

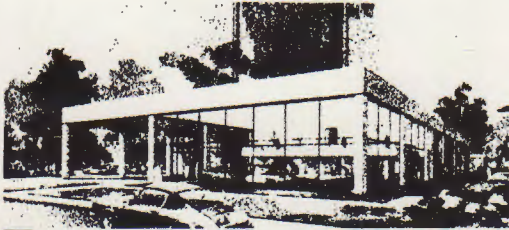
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VOLUME 17 ISSUE 5

CHICAGO SCENE

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1977



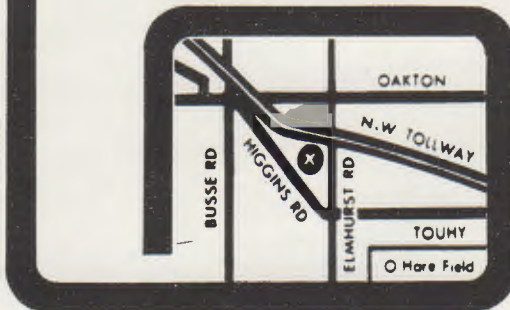


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THE Chicago Scene

Official Publication of the Chicago Region PCA

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short subjects

Jerry Meyer

There are two things I'd like to convey this month. Therefore, Short Subjects may be a bit stretched.

Dr. Robert A. White (lovingly know as "White Socks") and his family will be going to Germany in mid-June. The Whites will be there for 6 to 7 months. Bob is on sabbatical leave and will be working with the Porsche factory.

I am going to twist Bob's arm and ask him to write a regular foreign correspondents column for the *Chicago Scene*.

Bob has resigned his position as Vice President of the Chicago Region. The Board of Directors has selected Dan Gallagher to fill Bob's unexpired term.

We will miss Dr. White's counsel. I wish both him, his wife (Wilma), Dawn and Wendy good luck. I know it will be an exciting time!

SECOND SHORT SUBJECT

For many years we have enjoyed a rare privilege — the use of Road America for our September event. The time has come to pay our dues.

It is imperative that the Chicago Region make a significant showing at Elkhart during the racing season. Make a strong effort to attend the races and take a friend along.

Our use of Road America this year and in the future depends on a show of force this year at the races. If you don't know what the races are, see the description following in this issue of the *Scene*.

Tschus

O.J.

The Editors Emporium

By Jeff Thurmond

First a few items of interest: Gene Bussian is one of 14 individuals chosen by PCA National who will receive a special Charter Membership. Gene has been a constant member for over 20 years, and the Chicago Region is proud to have him as a charter member. Dan Gallagher, after months of waiting and many hours of anger and dealing, plus a few words of great anxiety, has received his Detroit Wagon — a modified Chevie van custom built to specs Stuttgart would sanction; an article about it next month. Bob "White Sox" White resigned as Vice-President as of Juna. He is off to Germany and Switzerland — part of the trip in conjunction with consultation for Porsche . . . see ya January, Bob, with a 928? Bonnie Shapiro broke her toe; not something you get all excited about, till you find out she dropped a vacuum on it. She and her able SCCA driving spouse are on the road-race trail for the year. Good luck to you all, including Black Bart and the rest of the Club's racers.

A sad news item . . . Stanely M. Rubel died, leaving behind his memory with those of us who had the opportunity to share Club experiences with him. We all wish his wife, Sue, and childran the best of evarything and offer our condolences.

Question! Who are the camera bugs in the Club. I would lika to know who can take good photos for possible use at future events. Also, if you are interested in knowing more about photography, I will be happy to work with you at events . . . after taaching basic and advanced photography for three years, I feel I can gear my aid to both beginner and expert.

I have received quite a few responses to the Demographics feature in the April issue of the *Scene*. If you have not responded, please do so. I will provide the summary results in the July issue. And . . . as a last cry for help: The *Chicago Scene* is THIS Region's publication. Tom Lynch, Rich Ward and I can bust our asses each month to put out a good publication . . . we expected that when we took the editors positions. But for a really first-class, concours, if you will, publication of the *Scene* must be the members publication; maaning you have to contribute ideas, stories, whatever. OTHERWISE, all the *Scene* will be is a reflection of the editors' personal feelings and values. Remamber, if layout or production changes are needed — Tom Lynch; ads and distribution — Rich Ward is your man; and stories, letters, photos, et al — that's me, Jeff. Don't forget, all items for the next issue of the *Scene* must be in by the 10th of the previous month. (Send to P.O. Box 185, Barrington, IL 60010)

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COMING UP

THE "OH MY PAPA" RALLYE

By John Gustavson

"What's the OH MY PAPA Rallye," you might ask? It's the Chicago Region summer rallye and we are fortunate to be having this fun-filled, exciting event on Father's Day (June 19th).

What a fine occasion to let the Porsche Pusher navigate wife/child/friend/Mom/Dad through some beautiful Northern Illinois scenery.

The OMP rallye is a challenging but finishable TSD event about 95 miles long. The rallye will start at noon from somewhere around Route 68 and Highway 12 in Palatine. Commiseration and good times, drinks and dinner will be held at some garden spot in the same vicinity after the rallye. (Start and finish details will follow.)

The OMP rallye will have four classes — equipped, navigational, seat o' pants and touring for the fun loving folks.

So, don't forget. Fathers' Day '77 is being celebrated June 19th, by the PCA on the "OH MY PAPA" rallye and dinner. We will send you more details and registration in the event flyer.

MEET THE NEW MEMBERS

By Ed Leed

There was a time when nobody ever thought that Jim Harper would really succeed as a snake charmer. His mom and dad didn't like the idea much at all, especially since he isn't Indian. They made him talk to the minister, to his sister, to David Frost and even to himself. Nothing could change his mind. So, when he was 7½ he bought a rocking chair and fell asleep in it. He didn't wake up until Maureen Hutton thought he was a pylon and almost ran over him at a gymkhana. Since then, he has been driving his silver 924 up and down the side of his leg. He says he has never, ever felt so good.

Merrel Booker isn't quite sure what's happening to him. He left the house one sunny Sunday morning to go out and buy a quart of milk. When he was driving along in his white 911, he decided that he needed to have the air in his tires changed. So he looked up "air-exchangers" in the yellow pages and found "heat-exchangers" instead which directed him to Southlake Mall. When he got there, he spotted a whole gaggle of other Porsches and figured that he must be in the right place. Within moments, a gang of friendly gorillas descended on the car, shaking the wheels, poking at the innards and finally they told him that everything was okay. He was really surprised to discover that the bill was only \$5 and that for a few extra dollars they'd sell him dinner. So to make sure that the air had been properly changed, Merrel took it for a test drive on the nifty course that they had set up. Everybody seemed pretty happy so he decided to have dinner with them. Before too long, someone told him that he could come along and do this all the time because Porsche people are always changing the air in their tires. So Merrel got all excited, went home and told his wife that he forgot to get the milk. She still doesn't understand.

Please add their names to your directory. They would love to hear it go ding dong.

Jim Harper
2746 W. 86th Place
Chicago, IL 60652
HP 737-5927, BP 325-8750

Merrel & Richetta Booker
10150 South Hoxie
Chicago, IL 60617
HP 321-7478, BP 375-7516

Also welcome these transfers from Central Iowa Region — Jerry & Julie Quebe, 1020 North State, Apt. 31E, Chicago, IL 60610 — HP 642-7169.

Attention all female would-be Dwellers!!

I know there is a lot of talent, humor and enlightening experiences lurking in your minds. How about sharing some of those thoughts with the rest of us? This fourth person on the editorial staff (only got on it 'cuz I do the typing), would enjoy hearing about your Porsche related items. Anyone can write. I'm sure there are stories you could tell that would have everyone in awe. Why not give it a try? It won't hurt, I promise. Let's prove that we can put a lighter side to this newsletter. After all, we are co-owners and operators of these vehicles! And many of us are private accountants working to figure out how to pay for the car. Let's hear from some of you!

SUMMER SEASON — 1977

NO PRICE INCREASE

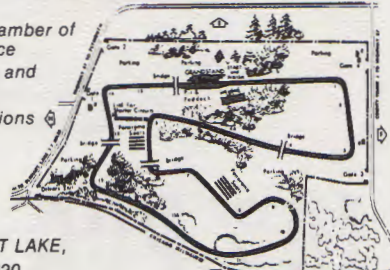
	GENERAL ADM		PADDOCK PRIVILEGE	
	Regular Price	Advance Less 5%	Regular Price	Advance Less 10%
JUNE SPRINTS:				
Friday, June 3	\$2.00	\$1.90	\$ 4.00	\$ 3.60
Saturday, June 4	4.00	3.80	7.00	6.30
Sunday, June 5	6.00	5.70	10.00	9.00
CAN-AM, SUPER VEE & SCIROCCO:				
Friday, July 22	2.00	1.90	4.00	3.60
Saturday, July 23	6.00	5.70	10.00	9.00
Sunday, July 24	8.00	7.60	13.00	11.70
TRANS-AM, FORMULA & SHOWROOM STOCK:				
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

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 CAN-AM, SUPER VEE & SCIROCCO July 16
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10 YEARS AGO

by Ginny Gummow



Driver's School — June

JUNE '67

Al and Louise Herte welcome Ingrid 6/10. Potomac Region welcomes 336 Porsches as 12th Parade. Chicago Region represented by Bangerts, Brinkmans, Buckleys, Communales, Gummows, Kitterman and the Willwerths. Rallye includes stop at Harper's Ferry. A moonlight cruise on the Potomac, to the accompaniment of a calypso band find some less hardy sould being carried off boat when it return to its dock. Highlights — cocktail party at German Embassy in Georgetown's Embassy Row.

SPLINTERS FROM THE BOARD

4/12/77 PCA/CHICAGO BOARD MEETING

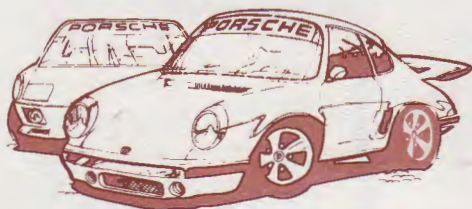
by Sandy Gerow

1. All standing committee reports accepted.
2. V.P. Bob White will have to resign, due to a business committment which will take him out of the country for 6 months. A new VP will be announced shortly, in keeping with the bylaws of the Chicago Region.
3. Three new members were accepted this month: Jim Sovik, Tom Scott and Ed Raymond.
4. At some future time, Gene Bussian will be presented with a lifetime membership in the Chicago Region. This will be done at an event dinner (the specific event has not yet been decided). Gene was one of the founding fathers of the Chicago Region.
5. The IROC April 2nd meeting report was given, the details to be printed in the *Scene* later on. The May 22 Grattan event will be an official IROC event, and the first one in the series.
6. A Rallye Chairman is being sought for the June Rallye.
7. The Annual Dinner Dance will be held on December 3 — not on December 10 as previously printed; this is due to a prior commitment on the part of the Biltmore Country Club.
8. The calendar/directory is ready for distribution and will be given out through the Goody Store at subsequent events.

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A WOMANS POINT OF VIEW

by Wilma White

This is being written the weekend of Mother's Day. Please bear with me . . . just in time for Father's Day as far as the *Scene* is concerned, this is a tribute to MOTHER.

The White house en masse (about 600 pounds in a 2400 car) drove up to Chicago to celebrate with Lillian White in style. She had a story for us. It seems that while she was in her favorite station filling up her (s-s-h-h-) Lincoln Continental a car drove past and the station attendant yelled, "Hey, did you see that \$100,000 car that just went by?" Well, even my mother-in-law is impressed with \$100,000 cars so her head shot up and her eyes opened. The attendant then addressed her personally. "Did you see that Porsche? They're worth \$100,000! Have you ever seen one before?" At that point, my white-haired, charming M.I.L. stuck her sneakers out of the car door and said, "Sure . . . my son has three of them!" I love my M.I.L.!

Actually, there's always all the talk about PCA being a family thing, etc., etc. It is! Last June, Wayne Potter, ably assisted by others, put on a Frustrated Poets II Rallye. The classes were Porsche, C.B. and Other. For years Bob's folks have cast aspersions upon our club activities, so we invited them to come along in Mom's air-conditioned Continental town car to see what PCA was all about. To our surprise and pleasure, they took us up on it. We were about number 26 to leave in that huge,

softspring, dovegrey bemoth. By ten minutes out, we appreciated it no end. The humidity and the temperature that day must have coincided at about 90. The air-conditioned Continental was a Godsend! Well, there we were . . . White Jrs. in the front seat and father and M.I.L. in the back. I hate to say it, but F.I.L. fell asleep within 15 minutes and had a good nap. However, by the time we got to the graveyard at the end of Leg 1, Mom was so into it we could hardly get her away because we couldn't locate a specific grave to check birth and death dates on.

Not to bore you, and to make a long story short, by the end of the rallye and even after about three hours of Bob taking all those lovely Porsche turns with the dovegrey bemoth, Mom was attuned to the whole thing . . . rhymes, clues, speeds and innuendos. The folks had to leave before the trophies were awarded, so Mom didn't have the pleasure of accepting the first place trophy in the "Other" class. (Just think . . . Bob White Socks first in the *Other Class*!) The trophy being a book of dirty limericks and an elegant bookmark made by Bonnie Gladish, we kept the bawdy book and gave Mom the mark. We were happy and she was too. A great day was had by all and we hope to take them along on the next gimmick rallye available.

Moral of the story — take Mom out to some Porsche activities and make it Mother's Day. She'll love you and you'll love her!!



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IROC

by Jeff Thurmond

By the time you read this, the first IROC event, Die Grattan Verbindung, will be over and the second event of June 11th about to start. Due to time parameters, the results of the Grattan IROC will be printed in the July issue of the *Scene* along with the June 11th event. Remember, all club members are welcome to run in the IROC event series, but only 25 registered individuals, driving the same Porsche in the same class, can compete for final trophy points. Also, three events must be entered, and since only three events are left . . . get on it!

The June 11th event is the M.I.S. at Michigan International Speedway, located near Cambridge, MI. The track will open at 6 am, with a pre-track meeting and tech inspection the evening before at Williams VW in Lansing, MI from 6 to 10 pm. There will also be a drivers meeting and tech at the track on the morning of the event. Registration is \$18. Points are based on PCA National PCR's (classes). There is lodging at the Hilton Inn in Lansing (phone 517/627-3211 . . . call direct for reservations) or camping near track.

Next event is "Holiday on Wheels" at Nothdraft Farms, located near Grand Rapids, MI. This is a weekend event: July 2-4, and first official practice on the track is Saturday, July 3rd. Registration will be from 8 to 11 am and practice 10 am to dark on Saturday. Tech is 9 am to 4 pm on Saturday. Registration will again be open from 8 to 10 am on Sunday, with practice from 10 to 11:30 am, and the timed event runs at 11:30 to completion. Drivers meeting will be at track Sunday morning. Registration cost is \$10 for entire event. Lodging is in Benton Harbor (phone 616/925-3234 . . . call direct for reservation), or camping at track.

The last event is Plymouth, at Plymouth Speedway, near Plymouth, IN on August 6th. This is a Saturday night event, with registration and tech at 8:30 am to 4 pm and practice from 10 am to sunset . . . the event actually starting after sunset and going till all have completed their runs. A food break is slated for 7 pm, and a party will follow event at Harold and Donna Teter's home. Hotel is driver's choice, but camping is good on Teter's 18 acres.

To register, contact either Frank Wagner or Joe Ratschan, who will direct you as to where/who to send registration fee to, etc.

Remember, even if you are not one of the 25 IROC official entrants, you can enter the events and participate as Chicago PCA ers. All events will be great fun, as anyone who attended Grattan knows. This is the first time Chicago Region has participated in the IROC series, so get out and support it . . . you won't regret it!

CONCOURS TIP #4

"CLEAN IS NOT ALWAYS

GOOD ENOUGH"

by Tom Masles

So far in this series of articles I have impressed upon the readers that dirt can be found everywhere there are spaces on your Porsche for air or water to penetrate.

Now let's say theoretically that the car is completely dirt free. Go ahead, let yourself dream. Wow! The car is concours. . . No! If you think I'm nit picking just think about that judge at Potter's farm in August, or, for that matter, in San Diego at the PCA Nationals..

Take a look at the floor under the carpeting or the surfaces under the trunk carpeting. Chances are, the surfaces which the Production Department in Stuttgart never intended to paint are not in clean and even-surface condition. These are usually the areas which receive overspray during painting at the factory. But does the factory care — no. Who looks under the carpeting? Right? . . . the judges do! So, paint those surfaces, evenly.

Chrome plating is another method of establishing a quality surface for certain parts. However, in National Concours events, points are deducted for non-original finishes. Most Regional events, like the Chicago Region, accept this.

Apply the attitude that a clean and even quality finish on all surfaces is your goal. Weigh the pros and cons of painting, plating, buffing, burnishing, etc., and keep in mind whether the goal includes the National PCA standard of original finish or your own standard of quality. Either way you win!

Next month — *Stainless steel and aluminum need special treatment.*

"A POEM". . . by Bob Ostholthoff

A man in our local region,
Certainly a good-standing member,
He buys all our trophies and drives fast
And he's known as Mister Gunther.

Aside from buying trophies
He's an excellent tooth extractor.
In this professional capacity
We call him Doctor Gunther.

Put it all together
And you have a name that rhymes.
But use first name Dick . . .
It's difficult at times.

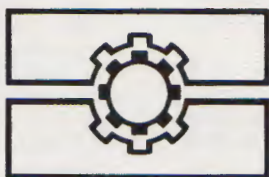
What we need is a combination
To make it sound just right.
I've come up with an idea.
Like it? The doctor just might.

Instead of calling him Dick with Doctor
Or sometimes even Mister
Let's rearrange his first name
And begin to call him Dicker.

The one problem now,
When his updated 914 does flicker,
Sure as it does, with all those changes,
He'll surely be much quicker.

This leads to the biggest problem of all,
His name tag must be newer.
"Helga, my dear, the number of names
In my title was much fewer."

"Now the tag that I will need
May even require a frame.
Doctor, Mister Dicker "Quicker" Gunter
Is my new name."



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THE DIRTY DOZEN, ON THE ROAD AGAIN

Part One

By Beth Killheffer & Frank Wagner

Reminiscing of last summer, it seems like only yesterday. Joe Hill had found an apartment, so naturally the Dirty Dozen was elected to help him move in.

When the work was finished and we returned to a more natural element (drinking wine and talking about the upcoming autocross season), the subject of Mid-Ohio came up. After some discussion it was decided that Terry (the Bomber) Baumhardt, Joe (Swampwater) Hill, Hokey and I would participate.

A couple of quick calls and a few letters and forms later we found ourselves registered for the Mid-Ohio "Super 76" for 1976.

"This is all fine and dandy," you say. "But what's so unusual about an out-of-state event?"

Well this is only the beginning of a long sequence of events to come for poor Beth and me.

Some months later, but still before Mid-Ohio, Beth and I took old Six-Pack down to Indianapolis Raceway Park for a Saturday autocross. When we arrived, we found what turned out to be the hard core of the Chicago Region Delegation of Autocrossers. Big John Gustavson, Larry Bobbe and Larry (It's stock) Chmura were there to show Central Indiana Region what driving was about. By the end of the day, Larry C. and I had taken trophies and Larry and John had shown respectable times.

A short time after that, we were invited to John's house for a yard party. Talk naturally turned to autocrossing between both Larry's, John and I. For years I had heard about Brainerd International Raceway in Minnesota, so you can imagine that it was not a difficult task convincing me to go. Now the problems enter. (About time, huh?)

In 1975 I had decided that a trailer to tow my car would be in order so it went on order. Now the task was to find a suitable tow vehicle for us to be comfortable in that would still be strong enough to pull my new toy. We had decided to take a vacation and go to Brainerd, Mid-Ohio and then our Mid-Week Blackhawk. Three autocross type events in two and a half weeks might seem a little heavy but actually it consisted of a "mere" 2500 miles between the three events plus camping at Gelena after Blackhawk.

We decided that a van would be in order. So we bought every newspaper in sight in a frantic effort to locate a suitable van for our trip. With only three weeks remaining before our vacation was supposed to start, we had to move fast. You must, of course, understand that I work for a car dealer. Therefore, I should know something about cars. Right? Wrong! The van I decided to invest our hard earned money into was a real gem. Ford, 1972 - was that a good year? It appeared to have everything we needed . . . AM/FM stereo radio with 8-track tape player, carpeting and a bad built in. All the comforts of home.

Our problems began when it was discovered the van needed brakes; so brakes it got. Also, it received a trailer hitch and one hair-pulling, knock-down, drag-out bottle to provide brake lights and tail lights working between the new "alum" van and the shiny new trailer (red, no less). With that finely streightened out my new problem was mounting my prized 914/6 onto that shiny new red trailer of mine. Dave Redzus provided some very interesting and informative facts on that aspect.

My first effort proved unforgettable. I drove to the expressway, trailer and car in tow neatly. As I drove down the entrance ramp and gained speed, all hell broke loose. The faster I drove, the less control I had. The first exit was obviously in order. I found my problem to be a bad idler arm in the steering of the van. With that corrected and a tightening of the steering box, off we went again, this time with much better results. I still didn't have the car perfectly balanced on the trailer as Dave had but it was close enough for me temporarily.

Things were finally looking up. Beth took care of all the food and camping gear we'd need for camping out for a week and a half while I finished (?) the van and prepared the Porsche for its seige on Brainerd and Mid-Ohio.

The day finally arrived; vacation! Off we went on what was to be an unforgettable trip of autocrossing and the unknown.

As I drove down Cicero Avenue to enter the expressway, a Blezer pulled up to me in traffic to inform me that I had no brake lights. I couldn't believe it, not even out of the city yet and already a problem. We managed to get to the first oasis to check things out without even getting a ticket. A blown fuse turned out to be the culprit and was promptly replaced by yours truly. With five more fuses close at hand, off we went again.

Our first stop was to be at my parents' home in Viola, Wisconsin, a small town about an hour southeast of LaCrosse. As darkness fell over our little caravan, things finally seemed to be running smoothly. About 9:30 that evening, without warning my wonderful quartz halogen H-4 headlights both decided they wanted to sleep. At 50 mph on a dark two-lane that can be quite an experience! Fortunately, Mr. Do-It-Yourself, who had had the van before us had put on an additional set of fog lights on a separate switch. They were the only source of light until I was able to pull over to the side of the road. Inspection revealed nothing to me. After beating a few wires hanging from under the dash, a few well-chosen words, and a swift kick to the left front tire, the lights came on again. This time, they stayed on all the way to my parents' house.

A short night's sleep, one extra passenger, my sister, Judy, and off we went, all the way to the end of the block. The van quit running altogether for no apparent reason. Attempts to restart the beast failed until my father jumped the battery with his ever-faithful pick-up truck. (must be a Chevy). The trip to Brainerd, Minnesota was pretty calm after that.

(Part 2 next month.)



RALLYE ROUTES

Part 2

by Bob Ostholthoff

As many sports as there are in this world, each one places a different demand on its participants. These demands vary from strict mind control to total body discipline and every combination in-between. Depending upon the sport, these demands are placed on one or many individuals during competition. Sports that incorporate teams, comprised of multiple players, place an additional burden on the participants — teamwork.

As Porsche drivers, we experience a variety of demands on ourselves. We compete as individuals in autocrosses any gymkhanas (for the sake of discussion we will not include our loved ones as a team member — well, of course I'm referring to our cars). We also compete as team members in PCA events — baseball and football games at Potter's picnic, Dirty Dozen drinking contests, dance lines at the Christmas dinner, and, oh yes, rallyes.

The rallye team, consisting of only two members, is the smallest team that can be assembled in any sport. It should follow that its communication system should be the simplest, most efficient, and most successful. Theoretically this is true. Realistically, forget it. You all know why I say that. We, and I definitely include myself, all know how an inefficient rallye team works because we all belong to one. If anyone takes exception to that statement, bring me the score sheets from the last 3 TSD rallyes you ran. If each of those scores is 0, I will make a public apology and create a rallye Hall of Fame in your name.

You've probably got the idea by now. No rallye team is perfect. We merely have different degrees of efficiency, communication, teamwork, whatever you want to call it.

In order to improve a team's efficiency, certain ground rules must be laid down, practiced, and strictly adhered to. There are certain duties the driver and navigator must each fulfill. I will offer some accepted suggestions, trying not to be too specific. I purposely do this because each of you should design your team to conform to your own preferences and capabilities.

Let's start with the driver. First and most obvious, he (she) must operate the car on the road. This includes direction and speed. Once the navigator tells him where and how fast to go (CAST), it becomes the driver's responsibility to maintain that course and speed. He must also be the eyes of the team. His eyes are always on the road, so he has the best chance to spot signs, roads, etc. After that he becomes a complementary factor. As his navigator reads instructions he acts as a check system. Any errors his teammate might make can hopefully be detected. Therefore, he must be as knowledgeable as his navigator, particularly on key points of the general instructions. The driver should not have to be looking over at the instructions. I'm the perfect example of that mis-

take. When my dad's navigating I probably spend 50% of my time trying to look at the instructions. When Sue is navigating, that probably increases to 75%. (Well, you have to admit, dad, Sue's legs are cuter than yours.)

A navigator's job is easy. All he (she) has to do is sit, read, and enjoy the ride. (All those who think I'm the driver of my team, go to the head of the class.) There's no question that the navigator carries the heavier burden. The navigator's attention should be directed to the instructions. Having the instructions directly in front of him, he must pick up all the traps built into the instructions. He can see all marginal comments, mileages, parenthetical remarks, etc. The instructions should be read aloud so the driver can help in the decisions, as mentioned earlier. When he has time, the navigator should help look for signs and roads. In order to maintain the proper speed the navigator must also calculate the TSD formula. If running navigational or equipped, the navigator's duty expands to operating calculators, correction tables, and even highly sophisticated computers. This all happens between route instructions — no easy task!

These are only basic functions, but even these can easily become confusing. In order to make them run smoothly, be sure you agree beforehand who will perform what function. By beforehand I don't mean on the way to the rallye. "Cramming" does you no good. If you want to improve as a team, talk about rallying whenever you can. Our next rallye is June 19. Why not spend the Monday or Tuesday night before to read over the PCA rallye definitions in the directory? One evening together studying rules and examples can be extremely helpful. Most of all, practice the sport. Act out your parts on the way to the shopping center. Navigator tells the driver when to turn and what speed to maintain. Get used to giving and listening to instructions. You'll feel much more comfortable as a team on rallye day. Of course, running rallyes is the best practice. Enter as many as you can, but do one thing. Designate which rallyes you want to run for practice and keep them apart from your more serious endeavors. You'll relax and be more objective about your own operation. This will assist you in tailoring your communication system and prepare you better for the rallyes you want to win.

Disagreements are inevitable within a team, the way you handle them can make or break you. If at all possible, don't argue. Keep emotions to a minimum. If you find yourselves arguing (gads, does this sound familiar), don't lose track of where you are. Before you know it, you'll have driven right past an instruction and never know it . . . until the next instruction. Then, talk about adding oil to the fire. You may all have different and better ways of handling this problem. The first thing I do is stop. I'd rather lose the 30 or 60 seconds it takes to quickly resolve the situation than lose a checkpoint. In any case, don't get so involved with an argument that you end up driving "with your eyes closed."

As of this writing, last month's article hasn't hit the streets (how do you like that journalistic jargon?) so we'll be running on a monthly lag for feedback. I'm looking forward to receiving your comments and suggestions so that I might be able to use them next month. Who knows, I may become the Snell Answer Man!

• • • •

A MAZE OF ADS AND ACTIVITIES

ACROSS

1. Measure of distance (pl.)
3. RPer
4. Hans, Peter, or Wolfgang
6. Where to send the Marines
7. Needs no anti-freeze (with 47 Down)
10. Removeable top
12. Racing against the clock
14. Annual gatherings of the clan
15. TSD, Gimmick, e.g.
16. A Porsche Pusher
18. Body Style
22. Wheel to Wheel
23. Hub _____
24. "The Big Noise From Winnetka"
25. Detuschland
26. A Scenic Trip
31. Castrol, e.g.
32. A high class event
34. What it takes
35. "Scirocco"
37. The traditional August event
39. See Milt for a non-German car
42. Rallye class (variant spelling)
44. It's not Midway
46. Navigator's companions
48. Tuft's place (with 49 Down)
50. "Four Vredesteins to go, Herb."
52. Rallye Class
54. 100 c., ouch!
55. A slow car, slang
56. Tach measurements
58. Rallye class
60. _____ McNally
61. Nappi's Place
62. The Answer-Man
63. Fuel

by
Benay Weiss
and
Bonnie S. Shapiro

DOWN

2. Home of the merque (Eur. city)
5. One of three
8. Safety device intrinsic to "targa" tops
9. Gullwing coupe or 904
10. Some people smoke it; some people drink it
11. High speed race against the clock
13. 10,560 feet
16. Our Zone 4 Representative, Bob White "_____"
17. Inter-regional race series
19. Something with which to concurs your car
20. Fleeing the police, "on the _____"
21. Government agency
24. Amigos
26. Safety inspection
27. The Netherlands, re-located
28. A type of nut
29. "Wheelwerks"
30. The guys with the wrenches
33. Our Region
34. Measure of engine displacement, abbreviation
36. Places to buy new ones
37. See 37 across
38. Pronoun
40. 17th letter of the alphabet, a trio
41. German plants in Barrington
43. JUNE_____ at Road America
45. Call (312) 643-2525
47. See 7 Across
49. See 48 Across
51. "The Fox"
53. See 57 Down
57. 1 Italian + 1 Irishman = 2 Germans
59. What you do through the nose

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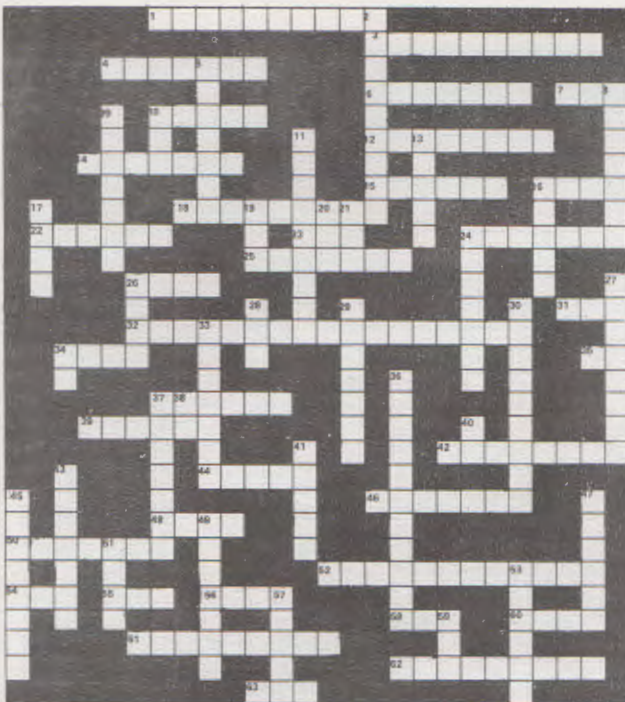
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The purpose of this column is to spotlight our advertisers and their services for PCA members. Each issue will present the services and specialties offered by the personnel and/or facilities of one of the area businesses servicing Porsches.

by Paula Lynch

Finally, a Porsche dealer in the South Suburban area. You will find them located at 14719 South Halsted, Harvey. Kischkel Porsche Audi is the answer to the South Suburban dilemma. No longer do you have to travel 20-40 miles to have your car maintained. We South Suburbanites salute Kischkel, as do other PCAers.

Kischkel proudly boasts of being the youngest dealer in the Chicagoland area — established in Nov. 1975. The proud owner is Wally Kischkel who has been associated with VW Porsche Audi for 25 years.

Leading the sales staff is manager, Jerry Goldman. At the Harvey office you will find a wide variety of Porsches, 911, and the new 924's. When purchasing a car, you may find John Naczas and Clyde Peters more than willing to find the car best suited to your needs.

Of course there are times parts are needed — Tom Buckner is the man to see . . . he can help you with questions and parts. A more amiable staff of mechanics you may never find. Dean Hilditch, Wayne Karrson, Rich Haddon, Bob Wagner and Ken Tomke will give your car the proper efficient care you're looking for.

Service manager, Ernest Wissig, has had 25 years with Porsche/Audi VW and will make sure you have been treated with the utmost respect and consideration.

Last, but not least, on the list of men serving you is Jim Dileo who is service writer for Kischkel. He and the other service people are willing to help you at all times.

We salute this fine dealer. Mr. Kischkel has seen to it that we PCA members receive a 10% discount . . . can you ask for more?

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Letters to the Editor

Dear Mr. Lead,

Having unsuccessfully searched for a cure for the fever, I have come to the conclusion that I am indeed a hard core addict. And, true to the widespread acceptance of the stepping stone theory, I find myself in need of a greater "kick", and am turning to you to supply the dosage I require. My first exposure dates back almost a year ago when Jon Pichler, my close friend and business associate, purchased a Porsche 911 from Bryntesen Porsche/Audi. One ride was all it took to convince me that my life would not be complete until I also possessed an automobile of this marque. My dream matured when Mr. Owen Johnson acquired one of the first Porsche 924's in this part of the country. Suddenly my predicament took on a different form all together. It was no longer a question of whether my life would be complete without this vehicle, I was actually wondering if it was even worth living. Fortunately, the staff at Bryntesen provided me with the ideal solution. With their expert assistance, I was able to obtain the perfect 924 for my tastes and purposes. Phase one completed, my energies are now directed towards a more lofty, meaningful goal — membership in the Porsche Club of America, Chicago Region. It is with this in mind that I am contacting your organization, in the hope that my application will be accepted, and I may be welcomed into the best automobile association in the world.

Sincerely,
Earl Rubin

5843 West 109th, Chicago Ridge, IL 60415

P.S. Since my children have had an opportunity to ride in the 924, they no longer have any desire to travel in my wife's brand new '77 Mustang. It appears I shall be needing another 924 shortly!

P.P.S. Do you know where I can buy Armor All in 55 gallon drums? I seem to be using quite a bit of it.

Dear Tom,

At Windy City BMW Club's board meeting on April 21, we decided to ask the friendly Chicago Region PCA'ers to partake in what is at the present loosely billed as a Concours (?), Picnic, Volleyball &/or Softball game. I talked to Jerry Meyer about this idea the following day and he suggested I write you with what detail I have at this time.

The date and place are definite — Saturday, July 30th, at Seuk Trail Woods South, Grove No. 2, in Chicago Heights. As the event is still in the planning stage at the moment, we have not firmed up a starting time for the fun and games, or any type of firm schedule of events, menu, cost, etc. If the people in Porsche Club are receptive to joining the Bimmer Bunch in this event, I'm sure we can work out the necessary details post-haste. We do have the necessary permit from the Forest Preserve District for this date. The person in BMW Club who will be chairing this event is Greg Onyschuk, phone numbers below, he would be able to give you, or whomever in Chicago Region would be handling the Porsche Club end of it more details. For the time being, I'd also be happy to act as "go between", my home phone is 297-7358, office 975-2511.

I think our feeling in BMW Club is to get some idea of how to Concours from the PCA Folk, as we haven't done a whole lot of this, as well as a "bast of 2 series" volleyball game, as it looks as if BMW Club will be joining you at Potter's Picnic. (Was that a sentence?) It does sound like it could be a fun thing, particularly with the idea of carrying it in to Potter's Picnic. It would also give you Southsiders, both in Chicago Region and Windy City an event you won't have to drive the long way across town to get to.

Thanks for all,
George Melford

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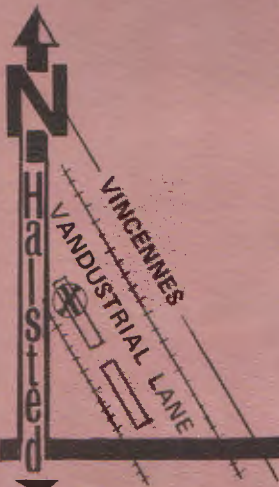
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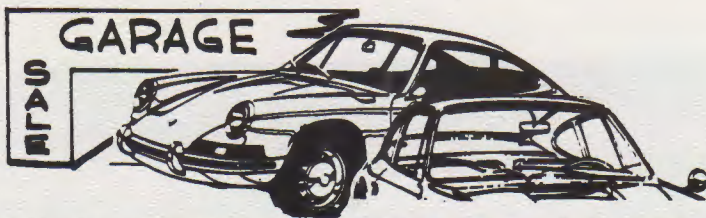
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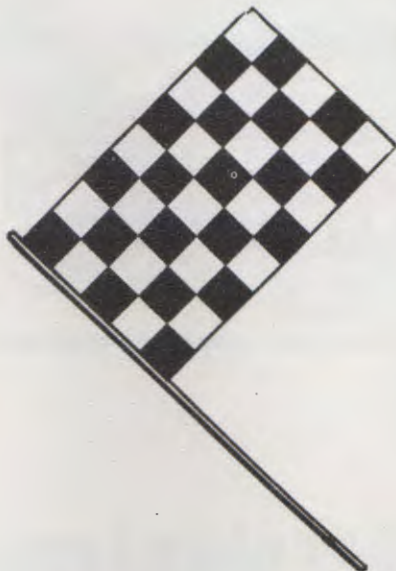
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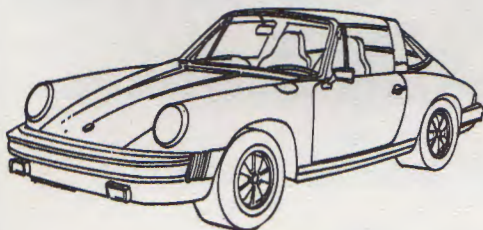
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June 19 Rallye
July 2, 3 & 4 Holiday on Wheels (IROC Event)
July 13 Midweek Speed Event
July 23 Saturday Night Special
Aug. 6 Plymouth Speedway (IROC Event)

Aug. 17 Midweek Speed Event
Aug. 21 Potters Picnic & Concour
Sept. 10, 11
or 17, 18?? Elkhart
Oct. 8, 9 Rallye Tour
Nov. 20 Gymkhana
Dec. 10 Annual Dinner/Dance

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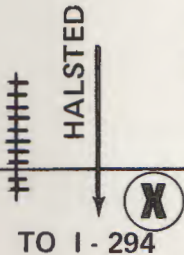
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