

# PORSCHE CLUB OF AMERICA

VOLUME 17 ISSUE 6

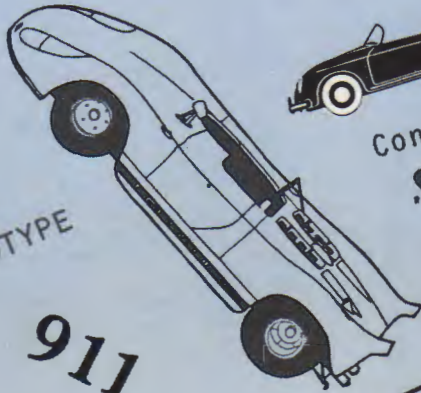
# CHICAGO SCENE

A MONTHLY PUBLICATION

JULY  
1977



Carrera RS



Convertible D



PROTOTYPE

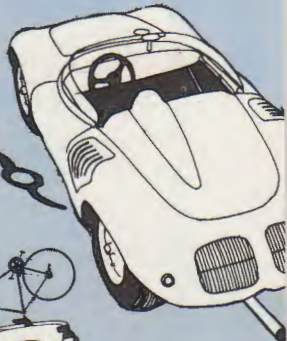
911

TARGA

SUPER 90

*Carrera*

356 A



934/35

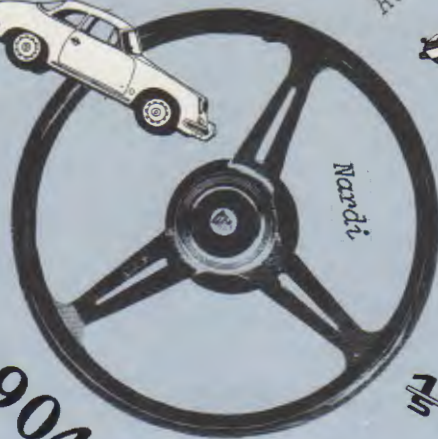
Roadster



Nurburgring

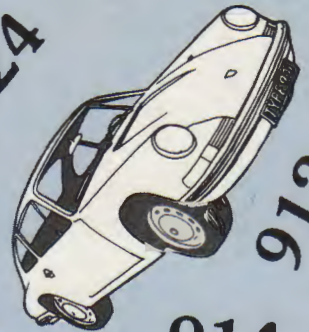


Komr



Nardi

924



912

*Carrera*

Einspritzung

904/06/08/10  
356

Speedster

1600  
SUPER

914

CONVERTIBLE

CIS

PORSCHE

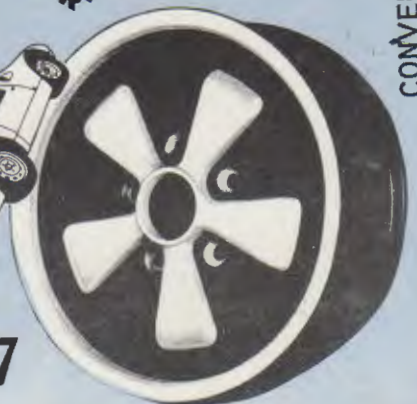


RSR

Weber's



917



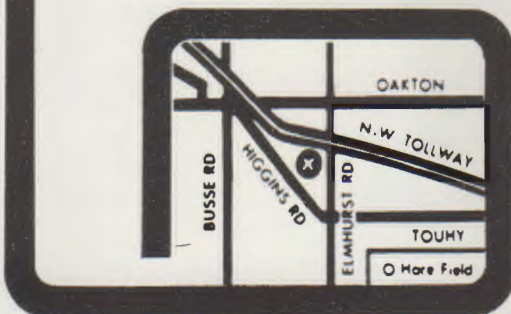


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are equipped to  
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**8 A.M. - 5 P.M.  
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# THE Chicago Scene

Official Publication of the Chicago Region PCA

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## NEWS

- 4 - EDITORS EMPORIUM
- 7 - COMING UP
- 9 - COMING EVENTS REGISTRATION FORM
- 10 - TEN YEARS AND
- 11 - PCA PARADE RULES
- 13 - IROC
- 15 - DEMOGRAPHICS
- 15 - LEGISLATION

## FEATURES

- 4 - LETTERS TO THE EDITOR
- 5 - REAR VIEW MIRROR
- 10 - A WOMANS POINT OF VIEW
- 11 - CONCOURS TIP NO. 5
- 12 - PERSONAL PORSCHE
- 13 - RALLYE ROUTES
- 17 - DIRTY DOZEN ON THE ROAD AGAIN
- 19 - MAZE OF ADS + ACTIVITIES RESULTS
- 20 - SALUTE TO OUR ADVERTISERS

## DEPARTMENTS

- 21 - GARAGE SALE
- 22 - FUTURE EVENTS

## ADVERTISERS

- 2 - PORSCHE AUDI AT O'HARE
- 4 - SPIWAK'S SERVICE CENTER
- 8 - ROAD AMERICA INC.
- 10 - MIDWEST TOYOTA
- 12 - AUTO CLASSICS
- 13 - THREE Q'S QUTO BODY
- 14 - WHEEL WORKS
- 16 - OLD WORLD BODY SHOP
- 17 - TRIPOLI AUTOMOTIVES, INC.
- 20 - PETER FISCHER IMPORTS, INC.
- 22 - BODY WERKS OF BARRINGTON
- 23 - KISCHKEL PORSCHE-AUDI
- 24 - BRYNTESEN PORSCHE-AUDI

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| Terri Russ      | Tom Masles      |
| Larry Bobbe     | Bob Ostholthoff |

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by  
Jeff Thurmond

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Ginny Gummow  
Jeff Thurmond  
Crossword Puzzle  
Bonnie Shapiro  
Benev Weiss

# The Editors Emporium

By Jeff Thurmond

The Chicago Region Board of Directors has given the OK to expand the *Scene's* advertising efforts. So . . . if you (anybody) would like to place an ad, call Rich Ward. We will also print your business card for \$5.00 each issue.

Porsche is reported to have all but completed an Indy car. To run in 1978, this car is said to have a 2.65 litre flat six, and will be entered by R. Penske for M. Andretti or as a Porsche works car. And, once again, there is a rumor that Porsche may do preliminary work on an F1 project.

The Shapiros took 3rd in their race at the June Sprints — demn good!

Good 'ol Tom "elegant simplicity" Masles is now eying the new 928; power windows, steering, brakes, seats and all. It's elegant, but what happened to Tom's simplicity?

Two cars had shunts at Grattan: Larry White and Ed Leed. I, too, took a side trip through the tall grass, but they rolled. No one hurt, just pride and pocketbooks.

Of importancel! The Club will attempt to get event chairman and site of events established two months prior to each event. This will allow the *Scene* to be the media to inform club members and call for registration. That means in the near future there will be no more individual event flyers; notices — so read your *Scene*.

A special thanks to all who wrote and responded to our Demographics article. Results are elsewhere in this issue.

Question: Who in the club got the 120 MPH speeding ticket on the way to the June Sprints? Seems to be a hush-hush thing!

The Lynch's are moving into a new house this month . . . Open house party for new abode soon?

Dan Gallagher still has not gotten his new van in complete order . . . how 'bout a party in it when done?



## Letters to the Editor

Dear Tom:

You know the current club hot shoe? Well, he's got this tremendous hot setup. (Thought you'd like this sneak preview pic.)

A Friend



**SPIWAK'S SERVICE CENTER, INC.**  
Herb Spiwak

**678-1745**

9800 WEST BELMONT AVE.  
FRANKLIN PARK, ILL. 60131



**PIRELLI**

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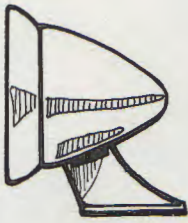


PRECISION ELECTRONIC WHEEL BALANCING . . . .  
CUSTOM WHEEL INSTALLATION . . . .

**VREDESTEIN**



# THE REAR VIEW



## "DIE GRATTON VERBINDUNG" (The Grattan Connection)

By Frank Wagner

The Grattan Connection it was. It combined Motor-Stadt, Western Michigan, Michigan-Indiana, and Chicago Regions into a "run what ya brung" autocross.

The weather contributed 100% and everyone was ready for the first autocross of 1977. Joe Ratschan and I put together one hell of an event. There was more track time than anyone could use. By the end of the weekend, people had totally satisfied their thirst for speed. Some of the better drivers took home trophies as proof of their ability.

Of course the event could not have run as well as it did if it weren't for the help of so many different people. Thanks to Jeff and Julie Thurmond for the event flyers and motel rooms. Terri Russ took care of registration. Beth Killheffer, Donna Teter, Sue Bulgrin, and Terri Russ (again) handled timing. Hoke-Hill Productions handled tech with expertise. Terry Baumhardt, Neil Holleb, Larry Chmura, Chuck Regan, Bob Ostholthoff, and Ed Russ were our driving instructors (what brave men!)



Last but not least we thank all the people who worked corners during the two day event - Jim Sovik, Ed Russ, Terry Baumhardt, Hokey, Joe Hill, Jerry Quebe, Jeff and Julie Thurmond, Harold Beach, Neil Holleb, Pam Barber, Bob Ostholthoff, Sue Blomquist, Julie Quebe (who kept getting left out there), and the endless list of others from both our own Chicago Region and the rest of the regions.

Thank you all for your help and thanks for coming. You all can feel that without you this event would never have gotten off the ground. Be on notice that we are starting now on next year's Grattan event . . . so all of the last minute stuff will be done early, and it should go even better than this year's. Grattan Verbindung Forever!



# MIRROR

CR - Chicago Region  
MSR - Motor-Stadt Region  
MIR - Michigan Indiana Region  
WMR - Western Michigan Region

## RESULTS

### Class 3

|                   |          |
|-------------------|----------|
| Chuck Peterson CR | 120.76 T |
| Don Meneghini WMR | 134.02 T |
| Norm Studier CR   | 135.74   |

### Class 4

|                     |          |
|---------------------|----------|
| Ray Tison MSR       | 121.61 T |
| Larry Riddle MIR    | 121.66 T |
| John Gingras Applt. | 122.56 T |
| Jim Peterson CR     | 122.98 T |
| Mike Allen MSR      | 123.39 T |
| Mike Ammann WMR     | 124.28   |
| Warren Holcomb WMR  | 126.07   |
| Paul Hartwigen WMR  | 126.58   |
| Larry Waters WMR    | 126.84   |
| David Cox MSR       | 130.49   |
| Tom Thompson CR     | 130.75   |
| Jim Winkler MSR     | 132.00   |
| Joe Hill CR         | DNF      |



### Class 24 Ladies

|                   |          |
|-------------------|----------|
| Susan Winkler MSR | 126.48 T |
| Pat Peterson CR   | 132.48   |

### Class 5

|                  |          |
|------------------|----------|
| Dan Williams MIR | 119.07 T |
| Paul Weston MSR  | 121.74 T |
| Ed Russ CR       | 121.78 T |
| Hokey CR         | 123.21   |
| Jim Sovik CR     | 124.66   |

### Class 27 Ladies

|                |          |
|----------------|----------|
| Julie Quebe CR | 137.13 T |
| Terri Russ CR  | 138.88   |



**Class 6**

|                            |          |
|----------------------------|----------|
| Bill Demeter, Unknown Reg. | 126.48 T |
| Jerry Quebe CR             | 129.07   |
| Earl Rubin Aplt. CR        | 137.27   |

**Class 8**

|                 |          |
|-----------------|----------|
| Bill Moses WMR  | 112.10 T |
| Larry Chmura CR | 115.81 T |
| Pat Lauham WMR  | 115.95   |
| Jeff Boris WMR  | 120.90   |
| Bob Shedd WMR   | 122.74   |

**Class 9**

|                   |          |
|-------------------|----------|
| Ted Henderson MSR | 109.19 T |
| Phil Cull WMR     | 110.89 T |
| Dan Conklin WMR   | 120.89   |

**Class 11**

|                 |          |
|-----------------|----------|
| Eric Grebe MSR  | 114.67 T |
| Frank Wagner CR | 118.69   |

**Class 13**

|                      |          |
|----------------------|----------|
| Harold Beach CR      | 114.21 T |
| Terry Baumhardt CR   | 115.40 T |
| George Scott MIR     | 119.23   |
| Bob Barg MSR         | 120.57   |
| Chuck Richardson WMR | 121.57   |
| Jerry Meyer CR       | 122.68   |
| Pat Yanahan CR       | 124.52   |

**Class 14**

|                   |                       |
|-------------------|-----------------------|
| Conrad Meier      | CR115.01 Tie 115.32 T |
| David Laber CR    | 115.01 Tie 115.91 T   |
| Bob White CR      | 117.04                |
| Joe Ratschan CR   | 117.29                |
| John Gustavson CR | 118.56                |
| Joe Thoesen CR    | 123.23                |

**Class 15**

|                     |          |
|---------------------|----------|
| Tyler Bangert CR    | 112.20 T |
| Owen Johnson CR     | 112.85 T |
| Jerry Dillinger MSR | 113.13 T |
| Harold Teter, MIR   | 113.44 T |
| Harry Burnsfine MIR | 114.41 T |
| Chuck Regan CR      | 114.97   |
| Neil Holleb CR      | 116.06   |
| Jim Topper MSR      | 116.16   |
| Chuck Schank CR     | 116.93   |
| Bob Ostholthoff CR  | 118.07   |
| Jon Pichler CR      | 118.79   |
| Jim Bulgrin CR      | 120.07   |

**Class 35 Ladies**

|                   |          |
|-------------------|----------|
| Sue Bulgin CR     | 121.28 T |
| Helga Meyer CR    | 125.38   |
| Lauren Pichler CR | 126.19   |

**Class 19**

|                 |          |
|-----------------|----------|
| Rick Riley WMR  | 114.68 T |
| Tom Pyrdek CR   | 115.38 T |
| Craig Paull WMR | 115.91   |

**FTD Ladies**

|              |          |
|--------------|----------|
| Pam Babor CR | 121.19 T |
|--------------|----------|

# COMING UP

## MID-WEEK SPEED EVENT . . . BLACKHAWK

By Jeff Thurmond

If you thought Grattan was good, Blackhawk Midweek is great! If you didn't go to Grattan, this is your chance to go-like-hell. And, since it's midweek, Wednesday, it gives you a chance to get away from work (call in sick?) and get all the tension out of your system. Event Chairman, Dan Gallagher, will make it an event to remember — one you won't want to miss.

**Dates:** July 13th and August 17th

**Cost:** \$27.50 preregistration and \$30.00 late registration (at track). This is per car cost. No additional cost for family member of driver.

**Place:** Blackhawk Raceway. If you do not know where it is, look in previous newsletters (1976) for map or call Dan Gallagher at 368-0100.

**Dinner:** Buffa's Prime Rib. Adults are \$5.75 and children are \$4.25, or order off menu. Dinner at 6:30 PM.

**Track:** Registration at track will be from 9 AM to 12:30 PM. Drivers meeting at 10 AM. Instructors will be available from 10:30 AM to 1 PM. You must be OK'd by instructor before you solo track. Registration and entrance to track closes at 12:30 PM — NO EXCEPTIONS!

Gas and oil will be available at track. There will be no food stands, so bring your own food and drinks — NO booze. There will be a ladies only track time: 11:30 AM to noon, and again 3 PM to 3:30 PM. Gallagher assures us that other ladies only times will be run. Open circulation of the track will be from 10:30 AM to 5 PM, when the track closes.

Bring your helmets and check your brakes, brake fluid, wheel bearings and other items . . . no car will be allowed on track without the usual tech inspection at track. There will be no trophies or timing, just a lot of fast and fun driving.

**Registration:** Send notice of registration and check for track cost (\$27.50) plus cost of dinners to:

*Dan Gallagher*  
6710 North Edgebrook Ter., Chicago, IL 60646

## JULY EVENT

### "Saturday Night Special"

By Jeff Thurmond

Try as we might, it just didn't work. The "Saturday Night Special" as originally slated — a night autocross/gymkhana — is not possible. After extensive negotiations with many parking lot owners, we found that: a) we wanted it at the wrong time, b) we couldn't get it anyway, c) we couldn't buy it for \$1.82 (all we had at the time), d) it was too far away, or e) all of the above.

However, a "Saturday Night Special" will take place! How does a day and evening at the Road America Can Am races sound? Dyno-mite!

Remember last year when Dan Gallagher tried to fill a bus for a day at Road America? Including all you could drink, breakfast and dinner on bus, more drinks, no driving hassle, no parking problems, group singing, an evening of much merriment, and all in all a great time!

Well . . . this year it will take place as a Club Event. The bus will leave early Sunday morning; we will have breakfast and Bloody Marys on the way to Elkhart, spend the day watching the Can Am races; and then head back, drinking all the beer or whatever you can consume and having dinner on the bus as well.

**Time:** 7:30 AM (arrive early to get a good seat)

**Date:** Sunday, July 24, 1977

**Place:** Club members will meet at Neil Holleb's plant, and leave their cars in his parking lot - 800 Supreme, Bensenville, IL (same place we held last year's Saturday Night Special Gymkhana).

**Cost:** \$35.00 per person. This includes cost of bus, breakfast on bus, dinner on bus, all the beer and/or booze you can drink, and gate fee plus pit pass at Road America.

The seating on the bus is limited to 45 people . . . so it's first-come, first-serve. The bus is air conditioned and has a rest room, plus facilities to set up a food galley and bar. If you drove yourself, you would spend about the same on gas, pit pass, parking, food and booze; plus you wouldn't get the amount of food/beer/ et al, and would have the usual driving/parking problems.

Send registration, plus check made out to PCA-Chicago Region to:

*Jeff Thurmond*  
446 Lageschulte Rd. — Barrington, IL 60010



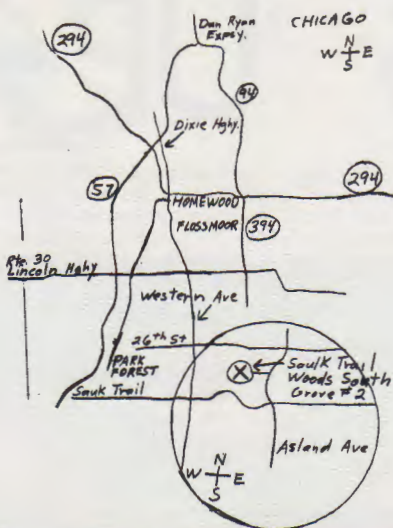
## SUMMERFEST

### WINDY CITY BMW CLUB

By Greg Onyschuk

Members of the BMW and Porsche Clubs will enjoy a short drive to an event located in "their neck of the woods", on Saturday, July 30. Saulk Trail Woods South, Grove 2 in Chicago Heights is the site for a picnic highlighted by a display of "off road" abilities including volleyball and softball games between the clubs. For those less inclined, the Forest Preserve offers a paved walkway and bicycle path winding around a lake, or just grab a draft and meet the people of these fine clubs. Games for children will also be organized. Starting at 12:30, a tasty buffet lunch (soft drinks and beer) will be served at 2, this will be a rain or shine event, as a pavilion will provide more than ample shelter. Members and their guests \$6.50, children under 12, \$2.50. For more information call Greg Onyschuk (H) 799-6323, (B) (312) 565-1600, ext. 3271. A note to you northsiders — gas up and ease on down!

The buffet will be from Surma's Restaurant in Homewood, but will have to be transported to the preserve, as well as the beer and incidentals. I'm hoping you can arrive about an hour early to lend a hand. Let me know if you need more information — thanks for your cooperation.



## ELKHART — ROAD AMERICA

By Jeff Thurmond

A name that is a legend . . . *Road America*. It whispers down through the trees, whistles up over the open track, screams past the steel barriers. The greats have driven here. . . names — ghosts out of the past, of mortals and marques, ride with you through the esses, glide airborne over the hills, laugh at the roar on the straights. And Porsche, another legend in its own time . . . *Road America and Porsche . . . and you!* You too may become a legend.

To begin, you must go to Road America. Once again, thanks to Jerry Meyer and Neil Holleb who put this whole thing together, Chicago PCA has the track for a full weekend. What better time to polish up for the Concour and then let the clean air flow over the shining surface as you pit your skill against the elusive asphalt.

**Place:** Elkhart, Wisconsin, Road America

**Date:** September 9–11, 1977

**Cost:** \$45 (includes member + family member) for Sat. and Sun., \$30 for one day only, either Sat. or Sun., \$5 for late registration at track, \$15 for Concours only, includes lunch on Sat.

**Food & Lodging:** Club headquarters is Siebkin's Lodge. \$72.50 per person double occupancy, Fri. & Sat. night. \$82.50 for single room, Fri. & Sat., \$40 per person, double occupancy Sat. night only and \$45 for single room Sat. night only. Prices include breakfasts and dinner for days staying at Lodge. Dinner only \$10.50 ea. You must make advance reservations for this. Breakfast only \$4.50 each. You must make advance reservations for this. Children under 14 half-price. All lodging reservations must be made directly with the Lodge: *Siebkin's Lodge, Elkhart, WI 53020 (414) 876-2600*

**Registration:** Event limited to 100 cars. Pits at track will be given to first 50 registered. All registrations must be accompanied with a check for full payment of track registration cost. Registrations will be acknowledged by return mail. Autocross and Concours awards will be at Siebkin's Sunday night after dinner. Schedule of events follows. Send registration no later than August 31st to:

Joyce Gunther

5433 Suffield Terrace — Skokie, IL 60076

## POTTER'S PICNIC

By Rip and Linda Patterson

**Date:** August 21, 1977

**Time:** Concours entrants may arrive at 11 AM . . . Concours judging at 1 PM Sharp.

**Place:** Potter's Farm, Crystal Lake, IL

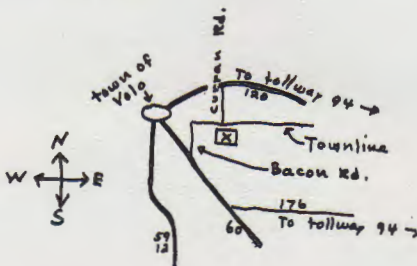
It's time to start preparing for our annual beer, bratwurst and games bash (which incidentally is also a concours). Once again, Wayne Potter and family has offered us the use of their farm and are planning to continue the tradition of good weather, good food and good friends.

We will be running our usual four concours classes; remember that class doesn't even count the trunk, so plan to enter if all you do is wash the outside and vacuum the interior.

As an added incentive to enter, this year the honor of the mark is at stake due to a challenge raised by the Windy City Chapter of the BMWCCA (an obviously inferior import). These Bimmer freaks must be as crazy as we are to challenge us on two fronts — the second being a volleyball game (they will surely be awed by the Dirty Dozen's physical prowess). By the way, if you haven't read it elsewhere, the Windy City BMW Club has invited us to their Concours/picnic/game thing on **Saturday, July 30** at Sauk Trail Woods in Chicago Heights. Part one of a best of two challenge will take place there.

The bill of fare for Potter's Picnic will be our usual and delicious veal and fresh pork brats, grilled to perfection, COLD tap beer and pop. As has been the practice in the past, leftover brats will be sold at our cost.

Pre-registration is not required, but would be appreciated. Please . . . leave your mini-bikes at home along with the dogs and cats.



NO PRICE INCREASE

SUMMER SEASON — 1977

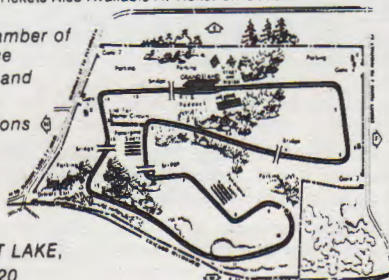
|                                                | GENERAL ADM   |                 | PADDOCK PRIVILEGE |                  |
|------------------------------------------------|---------------|-----------------|-------------------|------------------|
|                                                | Regular Price | Advance Less 5% | Regular Price     | Advance Less 10% |
| <b>CAN-AM, SUPER VEE &amp; SCIROCCO:</b>       |               |                 |                   |                  |
| Friday, July 22                                | 2.00          | 1.90            | 4.00              | 3.60             |
| Saturday, July 23                              | 6.00          | 5.70            | 10.00             | 9.00             |
| Sunday, July 24                                | 8.00          | 7.60            | 13.00             | 11.70            |
| <b>TRANS-AM, FORMULA &amp; SHOWROOM STOCK:</b> |               |                 |                   |                  |
| Friday, September 2                            | 2.00          | 1.90            | 4.00              | 3.60             |
| Saturday, September 3                          | 5.00          | 4.75            | 9.00              | 8.10             |
| Sunday, September 4                            | 7.00          | 6.65            | 12.00             | 10.80            |

ADVANCE SALES DEADLINES:

|                                    |           |
|------------------------------------|-----------|
| JUNE SPRINTS                       | May 28    |
| CAN-AM, SUPER VEE & SCIROCCO       | July 16   |
| TRANS-AM, FORMULA & SHOWROOM STOCK | August 27 |

Mail checks to: ROAD AMERICA, INC.  
ELKHART LAKE, WISCONSIN 53020  
Tickets Also Available At Ticketron Outlets

Write Chamber of Commerce for Hotel and Motel Reservations



ELKHART LAKE,  
WIS. 53020

**COMING EVENTS REGISTRATION FORMS**

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

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

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

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

---

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

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

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

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

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

---

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

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

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

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

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

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

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

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

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# 10 YEARS AGO

By Ginny Gummow

July '67 — Chicago PCAers pick up considerable hardware at USRRC at Elkhart. Dave Morrell, 1st in H/SR and Merv Rosen 2nd in EP Badger 200.



200 PCAers turn out for annual Potter's Picnic. Bratwurst consumption up 20%, Meister Brau wagon drained dry; 432 bottles of pop consumed by small fry!

Tom Grunnah takes 1st in Concours with '55 356 Continental Cabriolet with 3300 original miles. Car had been stored 10 years before Tom bought (stole?) it from well-known Alfa dealer.

## A WOMAN'S POINT OF VIEW

By Terri Russ

As Cory reached her 1st birthday, I paused to recall the changes in our lives due to the simultaneous arrival of Child Number Two and the "Family Car." Being Porsche people, we realized we could no longer go everywhere in our beloved 914. (Ed also decided to pull it off the road the following winter.) So we went looking for 2 cars and find them we did. It occurred to us later that this created still another problem in that we had only a 1-car garage. So, we went garage hunting. Well, Ed did anyway. We found a very nice 2-car garage that just happened to have a suitable house attached. So now you can assume that everyone was happy, right? WRONG!

Our lovely new home lacked a family room, but the attached garage could be converted nicely. We were back to square one. Where would we put the beloved 914, Bella (translation-beater BMW for winter driving), the VW and the Mercedes (4-door "Family Car")? Being reasonably intelligent, we decided to build a garage and remodel a family room. This is when the real fun began.

After 2 months of estimates, (each garage builder returned an average of 3 times as Ed got new ideas) the contract was signed and we were on our way. Once again — WRONG! Winter was upon us and if it wasn't snowing, it was too cold for the men to work. Finally, in early March we had our garage. It really is a very nice garage, all 5 cars worth. Ed and the cars are all moved in. However, you must understand that every day as I go out to the garage I walk through the family room. It still looks very much like an attached garage to me. Ed is planning to work on it this summer, though. Of course, the work will be done in between 4 IROC events, 2 Blackhawk Mid-Weeks, Potter's Picnic and Elkhart.

The moral (if you can call it that) of my story is that in this and most Porsche families, the CAR DOES COME FIRST. I don't want you to misunderstand: I really love that car, too. But enough is enough. Maybe next year as Cory approaches 2, I will fill you in on our progress or notify the entire membership of our impending divorce. Dan Gallagher — where are you?

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# CONCOURS TIP # 3

## "TOOLS OF THE TRADE"

By Tom Masles

Last month, I promised an article on cleaning surfaces other than painted ones, ie. mag wheels, chrome, bumper strips, etc. I'm still doing research on cleaning agents (ferric oxide—jewelers rouge, aluminum oxide, nitrite and nitro-benzene, solvent, hydrous sodium borate, kerosine, various waxes, et. al.) and thus will not do that article for some time.

For now, next time you go to the store, you might like to add to your list Q-tips, pipe cleaners, tooth brush, towels, sponge . . . sounds like you are attending to your personal hygiene. No, these are also implements of Porsche hygiene.

To get into those joints, door jambs, niches and valley's, you need something besides a sponge and chamois. You may even resort to fingernails and dental floss. Other tools may include toothpicks, nail files and emery boards, extra fine emery cloth, dentists teething picks of hard steel alloy and corundum saturated rags.

Again, as stated in previous articles, if trim parts are easily removable, remove them as far as your expertise allows. Otherwise, pay special attention to the trim clearance area, usually thin crevice, between trim and paint that sponges and towels miss. A gray film can build up in this area, and after a long period of neglect is very hard to clean at all. Q-tips work well to clean this. Run the Q-tips along the edge of all trim pieces. This not only picks up the crud but draws moisture from under the trim after washing to prevent rusting.

Door jambs offer lots of hard to get at places for dirt. Pipe cleaners and tooth brushes work well here. Also, toothpicks can be used to dislodge small dirt particles, and then area cleaned with pipe cleaners or dental floss. Screw heads are easily done with pipe cleaner or emery board (one groove heads) and Q-tips and/or rag-around-toothpick for cross-groove (Phillips) screws.

The smaller the area, the more often overlooked . . . except by Concour judges. But all surfaces get dirty. Just select the right type and size of tool and it all can be cleaned. Creativity is frequently required to come up with the tool needed, but then you are just one step ahead the next time.

Oh yes, you will need something else besides all these implements . . . *patience!*

---

## PCA PARADE RULES

By Jeff Thurmond

Not everyone is fortunate enough to attend the annual Porsche Parade. The Chicago Region has done well in the past: the Whites (Bob, Wilma, et.al.) were selected Family of the Year last time; and Ed Leed took Concours honors. This year . . . who knows? One of the events of the Parade is the National Board Meeting where, among other things, the Parade Competition Rules are decided. True, you may not attend the Board meeting, or even attend the Parade, but you can have a voice on the Rules. Following is a list of the proposed changes that will be voted on. If you have any comments, contact Jerry Meyer. If you have comments on **anything** concerning PCA, contact Jerry Meyer. This is your chance to do something for both your region and PCA.

### General

7.2 (new) Parade registrations are not transferable.

7.3 Any two members may register in one car and pay only one registration fee.

7.5 No more than two members may register in the same car.

**Awards:** All awards information has been moved to the general section. Class awards are now 1 for each 3 cars up to 15 cars and 1 for each 10 cars over 15. The men's and ladies' driving trophies are now awarded in lieu of the first place award in the winners class.

**Protests:** All protest information has been moved to the general section.

### Concours

6.2 One of the judges on each team is designated by the event chairman as chief judge.

6.3.1 (new) All concours judges must be approved by the PCR committee. Minimum qualifications are prior experience on a multi regional and/or national level or equivalent as a judge and/or entrant. Score sheets (new point assignments only are given): (for all cars except 924)  
**Sheet 1:** Coachwork etc. = 10; exterior paint = 30; bumpers = 6; hubcaps, etc. = 5; total = 70.

**Sheet 2:** Engine compartment = 5; total = 55. Note: under engine operation, engine must start within 15 seconds of request.

**Sheet 4:** Underbody panels etc. = 8; underside of transmission etc. = 10; suspension etc. = 10; total = 35.

**Sheet 5:** Seats etc. = 14; upholstery of door panels = 6; side panels and headlining = 6; carpeting etc. = 15; door compartments etc. = 4; total = 70.

**Sheet 6:** Trunk compartment etc. = 7; underside of trunk lid etc. = 7; floor coverings = 7; tools = 5; jack and tire strap = 2; total = 35.

### Rally

4.4 (new) Qualification of rallyists. Entrants in the navigational and equipped classes must demonstrate their ability to use the equipment which puts them in the class in which they compete.

12.2 Other penalties are now subject to the approval of the PCR chairman or his designated representative.

### Driving Event

1. **Definitions:** The definitions of slalom and autocross have been combined as follows: The autocross shall be a safe, all forward motion, skill driving event with a flying start and finish, where cars are timed over a course laid out on a paved area.

2.2 An entrant shall drive no more than one car in the parade driving event.

3.2 (new) Course Design: The protection of the contestants and their Porsches shall be the prime factor in governing all decisions related to the design of the course and approval of the design.

4.2.2 DOT approved helmets may also be used.

5.1.4 (new) A practice lap is strongly recommended for all participants.

5.4.2 A four wheels off course is a DNF.

8.3 The note at the bottom of the page now says that if an engine swap is made, the entire car must conform to the engine year model specifications.

8.3.1 All cars running with the 911 Carrera may now use 60 series tires on the rear.

8.3.5.g Optional springs and torsion bars are now worth 1 point.

8.3.5.n Production cars must have mufflers.

9.1.1 (new) For overall scoring purposes, in the event there is only one car in any of the classes listed in 9.1, the mean time in the equivalent class shall be used as the minimum for the class winners time.

### Scoring

4.1 The Hoffman Parade Cup is awarded to the first place overall entrant (either man or woman) on the same basis as before.

4.2 & 4.3 The John Williams Trophy (for the top woman) and the Zone 7 Award (for the top man) have been retired. In their place, a new trophy will be awarded to the

(continued on page 13)

# PERSONAL PORSCHEs

## "TRIALS AND TRIBULATIONS"

By Larry Bobbe

It started sometime during the summer of '76 . . . modification of the good 'ol 1973 911 T Porsche.

First consideration was the engine. It was a stock 2.4 T with mechanical fuel injection and 7:0-1 to 7:5-1 compression ratio. Taking everything into account ie. engine tear-down time, larger pistons, new parts costs, et. al., the three of us — Larry Chmura, Jerry Voight, and I — felt that the least expensive and fastest way was to turbo-charge. This, we believed, would get about the same results without going into the engine. We figured with 14 pounds boost we could double the horsepower.

We soon learned that nobody sold a bolt-on turbo kit for mechanical injection, but there are kits for CIS; however, the cost of the CIS is very high and we ruled that out. Next, we located a company on the east coast who sold a unit to replace the mech. inject. with 40 DCOB Webers using progressive linkage. I'm not going to name the company for reasons to follow. The kit included all the necessary piping, nuts, bolts, gaskets, etc., including the wrong input section on the turbo — and no instructions. Thankfully, Jerry and Larry had built one of their own, but we still ran into quite a few problems. After one hell of a lot of calls to the east coast, we got most of the problems resolved . . . they still owe me money though. To make a long summer into winter type story short, with additional cash outlay and many hours of work, the car is "almost" perfected . . . but not quite. Anyway, I'm having fun?

*(Ed. Note: New rear studs can be put in without new bearings if you are very careful when you remove hub . . . Peter Fischer did mine OK). With the help of friends and a borrowed press for a few hours, we got it done. However, more time was then spent getting wheels on since the BBS stud holes have a much more critical tolerance than stock wheels. Sure looks nice though, once done!*

During all this, I was accumulating the needed front, side and rear body panels. I also had all of the aluminum window moldings anodized black. Looking good.

As of May, 1977, the Porsche has been in body shop for three weeks and it's coming along really well. It's just that you get so damn antsy after a while. I still have to put it all together, have it aligned, get it dyno-tuned, and have the Webers worked on. Maybe before the snow falls . . .

The exterior should have some attending to — right? So, the body shop got the Porsche for a while. Since the car was in the shop, I pulled the intake manifolds and found a blown gasket on each side . . . and we wondered why we couldn't get the boost pressure up. I also pulled the turbo and took it to Precision in Elk Grove; to have it checked since the car was down anyway. The turbo already needs a new bearing assembly — after two weeks! Fun, you say?

Now to suspension: hell, it's got to be easier. We changed the bushings and rear bar. Not bad. The front brakes went to the rear; no problem there. A set of S struts for the front; still not too bad. Larger brakes in front, had rotors turned; nice. You say those BBS wheels are great? They require 72mm studs as opposed to 50mm stock studs. The fronts are easy to change, just drive out old ones and press (with hammer even) in new ones. But presto, you suddenly need two new rear bearings . . . well, maybe they needed changing anyway.



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# RALLYE ROUTES



## "Deciphering the Generals"

By Bob Ostholthoff

The General Instructions are by far the most important factor in any rallye. Consequently, a rallye team's reading and understanding of them is vital.

The Generals require more than a mere reading. There is an art to understanding them and finding the keys to what traps the rallye master has in store for you.

The "Oh My Papa" Rallye provided us with some excellent examples of what to look for in the generals so that you are ready for the tricks that are built into a rallye.

The trick to reading the Generals is spotting the unusual. In order to do this, the rallye team must be knowledgeable in the basic rallye rules and definitions. (Check your 1977 Directory for PCA/Chicago Rallye Rules.) If you know the accepted rallye rules, you are way ahead of the game. The best way a rallye master can sucker us is by hiding a seemingly meaningless rule in the Generals. Then, wham! He's got you!

Gus did a fine job of this in his rallye. One of his General Instructions referred to signs on mail boxes or utility poles being non-existent. If you knew your standard rules, you'd realize this was a set-up. Although we don't always notice it, traffic signs are posted on telephone poles quite frequently, particularly in city areas. "So why not now?" should be your immediate reaction and first clue that something's a-brewing. Granted, the Generals were worded beautifully by putting "mail boxes" first in an effort to have you skip over the rest of the sentence, since you realize signs on mail boxes and the like are rarely of any importance. However, this time the "and the like" was a utility pole and of utmost importance. When you came to the Tee, the stop sign was on that pole and technically non-existent. Read every word carefully and look for those oddities. After a while, they'll stick out like a sore thumb.

A more obvious General Instruction was the right at Tee rule for priorities in following the main road. Odds were very good that this would be (as it was) used somewhere in the rallye. Again, this was not one of the standard rules for following the main road and you should have suspected it.

Naturally, as you spot these potential traps, you should highlight them with a pen, pencil, marker or whatever. Then, keep the Generals handy. If possible, try to glance over them, especially the points you highlighted, whenever possible during the rallye. That way things won't get stored too far back in your mind and possibly be forgotten completely.

Hope you all had fun on John's rallye. Those of you who didn't make it, missed a very good event. It was a bit tougher than some of our more recent rallyes, but most educational. (I got lost on the pre-run with more specific directions than the contestants received! And I couldn't even blame it on Sue's legs this time!)

We've only got one more rallye left this year. Be sure to check your PCA calendar or consult the schedule in the back of this issue. Start to prepare now for our final countryside tour. It should be a good one!

NOTICE: In the first Rallye Route Tip in the May issue of the *Scene*, the paragraph just prior to the quiz on p. 14, col. 1, should read: "Generally that order is: 1) follow all black on yellow directional arrows. 2) (Provided No. 1 is non-existent) follow yellow center line on road. 3) (Provided No. 1 and No. 2 are non-existent) follow the road as straight as possible. Of course, specific Generals may change or vary these, yet you can almost always feel safe using these definitions as a rule of thumb."

# IROC



By Jeff Thurmond

So far the Chicago Region is doing good, but it all could change before it's over. There are two events left in the IROC series — Holiday on Wheels at Nothdraft Farms by Grand Rapids in Michigan on July 2-4, and Plymouth Speedway in Indiana on August 6th.

Since the IROC rules state that you must drive in at least 3 events for points, it's too late to enter series if you are not already registered specifically for IROC. However, it is not too late to register for the last two events and drive just for the fun of it. If you are entered for IROC, do not miss the last two events. For details, check the last two issues of the *Scene*.

In the September issue of the *Scene* we will publish the final results of IROC. Go out and support the Chicago Region. We know we have the best drivers and Porsches, but maybe the other regions don't know . . . yet!

continued from page 11 . . .

first place entrant of the opposite sex of the entrant winning the Hoffman Parade Cup. Scoring is on the same basis as the Hoffman Parade Cup.

Final Note — The 928 will probably be put in the same class as the 924 in the concours and in the same class as the 930 Turbo in the driving event. (This will be for 1978 only.)

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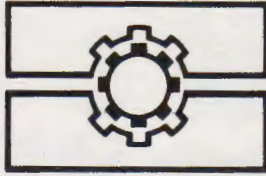
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# — Demographics —

By Jeff Thurmond

Remember the Demographics article and questionnaire in the April issue of the *Scene*? Here are the results. We received 119 responses, 29 were the original printed questionnaire removed from the *Scene*, 64 were photocopies (a lot of people don't want to harm their *Scene*), and 26 were telephone responses. Wow, that's a fantastic number of responses!

The responses are filled out below on the questionnaire, some in totals, some in percentages, depending upon the nature of the question. The question numbers with an \* by them require narrative detail . . . which follows.

A few generalizations are quite interesting. No female alone reads the *Scene*. The majority of households consist of two people, 8% of which are single male/female co-residents. The club members are way above national average in economic income (still no reason to be snobs). All home owners/buyers live out of the city. Very few people use public transportation, even though 16% travel 50 miles or more to-and-from work. One person uses a bike to get to work and only lives 1.5 miles away (wouldn't it be nice!). The most distance traveled by all respondents to questionnaire is 700 miles a week and done by car . . . good God! Only one household had 7 cars, 5 of which were Porsches. One person only drives their Porsche 100 miles a year, while another drives over 35,000 miles a year in their Porsche. Other cars in household were usual workhorse, two going over 50,000 miles a year. The most travel noted was a household that logged 75,000 a year in combined Porsche and other cars. One household listed a pure race car as "other foreign". Three people took the time to write in who did their repair/maintenance work, and all three listed Peter Fischer. The only response that marked "yes" to the 55MPH speed limit also listed a 930 Turbo as their Porsche . . . unusual! to say the least.

## Questions with \*

- \*2. In household: 1-20%, 2-36%, 3-12%, 4-40%, 5-4%, 6-4%, 7-4%.
- \*8. Bike rider uses car in bad weather.
- \*9. Average is 15.12 miles; shortest is 1.5 and longest is 70.
- \*10. 72% had a domestic car; all but one had a Porsche and quite a few had more than one Porsche — the average is 1.4 Porsches per household; 76% of the responses noted other foreign cars.
- \*11. Oldest is 1956 coupe, newest is 1977 911. The 911's accounted for 60%, the 356's took 29%, the 914's showed 6%, and 912's were 4%. A 500 series and a 930 make up the other 1%. No 924's responded.
- \*12. The most popular was Chevrolet, followed by Buick and Olds.
- \*13. VW's took 68%, the balance was a spattering of Audi's (17%), a few Merc's (5%), and a collection of Volvo, Honda, a race car and a 4-wheel drive Suzuki, et al.
- \*20. 83 responses requested Tech. Tips articles. Anyone in the club want to send in Tech. articles?

## LEGISLATION

By Jeff Thurmond

Who cares? Damn it, we do! Care about what? Proposed Federal Regulations that could really screw up Porsches and all other sports cars. Currently both the US House and US Senate have fairly firm measures that will regulate auto emissions. If Federal regulations continue unchecked or unhampered by logical reason, we might have NO sports cars. Let's face it, one of the reasons the 928 has such a large engine, in front, in a very de-tuned state, is to comply with current Federal regulations and proposed future stricter regulations.

Now is the time to let the un-auto-educated legislatures in Washington know how we feel. How? By taking a few minutes and writing a simple letter. Why? If you belong to PCA, you are probably a true auto enthusiast. Sure, you want clean air, but should that take precedence over all else . . . including using up natural resources and cost. Clean air can be had, the environment preserved, and autos for the enthusiast can all exist in harmony. It just takes a reasonable approach. We are taxpayers and are entitled to a voice. So, let your voice be heard.

In the US House, the bill most favorable to PCA is H.R. 4444, known as the Dingell-Broyhill-UAW bill: it proposed the following HC/CO/NOX levels: 1978-79: 1.5/15.0/2.0; 1980-81: .41/9.0/2.0; ; 1982-future: .41/9.0/1.0.

The U.S. Senate bill reflecting similar standards is S.919, called also the Riegle-Griffin bill. Both the House and Senate bills are vigorously supported by the United Auto Workers and United Automobile Dealers Association.

Both bills represent a reasonable balance between clean air, the environment, and fuel consumption/cost. They meet essential health standards, and encourage development of a new and innovative technology for engines.

So . . . get out your paper pad and pen and write. In Illinois, the U.S. Rep. who now co-sponsors H.B. 4444 is The Honorable Edward J. Derwinski, U.S. House of Representatives, Washington, DC 20515.

The House Committee which considers such bills prior to total House vote is Ralph H. Metcalfe, Martin A. Russo, Edward R. Madigan.

Representative Madigan is also a member of the Subcommittee on Health and Environment in the House. Illinois has no Senator on the Senate Environment and Public Works Committee — the Senate committee on such matters.

You should know who your US Congressman and the US Senator is. Write them! An ounce of paper now may be worth a Porsche later!

## SURVEY QUESTIONNAIRE

1. The Chicago Scene is read by : 50% male & 50% male & female. \*2. Total number of individuals in household.
3. 72% married — 28% single. 4. Total household income is: 42 \$40,000+; 19 \$30,000 to 39,999; 15 \$25,000 to 29,999; 12 \$20,000 to 24,999; 4 \$15,000 to 19,999; 8 \$10,000 to 14,999 (figures are in percent).
5. Highest educational level attained: Univ. grad. deg. 27% male, 15% female; Grad. work (no degree) 23% male, 12% female; BS/BA college deg. 31% male, 8% female; Attended coll./univ. 15% male, 27% female; grad. high school 4% male, 15% female. 6. 68% buying own home, 32% renting or leasing. 7. 11% live in city, 78% suburbs, 11% rural.
- \*8. Commute to work by: car 78%, public trans. 22%, other — bike. \*9. Distance you commute to work (one-way). \*11. No. autos in family: domestic 72%, Porsche 140%, other foreign 76%. \*11. Model and age of Porsche. \*12. Make and year of domestic car. \*13. Make and year of other foreign car. 14. Occupation description: professional 50% male, 24% female; managerial 35% male, 4% female; clerical 4% male, 8% female; self-employed 12% male, 4% female, housewife/husband 60%. 15. Do all Porsche repair work yourself — 28%, some 54%, none 19%. 16. Someone else takes care of Porsche — 52% Porsche/Audi dealer, 48% private shop/mechanic. 17. Av. miles driven yearly, Porsche, 9690 — all cars, 22190. 18. Anticipating making repairs/usual maint./adding accessories to your Porsche next 6 months — 92%; to other cars in household 62%. 19. Favor current 55MPH speed limit — 1% yes, 99% no. \*20. Types of articles/photos/layout you would like to see in the *Scene*.

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# THE DIRTY DOZEN, ON THE ROAD AGAIN — Part II

By Frank Wagner & Beth Killheffer  
*continued from last month*

As we approached our destination, little did we know that the campsite Beth had chosen, sight-unseen from a book, was three miles down a dirt road. If I had been driving the 914/6 instead of trailering it, under the car cover, we never would have gone down that road in the first place. Needless to say, that was our first and last night at that campsite.

Morning came all too soon, as usual. I wanted to be at the track by 7:30. So off we went, breakfast could wait. My dream of running at Brainerd had finally materialized.

Once at the track, we were amazed. Out of the first ten cars to arrive, I was the only stock machine there! Looked like we were in for one fast weekend. I guess the winters up there are so long and cold that those fellows go from one house to another punching out big-bore kits for kicks.

Up till now, I had to let Uncle Frank do all the talking, but when this happened, he was busy.

I had gone into the van for a little shade. As I sat there, I heard a wave of information spreading in the manner that word spreads at a track. Some people were walking one way telling people who were going the other way. Over a few hundred yards, things get pretty far removed from reality. What I heard was: a driver had rolled his 914 at the end of the straight. Instantly I was up and out of the van. When I had last seen Frank and Judy, they had on their helmets. I assumed they were on the track. Reports came in through the grapevine that it was a red or orange 914 with a blonde driver. No one could tell me if any one was hurt or if there was a passenger. I started getting worried, but I thought I'd better watch the cars coming off the track before I panicked. So I watched, and I watched, and I watched, and still no Frank, no Judy and no 914/6. I was about to go and approach the site of the rollover to find out for myself, when Frank drove up behind me and honked.

I jumped right out of my skin and immediately burst into tears. As usual, there was a perfectly simple explanation. Frank had been about three cars behind the one that crashed. Not quite close enough to see what had happened, but close enough to see people running and to be flagged off right away.

"What an opportunity!" He thought, "Go into town for gas while the track is temporarily closed and lose no track time!" Perfectly simple! Frank always thinks of everything. Meanwhile, the car had rolled over so quickly that it flipped right back onto its wheels and was hardly damaged at all. The driver walked away unhurt, a sadder, but slower, man.

Brainerd was not without its casualties for the Chicago Region. Big John Gustavson went for a cruise in the grass and bent a trailing arm. Larry Chmura had shifting problems which were apparently remedied by the installation of a new clutch. Breakdowns for members of other regions included a vapor-locked 2 litre 4-cam Carrera, Robin Boone's melted connecting rod bearing, Jay Kjoller's broken engine case, Bill Baumann's (from Ohio) broken rod. A guy from Iowa in a silver Targa bent a trailing arm. Chuck Reagan broke his accelerator linkage but fixed it and went on to take first in his class. In other finishes, Larry Chmura was four seconds faster than last year, Frank came in third in his class, Bill Boy took second in class. Someone neglected to buy trophies, so no evidence exists of the Chicago Region's fine showing except for a bunch of fine vintage memories.

An uneventful trip back to Viola for a much deserved rest was greatly appreciated by all, and the next few days were spent in peaceful relaxation and in the Old Style Brewery tour. It was the calm before the storm. After only a few short days, we headed back to Chicago to pick up the troops and continue on to Mid-Ohio.

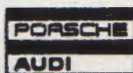
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**The Dirty Dozen, continued . . .**

Upon arriving in Chicago, we had a one-night layover which we used to "organize" everyone for the trip to Ohio scheduled to begin the next morning.

According to schedule, we left for Mid-Ohio the following morning and, due to circumstances beyond our control, the van ran fine all the way there! Motel reservations had been made for us courtesy of the Northern Ohio Region PCA.

Early Saturday morning, after a leisurely breakfast, we departed for the race track, not realizing that we'd need rallye instructions to find it. Frank, remaining true to form, approached the track from the opposite direction from everyone else. After registration and tech, we settled down to making ourselves at home away from home while we waited for the drivers' meeting.

Chuck Stoddard was present with his white 917. Henry Paine brought his much-modified six-cylinder 904 from West Virginia, and our own Bob White (Sox) brought his Pontiac. As one of the driving instructors, he didn't strictly speaking need a car of his own to race.

For Saturday practice, the field of 76 cars was divided into four groups to avoid overcrowding the track. The blend of different regions represented and the many drivers present resulted in the closest thing to real full-fledge racing that any of us from the Chicago Region had ever seen from a PCA event. Passing was allowed on either side (or both) with or without being called through.

Saturday, if you wanted a ride, all you had to do was grab a helmet and run to the starting grid. This grabbing a helmet was a problem for one guy who decided he'd have to borrow one. The one he borrowed belonged to Uncle Frank. The guy is Jim Sovik who was bitten by the Porsche bug right then and there and at this writing is a member of the Chicago Region PCA.

The event at Mid-Ohio was not without a few problems. Lack of corner workers was one. After the track remained closed long enough to inspire grumbling from our men, Mary Brown (Terry's companion) and I (Aunt Beth) volunteered to work a turn so the guys could get in some driving time. We were driven out to our post for a scheduled hour and a half. This became 3 hours and we were only brought back after Terry got real indignant at our apparent abandonment. We would soon have missed our last chances for a ride around the track we had come so far to experience.

With Saturday practice completed, we returned to the motel to shower up for dinner. The Dirty Dozen decided to get dinner on our own and discuss the events of the day over drinks and dinner. This proved to be an unfortunate mistake as dinner was said to be one of the high points of the weekend.

Much carousing was done that evening by the Dirty Dozen, and before we knew it, Terry had the husband and wife team of the band that was playing at the motel sitting at our table. They invited us to spend Sunday night with them on the 160 acres of pine trees, lakes and lawn they take care of.

Sunday came all too quickly, as usual, after a heavy night of partying. After a light breakfast, off to the track again. Three timed runs per car were scheduled for Sunday. After some delay, things got rolling. On Frank's first run, he started getting a caution flag right from turn one due to the fact that Lynn Mesnard, in his beautiful, much-modified subergine 911 had just gone through an amazing spin. The car was unscratched but dusty as could be and Lynn was none the worse for the ride. Frank benefited from the spin in that he received an extra run immediately.

When all the times were in, each Dirty Dozen driver there found that he was one place out of a trophy!



**PORSCHE CLUB of AMERICA**

MICHIGAN INDIANA REGION INC.

PRESENTS

# CROC

AN AUTOCROSS ON THE PLYMOUTH SPEEDWAY FOR PORSCHEs ONLY

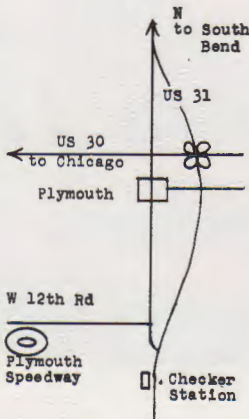
THIS AUTOCROSS IS FOR PREPARATION OF  
THE RUNNING OF OUR AUGUST IROC EVENT

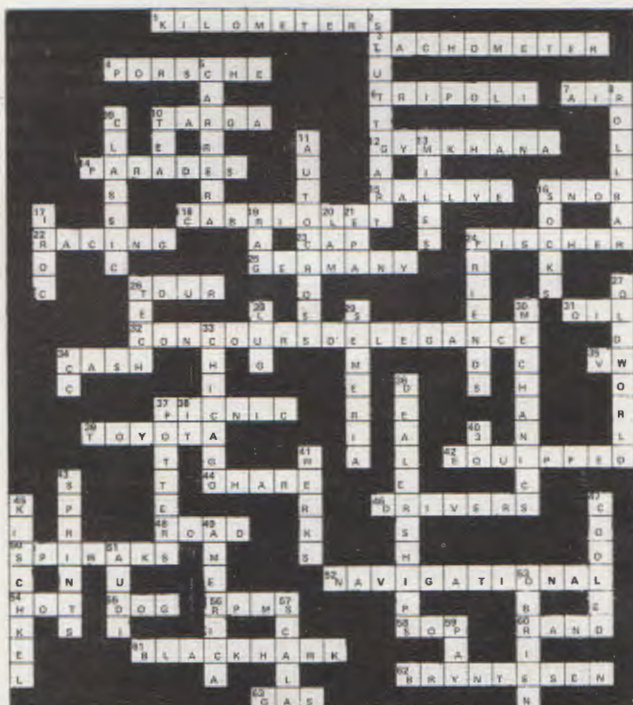
SATURDAY - JULY 16, 1977 . . . PCR'S WILL BE ADHERED TO

Registration & Tech. . . . . 10 AM to 12 PM  
Practice after Tech until . . . . . 12 PM  
Timed Runs Commence . . . . . 1 PM  
Times Stated are Chicago Times

PRICE. . . . . \$5.00 at Gate/\$4.00 Preregistered  
(2 drivers per car)

Send Preregistration to . . . . . Larry Riddle  
RR 3, Box 163A, Bremen, IN 46506





Answers to Last Month's  
A MAZE OF ADS & ACTIVITIES

# HOLIDAY ON WHEELS - FIVE

## JULY 2 CONCOURS JULY 3 PRACTICE JULY 4 AUTOCROSS

OUR HOLIDAY OPENER, THE CONCOURS D'ELEGANCE, WILL BE HELD AT CALDER PLAZA DOWNTOWN, OTTAWA STREET, GRAND RAPIDS. REGISTRATION FOR THE CONCOURS AND OTHER EVENTS WILL BEGIN AT 8:00 A.M. AND CONTINUE UNTIL 1:30 P.M. JUDGING OF THE CONCOURS WILL TAKE PLACE AT 10:30 A.M. AND INCLUDE THE FOLLOWING CLASSES:

- CLASS A - INTERIOR, EXTERIOR, TRUNKS, ENGINE COMPARTMENT, UNDER-CARRIAGE
- CLASS B - INTERIOR, EXTERIOR, TRUNKS, ENGINE COMPARTMENT
- CLASS C - INTERIOR, EXTERIOR, TRUNKS
- CLASS D - INTERIOR, EXTERIOR

### RALLYE

PARADOX V - THE 5TH IN A LONG SERIES OF PORSCHE PUSHER RALLYES WILL BEGIN AT 2:30 P.M. FROM THE CONCOURS SITE. THIS RALLYE WILL TAKE YOU AND YOUR PORSCHE ON A FUN LOW-KEY TOUR OF THE WESTERN MICHIGAN COUNTRYSIDE. NO SPECIAL EQUIPMENT IS REQUIRED. CONCOURS AND RALLYE AWARDS WILL BE PRESENTED AFTER THE RALLYE.

AUTOCROSS PRACTICE SESSION..... COME WARM UP YOUR TIRES FOR THE HOLIDAY ON WHEELS FIVE INTER-REGIONAL RACE OF CHAMPIONS AUTOCROSS AT NOTHDURFT SPORTS FARM. SIX HOURS OF PRACTICE WILL BE AVAILABLE SO YOU'RE SURE TO RUN YOUR BEST ON MONDAY.

REGISTRATION AND TECH: **FREE BRATS 'N BEER**  
10:00 A.M. - 4:00 P.M.  
PRACTICE:  
11:00 A.M. - 5:00 P.M.

### DIRECTIONS



HOLIDAY ON WHEELS FIVE IROC EVENT  
.... 3/4 OF A MILE ROAD COURSE  
.... MINIMUM OF THREE TIMED RUNS  
.... ELECTRONIC TIMING  
.... A TRUE PORSCHE COURSE

REGISTRATION AND TECH:  
8:00 A.M. - 10:00 A.M.  
PRACTICE:  
8:00 A.M. - 11:00 A.M.  
TIMED RUNS:  
11:30 A.M. - 5:30 P.M.

HOLIDAY ON WHEELS FIVE AUTOCROSS AND UBER ALLES OVERALL AWARDS PRESENTATION APPROXIMATELY 6 P.M. 80 CAR LIMIT

### TARIFF

ALL EVENTS SINGLE ENTRY \$27.00  
ALL EVENTS DUAL ENTRY \$38.00  
EACH EVENT - CONCOURS \$ 8.00  
- RALLYE 8.00  
- AUTOCROSS 15.00

THE ABOVE RATES WILL APPLY AFTER JUNE 25, 1977 SEE PRE-REGISTRATION COUPON FOR PRIOR TO JUNE 25 REGISTRATION.

### ACCOMMOATIONS

JUDY CULL (616) 452-0781  
JULY 1-2 HOLIDAY INN NORTH IN GRAND RAPIDS 363-9001  
JULY 3 HOLIDAY INN BENTON HARBOR 925-3234 OR CAMP FREE AT THE TRACK

# SALUTE



## To Our Advertisers

The purpose of this column is to spotlight our advertisers and their services for PCA members. Each issue will present the services and specialties offered by the personnel and/or facilities of one of the area businesses servicing Porsches.

### *PETER FISCHER IMPORT MOTORS, INC.*

By Jeff Thurmond

As the name implies, it is impossible to talk about Peter Fischer Import Motors, Inc., without talking specifically about Peter. Peter could be likened to the Man and his Marvelous Motor Machines. He is not just another mechanic who put up a shop sign; but, in all regards, is one of the true professionals . . . and sadly, one of the few remaining of a vanishing breed of men who sincerely give a damn about their work.

At the age of 14, Peter started apprenticeship training in Germany. He is now what is called, with all due respect, a Master. Through his "old world" schooling, he not only knows automotive mechanics, but knows why each item works, why it was designed the way it is, the relationship of each "type" of metal to another, and enough other information to fill an engineer's bookcase. Tools, fabrication, welding, machining, et. al., you name it — Peter seems to know it. And, he is modest enough not to brag though he has every right; and humble enough to admit it if he doesn't know an answer to something . . . a practice too many people fail to apply.

Arriving in the U.S. in 1963, Peter started with Porsche America. In 1965, he went to Autohouse on Edens (which used to be a Porsche dealer), stayed till 1969 and left to be shop foreman of Shoreline Porsche. When Shoreline closed in 1976, Peter set up shop in his garage and set his goal on his own business, while working also for Bryntesen-Porsche. Import Motors, Inc. officially opened on December 29, 1976.

When you go to Peter, you get true personalized service, as opposed to the second-hand time-card method of some large dealers. He will do custom work to either the customers specs or his specs. When you talk to Peter, you're talking directly to one who will do the work. But don't think he is alone: two former Shoreline personnel are now employees of Peter's — Werner Boeger and Helmut Rueger — both equally qualified experts. The business offers a Bosch alignment, and complete tools for just about any job. However, don't get confused by the name of the place. He works only on German machines, specializing in Porsche and dealing also with BMW Audi, VW and Mercedes.

So, if you want your German marque race-tuned or street-tuned, engine or transmission modified or rebuilt, body lowered, or whatever . . . see Peter. He'll do it all on 356's through Turbo-Carrera's. And it's nice to see the old school at work, using eyes and ears as well as electronic scopes and space-age do-dads. His love of Porsche's is evident in his work — only one way to do something; the right and complete way. He makes what he does an art. *Peter, the Man and his Marvelous Motor Machines.* Thank God there are a few left.

# Peter Fischer Import Motors Inc.

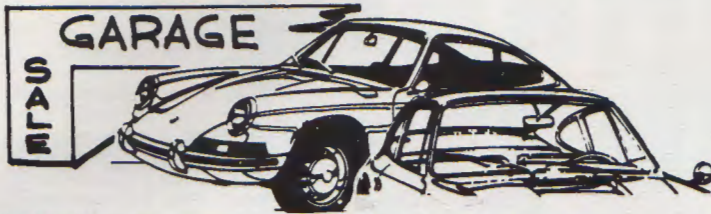
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**WARNING** — *The Scene* is not responsible for any misrepresentation of items in *The Mart*. If you buy a car, be sure to check body and engine serial numbers with the registration. This service is available **FREE** to PCA members. Non-members rates are \$5.00 per insertion per issue. Send your listings to — *The Scene* Editor, Tom Lynch, 1605 Illini, New Lenox, IL 60451. Deadline: copy must be received on or before the 15th of the month preceding month of publication.

**For Sale:** 1957 356A Carrera 1500 GS Coupe No. 100 913, Eng. No. 90816. Body, engine, interior, mechanicals very good condition. GT seats, 80L tank, plexiglass windows, Carrera brakes, new semperits and konis. \$7,500/offer. — Bob Gilbert, 333 S. Greet St., Palmyra, Pennsylvania 17078 (717) 838-4234

**1975 Porsche 914**, 2 litre, orange/plaid seats, AM/FM stereo, electronic antenna, 10M miles, immaculate. Call Jerry Meyer to confirm condition. Asking \$7,000. — Chas. A. Leatzew, Munster, IN (219) 838-7354

**2 — 6x15 alloys \$110 ea.**, 1—T-sport muffler \$45. Call T. Bangert, 448-7575 or 846-8500

**Porsche-1968-912/5.** AM/FM/SW, green, body condition excellent, rust corrosion minimal, interior black, excel. condition, engine completely rebuilt, Porsche/Audi O'Hare, tires Michelin, set up for air conditioning. \$4,500 or best offer, negotiable. 894-5935 or 996-2620

**1960 356B super coupe;** silver w/red interior; New Mexico car, zero rust \$3,500. Alex Wendorf, 9132 Delphia, Des Plaines, IL (312) 296-5758

**Porsche car cover.** Heavy duty cotton fabric coated with silver DuPont Hypalon. \$35. Phone (eve.) 359-5485 John Welda

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**WANTED:** 911S front brake calipers (2) to fit 1973 911. Bob Ostholthoff, 930 Ringwood Rd., Lake Forest, IL 60045 — (312) 234-4180

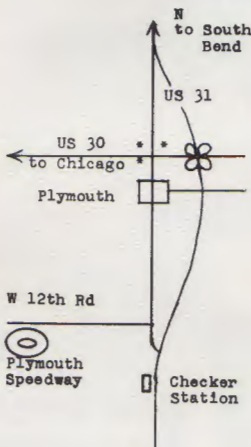
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presents

**A NITE AUTOCROSS**

THE FINAL AUTOCROSS IN THE 1977 IROC SERIES AT

PLYMOUTH SPEEDWAY — PLYMOUTH, INDIANA — SATURDAY, AUGUST 6, 1977

PCR'S will be adhered to



Registration & Tech. Insp. . . . . 10AM-4PM  
Practice . . . . . 12PM-6PM  
Timed Runs Begin at . . . . . 7:30PM  
Registration Fee . . . . . \$7.50 each entrant  
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**PRE-REGISTRATION BY JULY 29, 1977**

**1st Driver** \_\_\_\_\_

**2nd Driver** \_\_\_\_\_

**Family or Associate Member** \_\_\_\_\_ yes \_\_\_\_\_ no

**Return pre-registration to — Larry Riddle, RR 3, Box 163A  
Bremen, IN 46506**

## FUTURE EVENTS

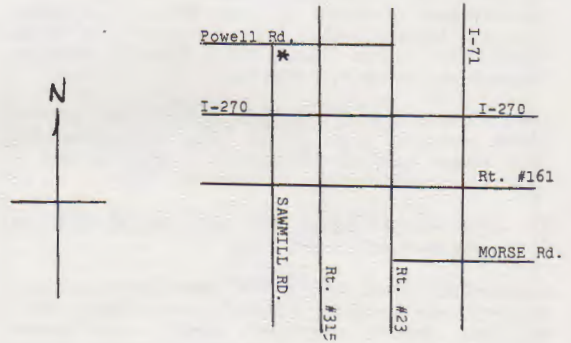
July 2, 3 & 4 . . . Holiday on Wheels (IROC Event)  
 July 13 . . . . . Midweek Speed Event  
 July 24 . . . . . Sunday Special  
 August 6 . . . . Plymouth Speedway (IROC Event)  
 August 17 . . . . . Midweek Speed Event  
 August 21 . . . . . Potter's Picnic & Concour  
 September 10, 11 or  
 September 17, 18?? . . . . . Elkhart  
 October 8 & 9. . . . . Rallye Tour  
 November 20 . . . . . Gymkhana  
 December 10 . . . . . Annual Dinner/Dance

## FIFTH ANNUAL CORVETTE-PORSCHE CHALLENGE

Sanction No. 42 - Sunday, July 31 - Registration will open 6/1 and close 9AM race day - 100 car limit - gates open at 8 AM - Drivers Meeting 9:45 AM Sharp - open exhaust - dash plaques given - cash awards for men and women FTD - Type Event: Autocross - Club: Central Buckeye Corvette Assn. - Entry Fee: Pre-Registration \$9 - Preregistration until July 17 - After July 17 fee will be \$11 - No refund after July 17 - NOTE: There is also a sanctioned event at Powell July 30. COME AND MAKE A WEEKEND. Event Chairman - Don Everhart, 5596 Ironwood Court, Columbus, OH 43229 - 614/888-8744.

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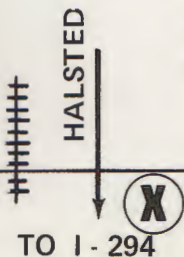
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CHICAGO REGION of the Porsche Club of America

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