

# CHICAGO SCENE

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# JANUARY 1978



THE CHICAGO REGION PORSCHE CLUB OF AMERICA MONTHLY PUBLICATION

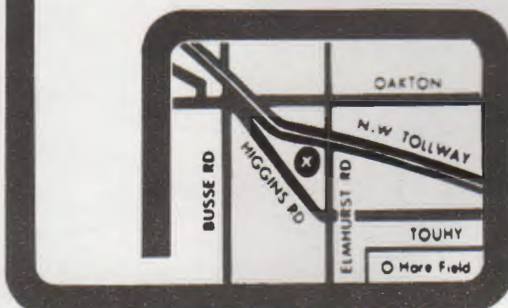


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# THE Chicago Scene

Official Publication of  
the Chicago Region  
Porsche Club of America

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4 - EDITORS EMPORIUM  
5 - CONGRATULATIONS FRANK WAGNER!  
10 - COMING UP  
30 - FUTURE EVENTS

4 - DICK'S DRUTHERS  
4 - PORSCHE - THE CAR YOU DRIVE  
6 - REAR VIEW MIRROR  
12 - PORSCHE PUSHERS PROFILE  
15 - PROFILE QUIZ  
16 - IN RETROSPECT  
20 - IROC 78  
20 - IROC III  
21 - SYNCRO NEWS  
21 - GREAT VALVE CONSPIRACY  
22 - TECH TIPS  
23 - HER CAR GOES TO BONDURANT  
23 - BRAKES AND BRAKE FLUID  
24 - RALLYE ROUTES  
26 - STORING YOUR PORSCHE

27 - BUSINESS CARD LISTING  
29 - GARAGE SALE  
30 - ADVERTISING RATES

2 - O'HARE INTERNATIONAL AUTOS, INC.  
14 - KUSAY-WARD-KUSAY  
21 - GOODIE STORE  
22 - TECH TEN  
25 - PETER FISCHER IMPORTS, INC.  
26 - SPIWAKS SERVICE CENTER  
27 - AUTO CLASSICS, INC.  
28 - OLD WORLD BODY SHOP  
29 - MICKEY'S AUTO MACHINE  
30 - THREE Q'S AUTO BODY  
30 - BODY WERKS OF BARRINGTON  
31 - LEE KLINGER PORSCHE-AUDI  
32 - BRYNTESSON PORSCHE-AUDI

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# The Editors Emporium

By Jeff Thurmond

Starting with the first issue in 1977, the *Scene* has taken on a new look. In the course of the year, the format became somewhat standardized. For 1978, we have a new cover design, as well as a few new writers. Our President, Dick Gunther, has assured me he will provide a short feature for each issue. Frank and Beth will take on the responsibility of reporting for the IROA events. Eve Heckmann will be doing special features for us from time-to-time. Tom Masles has decided that he has told us all he knows about concurring, but will continue a monthly article, called "Synchro Mess" by Elegant Simplicity. Rufus, of course, has consented to give us short stories as his mood sees fit. Rufus will also continue to do the coming events notices/articles.

However, as always, this is not enough. We need "Personal Porsche" articles, "Point-of-View" articles, "Tech Tip" articles, and any other story you can dream up. Don't be bashful . . .

In the last few months, I have been approached by a few club members asking if they can be the "official photographer" for the *Scene*. I haven't responded to any of them yet, since this takes a bit of policy explaining. Being the photographer is not just taking pictures. To save the club money, I buy all the film in 100 ft. rolls. Then I re-roll it into 30 exposure rolls in 35mm film cassettes. The taking of pictures is quite simple. But the rest is very time consuming. I develop all of the film, which requires two basic chemicals, film cans, film spools, temperature control, film clips, film washer, drying agent, time controls, and a few other items, plus about an hour of time. I also print all of the photos. This requires four basic chemical mixes, time and temperature controls, a processor or trays, an enlarger and lens, a print easel, photo paper, print washer, print dryer, and again a few other items. This process takes about one or two 4-hour evenings a month.

So — in response to those who want to do all the photography for the *Scene*; if you are willing to take over all the photo responsibility and deliver to me finished, printed-to-size prints, the job's yours! Still interested? If you just want to take pictures at events where I am unable to attend, I need your help. I will supply you with the film if this is the case.

When the editorship of the *Scene* was given to the current three people — Rich Ward, Tom Lynch and I — we divided the duties. The duties are the same, but for your understanding I am going to go over them again and also explain how the *Scene* gets put together. Rich Ward is in charge of the advertising. He contacts potential advertisers and sells them space in the *Scene*. He also sends out the billing statements for the ads. New advertisers can either supply their own camera-ready ad or we will do it for them. New ads (the ad copy material) are given to Tom Lynch.

I take care of the contents of the *Scene*. I make up a list each month of what's to go into the next issue. This is a checklist and includes all topical articles, stories, event notices, photos, cover photo, et al. I then follow up on the author of the articles — e.g. call Masles about his concours tip, event chairpeople about information on their coming event, etc. All that's left over I either give to Rufus or I do it myself. On the 15th of each month I put it all together, draft a cover letter of information/special instructions, and send it off to Tom Lynch.

When Tom Lynch gets my package, he then starts the process of "layout". Those articles that are untyped, he has to type. I try to get as many typed myself as I can,

but time often demands that I send him handwritten copy. After typing (he gets Paula to do this ..... thank you, Paula!), he and Paula make a dummy layout of the magazine, including photos, ads, articles, et al. Then Tom takes it to our printer in Rockford, Adams Letter Service. He goes over each issue with them, noting changes, special instructions — whatever. Adams Letter Service then typesets all the written copy as well as making half-tone negs of the photos and line copy negs of the typeset copy. Then they burn plates from the negs and turn on the printing press. Next they collect all the pages in the proper sequence, staple the magazine together, affix mailing labels and take it to the post office.

Neil Holleb supplies the computer printout of the mailing labels. Thanks, Neil!

. . . . And that's how it's done. So, if you have advertising material (excluding the free personal ads in the "Garage Sale" column) contact Rich Ward. If you have an address change, contact "Tena" (who is Neil's right hand at Holleb Food) or Neil Holleb. If you have written copy or photos, see me. If it's a layout/production matter, see Tom Lynch. If it's a bitch about something, Rufus will accept all . . . but dealing with him is at your own risk.

On behalf of the editors of the *Scene* I extend a special thanks to all who have helped us this past year. We still need help though. . . this is your magazine — participate!

## PRESIDENT'S CORNER

### "DICK'S DRUTHERS"

Happy '78, Chicago Region Porsche Pushers!

You are cordially invited to all of the events printed in the PCA calendar. R.S.V.P. by attending — a great year is planned, and most of our chairpeople are already hard at work preparing some of the super events we've grown accustomed to in the Chicago Region.

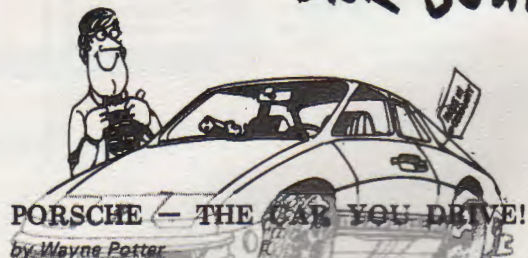
On behalf of the entire membership, I would like to thank the outgoing Board of Directors and Executive Board for their time and energy devoted to operating the club. Thanks to Jerry Meyer, Rip Patterson, Joe Ratschan, Sandy Gerow, Dan Gallagher and Bonnie Shapiro, all the event chairmen and workers, and our news staff!

A number of calendars are already in use and many more will be available at the next two events. After that, we'll be forced to entrust delivery of these "collector items" to the United States Postal Service.

Looking forward to seeing you on the ice January 22nd and at our 1/150th Scale Rallye on February 19th . . . continue working on your arts and crafts for March.

Ciao,

Dick Gunther



As I left the annual dinner in December, I counted the Porsches in the parking lot — two 914's, two 911's, and one 924. Other expensive imports were in evidence so maybe it isn't dollars. The lot was still full as I left early.

**CONGRATULATIONS!!**

**FRANK WAGNER**



**CHICAGO REGION  
ENTHUSIAST OF THE YEAR**



PORSCHE PUSHERS PYLON

A PIECE OF STEAK

.....AND OTHER THINGS

by Bob Gamble

I carefully rolled back the cover from the 914 and climbed aboard. This would be one PCA outing where I would be sure not to get into trouble. After all, who ever heard of vapor locking at two below zero? I picked up my lovely date in the city and headed toward Barrington. Since I'm in Barrington a couple of times a month on business, I felt finding the Biltmore would be a cinch. Besides, after the Dubuque rally, I felt I was a regular John Baffum. Unfortunately, my navigator was not "Vicki" and we got lost - for a while anyway.



When finally arriving high atop the hill at the Biltmore, things were in full swing. As I wandered into the bar, I noted these people looked strangely different than the Porsche Pushers I knew . . . coats, ties, tux, long dresses! A few good remarks about oil return tubes and timing chain tensioners made me feel right at home.



As the party moved from the bar into the dining room, everyone chose a table to their liking - well, not everyone! There are always those who seem forever destined to wander from table to table throughout dinner - a salad here, a steak there.

(continued next column ....)

The thoroughly delicious dinner was interrupted by only an occasional announcement. A number of lucky contributors of the *Scene* were fortunate enough to go home with symbolic tokens of appreciation. Anyone for a greasy piston?



The best part of the evening began with the dancing. Its the one chance all year to look a little closer at some of the lovely ladies in the club - not to mention get a little closer. Evidently some people felt the same way about my date, since she was well occupied with others when not by me!

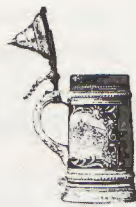


As the night passed on, and the party raged on, everyone had a grand time. It was a fitting way to cap off another fun-filled year with the Chicago Region. Now . . . if we all can just shave a half second off our lap time, find the perfect alloy wheel cleaner and make it to the last check point.

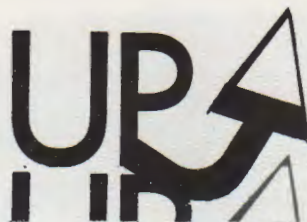








# COMING



by Rufus

The next event is, of course, the

## H & H PRODUCTIONS SECOND ANNUAL FREEZE YOUR B---S OFF ICE GYMKHANA

As noted in the last two issues of the *Scene*, this event will take place on January 22, 1978 at Sterlingworth Lake in back of Sterlingworth Motor Inn in Elkhorn, Wisconsin. I still predict only 8" of solid ice on the lake . . . enough to hold all Porsches and Detroit beaters. The Dirty Dozen haven't backed out of the "take the rest of the club on" contest yet, so it should shape up to be an event to long remember (if you remember it at all after the proposed drinking contest). Yes, hot coffee and chocolate will be provided, as well as donuts. Runs start at 10 am. No practice. No open-exhaust. The course will melt at 3:30 PM. Dinner (a fine sirloin roast) will start at 4:30 pm. No booze till you've completed all of your runs!

Registration will open at 9 am on 1/22/78 at Sterlingworth Motor Inn in Elkhorn, Wisconsin. Since the Inn will only take two-day reservations for rooms, you may wish to make it a full weekend. If so, contact Sterlingworth directly . . . zip code is 53121 and phone is 414/742-2200. Rates are — single \$24, double \$27.

The six classes are still in affect. So fill out the registration form below, note your class, feed your dogsled team, put 50 gal. of oil and 100 gal. of gas into your German half-track, and send your money to Bonnie Shapiro.

Registration cost — 1st driver \$5.00 . . . 2nd driver \$3.00 . . . Guest driver \$5.00  
Late registration (after 1/16/78) — 1st driver \$6.00 . . . 2nd driver \$4.00 . . . Guest driver \$6.00  
Adult dinner \$7.20 — Children's dinner \$4.20

Send registration to Bonnie Shapiro  
3 South 264 Blackberry Lane, Glen Ellyn, IL 60137  
No phone reservations will be accepted. Late registration after January 16, 1978  
Make checks payable to PCA Chicago Region.

### REGISTRATION FORM

#### H & H SECOND ANNUAL FREEZE YOUR B---S OFF ICE GYMKHANA

1st Driver \_\_\_\_\_ member \_\_\_\_\_ applicant \_\_\_\_\_ guest \_\_\_\_\_

2nd Driver \_\_\_\_\_ member \_\_\_\_\_ applicant \_\_\_\_\_ guest \_\_\_\_\_

Type of Car (1st Car) \_\_\_\_\_ color \_\_\_\_\_

Type of Car (2nd vehicle) \_\_\_\_\_

Adult dinners (how many at \$7.20 ea. \_\_\_\_\_) Children's dinners (how many at \$4.20 ea) \_\_\_\_\_

Class (check whichever) Men's \_\_\_\_\_ Ladies' \_\_\_\_\_ Men's w/snow or studded tires \_\_\_\_\_

Ladies' w/snow or studded tires \_\_\_\_\_ German Half-Track \_\_\_\_\_ Dog Sled \_\_\_\_\_

The next event is the

### YOU CAN'T GET THERE FROM HERE RALLYE

This will be a "map rallye". All ya have to do is get to the rallye site, find a seat, assume a rallye-position, and follow the instruction. No, you will not be allowed to lift your leg and pee on the map. Only I get to do that; unless you bring your dog roommate, who will be allowed to express feelings in this manner.

The event will be held on February 19, 1978 at "LaRay's" — at 7225 North Caldwell, Niles, IL. First pen on the map will be at noon. (Can't really say "first car off".) This will be one of the rare times rallyists will have an open bar . . . the LaRay's bar will be pre-checkpoint one at 11:00 am.

Entry fee is \$6.00. The fee includes the cost of a Chicago Tribune area map, which you may keep following the rallye.

Dinner will follow rallye . . . providing you don't get lost. Dinner selection is limited to — Roast Sirloin of Beef or Broiled White Fish with Lemon Butter. Cost for dinner is \$7.50 per adult and \$5.50 per child. Please register by February 10th so we know the right number of fish to catch and the number of steers to rope.

Fill out the registration form on page 11.

COMING UP..... continued

SIGN ME UP FOR A SPOT IN THE "YOU CAN'T GET THERE FROM HERE" RALLYE

Driver \_\_\_\_\_ Navigator \_\_\_\_\_

Type of pen/pencil entered \_\_\_\_\_

I'll need the following food selection for dinner:

Roast Sirloin \_\_\_\_\_ (number) at \$7.50

Children's dinners:

Roast Sirloin \_\_\_\_\_ (number at \$5.50)

Broiled White Fish \_\_\_\_\_ (number) at \$7.50

Broiled White Fish \_\_\_\_\_ (number at \$5.50)

Send registration to - Linda Gutmann  
6116 North Landers - Chicago, IL 60646  
Make Checks to - PCA Chicago Region

Next on the agenda is the -

**SECOND ANNUAL PORSCHE PIPEDREAMS AND PASTIMES CRAFTS SHOW AND  
OUT DAMNED SPOT CONOURS**

- of Messrs. Masles and Thurmond. 'Ol Elegant Simplicity really did a super job last year, and trust it will be even better this time. I've squirted the tires of Masles' 911 (the Class A one) and left teeth marks on the hood so the competition should be more equal. Mr. Simplicity has some photocrafts he might enter, and if my roomie, Jeff, gets them done in time, he has a few pix's of Porsches to display.

Since the date is March 19, 1978, the road salt will all be gone and no one will have a valid excuse for not entering the concours. The four usual concours classes will apply.

For the crafts show, prizes will to to [1] the best crafted, [2] the most artistic, [3] most original, [4] best use of Porsche parts/logo/image and [5] the craziest. As to prizes, 'ol Elegant Simplicity has approached me for an autographed paw print, but I'm not sure I want to let many of those out on the market yet . . . maybe I'll donate a clump of my famous Old English Sheepdog hair.

Beer will be available at the event. Bring your white gloves for wearing around the concours area. Helmets are not required.

Fill out the registration form below:

**YES - I WILL ATTEND THE SECOND ANNUAL PORSCHE PIPEDREAMS AND PASTIMES  
CRAFTS SHOW AND OUT DAMNED SPOT CONOURS**

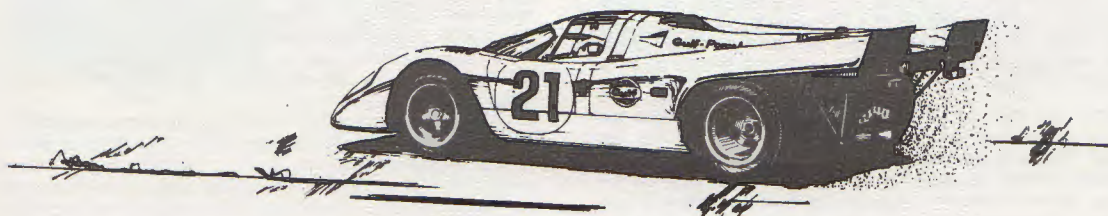
NAME \_\_\_\_\_

Enclosed is \$6.00 for Concours \_\_\_\_\_ Concours Class: A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_

(if you don't know which class, call either Jeff or Tom)

Dinner @\$7.50 each \_\_\_\_\_ (number) Type of Arts/Crafts (i.e. photo, leather, whatever) \_\_\_\_\_

Send registration to Jeff Thurmond, 446 Lageschulte Rd., Barrington, IL 60010. Checks payable to PCA Chicago Region.



# PORSCHE PUSHERS PROFILE

by Eve Heckmann

This article does not depict any certain ethnic group, just a few outrageous — some conservative — throw in a few crazy — but primarily fun-loving car enthusiasts. These enthusiasts have formed a group who call themselves PCA. Over the years, it has become a well organized club, by giving themselves a monthly publication and by being blessed with a great number of members. The officers and directors of this group are word sketched in the following profiles.

*(Ed. note: Eve also conducted a word-association quiz with these people; the results are included with each profile.)*

At the end of the profiles is a quiz or contest, depending on how you read it. It is fun to do and doesn't take much to complete. Have a go at it!



**DICK GUNTHER, president.** Dick purchased his first Porsche in 1970 and has been a member of PCA since that time. His life has been a series of PCA events, parties and many new friends which evolved thru his membership. He is an active participant, having been on the Board of Directors prior to serving as president for 1978.

Dick's understanding of the club is to maintain an active calendar of events, encouraging participation by all and thereby creating a fun time. This administration, as a unit, will actively concern itself in promoting participation, by being open for new ideas, getting to know new members on a more personal basis, and asking for more individual involvement by members when putting on events. Dick is an enthusiast who has many hobbies, and like the other people heading up the club, hopes that this enthusiasm will bring about a great new year for PCA.

In having taken our word association quiz, we see now why all of Dick's Porsches were always of female gender: Car — Porsche, Vintage — Wine/356, Leg — female, Bre — female . . . . .



**BONNIE SHAPIRO, vice-president.** With a not-so-secret desire to become the first woman president of PCA, Chicago Region, Bonnie has said to be fulfilling her selfishness thru her endless efforts and time given in working for the club.

She has a curiosity about everything and enjoys learning new things with enthusiasm. She admires people who are never 'blase' and finds exchanging ideas in a conversation very stimulating.

Bonnie has been a member of PCA since '64, at which time she participated in the Chesapeake Region with a red 356C. Her interest in cars has been nurtured since she was approximately 15 years old and at this point is strictly Porsche.

People are one of her primary interests aside from her family, and this interest, thru her membership, has enabled her to build lasting friendships over the years. She strives to keep the club fun and social. In working for the club, her enjoyment is in knowing that her jobs are well done. In having taking our word association quiz, we see

she is a true enthusiast: Car — Roger, Vintage — Speedster, Leg — Rally, Bra — Porsche, Bed — Roger . . . . .



**DAN GALLAGHER, treasurer.** Dan has been a member of PCA for the past 10 years, 6 of these spent managing the monthly newsletter while also providing all of the photo coverage of events. This past year, he served as the club's vice president, with the 3 remaining years unaccounted for. This Pied Piper of events,

which he has been referred as, was voted "Enthusiast of the Year" for 4 consecutive years, along with holding a perfect attendance record for 5 years.

Aside from all of the aforementioned, this giant among enthusiasts has been the chairman of 2 midweek driving schools per year, for 9 years.

The Gallaghers are also members of other clubs, for which he has maintained a fine collection of automobiles. This is the busy man who not only supplies the go-carts for various events, but also found the time to supply the children.

Dan's anticipations for the club in '78 are for more events, good participation and hopefully a greater camaraderie among the members. When willingly taking our word association quiz, we were surprised that he appears to be an all-around guy — since he is quoted as having said all of his friends aren't playing with a full deck: Car — Porsche, Vintage — Mercedes, Leg — Rally, Bra — Girl, Summer — Home . . . . .



**TOM MASLES, secretary/concours coordinator.** Unfortunately Tom was unavailable for his interview. He has been working out of state for the past few weeks and will continue to do so for some time. Myself, along with others wish him the best of weekends. So much for Tom!

*Ed. Note: Since Tom lives by me, I offer the following. — Masles became known as "Elegant Simplicity" when he got the urge to dump his Black '75 Carrera. The '75 was not simple and Tom offered the argument of "simplicity is elegant" — or elegant simplicity. Tom talked of the virtues of a 356. What did he get? A concours Class A 1970 911 T 2.2. Simplicity? Now he has sold his new Beemer and really gotten the ultimate "Beater" — a '77 911 Targa. (Good 'ol Elegant Simplicity doesn't talk about those "back-to-basics" and "simplicity" much anymore.) Anyway, Tom is single, in his early 30's, has honest class (a touch-of-class?), loves German white wine, and after getting totally wiped out at my place on our Tequila once, now sticks usually to beer. If one could pick someone to be a close friend, Tom would be at the top.*

As to the word association: Car — Buick or other Detroit monster, Machine — Porsche, Elegance — Simplicity, Vintage — 3 year old Michelob, Summer — I can drive the Porsche/dry roads, Leg — Woman, Bra — Paint Chips, Winter — Salt on Roads, Bed — Screw, Red — Traffic Cop.

(continued on page 13)

**PORSCHE PUSHERS PROFILE, continued ....**



**DAN GEROW, member of the board of directors.** Dan has been a member of PCA since '72 and his activities include having been vice president, now finishing his term (2nd year) on the board. Dan's expectations for the upcoming year are to have excellent events and improved participation by members. He is a man with an interesting past, having

switched from football to ballet, and likewise with an interesting and active future, coaching a girls softball team, relaxing in his summer home in Michigan, and of course, PCA.

Since Dan was not available for this interview, Sandy was kind enough to provide Dan's answers for the following word association quiz: Car - Fast, Vintage - Old, Bra - 34D, Road - Curves . . . . .



**ED RUSS, member of the board of directors, autocross chairman.** Ed has been a member of PCA since '72, having been introduced to the club in '71 at an autocross by Jerry Meyer. Ed's personality developed in Pittsburg after frequenting many pool halls. When the halls became too much, he moved on and eventually

landed in the Chicago area. Being a man of many interests, he has owned some 26 different cars, but seems to have found his contentment in the Porsche.

Ed's anticipation for the upcoming year in the club is to bring back the Over All. This should be a new push for participation for all car enthusiasts. His primary interest will be in autocrossing to which he said, "I'm going to keep doing it until I get it right." His benefits in being a member are the chance for the personal involvement which he described as being in the inner circle, being not only a part of the enjoying but also a part in the planning of events, and numerous friends, along with his great love of driving his Porsche over 55 mph. Ed is a man with Porsche insight: Car - Porsche, Vintage - 356, Leg - Helga, Bra - Vinyl, Summer - Racing, Red - Porsche.



**FRANK WAGNER, member of the board of directors.** Frank purchased his first Porsche after the summer of '69. Since then, his life, entwined with Six Pack, has been a series of ups and downs. His main escape from this is working as a parts manager for a Toyota dealer, which causes slight jealousies.

Frank has been a member of PCA for the past five years and is considered to be an active participant. Frank received the "Enthusiast-of-the-Year" award for 1977 . . something he seriously earned. His aims in the past and for the future are in helping the club expand its activities by providing more events for

the members and to build better relations with other PCA regions. His benefits thru this involvement have not been few. One can say that PCA gave birth to the "dirty dozen", and they were christened by Diane and Dan Gallagher. Just a few of Frank's other interests include Becks Beer or Screw Drivers, hunting for small game, and as our word association quiz proves, there are other things on his mind besides Porsches: Car - Porsche, Vintage - 917, Summer - Fun, Leg - Arm, Bra - Less.



**JERRY MEYER, member of the board of directors.** Having just completed a 2 year term as president of PCA Chicago Region, he is now serving a new term as a member of the board. Jerry has been a member of the club for 11 years. During this time, he has served as treasurer, vice president, member of the board

and besides PCA, is just as equally involved with SCCA.

Jerry is a man with many interests. Some of these include traveling, skiing, mountain climbing, camping and working on metal sculptures. His benefits in being a member of PCA are several; the friendships gained locally and nationally over the years, the personal challenge in driving rallies and gymkhanas, the enjoyment of meeting new people and being actively involved in the club.

Jerry can be defined as a fun-loving car enthusiast, based on our following word association quiz: Car - Porsche, Vintage - Wine, Bra - Porsche, Leg - To Pull, Road - Hog, Summer - Race . . .



**BONNIE GLADISH, member of board of directors.** Bonnie has been a member of PCA since '61 and is just as active in SCCA. As you may recall, she was the first lady driving in events with PCA. Bonnie served a three year term on the board prior to this one and is also chief registrar for SCCA. She is a lady who understands cars and clubs, having

been actively involved with both.

When describing her position and anticipations for the new year, she reflects that being on the board is working as a liaison for the members and her hopes are to concentrate on getting to know the new members. She sees this unfamiliarity as a problem for new members. The club has grown in numbers and it is getting harder to meet all the new people in the club. She is a person with many interests and hobbies, one of them being a Porsche as we determined from her word association quiz: Car - Porsche, Vintage - '61, Bra - Porsche, Road - Driven.

(continued on page 14)

PORSCHE PUSHERS PROFILE, continued . . .



**BOB OSTOLTHOFF**, member of the board of directors. He was weaned on "Mercedes". He hated the looks of the Porsche until his junior year in college. While passing by a Porsche dealership two years ago, he came across a club tech inspection and has been a member of PCA since. Before that time,

Bob had to travel all the way to Germany to pick up his '73 Porsche, which He claims will be his first love - at least until he gets married.

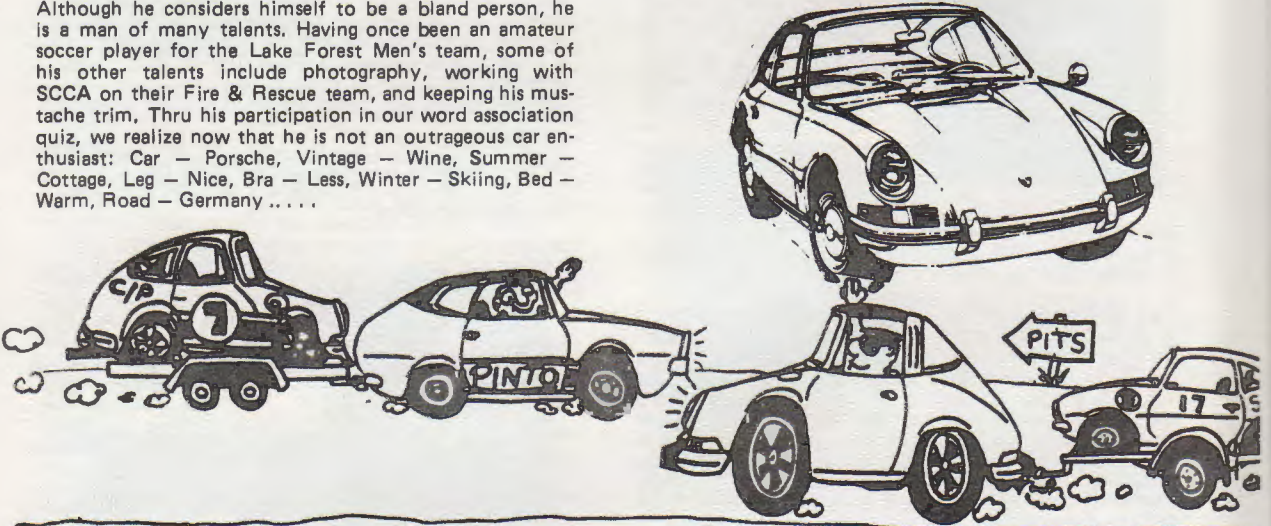
Bob is a 26-year-old coordinator in his spare time, while being a PCA member in his full time - a truly beneficial member who's goals are to work in the club primarily to help keep it growing and to remain a club which offers enjoyment for its members. Thru his membership, Bob utilizes the lighter side of himself by being humorous and escaping the 5 day rat race. In quoting him, "The numerous friendships and experiences evolving from the club have kept me very active."

Although he considers himself to be a bland person, he is a man of many talents. Having once been an amateur soccer player for the Lake Forest Men's team, some of his other talents include photography, working with SCCA on their Fire & Rescue team, and keeping his mustache trim. Thru his participation in our word association quiz, we realize now that he is not an outrageous car enthusiast: Car - Porsche, Vintage - Wine, Summer - Cottage, Leg - Nice, Bra - Less, Winter - Skiing, Bed - Warm, Road - Germany . . . .



**JOHN GUSTAVSON**, member of the board of directors. John, as many others, was described as a kid at heart. For example, he starts to celebrate his birthday on the first of the month and continues throughout. Having been a member of PCA for 3½ years has been like a party for him. He enjoys the events, enjoys meeting new people and

enjoys driving his Porsche. Because of this enjoyment, John is becoming more actively involved in the club, and this is his first year to serve on the board. Being a director on the board, John explains, is to work for the members. Aside from the PCA, he is also an active jogger, likes to play squash, but does not plan to do much fishing. After having taken our word association quiz, we determined that John may have a few stories to tell: Car - Ernie, Vintage - Wine, Leg - Broken, Bra - Boob, Bed - Girl in Atlanta . . . .



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RICH WARD

# Profile Quiz....

by Eve Heckmann

## PARTICIPANTS OF THIS CONTEST MAY NOT BE:

- 1) mentioned in vain;
- 2) direct/distant relations to Billy Carter, or associated with;
- 3) a member or affiliate with any Glee Club;
- 4) an accredited Nursery School graduate.

After matching the correct name with the given descriptions, the winner is entitled to the following prizes — Milk Bone, donated by Rufus; 1 or 2 authentic Finch Eggs (depending on the disposition of the birds and time of drawing).

- |                   |                   |
|-------------------|-------------------|
| A. Dick Gunther   | G. John Gustavson |
| B. Bonnie Shapiro | H. Ed Russ        |
| C. Dan Gallagher  | I. Frank Wagner   |
| D. Tom Masles     | J. Bob Ostolthoff |
| E. Dan Gerow      | K. Jerry Meyer    |
| F. Bonnie Gladish |                   |

Age 31, purchased 1st Porsche in summer of 1969. Is a known operator of an illegal GONG SHOW. Has been seen drinking beer or screw drivers while sometimes wearing a large or X-tra large T shirt, depending on the cut.....

Shaved off his beard (kept the mustache) to rid himself of his democratic image. Loves the club, but technical aspects scare him. Purchased his first Porsche in Germany '73. Has recurring dream of being George Plimpton of SCCA, while wearing fast size 7 shoes. Considers himself extremely attractive but with a bland personality.....

Since presidential duties are over, is taking concentrated golf lessons. Has sent several invitations to former President Gerry Ford. Is considering writing a book possibly titled "My Final Days in Office" or "While Walking Tall". Is still, at times, plagued by extreme shyness when making public appearances.....

With total lack of depth perception, finds herself to be a frustrated glutton in driving for that trophy. At the late age of 5, wanted to be a boy, but later realized she was only an early supporter of ERA. Her political aspirations could be described as "always the treasurer, but getting closer to the presidency". One of her only oddities others are familiar with could be her husband.....

Alias "Fast Eddy" as he was known in many a pool hall back in Pittsburg — now saves his summers for autocrossing. When not participating in PCA, he is actively involved in the Winnetka Community Theatre; he was also seen working as a stage crew member of Cabaret.....

Is noted for having rythm only when dancing. At one time was a not-so-active member of 7 car clubs. Besides cars, has been known to try and drive go-carts. Holds the unofficial bicycle record at Blackhawk. Is the owner of not one but two tuxedos which are NOT REVERSIBLE, just have interesting linings.....

Played football in college, later switched to squash and then tried fishing. After loosing his only two front teeth over some small insignificant fish, decided to stick with cars for a hobby. Although it seems he had a great time in Atlanta, is now very happily situated in the Chicagoland area.....

Her participation in two car clubs could all stem from her brief position as a school crossing guard. At one time was the only lady driver in Gymkhanas-Autocrosses. This lady also finds the time to do leather work, needle-point, painting and raises a son who describes her as a "cool mom".....

After having torn his hamstring playing football, he started a long relationship with ballet. Was nicknamed "The Greek" by Dan Gallagher because his ancestry is English/Welsh/German. Has a Porsche named Red Rusty, which presently is sick in the garage with a tremendous engine ache.....

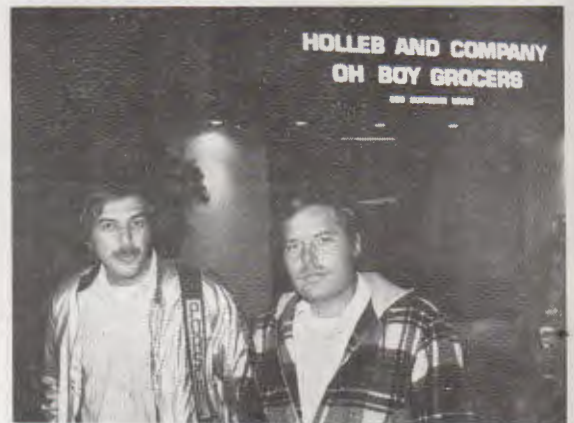
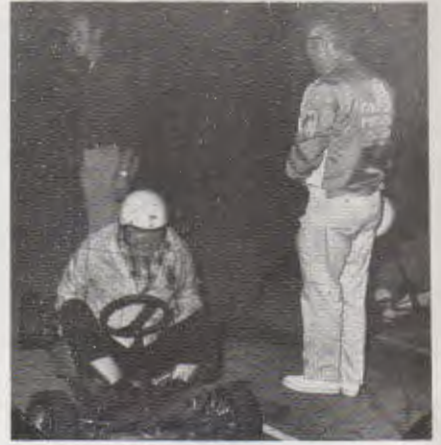
Thinks the '77 911 is simple. Believes that a skateboard is better than a BMW on ice. Enjoys polishing hood latches. Calls his '70 911 "The Great Pumpkin". Swears each winter that he won't spend another one in Chicago. Is out of town taking shorthand lessons to aid him in his position with the club.....

This man bought himself a new suit 8 years ago, followed by a hairpiece to set off the suit, then finally realized he needed a Porsche to make the new image complete. His primary interest may be in someone's mouth while his motto is to keep smiling, but is also very interested in creating chopped liver sculptures. When not playing a musical instrument, he has been seen looking at things thru various lenses.....

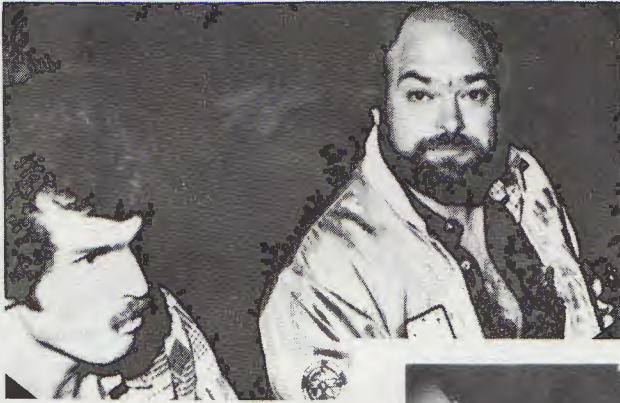
In summarizing, having come to the end of 1977, which proved to be a happy and successful year, we now look forward to 1978. With our new administration, good things are bound to happen!



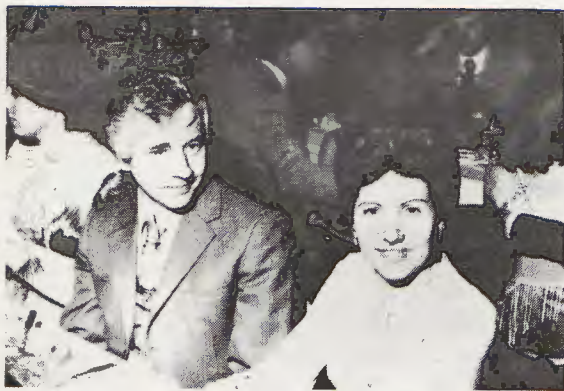
**IN RETROSPECT**

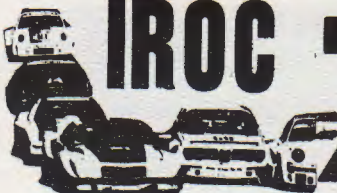


**OF 1977.....**









# IROC 78

by Frank Wagner

Last November 19th and 20th I had the good fortune to attend the Zone's President Meeting with Doc Gunther and Jeff Thurmond. We traveled down to Fort Wayne, Indiana which was the closest thing to the geographical center of the zone that Lew Moorman could find.

During the course of this meeting, several dates were decided on for our 1978 I.R.O.C. autocrosses. They are as follows:

Chicago Regions  
Gratton Race Course  
May 20th & 21st  
(this is firm)

Motor-Stadt Region  
Michigan Int. Speedway  
June 3 or June 10

Western Michigan Region  
Watervliet Road Course  
July 3rd & 4th  
(this is their Holiday  
on Wheels event)

Michigan-Indiana Region  
Plymouth Speedway  
August 12  
(this is firm)

As you can see, some of these dates are firm. Please mark your calendars and let's see some participation. A lot of effort goes into each one of these events. When the event chairpeople see a large turnout, they feel good about it. Let's support this year's I.R.O.C. all the way. Hell, even if you're not into driving that much, the parties are worth the trip.

## GRATTON IS COMING

## 1977 I.R.O.C. III CLEAN, FAST AND HOT

BY Frank Wagner

The third event in the 1977 I.R.O.C. series was held in conjunction with Western Michigan Region's July 4th "Holiday on Wheels". The event runs almost the entire weekend. There is a concourse, rallye and autocross. Naturally the autocross is the only event necessary to attend for the series points.

Beth, myself and Six-Pack left Chicago early on Saturday morning. We wanted to arrive in time to run in the rallye Saturday and to check out the competition for Monday's autocross.

The concourse is held in a large business plaza something like the Daley Center here in Chicago. There were quite a few well used O-tips to be seen. . . . not to mention some very clean Porsches.

Right after the concourse, all those beautiful little cars pulled into line for the start of the rallye. For those of you who have travelled to Gratton you know what the countryside looks like up there. It's the kind of countryside you see on postcards or in the slides you can buy at the tourist traps.

For Beth, Six-Pack and myself, the rallye turned into disaster. We made the mistake of using our Chicago Region generals instead of Western Michigan Region's. Needless to say, Frank loses another rallye. Would you believe we never even found the restaurant? Some of us were just not made to explore unknown regions. Get it? **Unknown regions!** Okay, Okay — I'll get back to my story.

The previous two I.R.O.C. events were held on rather open road race courses. This event was to be the first autocross for drivers to prove their skill on the tight course.

Watervliet is only about a Porsche and a half wide and about a mile long. It almost reminds you of a go-kart track, but was originally set up for an old Alfa Romeo to stretch its tires on. To say it's tricky is an understatement. This course found many of the newcomers (myself included) pulling grass out of our mag spokes.

Many people complained about not being able to stay on — yet all of the people with experience there actually had lines through the corners.

As the practice day progressed, the temperature rose. Tires really started to grab and times naturally got faster. That little twisting, turning course was actually starting to excite the drivers into some hot running.

Speaking of hot, it was getting really hot temperature wise. By the end of the day when engines were shut down, everyone was ready for that keg of beer provided by Western Michigan Region. Beer drinking, lies about how fast each one of us was, fireworks, and partying were the next things on everyone's mind.

Monday morning arrived too early as usual for autocrossers of PCA caliber. This was the day of timed runs and it was time to get serious. The event ran extremely smooth all day. No mishaps or brain fade were reported for the day. Competition was right in most classes, with only a few runaways by people with a lot of experience at Watervliet.

As planned, trophy presentation was short and to the point. Western Michigan wanted to provide extra time for the out of staters to get home because of the July 4th holiday traffic.

The entire weekend was enjoyable. The concourse with its outstanding cars, the rallye with its beautiful scenery, and the autocross with its tricky, but fast, course. *What more could a Porsche Pusher ask for?*

# 10 YEARS AGO

**JANUARY 21** — Ice Gymkhana, Sterlingworth. A beautiful sunny day with 18" of ice and temperatures in the forties. Forty-eight drivers had the opportunity to make as many as 5 or 6 runs if they wanted. Charlotte Bossart won 1st in Ladies, George Dennison 1st in Men's Equipped and Wayne Coursey 1st and Norm Studier 2nd in Men's Unequipped.



# SYNCHRO MESS

by *Elegant Simplicity*

## STATUS

I was recently involved in a discussion about Porsches (not uncommon), and motivation toward ownership of a Porsche (or maybe ?). It was suggested that I bought Porsches for status reasons. This was not the first time my values have been mis-categorized or questioned. (oops, did I say values?)

My first confrontation was in 1970 when I bought my first Porsche, a 911T Targa, for an outrageous \$7400. Co-workers were livid with incredulity that I was absolutely insane to spend that much for a "VW" when I could have had a Cadillac. Understandably anyone who spends that much money is after status and a "VW" has no status.

After 5 years and 80,000 miles, I sold the 911 T for \$7500 and bought a 1975 Carrera coupe for \$14,800. Two years later it was worth \$15,500 and an expense paid round trip to San Francisco. (Not to mention the 36-hour mad dash to get there over a weekend.)

I have two 911's now. The best of the old (a 2.2 911T) and a new 911 S Targa 2.7 — both of which I hope appreciate in value also. (oops, there's that word value again!)

Splitting hairs semantically, please realize that one must separate status, value, and that undefinable word — quality.

Status is marketable, fickle and to say the least, fleeting. Value comes from caring and applying quality to the last detail from the drawing board 25 years ago to the ultimate refinement; however that may be, and still finding areas to improve. Personally my answer to the question of Porsche ownership is appreciation of the "quality of the system". It's personal and not universal. To say *Porsche means status only is selling it short . . . and me too!*

## THE GREAT VALUE CONSPIRACY

by *Bruce Mabrito*

Wake up, America! There's a conspiracy taking place right under our own fenders. Since the beginning of automobile travel, our wheels and tires have carried us to success and victory throughout the world. From northern Alaska to Antarctica, good old American tires and wheels have transported our aggressive and conquering national spirit. And on each tire there is a valve stem with a removable valve screwed neatly inside. All parts of this system work together and permit the car to accomplish its assignments on a reliable basis.

The conspiracy part of this scene is the tire valve cap. Yep, that's it. The new-style valve caps are rounded, efficient, well designed, and in some expensive cases are very nice to look at. And, above all, the new-style caps stop air from leaking out the the tire valve stem, even at high speeds when the spring is compressed by centrifugal force. Yep, the new tire valve cap is a sure sign of the times replacing that old, somewhat pointed cap of years ago.

But when the home auto mechanic tries to remove the valve from the tire stem and doesn't have a special tool available to tire stores, he quickly learns about the con-

spiracy. This sinister plot is making old-style tire valve caps as scarce as Republicans in Massachusetts. . . . And is making the removal of tire valves by the home mechanic almost impossible.

In an attempt to inject a special wheel sealant into a tire, the valve had to be removed. I had only new-style valve caps; the conspiracy had quietly overtaken me. I tried all the logical substitutes — paper clips, two different sets of tweezers, a fork, a set of those ear-of-corn holders, needle-nose pliers, two super-sharp screwdrivers and a number of other choices — but to no avail. Finally, after running up and down the neighborhood for the longest time, I located a kid with an old single-speed, non-caliper braked, bicycle. On one of his tires he had the old style valve cap.

So back I went, old style valve cap in hand, and quickly extracted the valve from the tire in less than 15 seconds, after spending over an hour previously attempting to remove the valve. It all goes to show that this conspiracy is very far advanced and will soon cover all America. And, when that happens, we will be left without a convenient, simple and inexpensive method to unscrew valves from tire stems!

**Wake up, America . . . gather together a couple of old-style, metal valve caps and save them in that special place in your tool box. It's later than you think!**

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# TECH TIP

## IMPLEMENTS OF FIXING

By Jeff Thurmond

(Note — I got the idea for this from Harold Teter . . . my thanks to him.)

Tools can either be implements of usefulness or destruction. The wrong tools can cost you many dollars in paying someone to fix what you tried to fix, replace what you ruined, or hours of anger and frustration. The right tools can be worth their weight in Porsche Crests, and can bring joy to the would-be backyard mechanic. Since all you readers have Porsches, you have the right car — and therefore, ought to know the right tools to get. But many end up with bad tools as opposed to good ones. There is a vast difference. The good tools allow the work to go fast, won't damage parts, and are a must if you value your German toy.

I am not a "wrench", and do little major work on my 911. However, before buying a six cylinder, I owned two four bangers (both 356's) and did most of the work on them. Prior to that, I had a few British cars and an Alfa . . . and if you have ever owned an English or Italian car, you know that you must have some mechanical abilities or else you just don't take them out of the city. I long ago learned, the hard way, the value of quality tools, and having the right tools for any specific task. I won't go into what are the basic tools you need . . . that could lead to a discussion equal to the right PCR's for Porsche Club autocross events. However, there are some very basic tools you will need if you do anything more than change a tire.

The tool kit that comes with the Porsche is a good start. It has a set of good quality tools for minor tasks. But I strongly recommend you add to it. When you do, stay away from the cheap K-Mart specials. Unhardened tools, poor fitting wrenches and sockets, low quality plastic handles, and pot metal castings are a sure way to cost you lots in replacement parts. Stay with S & K, Snap-On, MAC, Sears Craftsman and like quality.

Now, what to have. Your Porsche tool kit gives you two screwdrivers, both very large. You should add to those 3 one-edge or slotted screwdrivers, one with 3/16 edge and 3 1/2 to 4" shaft, one with 1/4" edge and 7 to 8 1/2" shaft, and one 5/16 edge and 14 to 16" shaft; and at least two Philips or cross-head screwdrivers, a number 1 x 3" and a number 2 x 4 or 5". The slotted screwdrivers should have square shanks. The largest screwdriver should be strong enough to substitute for a medium sized prybar.

Wrenches go by specific names for the type of opening on their ends. The type that is closed is called a closed-box or just box wrench. The open-end is called an open-end box or open-box wrench. The "combination" type has a box on one end and an open-end on the other. The combination type also comes so that both ends are either the same size or difference sizes. For ease of work, the combination wrench with both ends the same size is best. This way, when you get a set, you have all needed sizes in both types. Also, make sure the open-end is offset at least 15 degrees; this allows you to get into more difficult places at off angles, and as you turn the nut or bolt you can flip the wrench over to get another turn. Wrenches also come in true offset types, so that the handle of the wrench bends before the end/socket. A set of these is helpful, but not a basic. Box wrenches also come in different hex types . . . most common are the 6pt and 12pt. (6 sided and 12 sided hex) The 6pt are strongest and work best on damaged bolts/nuts, but are not as convenient for most work. The 12pt are more versatile and you have less chance of not getting a hold on nuts from odd angles. As to size, I suggest a combination set ranging from 8mm through 22mm, including all sizes in between, of the 12pt. type. Also, you should consider a set of the 6pt. type combination from 6mm through 19mm. (If bought as separate wrenches to form your set, you may wish to skip the 12mm and the 9mm size, which are not found very often on your Porsche.)

Since your Porsche tool kit offers most of the basic sizes of wrenches, you may wonder why to add wrenches to your tool selection. Two reasons . . . first, the tools that came with your Porsche do not have all of the sizes you will need, and do not offer both open-end and box of all sizes. Second, if you concourse your Porsche, you will want a set of tools you can use and not have to wax.

Now that we've got wrenches out of the way, the next tool you should have is a set of sockets and drives. These also come in 6pt and 12 pt — and the same discussion of one vs. the other applies. Most important in sockets is the size of drive. The drives come in 1/8", 1/4", 3/8" and 1/2" and there is also a 3/4" for you strong-at-heart. From a mathematical point of view, the size of the socket and the size of the drive should be the same, giving a 1 to 1 ratio; but this is impossible in a set. Also, it is quite costly and of little value to duplicate each size of socket in all sizes of drives. Additionally, the wrong size drive for a novice worker can only mean broken parts or tools . . . an 8mm sockets and a 1/4" drive in strong hands is a delicate thing, and a 32mm socket with a 1/4" drive on a rusted bolt usually results in a twisted drive extension. Probably the best drive to start with is 3/8", and you can always add other size drives as you expand your tool collection. A basic set would include 7mm through 22mm, though you may wish to start with 8mm and stop at 19mm. With the set you should also have a reversing ratchet (a 8" and 12" are nice to have), a good breaker bar of 14" or 16", a small breaker bar of 8" or 10", at least a 3" and a 6" extension, and one U-joint attachment (a swivel-joint). As you add to your socket set, you will get into deep-sockets, conversion units which allow you to use different drives on sockets of different drive-sizes, and various lengths of extensions.

Porsches are not made of screws and normal bolts/nuts alone, but also are held together with hex-screws and bolts. Therefore, it is necessary to have a quality set of hex (called also "Allen") wrenches. Here, a set should go from 2mm through 12mm. You can also buy hex/Allen wrenches in sockets, so you can use your ratchet drive to make the work go even faster. Make sure when you get the hex/Allen wrenches they are metric . . . the English sizes will fit quite close, but not exactly; and some parts houses will sell you English sizes if you just ask for Hex/Allen wrenches.

What else should be in your "basic" tool collection? One other necessity is a couple of pliers; one slip-joint (one is included in your Porsche tool kit) and one needle-nose). Some needle-nose pliers come with a wire-cutter near the pivot point. They are nice, but I recommend also a regular wire-cutter plier (small 5" ones are fine).

As you build up your collection, you will want to add a good "vice-grip" pliers, a couple of sizes of adjustable crescent wrenches, a ball-peen hammer a pin-punch, a set of quality hardened drills (the proper name is drill-bit), a 3/8" or 1/2" electric drill, a drop-light (not intended to be dropped, but "dropped" from (hooked to) some overhead attachment with a 50 ft. extension cord, feeler gauges, oil filter wrench, magnetic or rubber-insert 13/16" spark plug socket, and of course — one of the most valuable tools of all . . . a B F G for those really hard jobs (the B F G stands for Big Fu—ing Hammer).

Now that you've taken your Porsche apart and paid someone to put it back together, how 'bout trying your own tune-ups?

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HIS--  
THEIR----

## HER CAR GOES TO BONDURANT

by Anon E. Mousse

(This article is reprinted from Prieta Post of the Loma Prieta Region. It is an article well worth reading — not just something to take space in the Scene.)

The idea began logically enough one night while I was driving home from Santa Cruz over Hwy. 17. My husband, the expert driver (just ask him) was dozing in the passenger seat and I was tootling along practicing my lines and apexes (autocross terms for you non-drivers). All was well and good until we crossed Summit Road and started going downhill. Now, when a car travels downhill at a considerable rate of speed, some interesting things happen to the traction of the rear wheels. Things get even more interesting when a pickup truck driving 40 mph decides to cut you off too short to hang up. It really gets exciting when you then hit the brakes!

Alerted by the sudden change in barometric air pressure, my husband awoke, surveyed the situation, and said (with controlled hysteria), "Punch it!" I obeyed immediately, illogical as it sounded. To my everlasting astonishment, the car responded, pulled out of the skid, steered over to the right lane and I pulled over to the shoulder and began to breathe hard. At that precise moment I made the decision — I did not want to end my young life as a grease mark on the concrete divider of 17, and if Bondurant could teach me how to avoid that, I wanted to learn.

My husband enthusiastically supported the idea (believe it or not). He figured that \$195 was cheap for (1) his peace of mind and cheaper than (2) a new gear box or (3) new tires to replace the ones I was flat-spotting from locking up the brakes. In fact, he was heard to say (more than once), "If they teach her nothing else than how to stop without locking the brakes, I will get my money's worth." Well, boys and girls, I not only learned how to stop without locking the brakes, I learned how to do lots of things!

To make a long story shorter, I won't bore you with all the minor details of the weeks preceding the course. Suffice it to say that while I was experiencing mounting excitement, I had no one with whom to share it. Super Mechanic was out in the garage again — replacing brake lines, brake pads, adjusting the clutch, the valves, changing the oil and muttering words of "comfort" to the car. ("I won't let her hurt you. I'll prepare you as best I can. I'll even come up and watch. Don't worry — Daddy cares.")

On May 4, my three classmates (all females) and I arrived at Sears Point. You already know the basics of the course from an article which appeared a couple of months ago, so I won't go into detail about what we learned. But I would like to share with you the emotions and thoughts I had those two days.

As we sat in the ground school classroom, I finally began

to understand why a Porsche behaves as it does, how you get yourself out of trouble, and most important, how not to get into trouble in the first place. As the instructor elaborated on the handling characteristics of the Porsche, I finally understood what sets the Porsche apart from the rest of the sports car world. (Maybe the fanatic I live with hasn't been fantasizing after all.)

Out to the handling oval to put the theory into practical application. Slowly I get the hang of it and begin to feel (for the first time ever) that I am in control of the car — driving rather than just steering.

The next day we work on the skid pad for a while. I finish that portion with a feeling of confidence that I could handle the car in a real emergency. And I will soon need all the new confidence I'm acquiring, since as I return to the pits I see that my husband has arrived. He takes up a position on the pit wall and begins to tell me everything I'm doing "wrong". We have a heated discussion regarding who is the instructor here, and after he is given a choice of (2) keeping his mouth shut or (2) having it taped shut (by me), he chooses the intelligent decision and we have no further trouble.

Back on the handling oval, we start increasing our speed. The feeling of union between me and the car starts to grow. I am getting to like the sound of the tires and starting to enjoy the sensation of the rear end coming around as I turn.

Apparently the instructor sees we are all ready for the final step, and he now leads us around the full track. We follow his lines and his brake lights. Slowly at first, then gradually faster each lap — four little chicks follow the mother hen. We pull into the pits and he begins individual instruction. Since I am the biggest coward of the hour, I get him first. Several laps later, he pats me on the helmet and says, "Go do it!"

And I did it! Twenty laps around Sears Point — faster each time. I see my husband watching from Turn 4. I hope he notices how well I'm doing. As I circle the track, I begin to feel as one with the car. We have had Porsches for a long time, but not until May 5, 1977 have I ever driven one flat out. And not until then have I ever felt in total control.

I learn to appreciate the speed and the handling. I feel it respond to my requests, swiftly and without complaint. This is what driving is all about — whether at speed or going to the grocery store. The Porsche isn't just a form of transportation — It's an extension of you. Sailing thru the esses at Turn 8, I remember how I used to feel when I drove, and it seems like 100 years ago. I try to picture myself doing something that makes me feel better, and I draw a blank.

All good things must come to an end, and so does the course. We regretfully pull into the pits and pack away the helmets. What's-his-name joins me, and even he is impressed. Not only have I learned how to stop locking the brakes, I've even begun to learn how to drive.

## BRAKES & BRAKE FLUID

by Harold Teeter

Note: The following article is reprinted from the Porschestrassen News of Michigan-Indiana Region.

Brakes have been an important part of all of our driving this year, whether on the highway or on a track. Debates to fill a book have arisen and of course, each to his own. Brake lines, hardness and make of pads, Dot 3 — Dot 4 and Silicone fluids . . . all debatable. Here are some ideas that may help decide your problems.

1) Silicone seems to be coming out 2nd best for most of us. 2) Braided lines are necessary if you are serious. 3) Stock pads are great on the highway and short courses — wear is very fast when a drilled rotor is used. 4) Intermediate pads require more pressure and need to be warmed up — seem to last well. 5) Whatever the pad, have plenty to help dissipate the heat. 6) Castrol GT is a high temperature DOT 4 Brake Fluid. 7) Change fluid at least every 2 years if you compete vigorously. 8) Bleed each wheel before each high speed event.

The two specs that we are most interested in concerning Brake Fluid are the minimum Dry Boiling Point and the Minimum Wet Boiling Point. The Castrol product carries a DBP of 446 degrees and WBP of 311 degrees F. The use of the brakes converts speed to heat and this heat is normally dispersed into the air. Under continued track use, however, the excess heat also finds its way into the Brake Fluid. When the fluid boils, the mechanics of the system

are upset by the vapor produced and you will feel a spongy pedal and with continued hard usage, the pedal will have to be pumped or it may just go to the floor and not come back for a while. As you come in off of a hard run, be advised to cruise thru the area slowly to cool the system down. Do not sit in line with your foot on the brake. This will conduct more heat directly to the system and aside from the loss of brakes, the possibility of warped rotors.

Your brake fluid attracts moisture. I wouldn't use a partial can that has set for a long time, nor would I buy one that has a loose seal. In time, the fluid will attract moisture and change to the lower wet Boiling Point. Before it has reached anywhere near the possible wet boiling point, it must be changed. The price per can is much cheaper than the consequences. Many serious drivers change their fluid once a year (a few more often) but every 2 years should be sufficient. Always bleed each wheel before each high speed event and while you have the wheel off, check the hoses, connections and the wear on the pads.

Your fluid will oxidize with the high temperatures and can cause binding and freezing of calipers and cylinder parts. A bonus could also be glazed (burned) pads and excessive or uneven tire wear. So, keep the fluid fresh and dry and maintain the whole system in top shape. Remember, all that your Porsche is, BRAKING is what it CAN do best.

# RALLYE ROUTES

by Bob Ostholthoff



As each year ends, we generally feel two emotions — the memories of that past year and the anticipation of the year facing us.

Another Porsche-oriented year has closed for us and we will look back on it with (hopefully) fond memories. But not for long because yet another year enjoying our beloved 4-wheeled friends and the company of their owners is ahead, promising more fun and excitement.

Now that the 1978 Chicago Region event calendar is set, we have a chance to plan our activities right on through the year. But let's not just lightly glance at the calendar. Grab a chair and begin your first "rallye" of the year.

## PCA/Chicago — 1978 One Year Mental Rallye GENERAL INSTRUCTIONS

Welcome to the first PCA/Chicago One Year Mental Rallye. This will be a standard VPE (Vigor plus participation = Excitement) rallye. A minimum amount of equipment will be required to run the rallye. Participants will need one 1978 events schedule (back of the December Scene is fine), a 1978 calendar, a comfortable chair, good lighting, a pair of glasses (if necessary), and the eagerness to approach the coming year.

This is a self-starting and self-scoring rallye. Pick your own number and prepare yourself to start. Place your number in the upper right hand corner of your mind and begin when ready.

There will be no timed sections. You should try to be as thorough in your thoughts as possible. A mental lapse may cause you to miss an event which could cost you unrecoverable enjoyment.

### INSTRUCTIONS

Each instruction will refer to a different action point. You will be directed along the route with calendar dates in the left margin. Some instructions may be redundant in that you will enjoy some sections as much as others.

### CHECKPOINTS

Checkpoints will be determined by your own impulse. If, along the route, you should come across an event that induces a particularly more pleasant feeling, put your route instructions down, "pull over", and dwell on the subject as long as desired. Your new out time is your "in time" plus your "thought time".

### MAIN ROAD

You must follow the route in the following priority — 1) Events that really excite you; 2) events you love attending; 3) events you like attending. If you encounter an event you feel you "don't like" you are off course. You must proceed until you get back on one of the main priority routes. All "don't like" feelings are to be considered non-existent.

### PROTESTS

Protests are to be directed to yourself. If you protest anywhere along the route, you are not enjoying the year as you should, so see yourself about it.

### SCORING

The more events you attend, the higher your score. Participants will be penalized for traveling on "don't like" feelings and for protesting (see above).

## ROUTE INSTRUCTIONS

1. Set "odo" at 1/1/78 and begin reading your instructions. Happy New Year!
- 1/2 2. Send in registration for Ice Gymkhana.
3. Check garage to be sure beater can get you going fast.
4. Call Ben Hursch for surplus sand bags he used to win last year's Icefest.
- 1/7 5. Take X-mas tree down or your spouse will leave home.
6. Make your Super Bowl prediction.
- 1/22 7. Head north to "Fraeze Your Buns Off".
8. Take your runs early and stay inside with a nice warm . . . whatever.
9. On your way home, make the same vow you did last year — this is your last Ice Gymkhana.

- 2/2 10. Look for your shadow. If you see it, send in your registration for the indoor rallye. If you don't see it, send in your registration for the indoor rallye. (It's indoors, remember. It doesn't matter whether there's 6 more weeks of winter or not.)
- 2/12 11. Wish Abe a happy birthday.
- 2/14 12. Give your Valentine all your love today. If you forget, repeat instruction 3.
- 2/19 13. Clipboard and pencils in hand. Go rallying the "easy" way.
- 2/20 14. Better get moving on your Pipedreams and Pastimes entry.
15. Keep working on the Porsche for the concours, also.
- 3/1 16. Send in entry for Concours & Arts & Crafts Show.
- 3/17 17. Don't forget this day is the only reason Dan Gallagher continues living.
- 3/19 28. Pull the old Porsche back out on the streets for the first time and load it up with your artwork. (Be sure to wear sunglasses when you drive or that beautiful shine will kill you!)
- 3/26 19. Never hurts to thank Christ for all He did.
- 4/1 20. April showers . . .
- 4/2 21. Register for drivers' school and gymkhana. You're never too old to learn.
22. Practice apexes on the expressway ramps.
- 4/16 23. Back to school. Shoot for straight "A's".
- 4/17 24. Having passed with flying colors, on to grad school. Professors Wagner and Ratschan are taking applications for Grattan U. . . . bring May flowers.
- 5/1 25. Practice apexes on the same ramps but this time with the C.B.
26. Moms, we love you all!
- 5/14 27. Enjoy your "night flight" to Grand Rapids.
- 5/19 28. Arrive at the track early. Got to practice hard for this double event — first autocross and number 1 IROC race.
- 5/20 29. Turn it on — ooooh, what a feeling.
- 5/21 30. Enjoy a relaxing ride back to Chi-town with exciting memories of those Grattan turns and hills. Oh, Dr. Porsche, did you ever have the right idea!
31. Can A.J. do it again?
- 5/29 32. Order the new driving lights. The next one's going to be wild. (Don't forget to register.)
- 5/1 33. Hoot-owls here we come. Even Porsches can fly at night.
- 6/17 34. This year let dad relax. He can spend all day wondering how he missed that opportunity with 12 driving lights ablazing.
- 6/18 35. Start planning the summer vacation. Be sure you don't miss a PCA event. (Aspen's always nice in the summer.)
- 7/4 37. Shoot off something big. (You don't really think I'd say any more on that, do you?)
- 7/5 38. Check tires, brake fluid, etc. and mail registration for Big Dan's Mid-Week.
39. Call Larry Bobbe to see if he needs help on his oil lines.
- 7/6 40. Back to the Post Office. Saturday night special coming up, too.
- 7/19 41. Drive yourself crazy. Blackhawk loves it fast.
- 7/23 42. And you thought movies were the only thing happening on Saturday nights. Were you ever wrong!
- 7/24 43. Now we're really gearing up for some action. Get your bratwurst order in early and get the elbow grease out.
- 7/25 44. Blackhawk deserves your presence again — back to the Post Office.
- 8/13 45. Not only does that elbow grease give shiny results, it also helps your volleyball game. Come to think of it, it also makes brat eating and beer drinking easier.
- 8/16 46. If you keep up those lap times they may re-name this track after you. Nikki Lauda eat your heart out!
- 9/4 47. Talk about a fast summer. Couldn't beat it, though. What's best is there's still more good times ahead.
48. Mr. Tufts please give us your best thoughts. How we love your Road America Paradise.
- 9/25 49. What better way to get away for an October weekend. Don't want to miss the fall colors. It's in the mall.
- 10/2 50. Happy Rosh Hashanah! (No, that's not the name of Bonnie and Roger's racing team.)

## RALLYE ROUTES, continued .....

- 10/7 51. This is what they mean by a Grand Touring car.  
10/8 52. This is what they mean by a Grand Touring car.  
10/9 53. Columbus should have known better. If the world was flat, Dr. Porsche would have invented the American sedan.  
10/31 54. If you're going to "Boo!" anything, make it the 55 mph law.  
11/1 55. Last chance to register for the last chance event.  
11/19 56. Tech session or gymkhana, either is a great way to learn more about Porsches.  
57. Pull out the down jacket and the skis.  
11/23 58. Thank someone.  
12/1 59. Dining and dancing can be better than a fast righthander. Loosen up the limbs and get that registration in.  
60. Better register for Arthur Murray classes, too. They didn't cover every kind of turn at the driving school.  
12/10 61. It may be cold outside, but inside the warmth of friends was never greater. What better way to end a wonderful year spent with old and new friends sharing a common pastime.  
12/25 62. Merry Christmas!  
63. You have completed the rallye. You may stop smiling if you like, but you sure look better with it on.

Not a bad rallye, eh? But don't give me the credit. This fantastic route was written by our officers and board of directors. I don't think you'll find a better route in the country.

As good as that was, it can be re-run just as easily and, believe it or not, with even more enjoyment.

You guessed it! Start all over and take it day by day for real. The only problem is that it is such a thrill to actually participate in all those events that '78 may go by faster in real life than just reading about it!



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## STORING YOUR PORSCHE

by Jim Gladish

If you don't plan to drive your Porsche during the salty winter months, follow these suggestions for minimal wear and easy restarting.

Initially you need to decide whether you are going to restart the car every six weeks (Plan A) or not restart it until April or later (Plan B).

### PLAN A

- 1) Change engine oil to winter grade.
- 2) Fill gasoline tank, adding a can of gasoline anti-freeze (Heat) and a half quart of motor oil.
- 3) Fill the antifreeze solution windshield washer tank and flush it thru all the lines and out the squirters.
- 4) Check battery electrolyte level and specific gravity for dead cells. Check corrosion in battery walls.
- 5) Make sure all tires have at least normal pressure in them and no leaks.
- 6) Wash the car top and bottom, making especially sure to remove all pockets of soil from under fenders.
- 7) Check all exterior light assemblies for dryness — take off the covers.
- 8) Drive the car to completely dry all cracks and crevices and to circulate the gasoline and oil. Once your shut off the engine, don't restart it unless you run it long enough to drive all moisture out of the exhaust system.
- 9) Check for leaks — especially for gasoline.
- 10) Check the wheels and leave the parking brake off.
- 11) Block the wiper arms up so no pressure is on the blades.
- 12) Cover the car, but don't store things on it or on the seats.
- 13) Check your auto insurance for a refund.
- 14) Every six weeks, start the car and run it at 2000 rpm for 1/4 to 1/3 hour. Watch for exhaust fumes. Turn on the air conditioner to lubricate its seals. Operate the clutch and brake pedals a few times. Keep watching for exhaust fumes. Turn it off and cover it again.

### PLAN B

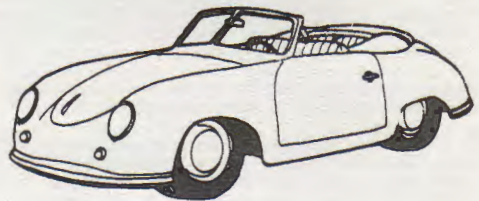
FOLLOW DIRECTIONS 1-13 ABOVE — PLUS . . .

- 14) When you are ready to shut off the engine, you can better prevent upper cylinder corrosion and ring sticking in engines with separate intakes by simultaneously pouring one tablespoon of engine oil into each intake while the engine is running at 2000 rpm. Let the engine come to a stop and shut it off. Don't mind the smoke (it will be even worse when you start it up later!)

For other engines (or those who can't stand smoking engines) remove all the spark plugs, spray into each hole an engine preservative oil, crank the engine over several times, spray again, put in good spark plugs and reconnect the wires.

- 15) Remove the batteries from the car. Recharge them every two months with a battery charger.
- 16) If desired, you can block up the car, removing about one-half the weight from the tires.

Both Plan A or B will give good protection and preservation of your Porsche during indoor storage. Consider outside storage only as a poor substitute for indoor storage.



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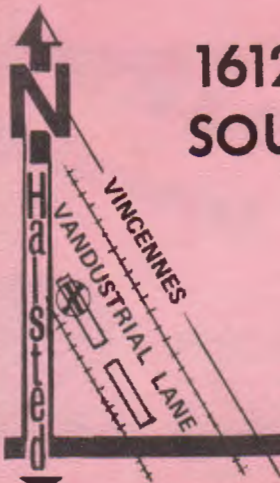
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MAP RALLYE . . . . .	February 19
CONCOUR & CRAFT SHOW . . . . .	March 19
DRIVERS SCHOOL & GYMKHANA . . . . .	April 16
GRATTAN . . . . .	May 20-21
SATURDAY NIGHT RALLYE . . . . .	June 17
MIDWEEK SPEED EVENT/BLACKHAWK . . . . .	July 19
SATURDAY NIGHT SPECIAL . . . . .	July 23
POTTERS PICNIC & CONCOUR . . . . .	August 13
MIDWEEK . . . . .	August 16
RALLYE TOUR . . . . .	October 7-8
TECH ESSSION OR GYMKHANA . . . . .	November 19
DINNER-DANCE . . . . .	December 10

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