will show you how its done. There will even be a special program for the ladies, dealing with how to change a tire and items to check when your car suddenly quits in the middle of nowhere. Even if you have no interest in doing it yourself, you can learn a lot of head wrench jargon like "bleed the clutch and pad the discs." As far as I know, this is our first try at this kind of even in Chicago. We're going to concentrate on wheels, tires, brakes and undercarriage. However, if you have some other tricks you'd like to see (sorry folks, car maintenance only) call Bob Buckthal (952-5083 or 894-5230) and tell old "Bucker" what you would like to see. With enough popular support, we can do anything.

THE 21ST PORSCHE PARADE

by Ed Leed

The Minnesota Parade was super! The Nord Stern people really did their homework, and the result was a week of very well organized events. I expected to find all sorts of niggling little problems multiplied by 400 or so cars, but not so. With help from the Great Plains Region, Dave Morse's Nord Stern crew put on a fantastic show, choreographed like clockwork. It appeared effortless, but not if you realized how much planning went in to make it appear so effortless.

The trip to Minnesota was uneventful and fairly rapid. Mark and Sharon Smedley and Deb and I hit the road at mid-day Saturday and as soon as we cleared the Chicago traffic, began to really put the pedal to the metal. The 356 was really loaded down, and with the luggage on the trunk rack it looked like a turtle with a tumor. Felt lit it, too — especially trying to keep up with Mark's 911. On some of the open stretches with a good front door giving us the all clear, we'd cruise at 90. Then Mark would clear out his plugs and the Orange Dart would blast past like I was standing still. "Short bursts of 130" is what Mark called them.

We arrived in Minneapolis for the night to discover that the hard running had cooked a generator bearing in my 356. Thankfully, Mike Robbins from Central Indiana Region had spares when we got to Brainerd. I also must thank Al Hirte and Bill Haggerty from Porsche Audi who were manning a repair center near the Parade headquarters. Al rebuilt my generator between replacing Turbo chain tensioners and doing countless brake jobs and tune-ups. Their services were very much appreciated by all.

While in Minneapolis, the four of us celebrated Mark's birthday and both the Smedley's and our wedding anniversaries by dining at Charlies. They say it's a small world and who do we find sitting at the next table but fellow Chicago Region members Tom Grunnah, Sr., and an entourage of thousands. We talked about the Turbo that Tom, Jr. would be driving up the next day. Mark's Turbofever symptoms flared up again until Sharon doused him with cold water. After watching the Grunnah Turbo turn in the fastest Turbo time of 153 seconds at the autocross, Mark's Turbo fever subsided when he turned a 147. While Mark's excellent time was not only good enough for third in his class, he also had the satisfaction of knowing that the Orange Dart was faster than any of the Turbos that were there.

The next day, we finished our trip to Brainerd and found the Whites, the Bobbes and our adopted Golden Gaters, Harv and Linda Smith, carefully preparing their cars for the concours. While going through the registration line for the Parade, Mark and Sharon decided once again to go ahead and concours their 911. It had been amusing to watch Mark go back and forth between whether to bother to show it or not. You see, they had just moved into their new house two days earlier and hadn't had the time to work on the car. With the car already immaculate, all it really needed was a good dusting off, both top and bottom. At the urging (read badgering) of the rest of the region, they decided once and for all to do it. I went to bed left both Mark and Sharon underneath the 911 with a flashlight and lots of Lemon Pledge. I was up at 5 AM Monday to finish off the engine compartment and interior of my 356. As everyone knows, the undercarriage of Opey has not been finished, so I figured that my chances in the Parade Concours were nil. But I decided I had gone all the way up there, so why

not. What did I have to lose? As it turns out, nothing. To the surprise of all involved, I won first place in my class, complete with ribbon, magnum of champagne and a trophy carved out of a half a ton of Minnesota granite. The rest of the Chicago Region did well with Bob White taking second in class and Mark Smedley receiving a third place trophy for his last minute clean-up efforts. Both Bob and Mark were in a highly competitive 911 class which included 48 cars. Harry Meulich placed fourth in his class, which featured some very beautiful 356's, especially a black roadster with a flawless mirror finish that was the rave of the crowd. Extremely clean cars were also shown by Harry Willwerth, Larry Bobbe, Rich Ward and Milly Bangert. Tyler Bangert proudly showed his 914-6 in his first Parade as a full-fledged member. Bob and Ginny Gummow, Chuck and Diane Schank and Larry Chmura came to spectate, then left.

At the concours awards banquet the Chicago Region was its usual boisterous self. We had special reason to be so noisy this year because Bob, Wilma, Dawn and Wendy White were chosen as the PCA Family of the Year, an honor well deserved for the enthusiasm they display for not only Chicago Region events but also for the other events in Zone 4. We're all very proud of them. It's too bad Dawn wasn't there to help receive the award.

The three days of autocross competition began on Tuesday accompanied by the nonstop commentary of Bob Rassa. Jim Peterson walked off with 2nd place honors in the 914 1.7 class and I took a 2nd place trophy in the 356 SC and S-90 class. The BIR racetrack was very fast and uncomplicated. The slaloms that broke up the course were the only tricky parts, requiring precise braking from high speeds. The times fell from the 160's and 170's of Monday's four cylinder class runs to the 129 FTD of Duncan Powers' 908 on Thursday. The Turbo's put on an interesting show, with one spinning out and crossing the finish line backwards at 70 MPH. The driver was heard to later say, "I came here to have fun, not to die." He was not the only one to loop his car coming out of turn 10, just the most dramatic, fastest and expensive spinout. Other adjectives could be applied to the strange guy that we fondly called "Turkey Turbo" but won't be mentioned here.

Meanwhile, in other autocross action, Linda Gutmann drove a very clean run to a second place finish in her class. Linda was beaten by a woman who turned in times better than most of the men in any of the classes. As mentioned earlier, Mark Smedley placed third in his class and Bob White took a 5th place trophy to round out the Chicago Region trophy winner list. Although not awarded trophies, George Melford, Larry Bobbe, Rich Ward, Bill Boy, Dean Bangert, George Gutmann and Tyler Bangert all turned in very respectable times. The ladies classes, better known as "alternate drivers" at Brainerd, were well represented by Chicago Region. Besides Linda Gutmann's trophy drive, very respectable finishes were turned in by Pat Peterson, Wilma White and my own Debby who was second in her class until the Speedster class was bumped up into hers. The Ladies 356 class is always being bumped at Chicago Region events. We certainly didn't expect it to happen at the Parade. Like they say, "that's racing." Brian Allman was prepared to compete in the autocross until axle shaft problems sidelined his effort. The axles on Brian's 911 are the only parts that he hasn't replaced. Naturally, they would wait until the Parade to go out.

Brian's bad axle didn't prevent him from going on the rallye. He was luckier than most and didn't get lost with the rest of us.

The 21st Porsche Parade — continued

It seems that after the first dozen or so of the 151 cars on the rallye managed to anger the natives enough, one of them decided to erect a bogus "Dead End" sign at the end of their street. Their frustration is understandable if you can imagine all those funny little noisy cars, some of them with straight exhausts, blasting past your house at 8:30 AM. It was pretty dumb to run a rallye of this size through a residential area in the first place. Naturally, the leg was thrown out but not before everyone trying to execute instruction 29 went round and round and round. There must have been 30 Porsches out there at any one time. It was crazy. Someone would get a bright idea and race off with half a dozen cars scrambling to catch up only to return five minutes later to report that the idea didn't work. Then someone else would take off in another direction and the scene would be repeated. Realizing that something was seriously wrong for so many to be in such a predicament, we found directions to the Crosslake Fire Department and soon found ourselves at the Millie Bangert Potty Stop. But no one had seen Millie. It turns out that Dean and Millie were also ensnared in the mess at instruction 29 and Millie completely missed her moment of glory. She was later awarded an electric corn-cob as a consolation prize.

George and Linda's turn to win the Parade Rallye finally came in Minnesota. With over 500 points, they weren't too sure about their finish at first. As the winners were called out, the Chicago Region table was in a frenzy when we realized they were going to place high. Although the White Socks took a twelfth place, the rest of the Chicago Rallye Continent was virtually wiped out. The Gutmanns were our only hope to save the face of the Chicago Region. To the delight of all of us, they walked off with the first place finish in the equipped class and were presented with matching blocks of granite. In sum, the roads were beautiful and the rallye route was tricky, but mostly well laid out.

Overall, Chicago Region did very well at this year's Parade. Bob White took a third place trophy in the men's overall. I won a 13th place men's overall trophy and Wilma White took a tenth place trophy in the women's. In addition, Mark Smedley finished 17th overall and Debby finished 14th among the women, both just out of the money. Besides White's family of the Year Award, 14 event trophies came home with Chicago people and the door prizes won by Larry Bobbe, George Gutmann and Rich Ward.

The return trip was memorable only because my C.B. quit working and I didn't get any tickets. We weren't moving as fast anyhow because of all the stone trophies that we won. It occurred to me that the granite trophies were a sly trick by Nord Stern. They figure that if we break enough axles and torsion bars from all the weight that they can whip us at Elkhart before we get our cars fixed. Clever devils.

About halfway home, we decided to stop for lunch because Sharon Smedley was ready to eat the road map. We pulled off to go to Harold's Place which was advertised along the interstate. The gas station next door to Harold's was run by a dead ringer for HeeHaw's Junior Samples. Little did we know how far back in the sticks we were until this guy decided to fill out the charge slip on the hood of my 356. I had no sooner chased him away from there than I find him at the back with his foot on my bumper. In a flash I lifted his 200 pound thigh off my paint. With all the junk strapped to the back, Junior must have thought it was a pick'em up truck or something. No damage

was done, fortunately, but we agreed with the Smedleys that maybe we'd better move on before all the hillbillies in the world sat on the hoods of our cars while we ate at Harold's. We lit out of there like scalded dogs and didn't stop for 50 miles.

After lunch, it seemed like all the campers in the world had just been let out of Jellystone Park. It was a relief to come upon many of the other Porsches who had spent the week at the Parade with us. After a smile and a wave we'd move on past them. Beyond the smile and the wave, however, I'll remember my first Parade as a really enjoyable time. Sure, the topic of conversation was all Porsche and some will say that the subject must get a little old after a while — but during those conversations, some interesting and special relationships were formed with people from all over the country. We met some really fine folks and that's what made the Parade special for us. We always wondered why someone would spend an entire week at something like a car club convention. We went to find out and must admit that we enjoyed ourselves so much that we'll go again. It was a lot of work, but it was worth it.

MINUTES OF THE BOARD MEETING OF JULY 31, 1976

Date:	July 31, 1976	
Place:	Holleb's (Racine)	
Time:	12 noon	
Attending:	J. Meyer, Pres.	Ed Russ
	D. Gerow, VP	R. Patterson
	B. Shapiro, Sec.	N. Holleb
	J. Ratschan	H. Beach
	Ed Leed	B. Buckthal
		S. Gerow

SUMMARIES OF DISCUSSIONS AND REPORTS:

1. Sec. report accepted.
2. Results of Questionnaire — 14 events; no winetasting in 1977; real tech sessions — how to, etc.
3. Accepted 3 new members — Tom Thompson, Maureen Hutton and Joe Gaucher.
4. Changed membership requirements: pay \$25.00, pass national requirements, and attend one Chicago Region event — then eligible for membership.
5. All is in order for upcoming events.
6. The nominating committee met, and its results will appear in the September Scene.
7. A committee, headed by Dan Gerow, was formed to plan the 1977 calendar of events, keeping in mind the results of the questionnaire sent back from the membership.
8. Dinner-Dance on December 18th.

OCTOBER CALENDAR

- | | |
|---------|---|
| 8 to 10 | Mid-Ohio Oktoberfest.
Bruce Pickering — 614/889-9232 |
| 10 | Kentucky Oktoberfest
Evelyn Lambert — 502/966-2954 |
| 17 | Western Michigan Rally
Craig Paull — 616/245-9882 |
| 24 | Southeastern Michigan Color Tour
Ron Roland — 313/749-9804 |

MEET THE NEW MEMBERS

by Ed Leed

Out of the five applicants who have become members, it is interesting to note that four of the five have 914's, and four of them are single.

Wally Holz's yellow 911 is the only holdout among this group of enthusiastic Porsche pushers. While Wally's 911 is a pleasure to look at, his participation at PCA events will be remembered best by the female companionship that he enjoys. His friend, Juris enjoys our events so much that she plans to attend by herself whenever Wally's work assignments keep him away. Now, if only we can find somebody who can fix Wally's schedule. . . .

Emil Bohach owns a vintage 914 that refuses to die. Despite Emil's best efforts to rust it, thrash it and concours it — it remains among the walking wounded. His 914 won the last round when Emil discovered that his 85,000 mile old brake fluid was turning to steam at Blackhawk. Needless to say, Emil conceded that one.

Tom Thompson keeps his brown 914 locked away in a vault. It seems that not too many people in his neighborhood know what a Porsche is and every time he leaves it out, little souvenirs keep disappearing from it. He's hoping that the furry dice that he just bought will keep the demons away. Tom also has fallen into the ranks of the Dirty Dozen and being single, should feel right at home in the Dozen's search for wine, women, song and fast country roads. Maureen Hutton, also a swinging single, has been approached by the Dirty Dozen to join their masses. She's thinking over their membership requirements. While she is in awe of Frank's beer belly, it will take her a while to learn to drink beer standing on her head like Terry. Maureen and her red 914 are just what the Dozen needs.

Last, but not least in this month's list of new members, is Joe Gaucher. He, his son Eric, and their more than mildly modified black 914 are familiar sights by now. It took about a dozen events over the past couple of years for them to decide whether to make the plunge into all this hard core insanity. Now that they've been committed, they've resigned themselves to a life of bald XWX's, short gears and vapor lock. They tell me that that's what life in the 4-cylinder modified class is like.

We welcome this new group of members and hope they will continue to enjoy the club's activities.

REPORT OF NOMINATION COMMITTEE

In accordance with our Constitution, Article VI, Section I, the Nomination Committee composed of Dan Gallagher, Chairman, Neil Holleb, Dick Gunther, Rip Patterson, Joe Ratschan, Larry Bobbe, and Bob Ostholthoff submits the following slate of officers and new directors.

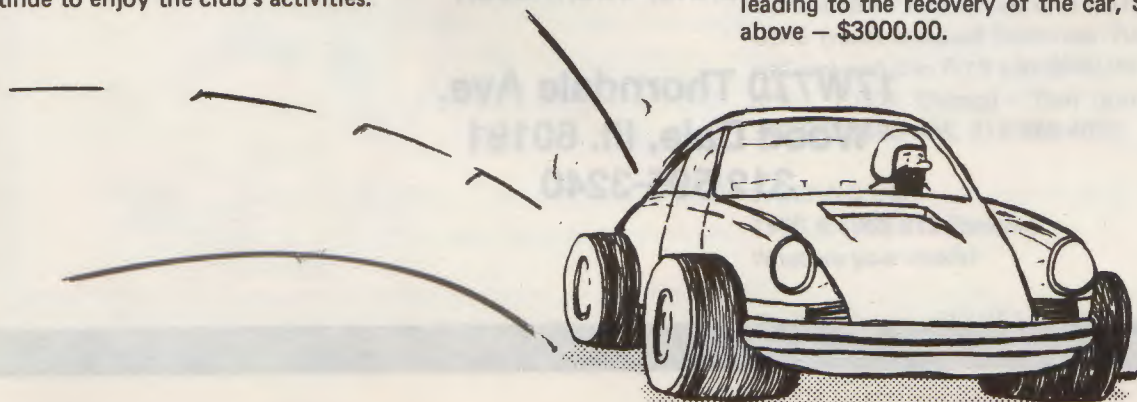
President	Jerry Meyer
Vice President	Bob White (socks)
Treasurer	Bonnie Shapiro
Secretary	Sandy Gerow
Director (2 years)	Frank Wagner
Director (2 years)	Ed Russ
Director (2 years)	Don Gerow

Nomination for one of those positions and/or for one entire slate may be submitted from the membership at large by a petition signed by at least 10 voting members (member or active family member) with good standing if received by the Secretary (Ms. Shapiro) or the Board of Directors prior to October 15, 1976.

If another slate or individual(s) is so nominated that slate or individual(s) will appear in the newsletter of the club with the slate as put forward by the Nomination Committee for election by the membership in good standing.

STOLEN

For information leading to the arrest and conviction and recovery of the following described vehicle — STOLEN on August 13, 1976 a 1976 Porsche Turbo Carrera Coupe. Model number 930781. Serial number 9306800365. Engine number 6860378. Color — Copper Brown Metallic. Tan leather interior with "Green McKenzie" plaid inserts in the front two Recaro Sport Seats. Car equipped with all standard Turbo Carrera accessories plus the following options — electric sliding sunroof, limited slip differential, gravel protection rear fenders, 1.5 HP starter, Marchal Amplilux headlamps, sport seats left and right, 8 & 9 inch Porsche alloy wheels with gold spokes and polished rims, fitted with Pirelli P7 Series 50 tires (205 front and 225 rear). Car has been lowered. The owner has a series of "SPECIAL IDENTIFYING MARKS" on file with the Minneapolis office of the FBI which can be used in case the car's identification marks have been altered or changed by the thieves. When the car was stolen, it carried a Minnesota license plate on the rear only "NP9108". Direct your information to — Jack Zimmer (Ex-owner), 6120 Brooklyn Blvd., Minneapolis, MN 55429 — (612) 561-6160. The reward will be paid as follows — Information leading to the arrest and conviction of the thief or thieves, \$1500.00. Information leading to the recovery of the car, \$1500.00. All of the above — \$3000.00.



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S.O.S.
S.O.S.
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SAVE OUR SPORT
by Bonnie S. Shapiro

SENATE BILL No. 193 VETOED

S.B. No. 193, the bill that would "save motor racing in Illinois" was vetoed by Governor Walker after its overwhelming approval by both the Illinois Senate and House of Representatives.

This vindictive action by Governor Walker revealed his total lack of concern for hundreds of thousands of Illinois voters who support motor sports. The entire motor racing community must immediately begin working together to redress this flagrant injustice. We must not let the tremendous efforts put forth on SB No. 193 over the past year go unheeded. We must **KEEP MOTOR RACING OFF THE STREETS AND ON THE RACE TRACKS WHERE IT BELONGS.**

WE MUST OVERRIDE THE SB NO. 193 VETO NOW

**WRITE OR CALL YOUR STATE SENATOR AND
(3) STATE REPRESENTATIVES.**

Be brief, original, courteous. Request a written reply.
**REMEMBER — THIS IS AN ELECTION YEAR, AND
YOUR VOICE WILL BE HEARD.**

Dear Senator (Representative):

Please vote Yes to override Governor Walker's veto of SB No. 193. This bill allows equality for all sporting events and eliminates discrimination against motor sports by the Illinois Pollution Control Board. Help save motor sports, a \$120,000,000 industry. I would appreciate your written reply regarding your position on SB No. 193.

Thank you for your support,

Your name and signature
Your address and city
MEMBER MOTOR SPORTS POLITICAL ACTION COMMITTEE

CALL STATE CAPITOL (SPRINGFIELD) TOLL FREE
NUMBER —
CHICAGO AREA 641-6070 — ROCKFORD 965-2040 — ELGIN 697-2188

WE, IN THE PORSCHE CLUB, ALONG WITH MANY OTHER INTERESTED GROUPS. MUST WORK FOR THE DEFEAT OF THE TWO PARTICULAR STATE REPRESENTATIVES WHO LED THE ENVIRONMENTALISTS FIGHT TO KILL SB No. 193. WE MUST DEVELOP A TASK FORCE OF PEOPLE TO HAND OUT LEAFLETS SUPPORTING THEIR POLITICAL OPPONENTS IN THE NOVEMBER ELECTION. ONLY WHEN WE BEAT THEM AT THE BALLOT BOX WILL THE POLITICIANS RESPECT THE RIGHTS OF MOTOR RACING (AMERICA'S No. 2 spectator sport). Please send back this form to Bonnie S. Shapiro, PORSCHE CLUB REPRESENTATIVE TO A.M.S. (ASSOC. FOR MOTORSPORTS FOR THE STATE OF ILLINOIS) 3 South 264 Blackcherry Lane, Glen Ellyn, Illinois 60137.

I volunteer to work 4 hours on an October weekend. (Chicago area) for the PORSCHE CLUB. Please notify me as to the time and place. This is important, and I want to help!

Name _____

Address _____

Phone _____

City _____

FOR SALE

1970 911T Coupe — No. 9110123876. Irish Green/beige. Appearance group, "S" instruments, air. Pristine inside and out, rustproofed, plated heat exchangers, muffler. New 10/70, 32,000 miles; never raced, damaged or modified; always garaged. Bosch Q1's, Hella Q1 fogs, Amco bars, adjustable front stabilizer, Semperit 185 VR's, AM-FM, heated rear window. Strong engine. \$7,000. Craig Richmond, 2576 Perkins Lane, Cincinnati, Ohio 45208. Phone 513/8713371 — evenings.

4 brand new Pirelli CN 36 tires 2-215/60 URIS and 2-185/70 URIS (steel) removed from new Turbo at time of purchase and replaced into P-7's List \$340.00 — sell \$290.00 or best offer. F.O.B. Chicago - Tom Grunnan — phone, home 312/381-6493 — W, 312/666-4022.

PARTING OUT

1966 & 1969 912 Porsches
What are your needs?

G. D. LaCross — 312/422-5212

INSURANCE

by Dave Redszus

Recently, there has been a great deal of discussion in the press and on the air about the cost of replacement parts for domestically produced automobiles, and the effect the pricing and distribution structures of these parts have on insurance rates paid by the average driver.

Chief among the complainants is the insurance industry. And, while the phenomena which troubles the insurance industry is neither new, nor unique to the auto industry, the insurance people have their own little game which deserves both exposure and remedial action.

There is an insidious strain of xenophobia within a segment of the insurance industry, which has pandemic effects on anyone who buys, sells, trades, wrecks or otherwise loses his foreign car. Worse, the man who loses his car by theft or by another's carelessness or incompetence is the man who is likely to suffer most from the symptoms of the disease.

Imagine for a moment that your car is severely damaged in an accident which is clearly not your fault. If it is an American automobile, you'll be offered an insurance settlement based on the cost of repairing your car. If the economics of the situation say "replace" rather than "repair", your settlement will be based on one of several Red Book or Blue Book market reports. Because of the huge market in domestic vehicles, you'll probably collect something close to the true replacement cost of your car.

But if you have an import, you'll find your settlement influenced by a number of factors which favor the insurance company — at your expense. With limited information available to market reporters because of the diminutive size of the market in used foreign cars, settlement offers are based on a number of speculative, inaccurate suppositions. These include:

1. The foreign and domestic autos depreciate at similar rates. This especially penalizes the owner of an expensive foreign car, because depreciation rates are a factor of availability. If it is hard to find a suitable replacement vehicle, the price will be bid up by people in the market for that unit.
2. That foreign cars' optional equipment is priced similarly to optional equipment on domestic units. The effects of this inaccuracy are compounded by the fact that market reports show prices for "loaded" domestics, and "stripped" foreign units. Adders for options discriminate against the owner of a well equipped import.
3. That market reports on imports are representative of the entire market in used imports. In fact, only poor examples of imports find their way into the commercial market; as the bulk of the market exists among private parties. It is extremely rare to find a well equipped, expensive import, in good condition at a dealers auction.

4. That a foreign car, depreciated from a wholesale base, and subject to a dealer mark-up comparable to domestic dealer mark-ups can be readily located, and will therefore, compensate for the loss of a foreign auto. In fact, the depreciation schedule is not accurate (as previously mentioned) and dealer mark-ups are substantially different in the import market, from domestic car dealer markups.

It is hard to understand (in Illinois, where we don't have "no-fault" insurance) why the insurance people want a no-fault law. In effect, they have it already.

Claims adjusters, in effect, tell you: "Here's what we think you've lost — take it or leave it."

There is no effort or attempt to make the claimant whole. He is faced with the loss of the use of his car, while he tries to find a suitable replacement. He is not compensated for the sales tax he must pay to replace a car he didn't intend to replace. He is forced to pay legal costs involved in collecting anything like a just settlement for his loss. As the old saying goes, you can't win for losing.

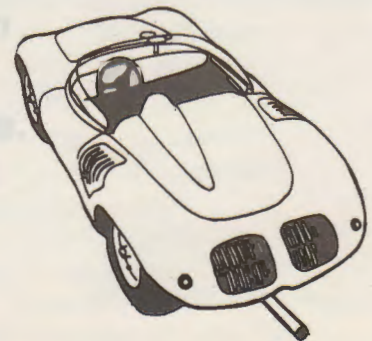
Remedies to the problem could be as simple as a better reporting system on used import car values; or as complex as a class action suit by everyone who has ever been burned by a high-handed claims adjuster who has no legal or moral motivation to justly settle a claim.

There are many reasonable means between these extremes, but none of them will happen until pressure is applied to state insurance agencies, insurance companies, consumer protection agencies, and anyone else who has a vested interest in simple justice.

For your own protection, find out what your own policy provides for in the event of a loss. And, if the policy is unfair, protest to your carrier.

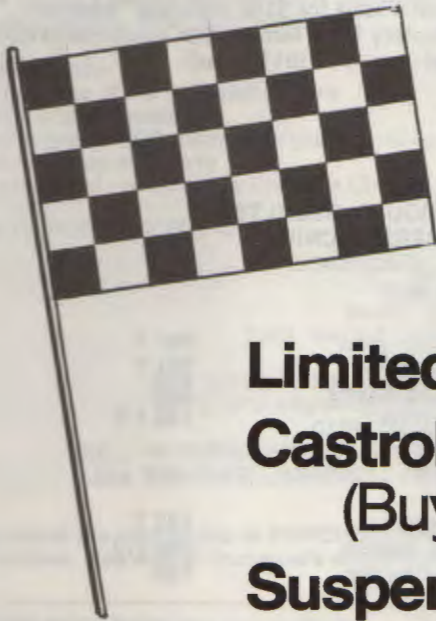
And — for your own protection in the future, discuss the cause with any fellow-fan who will listen — including attorneys, dealers, politicians, etc. etc.

Don't wait until it costs you 2, 3 or 5G's to learn about this inequity the hard way.



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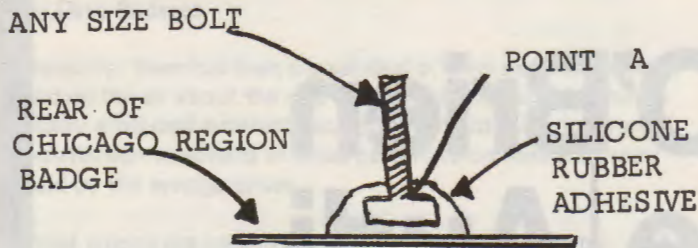
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REGIONAL BADGES



I have had a number of people ask how I mounted my CHICAGO REGION badge without drilling a hole thru it. Take any size nut + bolt that you desire depending on where you are going to mount the badge. The bolt is then attached to the rear of the badge using a silicone rubber adhesive/sealant which is available at any hardware store. Make sure to get the adhesive between the head of the bolt and the badge and a big glob all the way around as shown on the drawing. If the head of the bolt you want to use is not large enough to provide good holding power, you can add a large flat washer at point A.

JOHN WELDA

FOR SALE

'73 Porsche 914, 1.7, AM-FM stereo cassette, Appearance Group, Showroom Condition — Phoenix Red. Driven only 7 months per year and garage kept every winter. 80% of present mileage (49,000) can be substantiated as freeway travel. Immaculate inside and out. An impressive car in impressive condition. Best offer over \$4100.00. Call Rich in Milwaukee, 414/774-3327.

1959 356A Cabriolet. No. 151666. Aquamarine Blue exterior, Silver removable hardtop. Completely original in every respect, including original paint, upholstery, carpeting, etc. Car is in excellent mechanical condition for it has low mileage and was stored for many years. Minor pan and fender rust, but jack receivers and battery box are solid. Rust would be easily repaired. Michelin X, radio, corduroy seat insets. Everything works! This is an unusual original beauty that is excellent for restoration, or detail and drive as is. \$2900.00. Richard A. Kruppa, 1039 Melrose Street, Bowling Green, Ohio 43402. Phone 419/352-7012.

Parts 911, 912, 914, 4 Michelin zx tires 165 SR 15 with 3000 miles like new \$100, 4 — 4 1/2 T 15 911 wheels \$55, set of workshop manuals 91414 and 914/6 \$50, 914 Rear Body from doors back \$200, Archer Radar detector \$15, 911, 912 misc. parts from parts car F.O.B. Richard L. Gonzales, 6920 Woodmar Ave., Hammond, IN 46323 — phone 219/845-6837.

For Sale — The Great Pumpkin. 1971 Orange 911T. If you're sincere (to the tune of \$7,000) it will come and live with you bringing along its odometer with 40,400 miles, "S" Speed Trans., AM-FM radio, alloy wheels, appearance group, air conditioning, immaculate condition, and four Dunlop radials and tubes with 400 miles. Reason for sale — three cars and a two car garage. Gene Urban — home 654-1630 — business 272-8880.

For Sale — 1972 911 Porsche 2.4 coupe, 5-speed, air conditioned, 43,000 miles, garage kept, new metallic brown paint, with beige interior, AM/FM, flares, lowered, spoilers, Konis, Carrera adj. 19mm say bars, 5 factory mags 6 & 7' (\$235 ea. new) w/new CN36's Aeroquip, tunes exhaust, new brakes, Z-barted, custom wheel. Car is perfect, too many extras to list. Peter Heckman, Niles, IL — 312/446-7200. — evenings 312/692-5253.

FOR SALE

Porsche 1972 911T/5 57,000 miles, yellow/tan houndtooth int., "S" instruments, racemark wheel, sway bars F+R, Konis, X W X's on Porsche mags., coco mats. Around \$7,000.00. Terry Baumhardt, 929-0314 — EA7-4824.

I fell victim of 911-fever and sold my beautiful 356-C, leaving the following accessories and parts for the 356 banner carrier: (2) Senperit 165-15 & (2) continental 165-15 all tires hardly used.

Gaskets, including oil sump and valve cover (original)
Windows 356C: (1) rear (1) left side (1) frame left rear Plugs mostly bosh (16) slightly used
(1) used steel rim (spare)
(1) set new disc brake pads
(1) steering gear box (needs bearings)
(1) uni-syn carb synchronifm
(2) velocity stacks (zenith carbs);
Fantastic value for \$150 complete "inventory." Wanted:
(1) Factory Shop Manual with supplements covering through model year 1975 (911 series)

CONCOURS RESULTS — POTTER'S PICNIC

Class A

Bob Gummow	307 T
Larry Bobbe	251 T
Howard Adams	234
Jeri Potter	156 1/2

Class B

Ed Leed	192 T
Bruce Janecek	180 1/2
Tom Grunnah	139

Class C

Tom Masles	143 T
Gerald Ryglowski	127 1/2
John Welda	112

Class D

Chuck Schank	94 T
Frank Wagner	86 T
G. LaCross	77
Stan Bonnesen	68
Wayne Potter	65

FOR SALE — 57-356A SPEEDSTER, black and tan with tan top, new mags, semperits 185 VR 15, 590 power, compensator, extras including hardtop. Asking \$5,700. Phone 312/386-6644, JAMES L. FOLEY.



PORSCHE QUIZ — reprinted from the BENT PYLON, Ohio Valley Region

So, you think you're pretty well Porsche educated, huh? Well we'll see! Try to answer the following questions. You'll be graded afterwards so show your knowledge.

1. Which was the first Porsche to break the 300 KM/hr barrier?
2. The first car designed by Dr. Porsche was the . . .
3. Which production Porsche won its class at Lemans the first time it was entered?
4. The 911 made its debut at . . .
5. The purchase price of a 904 in 1964, was \$-060.
6. Which production model was the first to have 4-wheel disc brakes?
7. Porsche had only one Formula 1 victory. Who drove?
8. What was so uncommon about the 908's transmission?
9. Full scale production of the 356 began in what year?
10. Porsche makes a transmission which is controlled by an electromagnetic switch. What is it called?

Score yourself thusly-

- 8-10 correct — one of Ferry Porsche's sons
- 6-7 correct — a true fanatic
- 4-5 correct — typical PCA member in good standing
- 2-3 correct — no fun at a party
- less — join your local region of the Chevette Club of America.

ANSWERS TO PORSCHE POP QUIZ —

1. 907 "Langheck" (Long-tail), 1967
2. Lohner - Porsche electric car, 1900
3. 914-6, 1970
4. 1963 Frankfurt Auto Show
5. Approximately \$8060, U.S.
6. 356 C
7. Dan Gurney, 1962
8. 6 - speed
9. 1950
10. "Sportomatic"

The editor found the next article in PORCHESTRASSEN of Michigan-Indiana. You would Gummow's would write for us also.

NEWS FROM ROCKFORD by George Scott

All of you 356 pushers will be interested in a call I received from Ginny Gummow, who with her husband, Bob, sponsored the 356 Holiday at Rockford. Ginny and Bob have just returned from a five week tour of Germany. They had been invited to attend a 356 convention in Germany and could not resist.

The weekend event was very similar to the Holiday Weekend and Ginny said the conversations were in many ways identical. There are few sheet metal parts left even in Germany. Mechanical components less rare but stocks are fast disappearing. They were surprised to find that Chuck Stoddards catalog of new manufactured parts for 356's was much prized and any catalogs such as we have in the US are in great demand.

There were 43 cars in attendance from all over Europe. Countries represented included Belgium, Austria, Sweden, France, Holland, Liechtenstein, as well as Germany. They had several speakers, one of whom was Rolph Sprenger who is the manager of the repair facility and they observed his approach to rebuilding one of our cherished speedsters. He was hand making a part and said that his parts supply is nearly exhausted at the factory and that soon the factory will have to discontinue the repair of the 356 series. As you know, those lucky enough to live in Germany have been able to take their cars back to the plant for remanufacturing.

The Gummow's were also taken on tour of the factory which included everything except the race division. They were able to see the last 917 being manufactured. The factory had discovered that they had enough parts to assemble one remaining unit. Vasek Polak was visiting the plant and ordered the machine on the spot.

Also in attendance at the convention was Riner Kohstall, president of the German Region PCA. They visited his home and found that he, like some of us, had a collection of cars and parts, and parts, and parts. He said please do not let anyone know that I have a few parts.

The Gummow's will have an article in the 356 Registry which we can all look forward to, but I felt I should share my conversation with you.

TECH — NORD STERN 914-4 REAR SPRINGS

After 40,000 miles the rear springs on your 914 get pretty saggy. You might replace them with competition rear springs. They're shorter, cheaper, more firm, and easier to install than the standard springs. The job is a snap and can be done in less than an hour. You will need — jack and jack stand — 27 MM or adjustable metric wrench — 19MM wrench — 15 MM wrench — rubber mallet — two 3/4 inch lock washers — penetrating oil — moly grease — spare tire — roommate.

1. Squirt penetrating oil on lower shock mounting nuts.
2. Jack up one side of your Porsche, place jack stand and remove wheel.
3. Remove rubber cap from top of shock and remove nut with 19MM wrench.
4. Use 27MM wrench to remove nut from lower mounting bolt.
5. Remove bolt by tapping shock with rubber mallet, hold bolt and tap shock back to its vertical position, tap shock out again, hold bolt, tap shock back, etc. until you've worked the bolt out. Now the shock is free from any mounting. Remove it.
6. Stand the shock on its lower end and have your roommate put your spare tire over the top of the shock to balance it.
7. Loosen the nut with a 15MM wrench, having your roommate hold the tire firmly on the shock when the nut springs free.
8. Take out old spring. (Now is a good time to adjust your Konis to a softer setting if you'd like.)
9. Insert new spring. Be sure the top and bottom end of the coil fit in the spring retainer seats at either end, and place the drain hole on the lower seat towards the inside of the car.
10. Screw the nut back on the top of the shock, the spring should not need compressing to do this.
11. Put the shock back in your Porsche, fastening the top nut loosely at first. Grease the lower mounting bolt and slide it back in place.
12. Replace the old washer with new lock washer (3¢ each) and tighten bottom and top nuts.
13. Repeat above procedure on the other side and your new springs are installed.

JIM CLARK, SPEED EVENTS

900 SERIES — if the sound deadening material in the engine compartment is loose and sagging, the best adhesive I have found to use is LIQUID NAIL. This can be obtained at Central Hardware. One cartridge will do the job. You will need a caulking gun. This sure beats Trim Cement.

ZENITH 32 NDIX - SOLEX 40 P 114 CARBS — In the late Pano there is an advertisement for GROSE - JET which is a replacement part for the standard needle and seat. I have used this item in the above carburetors with good results. The improvement in the Solex was 100%. They stopped the hesitation and stalling and also improved gas mileage of both cars, a 356B and a 912. John Piatt is using this part in a 356SC - ask him what he thinks. (Ed, note — I have been having terrible problems with leaking needle seats in my Zenith's. I have ordered the Grose Jets — let you know how they work when I get them in.)

356A, B (C?) MASTER CYL RESERVOIR — If the aluminum reservoir is leaking or is eaten away, it can be replaced using a '65 VW Bus Reservoir which is plastic. No modifications are necessary. A reservoir is not furnished with a new Porsche master cylinder.



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