

CHICAGO SCENE

JUNE

1975

OFFICERS

PRESIDENT Neil Holleb	312-835-1580
VICE PRESIDENT Jerry Meyer	219-838-9232
SECRETARY Bonnie Shapiro	312-858-5055
TREASURER Dr. Robert A. White	217-367-0356
DIRECTORS Bonnie Gladish Dan Gerow Ray Cuny Mike Vander Werff Harold Beach Bob Hubert	312-729-4706 312-748-8677 312-566-7159 312-692-2444 312-344-3508 312-359-9402
RALLYE CO-ORDINATOR George Gutmann	312-631-6042
AUTOCROSS CO-ORDINATOR Dick Gunther	312-966-5195
MEMBERSHIP Ben Frohlicstein 4072 Bunker Lane Wilmette, IL 60091	312-251-4072
NEWSLETTER Dan Gallagher 6710 N. Edgebrook Ter. Chicago, IL 60646	312-775-5944 H 312-368-0100 O

COMING EVENTS

June 8 - Rallye
June 13, 14, 15 Gratton
June 29 - Rallye
July 13 - Gymkhana
July 30 - Mid-Week Drivers



The **Chicago Scene** is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. PCA dues are \$18.00 annually.

Material must be received by the **Scene** editor no later than three days after the club's event to be published in the next issue. Contributions will be published on a space available basis. The editor of the **Scene** reserves the right to edit, as necessary, all material submitted for publication.

Pictures appearing in the **Scene** are property of the Chicago Region. If you wish a blow-up or print, simply write the editor. Cost will be reproduction charges only.

Statements appearing in the **Scene** are those of the editor, and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

THE REAR VIEW MIRROR

DRIVERS AND SAFETY SCHOOL #1

The old saying that "if you don't like the weather in Chicago, just wait, it will change tomorrow", is fortunately true. Contrary to the weather for the infamous rainkhana, the sun gods were out in full force for our annual beginner's school. The weather was absolutely fantastic. Everyone who attended received a nice sunburn for their efforts. Jerry Meyer did one super job, in putting on this event. The event consisted of approximately three hours class time where Jerry, Bob White (Socks) and Roger Shapiro taught you the theory behind safe driving and proper handling of your Porsche.

Fortunately, we had the facilities of Harper Junior College at our disposal. The classroom time was naturally held in their classrooms.

The practical applications of the "book learning" was held on four of the huge parking lots.

The first lot consisted of a braking school where Rip Patterson and "Doc" Gunther taught proper braking techniques. The next lot contained Larry White, Dan Gerow and Dan Gallagher where proper cornering was attempted to be taught. Lot three consisted of Ron Rogginger, Jim Gladish and "The Gut" running a skid pad. After the successful completion of the various courses the students were treated to Black Bart's graduate school where they got to put it all together. Bart and Dick Gunther probably had the best time of anyone as they spent several hours chasing each other around the course until they got it just right. It was a treat

to see the modified 914/6 and the Bartmobile spinning this way and that.

The 100 or so acres of green grass plus several lakes full of ducks made a great place to turn the kids loose.

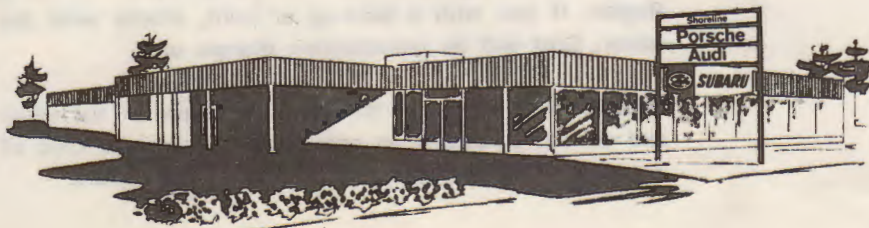
The editor did not hear anything but praise from the many members or the twenty-four applicants who attended. In the Editor's opinion, this event is probably the most valuable thing we do for our less experienced members. Dinner was held immediately after at the Holiday Inn. After all day of standing in the sun, the frosty libations were indeed welcome. Dinner was excellent. The attitude of those fortunate enough to attend the dinner was one of extreme levity. I do not remember when I saw a crazier group. It was a fantastic way to end an excellent day.

Our thanks to Jerry and Helga for all the work they did. Thanks also to Flo Dover, Bonnie Shapiro, Willy White for handling registration, Sandy Gerow for running the timing school, and to all those who risked their lives instructing. Once again, a special thanks to Jerry and Helga for doing an excellent job on rather short notice.

**Chicagoland's
Now
Chicagoland's Finest**

1ST

SHORELINE PORSCHE AUDI INC.



1620 WAUKEGAN RD.

729-9000

GLENVIEW, ILL. 60025

Scala | O'Brien Porsche | Audi

SPRING PARTS SPECIAL
Exclusive Offer to PCA—Chicago Region

Sydmor Fyreball capacitive discharge ignition unit. Complete kit with wiring and instructions. Fits all 12V systems. Great for early 911, 912, and all 914 and your winter beater! Rated as one of the finest.
Originally **\$59.00**
Now only **\$30.00**

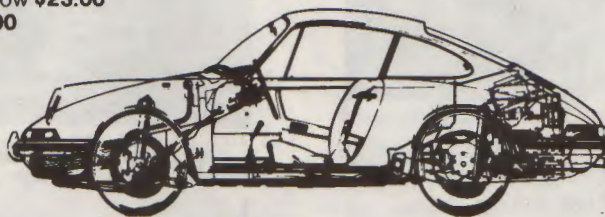
Bosch European headlamps for all 911-912. These are the same lamps installed at the factory—don't be fooled by other units. Factory Part No. 901-631-101.45. These twin H-1 assemblies could save you and your Porsche at night.
Retail is **\$123.95** each.
Our price is **\$59.95** each. Bulbs extra.
12 remaining from our last sale.

Bosch-Eberspacher 12V Gas Heater. Complete with instructions in factory sealed cartons. Will fit all 911-912 and VW.
Factory Part No. 901-572-930.01
List **\$525.00**
Now Only **\$120.00**
Limited Quantity.

Hostetler Coco Mats imported from Germany, the finest anywhere. Will not fade or wear out like the cheapies. Assorted colors.

911-912-356 (4 Pc.) List **\$39.95** Now **\$23.00**
914 (2 Pc.) List **\$24.95** Now **\$16.00**

Roof-mount luggage rack for 911-912 by AMCO. These are in all the "goodie" catalogs at \$50.00 to \$60.00. Buy one from us at **\$25.00** and beat inflation. We have six left.



Chicagolands Only Complete Porsche/Audi Dealer

Scala/O'Brien Porsche/Audi

**2750 W. Lawrence Ave.
Chicago, Illinois
Phone 728-2700**

Sales/Service/Parts Dept./Leasing Dept./Body Shop

Open to Serve You On Sunday



Illustrious Event Chairman



Registration



Frightened instructors



Anxious students



Yes, I am the only female in the gross gross. With the way they look, I will always be the only one.



It makes no difference which engine I run; I am so good. Now if the shift lever will stay together.



"Doc" Gunther instructing Diane in proper braking of beautiful Carrera.



Dan Gerow risking his life showing students where he wants them to put their Porsche.

4



Big Dan: Move your hand one more inch and I will break your skinny neck!
Skinny Dan: But you remind me of something.



Instructor White: If you run over Gallagher's toes and hit Gerow, you are on the right line. No great loss anyway.



Sandy and slim friends run scoring school.



While you guys were learning how to drive, we were running around 100 acres, dissecting fish, losing shoes, etc. Besides, we have been to more driving schools than 90% of the members anyway.



Some of my friends are a little strange.



Friend: How can you like that tub. It has no heater, no windows, no roof, no nothing.

Steve: It has class.



Bob: Well, I have had a scandal with all the girls in the club. How about you?

Frank: Hell no, you are probably one of those who one fingered 911 drivers.



Robin: Before I drove today, I checked out the course for trees.

Bruce: Hell, I do that before I back out of the driveway.



Kathy: Why don't you put him on your head.

Dan: Because most of our members don't believe he can walk.



John: What is this I hear that the dirty dozen is running an autocross!.

Joe: Yep, the cadre has infiltrated the hierarchy, now the coup. Then all members will be weird.



Well dear, we have been accepted, discovered other 356's, and dropped the Mafia bit. Do you think that if we told them you are a dentist, it would help!

Jim: No, they would put me with Gunther and Rosen.



Gabby: After your performance of last month I think you needed this school.

Gene: Rome was not built in a day.



Our illustrious president welcomes applicant members. Neil looks more like Mr. Kleen every day.



Diane: "Your place or retire rallye" Better be 100% finishable.

John: It is. I programmed it on our 360.



Unfortunately, the Potter family's farm body shop has been a little busy lately cutting the rust out of Rip's convertible and knocking the dents out of Dad's roof.



Linda: George, why are they calling you the "gut".

George: I have no idea.



Laurel: Say, you are cute!
Kent: I have led a very sheltered life.



The best part of our nomination for family of the year.



Well, we came out to learn how to drive. You know there is more to this than I thought.



Jim: Say, Dan looks better after he quit drinking beer.
Sandy: It all comes from climbing the walls.



Neil: Don't. Judy is out there watching.



Ron: This club has changed quite a bit in the 15 years since I joined.
Larry: Ya, how is that?



This picture is so bad we don't need a caption.



I don't understand any of this



Dan: I'm bigger than you.
Bart: Oh yeah, my dad can whip your dad.



Champion weight losers. Always desirable, now irresistible. Go ahead and smile, but think of all the brownie points I get.



Neil: Ben, how did you ever get to be membership chairman?

Ben: I have been asking myself the same question.



Checkmate: Does your new employer really approve of your friends.

Opey: Certainly. Does your insurance company approve of yours.



I am strong, I am invincible, I am woman. Watch out you PCA members because by the time we are 16, we will out - drive 95% of you.



No one understands. They all expect me to be wearing white socks. I hate white socks.



President discharging his duties inspecting Flo's ripped pants which she caught on a fence.



Bart: Todd, you are dumb.

Ron: Todd, you are dumb.

Todd: I am dumb!



Dan: How does your husband drink all that beer and stay so slim.

Diane: Do you see that smile on my face.



Applicants



Mr. and Mrs. Teter, our guest from Central Indiana.



Applicants



Darlette: Joe, we have every kind of a Porsche but a 356.

Joe: I don't want any car that will be cannibalized by rust like Wagners.



Dick: What do you mean I am different.

Jim: Well, you are an applicant.



Todd Johnson receiving special dunce cap for showing great intelligence.



9

Diane receiving much sought after traveling trophy befitting falling asleep in Prof. White's class. Diane claims the class was just like the teacher, very interesting and colorful.

(10)
COMING EVENTS

HIGH SPEED HANDLING AND SAFETY SCHOOL

June 13, 14 and 15, 1975

Grattan Raceway, Grattan, Michigan.

Grattan is located just northeast of Grand Rapids, Michigan, 180 miles from the Chicago Loop. From the Chicagoland area, take the Tri-State Tollway (I-294) southeast to the Indiana line or the Dan Ryan south to either the Calumet Expressway or the Skyway. Go east on I-90 or I-94, swing north across the Indiana-Michigan border to I-196, just north of Benton Harbor. Follow I-196 to Grand Rapids. See map for route to Holiday Inn (North) and to track.

Times: Friday, June 13

Registration and Tech - 9-11 P.M., Holiday Inn

Saturday, June 14.

Registration (at track) 10 A.M. - 12 Noon

Tech (at track) 10 A.M. - 12 Noon

Mandatory drivers meeting 11 A.M.

Mandatory parade cars 12 Noon

Drivers Meeting 1 P.M.

Instructions & Track Time 1:30 to 5:30 P.M.

Dinner, Holiday Inn 8 P.M.

Sunday, June 15

Drivers Meeting 10 A.M.

Instruction and Driving 10:30 A.M.

Here is your opportunity to learn how to handle your Porsche in the absolute safety of a controlled environment. You do not have to worry about the 55 m.p.h. here, but the idea is not speed itself, but how you can learn to be a better driver. Qualified instructors will be on hand to teach you to achieve this end. We do ask that you prepare your car before you come. Your car should be in top shape with good brakes and brake fluid. All drivers are required to have a helmet and stingers or open exhaust will not be allowed.

Grattan is a track of some two plus miles with a combination of twelve varied turns with uphill and downhill sections. The concession stand at the track will be open on both Saturday and Sunday.

We will all be staying at the Holiday Inn (North) in Grand Rapids. A block of rooms at a special rate of \$20.42 has been reserved for us by Judy Holleb. You must register with Judy to get this rate. She may be called at (312) 835-5324 or 835-1580. The Holiday Inn has a heated pool for the kiddies.

Registration will be cut off at 75 cars, and as the Michigan Regions have been invited, don't wait to send in your reservations.

PLEASE REMEMBER - MICHIGAN IS IN A DIFFERENT TIME ZONE FROM US - ADJUST ALL TIMES ACCORDINGLY.

Dear Bart:

I would not miss the opportunity to drive like you for all the Black tee shirts in Chicago.

Name _____

Member Applicant

2nd driver, if any _____

Active Family Member Applicant

Type of Porsche _____ Year _____ Color _____

Registration fee is \$30.00 per car. There is not additional charge for a second driver if it is the family member.

Reserve _____ adult dinners at \$7.25

Children's dinner available.

Make checks payable to PCA/Chicago and mail to: Black Bart Vander Werff, 416. W. Higgins, Park Ridge, IL 60068 or call 312-399-3000 (Office) or 312-692-2444 (Home)

P.O.R. RALLYE (Place or Retire)

June 29, 1975

Webbe's Orchards, (Home of Applejack Racing), S.W. corner of Highway 12 and Highway 22. Lake Zurich, IL.

Registration 12 Noon First car off at 1:00 P.M.

Our Rallyemasters, John Welda and Ed Leed, invite you to accept the challenge to either Place or Retire on the next club rallye. You will be driving thru beautiful northern Illinois, over nice "Porsche-type" country roads.

The chairman states that "they will restore your faith in rallying". The rallye will be a straight forward TSD covering some 80 miles of excellent roads.

The dinner will be held at one of our favorite restaurants. The Northern Chalet is located at 1760 Milwaukee Avenue in Libertyville.

Two classes will be run, mechanical and non-mechanical. Non-mechanical consists of seat of the pants plus stop watches, (non electronic), slide rules, rallye tables, rallye wheels, etc. Any mechanical devices such as Curtas or Holdas put you into mechanical.

Dear Diane:

Sign me up. Would not miss this chance to redeem myself for all the milk in Harvard.

Name _____

Member Applicant

Navigator _____

Member Applicant

Non-mechanical Mechanical

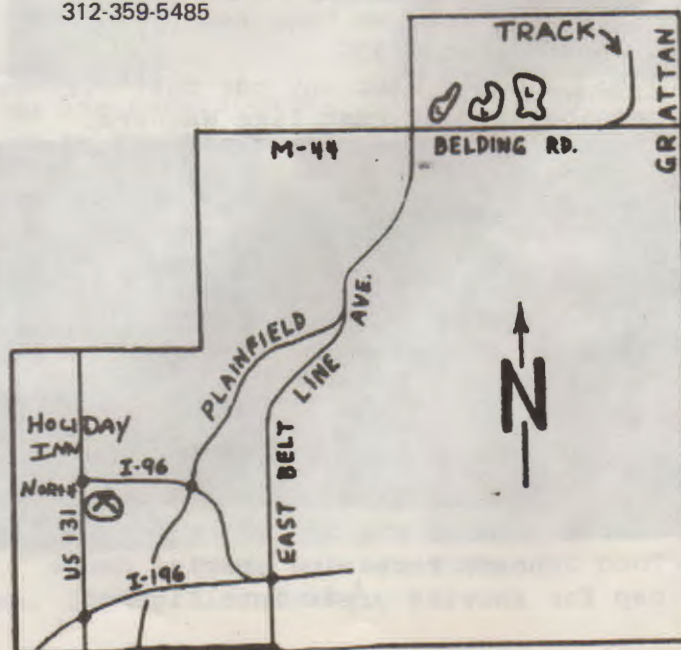
Registration \$5.00 (\$7.00 late) - Pre-registration must be postmarked by June 24.

Reserve _____ adult dinners at \$5.65 (\$7.65 late)

Reserve _____ children dinners at \$2.75 (\$4.75 at line)

Mail to:

Dianne Welda, 1230 N. oak St., Palatine, IL 60067
312-359-5485



COMING EVENTS

GYMKHANA

Date: July 13, 1975

Nothing is known about this event except it will happen and it will be great. This is the first event that the dirty dozen (alias gross gross) will be chairing. Mark your calendar and see next month's newsletter.

MID-WEEK DRIVERS SCHOOL

Wednesday, July 30
Wednesday, August 20.

Blackhawk Farms Race Track — Rockton, IL

The annual mid-week drivers school, officially called the 5th annual 8 Hours at Blackhawk will be held on two occasions this year. Because of rapidly rising costs of renting Blackhawk for the weekend, we decided to expand our Mid-Week event to two sessions this year. This will be your only opportunity to drive this excellent facility this year with the club. We realize it is a little early to announce these events but we thought you would want the extra time to mark your calendar.

Dinner will be held immediately after both events at Buffa's in South Beloit, IL.

See next month's newsletter for further details.

*Wow, what a super rallye!
he said shiftlessly.
"Where are we?" his navigator queried lostly.*

*"Who cares, you silly DURKE,
when the day is beautiful and our Porsche is
running smoothly,"
he replied calculatedly.*

*"What do we get if we place?"
she asked winningly?*

"A piece of the silver," he answered preciously.

"And if we lose?" she pressed on regardlessly.

"If we lose this rallye," he answered retiringly,

*"We get to yell at the rallyemster, protest the
menu and eat his dinner, while he tries to figure
out scores."*

THE WET INDY 440

Todd thought if he'd watch the Pro's maybe he'd learn a thing or two. So he and I went to the Indy 500. What a spectacle! People, cars, campers & and more people - and we were still in Indianapolis! We started out at 7:30 a.m. for a leisurely ride to the speedway from the hotel. Well, 2 hours later we parked the car (about a ½ mile from the track). 45 minutes later we were in our penthouse box seats. We were a little outclassed sitting there. The whole section consisted of well-to-do businessmen and their well-dressed wives. But we didn't care. They were terrific seats and they were free! The infield was mobbed with cars, campers, drinks and bare-backed beauties. Most of which were there since 6:00 a.m. (Saturday). Up to 10:55 everyone was doing their own thing. Suddenly the boss said those famous four words - "Gentlemen start your engines". All bodies - able or not - turned to face the grid. The flag dropped and the cars were off. As those 33 Indy cars approached Turn 1, Todd was picking out the apex. But theirs was different - now who was right??

It was an exciting race. Right away Johncock had the lead, but alas, luck was not with him. He was out before 10 laps whizzed by. It was "the man's" turn - Foyt took over. Later it became a game of who was going to come around turn 4 first - Foyt, Rutherford, or Dallenbach? Excitement started to falter about midway, but then more beer, a spin, a change in leadership, and the excitement returned.

I never saw much of Todd that whole race. Those binoculars were almost glued to his face. He kept saying - "So that's how it's done. So that's how it's done".

All of a sudden, it became the "Windy Indy". And before Todd could say, "Where's the apex?", the rain came. And did it ever come! And you would think it never rained at Speedway - people were screaming, running, pushing others down stairs!! And Todd still sat - binoculars to the eyes. (Was he watching the cars or the girls?)

Within 5 minutes, half the cars had done some 360's (Todd didn't need to see that), the rest were crawling along at 40 mph, the infield cleared (where did they all go?), Unser flew his Eagle across the line, and the race was over.

Even though the race was cut short (176 Laps, 440 miles) and everyone got soaked - it was a super race. Only one major accident with no serious injury. My GOOD LUCK came through again. In 4 years, I have never been to a race with a serious injury on the track.

An hour walk back to the car, a change of clothes, another hour trying to get out of the Speedway and we were off to the great race track — 165.

It was an eventful, exciting day. Now if Todd only learned something

By Linda Johnson

MISCELLANEOUS RAMBLINGS

We were very sorry to learn that Robin Leach's operation on her eye did not have a successful conclusion. Robin has lost the sight of her left eye, but as she demonstrated at Driver's School, she does not intend to let that stop her with her hobby. Right on Robin.

Bob and Sally Buckthal finally had their long awaited trip to the South Pacific. Much to Bob's delight, some of the native girls were indeed bare-breasted, all those wish Bob's excellent slide show on the subject, please give him a call.

While on the subject of nudity, the reporting of which is contrary to the high ethical standards of this rag, our illustrious President, Neil Holleb and wife, while on vacation in Martinique had occasion to visit a nude beach. Not to be outdone, our President appeared "sans" clothes. Unfortunately for Neil, he accepted his new found freedom too enthusiastically. It appears he was talked into posing "a la" Bert Reynolds for a picture. Neil, very proudly, passed this picture around the board meeting where it was promptly stolen. Will whoever stole the picture please return it to Neil (no questions asked) or send it to the Newsletter editor so we all can see it.

Congratulations to two of our hardest workers — Josh Holleb and Dawn White (Socks) recently graduated from High School and plan to enter college this fall. By the way did you happen to notice that Wendy followed in the footsteps of Bonnie Shapiro and is sporting a new slimmer figure

This note from AUTOWEEK, April 12, 1975 about the recent Corvette-Porsche Challenge: "The biggest time trail event on the East Coast this season was the Corvette-Porsche Challenge '75 held at Charlotte Motor Speedway on March

8 and 9. "Two rival sports car clubs, the Queen City Corvette Club of Charlotte, and the Carolinas Region of the Porsche Club of America, hosted the Challenge. Two hundred cars, 100 Porsches and 100 Corvettes, competed for the trophies for the fastest time of the day, IMSA Camel GT Challenge medallions, which were awarded to the top drivers. Entries came from as far away as Maine and Florida.

"An estimated crowd of 1000 viewed the action during which Corvette casualties were numerous, including five blown engines and three spin-outs which caused substantial damage to the cars. Porsche suffered no mechanical problems and no serious spins. This could be the real story of the Challenge."

We noticed that gas consumption dropped 1.7% from the comparable period of '73 vs. '75. Now is that due to the 55 mph speed limit or possibly smaller cars driving less miles?

General Motors has announced that its '77 full size models will be some 700 lbs. lighter and a good deal shorter than current models.

The Championship of makes is about the most boring of all the major Championships this year. The Alfa and Matra cannot even come close to lap records set in '72 and '73 by the Porsche team. Surprisingly Porsche stands second in the series behind Alfa with several 1970 model 908/3 using 2 liter turbo charged 911 engines.

Body Werks of Barrington

For the finest in Porsche,
Mercedes and BMW Body work and painting

AND INTRODUCING

CYCLE WERKS OF BARRINGTON

BMW Motorcycles

"When you are tired of a bike."



Bavarian Motor Works

DESI VINCZEN
126 Cook Street
Barrington
381-9144

THE RESPONSE to the "FIRST ANNUAL AND LAST WHAT IS THE NAME OF YOUR PORSCHE CONTEST" has been overwhelming. I am sure you have all been setting on the dge of your seats anxiously awaiting to see if your entry won the coveted six pack of budweiser.

The winners are the Gunthers and the Janeceks.

WINNERS ---

Gunthers: GOLDA; gold 914/6 with a Jewish heritage.
Janeceks: CZECHMATE: red 914/2, bastard son of a Czech insurance man.

ALSO RANS -

Kaitis: BIG BRIGHT GREEN PLEASURE MACHINE
L. Johnson: OLD YELLER
Allman: SUPER CLARANCE, 356 S.C.
TONY THE TARGA
Wards: BLACK AND BLUE, blue 911 Targa
Leeds: CAPTAIN SUNSHINE'S OZONE
Porsche, also known as "OPEY"
Shapiro: J. C. WHITNEY, also known as WHITNEY,
'55 Speedster
THE BLUE MAX, blue 911T
Urbans: THE GREAT PUMPKIN, orange 911.
White
(Socks): PATRICK, ugly green 911S
TOO, even uglier green 911S
Buckthals: SNAPPY TOME, red '59 Conv. D. which runs on
tomato leaves
KILLER, ratty 2.0 911
Heigo: RALPH, naderized 914,
TAR BABY, black 911 Targa
Gutman: RED GUY, red 912
GREEN GUY, green 911
Zalik: SHAMROCK, green 911
Gallagher: SILVER FLASH, silver 911
KILLER KARRERA, Carrera
Baaron: PRUDENCE, my SPRUTZ OF AN AUTO,
"Sprutz", 914
Huberts: MINNIE, the Speedster,
Courseys: RICKEY, 356, S 90
O'Keef: GREEN MONSTER, green 911
Baumbart: TAXI, yellow 911
Black Bart: THE BARTMOBILE
Gerow: RED RUSTY, 356 C
Frolickstein: FROLIES GOLD BUG
Patterson: LITTLE RED, red 356 C
Novoselsky: THE PORSCHE, red 356 C

MAY BOARD MEETING - May 14, 1975

Held at Holleb's Foods

In attendance: Neil Holleb, O. J. Meyer, Bob White (Socks), Bonnie Shapiro, Black Bart, Harold Beach, Bob Hubert, Dan Gerow, Dan Gallagher, George Gutmann, Julie Frolicstein and guests Larry White, Joe Marcin, Joe Ratschan, Ed Leed and John Welda

1. Accepted Secretary's, Treasurer's and Newsletter Report
2. Accepted the below listed new members
3. Discussed and approved the coming events
4. Discussed and approved the report on the activities of AMS.
5. Adopted the "Gerow Football Numbering System", for competition events. For example, if you are the second car in class one, your number would be 1 2 and your wife's number would be 1 2 L.

Proposed and Accepted for members at the May Board Meeting are the following:

1. Blegan, Greg
1415 West School
Chicago, IL 60657 - Phone 472-9550
2. Casey, Robert
1360 North Sandberg Terr-Apt. 2704
Chicago, IL 60610 - Phone 787-8230
3. Hill, Joseph
3741 West Agatite Street
Chicago, IL 60625 - Phone 478-2833
4. Graves, Richard and Alice
434 North Quincy
Hinsdale, IL 60521 - Phone 325-3021
5. Holzner, Mike (Hokey)
2101 Wst Fletcher Avenue
Chicago, IL 60618 - Phone 281-7967
6. Kass, Lee R.
1928 West Addison
Chicago, IL 60613 - Phone 528-5465
7. Kravitz, Steve and Nancy
1102 Dale Avenue
Arlington Heights, IL 60004 - Phone 392-4009

FRENCHIES FOREIGN CAR SERVICE, INC.

Specializing in Porsche and Other Fine Imported Makes

Two European Licensed Porsche Mechanics

One Master Certified Mechanic

ALL WORK GUARANTEED

Including Special Suspension and Engine Modifications for Gymkhana, Autocross and Rallyes

609 South Addison Road
Addison, IL 60101

312/279-6010

FURTHER REFLECTIONS ON A CARRERA TWO

In the words of Bob Buckthal "in order to hold off the challenge of a gaggle of well prepared, highly modified and properly chauffeured 4 cyl. cars, certain changes are necessary." Such was the case with my wonderful Carrera. It appeared that the answer was in short gears. To install short gears necessitates pulling the engine and transmission, which in a "c" Porsche is quite a task. While these parts are out, why not take the entire suspension off and concur everything. It seemed like a good idea at the time. Five and one half months later with more than a little help from friends like Brian Allman, Ernie Pumble, Black Bart, Todd Kaitis and Chuck McKay and Diane, it was done. Which brings us to the point of this story.

It just so happens that the following Saturday was the 19th Annual Aburn, Cord, Duesenberg Classic Cad-LaSalle Vintage Lincoln and Packard, Classic Car Club and Milestone Car Society Spring Concours to be held at the home office of Allstate Insurance in Northbrook, Illinois.

Chuck McKay arrived at my home at 8 A.M. on Saturday. No matter how hard I have tried, I cannot yet drive my 300 SL and the Carrera at the same time. We arrived after an uneventful trip at Allstate at 9 A.M. We were stopped at the gate by a nice young uniformed Policeman who looked at the Carrera and stated "Sorry only show cars past this point". After explaining to him that I was indeed an entrant, we were allowed to proceed to registration. The registrar asked what kind of car it was that I was driving, as he did not know.

We proceeded to the post World War II area, where we once again had to register and be assigned our spot and number. The judge told us that this was the first Porsche ever to enter and I stated that it would be the first to win then. He laughed.

We proceeded to our pit between a '56 Lincoln Continental Mark II and a '47 Rolls Park Ward Limo. Of course, Black Beauty was alongside of Killer. What happened next was unbelievable. Duesenbergs, Pierce-Arrows, Blower Bentleys, M.B. SSK's, SS100 Jags, Aburn Boat Tails, dual cowl Packards, a Bugatti, a Horsch, Daimlers and everything else you have ever dreamed of came rolling by my pit. We would have taken pictures but were too busy working. Chuck and another BMW clubber, Rich Scallero, were doing the 300 SL and I, the Carrera.

We looked at the opposition; 3-300 SL's (including mine), a couple of excellent MG TC's, a AC Bristol, an Aston Martin, Jaguars and Mercedes Benzs of every size and description. We figured that Killer would be third behind a close to perfect restoration of a MG-TC (owned by Irv Rose, a PCA member), and a restored 300 SL Gullwing from Michigan which won the Class two years ago. As trophies were to be awarded three deep, we concentrated our efforts on Black Beauty.

Most of the other competitors parked their cars and then proceeded to socialize. Some of them even left their cars unprotected. We fortunately did none of the above. We spent all morning working and talking to the several thousand lusting on-lookers who came to gape at and touch the fabulous cars displayed. I even noticed two kids sitting in the back of a dual cowed Duesenberg. One of the advantages of staying with your car(s) is all the great conversations you get into. Black Beauty drew more attention and comments than "Killer", but he had his share of on-lookers, including a good number of Porsche Freaks. There were still comments like "Gee, that does not look like a VW engine". Fortunately, we drew a late time for Judging- 2:30 P.M. About 1 P.M., we learned to our horror that

we were not only competing against all post war foreign sports but all post war foreign sedans also. Oh, my God, there were between 20 and 30 absolutely gorgeous Rolls Royces and Bentleys plus a bunch of Mercedes Sedans and Convertibles. In a panic, we decided that the only chance we had was to put all our effort into the Carrera. One and a half hours later came our turn to be judged. I have to admit we were nervous. I had no idea of how they would judge or how much I would lose by having such items at 5½ wheels, Racemark steering wheel, Bursche extractor and Recaro seats. We got to the first set of judges. They did not look friendly. "Will you please start your engine". I asked the Judge by the rear of the car to move. Killer lit up and rattled a few windows. The smell of Caster Bean Oil (at \$3.50 a quart) permeated the air. I could see the head judge try to communicate with me. I turned off the engine so I could hear him. He had said to turn off the engine. They then went through the headlights, turn signals, brake lights, radio, interior right to see if they worked; 15 points out of a total of 100 were awarded if they did. I was asked to honk the horn. Damn it it would not do it, and it just had done so an hour ago when I bumped it cleaning the wheel. Go on Killer, work. My pit crew wiggled under the car, checked the connections and fuses; no use. It had to be the small Racemark wheel. We lost a point. Oh well, we had no chance of winning. Then came the interior Judges. Very nice but are those seats standard. I lied and said that Recaros were an option on Carrera. Good, they believed me - perfect score there. Next came the exterior Judges. I argued long and hard that Carrera Twos do not have horn covers. They were not buying till a disinterested third party watching the proceedings (turns out he has a Super 90 Roadster) informed them I was correct. Now came the fun part. The chief engine inspector races a Formula V. After he got over his orgasm looking at the cams, he gave me almost a perfect score as we kibitzed over the engine. Last the under-carriage. The Judges rolled around on mechanics creepers but not under the Carrera. It seems that since it is decambered 4° in the rear and 1° in the front, there is minimum ground clearance. With much cussing they managed to wiggle under. Why they let the contestant stand around when judging is proceeding, I don't know. I talked them back into re-instating the ¼ point I lost for oil leaks, explaining that all Carreras leak. Received four out of 5 points here. The one I lost was because the Judge did not like the shining black paint the bottom is painted with, explaining it should be dull.

After "Black Beauty" was done, we left. Now that Awards Banquet was held immediately after. McKay and I arrived just as we were. We did pause to wash up and comb our hair. We felt a little selfconscious in our jeans and my Porsche shirt among the impeccably dressed Duesenberg owners so we challenged them to an autocross. They were all surprised that we would drive the cars. They were even more surprised to find out I intended to race it the next day (autocross). McKay, Scallero and I were having a good time drinking beer when they announced the winners. Too bad our good Concours cars like Gummows, Muelichs and Ryback's did not enter so our Marque could take home more silver. First place went to Irv Rose's 1953 MG with a score of 96, 2nd place fell to a great '52 Bentley Conv. with 95½. We expected the Gullwing to take 3rd, but they announced third place with 94½ points went to a PORSCHE. I shouted PORSCHE. I doubt whether they will have us back. My 300 S.L. finished 7th with a score of 90.

Funny, I paid \$2,000 for Killer Carrera so I would have a Porsche to drive on bad days. Seven thousand dollars later, he is the one which stays in on bad days. The more observant of you will remember that Killer has undergone not only a name change but also a sex change. Killer got balls. 356 forever. Dan Gallagher

S. O. S.

(SAVE OUR SPORT) By Bonnie Shapiro

With this newsletter we are adding a new feature — a political column. It will be designed to inform all you PCA/Chicago Region members what is going on in AMS. It will keep you up to date on its progress and report its activities. The last meeting of the AMS was held in Aurora at the Hilton on May 6. As your official liason between the AMS and the PORSCHE CLUB, I was very pleased to see the following members: Neil Holleb, Bonnie and Jim Gladish, Laurel Coyne, Joe Hill, Terry Baumhardt, Darlette Ratschan, Lee Kass, Marion Kuzniar, Frank Wagner, Joe Marcin and Greg Blegen. As we all found out, AMS needs more money to operate. It is presently operating in the red. If any of you members can contribute legal time, copying machines, anything that might save AMS money, it would be most welcome. If so, please contact Bonnie Shapiro, (312-858-5055). Even though we have all joined AMS, and thus all given money, AMS still needs your help. At last meeting, we were \$700.00 in the hole, and the bills were still coming in. So, please when you see me with my little cannister, begging for a contribution, HELP! It's for all of us. This money has been used and is being used mostly for legal fees. Our attorneys are spreading the word that there is a large group of people in Illinois who care about the future of motorsports and that legislation will not just get swept by us. We are watching our legislators. To help defray some expenses, the PCA has absorbed the cost of the mailing which went to the entire membership. PLEASE WRITE. Those men in Springfield respond to letters. Tell them SENATE BILL #193 MUST BE PASSED. It has passed its first reading--so far unamended--LET'S KEEP IT THAT WAY. Let's also reverse our cash flow to "in" instead of "out". When you see my cannister, please don't say something to effect, "Well, I gave at the office". WE NEED

YOUR SUPPORT. WE NEED YOUR PRESENCE AT AMS MEETINGS. WE NEED YOUR LETTERS CONSTANTLY FLOWING TO SPRINGFIELD. Please be at the next meeting of AMS—June 10, Tuesday, at the Aurora Hilton, at 7:00 P.M. For any information, you may call me. Thank you for your support.

LATE NEWS

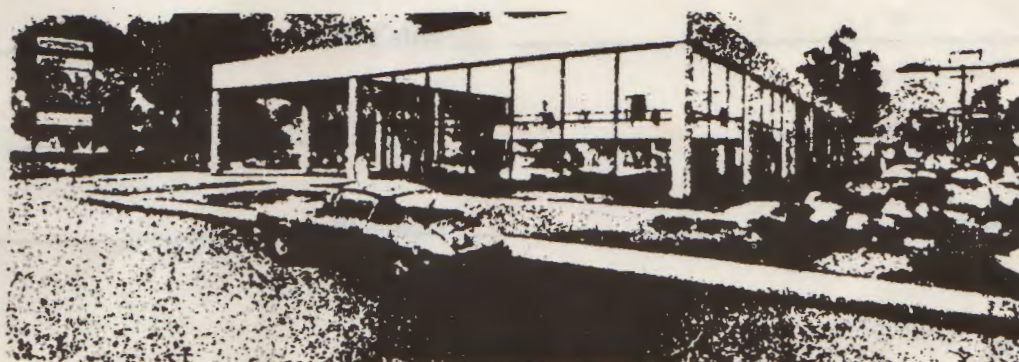
S.B. 193 passed the Senate on May 21 and it will now be considered by the House of Representatives. To this point, letter writing is working so please write to your State Representatives now that the Senate has heard your message.

THE MART

1972 911 E Coupe
Blue with tan interior, 5 speed,
S instruments, mini lite
mags XAS tires, Ziebart, 24,000 miles,
excellent conditions, offers around \$7,500.

Charles Nelson
753-4285 - Office
684-8377 - Home

Reason for Sale: Moving to London



PORSCHE | AUDI



Sale of new and used cars
Parts and accessories are in-stock
and complete
Service by factory trained personnel
using advanced equipment
in spacious facilities

at
ohare



**WHAT CAN WE
TELL YOU
THAT YOU
DON'T
ALREADY
KNOW?**

BRYNTESEN

PORSCHE | AUDI

**300 E. OGDEN AVE., HINSDALE, ILL.
887-1010 Mon.-Fri. 9-9 Sat. 9-5 Closed Sunday**

CHANGE OF ADDRESS

Name _____ Wife's Name _____

New Address _____

Business Phone _____ Home Phone _____

MAIL TO:

PCA/Chicago Region
767 Ivy Lane
Glencoe, Illinois