

# CHICAGO SCENE

## March 1975

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### COMING EVENTS:

March 23 — Concours  
April 6 — Rallye  
April 27 — Gymkhana



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.

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(2)  
**THE REAR VIEW MIRROR**

**Freak's Frolic Rallye**

Once again "The Big Porsche Pusher in the Sky" smiled on us. Roger and Bonnie were granted a 12 hour extension of the threatened 4 inch snow storm that was forecast for the morning of the Rallye. It did snow, but not till we were on the way home. If it had snowed as forecast, half the club would still be out there in the boonies. The roads, wild and curvie in the dry weather, would have been unbelievable in the ice and snow.

The rallye itself was straightforward and fairly easy. In fact, the usual protests and gripes were absent at the cocktail hour afterwards. Everyone eventually found the restaurant even if they were a little late. As mentioned above, the roads were just as Roger promised: super! If you could not get your kicks driving this route, then you either did not like cars or were in a VW bus. The route featured several loops or circles that took you back against the flow of the rest of the Rallye. It was really great to flash your headlights at 60 or so other Porsches and get flashed back at.

Bonnie and Roger would like to thank all those who helped make this day possible. To John and Diane Welda; Todd and

Linda Johnson, Dan & Sandy Gerow, Brian and Sue Allman, Joe and Darlette Ratschan, Frank Wagner, Gregg Blegen (app.), Hokey (app), Lee Kass (app), Terry Baumhardt and Bob & Susan Buckthal. Dinner afterwards was held at the Iron Skillet Restaurant in Algonquin. The rustic setting and good food proved to be a nice relief from all of Roger's speed changes.

The awards presentation featured Laurel Coyne receiving the toilet seat award for trying to follow Black Bart through a series of corners. Fortunately fellow rallyists were able to push her out of the ditch and she continued with only her pride damaged. The very modest Bart stated that not even Jackie Stewart could have followed him through the esses.

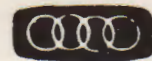
Thanks once again to Roger and Bonnie for all the work they went through to put on this excellent Rallye. And thanks also for arranging the break in the weather.

**Chicagoland's**

**1<sup>ST</sup>**



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(3)  
RESULTS

MECHANICAL

1.	George & Linda Gutmann	152T
2.	Harold & Doris Beach	255T
3.	Norm & Mike Studier	292 T
4.	Jerry & Helga Meyer	525
5.	Mike & Arlene VanderWerff	915
6.	Rip & Linda Patterson	1294
7.	Dick Gunther & Richard Frank	1820
8.	Mike & Judy Haskins	1982

NON-MECHANICAL

1.	Jim & Patricia Peterson	448 T
2.	Ed & Terri Russ	642 T
3.	Dan & Diane Gallagher	664 Mer. Benz
4.	Don Sabeck & Bill Burke	684 T
5.	Rick & Pam Ward	697 T
6.	Tom Grutzmacher & Lee Kramer	728 T
7.	Tom & Barbara Masles	817 App.
8.	Sam Weuer & Cliff Weuer	844 App.
9.	Laurel Coyne	951 T
10.	Owen & Gail Johnson	1028 App.
11.	Gene & Gaby Coburn	1050 T
12.	John Sorikop & Linda Satterfried	1133 App.
13.	Pete & Eve Heckmann	1153 T

14.	George & Jannette Gerk	1200 T
15.	Dean & Milly Bangert	1345
16.	Cheryl Cornette & B. Erickson	1348
17.	Gene & Ray Urban	1349
18.	Ed & Debbie Leed	1360
19.	Earle & Ed Horowitz	1369
20.	Richard & Alice Graves	1374 App.
21.	Fred Wayland	1469 App.
22.	Steve & Nancy Krovitz	1489 App.
23.	Nick Brenkus & Tom Simcoe	1542 App.
24.	Marc Wauerich & Joe Riccardo	1652 Guest
25.	Doug & Sharon Eurpey	1711 App.
26.	Sam Melerick & George Gurk	1743
27.	Chuck Regan	1797
28.	John & Gail Gustavson	1805
29.	Jim Franzen	1885
30.	Julie & Ben Frolickstein	1914
31.	Margaret Barron	2016 App.
32.	Tom Harwood & Gallagher	2037 App. & Fam. Mbr.
33.	Patrick & Bonnie Yanahan	2162 App.
34.	Jack Berder	2184 App.
35.	Larry & Susan White	2226
36.	Charles & Jackie Feritz	2500 App.

# Body Werks of Barrington

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*"When you are tired of a bike."*



**Bavarian Motor Works**

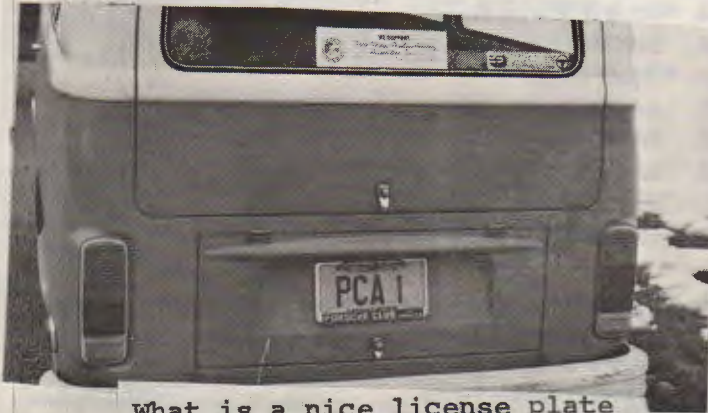
DESI VINCZEN  
126 Cook Street  
Barrington  
381-9144



Registration



Starting point



What is a nice license plate like you doing on a VW bus!



Snappy Tom's owner defacing very nice Mercedes Benz



Ben: Come on Bart, how does this clock work?  
Bart: You dummy. That is no clock, it is a compass!



This may be the last time you see this old Targa. It will soon disappear into a pile of rust.



If they think the general's are bad, wait til they see the places I have picked out for all their nice clean Porsches to pull over.



Harold Beach and car about to disappear into the quicksand at one of Roger's pull-off areas.



Dinner site: The Iron Skillet Restaurant



Terry: I am sure these fellows will make good members. They are average guys like me!



John: Say Dan, your shirt looks nice but you look so sad.  
Dan: They won't give me a trophy for my Mercedes because they said I had an unfair advantage.



Us super shoes always attract beautiful women.



He may have super shoes but the rest of him is below standard.



Helen: Pam, I think you should be able to meet a nice young man with a Porsche here.

Pam: Are you kidding. They are all weirdos.



Bart: I hear you have to have a knee operation and give up beer for a month.  
Dan: That's right. The only way things could be worse is if red rusty was totaled.



Doris: Don't worry Bob, you will have your Porsche back soon.  
Bob: I hope so. The service department has only had it for three months.



We wish you would stop calling us "old timers", we are sexy senior members!



Now that I am on the National Board the women are starting to recognize my true worth!



Bob: If you look like Alexander Solzhnitsyn, then I look like Paul Newman.

Jim: God, help us!



Ben and Julie were lost for several hours but finally made it. It appears they rallye about as well as they bleed brakes.



Tom: I have heard that it is impossible to get accepted for membership without allowing Meyer to kiss your wife and buying Gallagher a beer.



The family that rallys together stays together.



Dan: Terry, I do not know why you are considered odd.



Todd: Since we are having a double ceremony with Merv, we want all of you to mark your calander for August 1, 1984.



Ed: No, Continental Bank does not take a dim view of my appearance and associations. What they don't know won't hurt them.



Owen Johnson (App.) and family.



Mike: You will be happy to know that I am still practicing my famous 360° spins for Blackhawk.



Sue: Bob, don't you ever get tired of starting scandals?  
Bob: Show me a man who does not consider himself to be a great lover and a great driver.



Linda: George, we won again.



Pat: Jim, do you think the reason people do not know us is that we are normal, all American kids?



We kept decreasing our average speed one m.p.h. every two minutes till finally we were stopped.



Earl Horwitz, and son. Where have you been so long?



Gaby: The girls want to know when the new Porsche will arrive to go with the new tires.

Gene: Long after the tires are bald.



Bob: Now that I am a national Board member, all I have to do is stand around and look important.

Dick: In white socks?



Pete: How is the parts business?

Brian: In pieces.



Gene: Ray, you should quit navigating and try another line of work.



Dick and Alice Graves, Applicants



We are good, really good, quiet too!



We are going to beat Gutmann some day. 8



Illustrious checkpoint workers.



Banner crop of applicants.



Future Porsche owners.



Winners - Non Mechanical



Winners - Mechanical



More winners - non mechanical



Still more winners - non mechanical



Laurel receiving much sought traveling trophy for her performance of trying to follow Black Bart through a corner.



Bonnie soliciting support for a fight against the proposed "Ill. Racing Law".

**BACCHUS BASH III, Concours & Swap Fest**

Sunday, March 23, 1975

Shoreline Porsche Audi - New Facilities

1610 Waukegan Road

Glenview, IL

(10)

**COMING EVENTS**

Bacchus Bash I and II were so successful that once again the law firm of Gallagher and Novolsky will present for your enjoyment and education another excuse to have a little wine with good friends on a Sunday afternoon.

The wine tasting will be of inexpensive table wines that may be purchased in bulk quantities (the Meyers and Gladish's will like that). There will be eight wines for you to sample. Foremost Liquor Stores have agreed to provide a speaker once again. Each wine will be explained and rated. By the way, the fact that these are inexpensive does not mean that they are not of good quality.

Here is also your opportunity to clean the winter slop and salt (God forbid) off of your beloved Porsche and take home some silver. Our standard four class Concours will be used so there is no excuse not to enter.

If all this is not enough to take away the winter blues, the swap fest should. Simply gather all your Porsche parts and accessories that you wish to sell, put a tag on it identifying what it is and the lowest price for which you will part with it, glue your name on the bottom of the tag and leave the rest to the old master of the swap, Dean Bangert. Dean will do all the rest. If you have never seen Dean in action, you are in for a real treat. Dean's performance will be worth the price of admission all by itself.

As stated above, all of this will take place at the NEW facilities of Shoreline P/A. If you have not seen their new building, you are in for a real treat. They are among the most modern and spacious to be found anywhere. Shoreline's capable staff will be on hand to assist anyway they can. Pop and snacks will be provided for the kids and Bruce Janeczek.

Dinner will be served afterwards at one of our favorite places, the Glenview Country House. The restaurant is located only about 200 feet from the dealership so you do not have to worry about mixing the fruit of the grape with your driving ability. Dinner will be a buffet consisting of five entrees.

Dear Diane:

Wow, an excuse to have a little of the grape with friends and to laugh at Bangert. Sign me up.

Name \_\_\_\_\_  
member \_\_\_\_\_ applicant \_\_\_\_\_ guest \_\_\_\_\_

Wine tasting \$3.00 per adult (\$4.00 late reg.)  
\$5.00 per couple (\$7.00 late reg.)

I plan to enter the concours - price \$2.00  
Class A B C D (circle one)  
Please reserve \_\_\_\_\_ adult dinners @ \$7.25 (tax & tip)  
(\$8.25 late)  
\_\_\_\_\_ children's dinners @ \$4.25 (tax & tip)  
\$5.25 late

Make checks payable to PCA/Chicago and mail to Diane Gallagher, 6710 N. Edgebrook Ter., Chicago, IL or call 312/775-5944. Registration will be considered late if received after Thursday, March 20, 1975.

**APRIL FOOL RALLYE**

Date: April 6, 1975  
Place: Trammel Crow Office Building  
999 W. Touhy  
Elk Grove Village (Take Lee Street exit from N.W. Tollway, North, then left on Touhy for one block)  
Time: Reg. 12 noon, first car off 1 sharp (\*This is a time change)

This rallye has been given this name for a good reason. This rallye is intended to challenge the "expert" while at the same time being 100% finishable for the novice. This will be possible because where this is a "trick" in the rallye the off course car will be put back on the rallye route by the same instructions. Anyone who knows anything about rallyes realizes how different it is to put on rallye that will challenge the experienced while not getting the novice lost.

The rallye master, Chuck Vischulis, informs us that this rallye will be approximately 100 miles in length covering the best roads in Northern Illinois and Southern Wisconsin. This will be a straightforward TSD rallye with no gimmicks.

Dinner will be held at 5 P.M. at the Hackney's Restaurant in Lake Zurich. We have been there several times before and found it very satisfactory.

Well here is your chance to see Spring in Souther Wisconsin plus running an excellent, extremely well thought out Rallye.

Dear Ed & Debbie:

Wow, daffodils and Haldas. Sign me up.

Name \_\_\_\_\_  
\_\_\_\_\_ member \_\_\_\_\_ applicant \_\_\_\_\_ guest \_\_\_\_\_  
Navigator \_\_\_\_\_  
\_\_\_\_\_ member \_\_\_\_\_ applicant \_\_\_\_\_ guest \_\_\_\_\_  
\_\_\_\_\_ mechanical \_\_\_\_\_ non-mechanical

(Non-mechanical includes two stop watches (not electronic), rallye tables, slide rule and seat of the pants; any mechanical device, including calculators or solid state stop watches, is mechanical.

Pre-registration \$5.00 (\$7.00 at line)

\*Pre-registration must be postmarked no later than Wednesday, April 2.

Reserve \_\_\_\_\_ adult dinners at \$4.25 (\$6.25 at line)  
Reserve \_\_\_\_\_ children dinners at \$4.25 (\$6.25 at line)

\*Sorry no child portions, but they can always split a dinner.

Mail to: Debby Leed  
276 Oxford Road  
Des Plaines, IL 60016  
Phone 312-299-1576

### COMING EVENT — GYMKHANA

Date: April 27, 1975

At the present time we know very little about this event except that transfer student Mark Smedley and Larry Lesniak are the co-chairmen. Please mark your calendar and see next month's "rag" for further details.

### 10 YEARS AGO - MEMORY LANE BEACH'S BORDELLO BLAST

If the Maywood Police would have raided Beach's Bordello the evening of February 13th, they would have encountered 41 assorted inmates. But . . . after a few cups of "Polyethylene Punch" things wouldn't have seemed so unusual, and these strange creatures wouldn't have looked so strange and out of place to them. After all, don't we usually see a bottle of Schwepps and a glass (Waldo and Bev. Schrepfer) walking around holding hands . . . or Davie Crocket and Rebecca Booze, (Bob and Ginny Gummow) or Groucho Marx and his expensive lady friend (Ray and Betty Cuny). We drink Polyethylene Punch all the time . . . we find it's better than sniffing glue. But . . . the Bordello wasn't raided and the party and the geusts staggered on. We would tell you all what the prizes were, but they were unexplainable, and . . . dirty! A series of five games were played for a trophy and ribbons leftover from the October event . . . it was each man (or woman, whichever the case might be), for himself.

The want ads carried ads on a 1964 356 S.C. Coupe with only 3,600 miles and Paul Fontaine's 1961 Roadster plus a 1960 S-90 Roadster set up for European Hill Climbs for only \$2,500.

The Coming Event advertised a Private Showing of the 911. "Completely new, yet unmistakably Porsche". The overall impression is that this car was built by men who know something about fast motoring and that it is destined for owners who feel the same. Basic qualities are for above average, and it will undoubtedly rate in the top class among modern G.T. cars.

Mr. Al Herte was on hand to explain the new model.

### TECH TIPS

#### TRV — A BETTER WAY

Throw away your Permatex and get a tube of RTV. RTV can be used in place of Permatex for almost all engine sealing applications. The initials RTV stand for Room Temperature Vulcanization. The material is a raw silicone rubber which sets up into a tough rubber once it's out of its tube.

Race Proven — Jigger Sirois holds the Duquoin Illinois Track Record driving a race car powered by a 500 HP Allison Turbine Engine. The same engine which powered the 1969 Indy. Turbine car. His engine is put together with RTV instead of conventional gasket materials. At race track speeds the air cooled Turbine develops an oil temperature of 260°C and 160 psi oil pressure. Jigger's chief mechanic says that at such high temperatures and pressures ordinary gasket materials such as asbestos, cork, steel and aluminum expand or completely break down. The result is a lost race or a lost engine. RTV holds up.

VW and Porsche proven—I rebuilt a VW using RTV as the sealant. It is a neat and dry rebuild. I have used RTV to replace broken valve cover gaskets on a 914 when the cork parts were unavailable. It worked. No leaks.

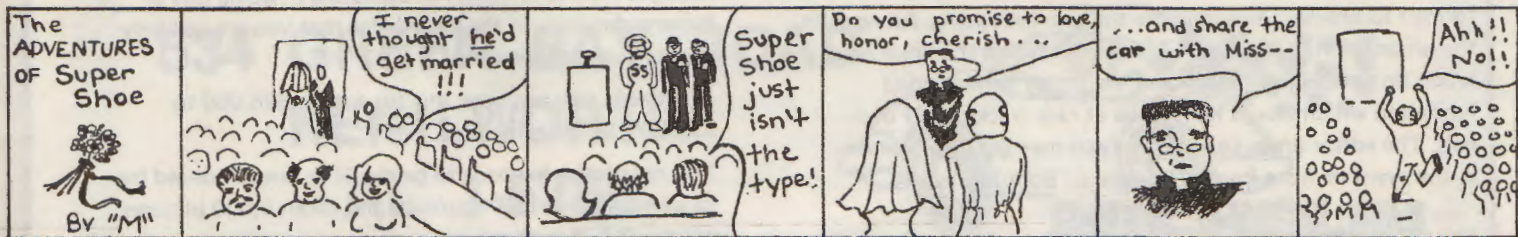
#### HOW TO — ENOUGH OF THE TESTIMONIAL. NOW DOWN TO THE BASICS.

Application of RTV requires cleaning the surfaces to be joined with a suitable solvent to remove old sealant, oil and water. The surfaces should be smooth. For case sealing, a THIN film is spread and the case halves are torqued together while the RTV is still fluid enough to flow. The RTV remains rubbery and does not dry out and crack. **SOME CAUTIONS** — a form of acetic acid is used to catalyze some RTV's. This may corrode electric parts so don't spread too much in those areas. Also I've never been successful in gasketing fuel lines with RTV.

#### PROPER NAMES

Dow Corning Silastic 732 RTV, G. E. Silicone 102 RTV

Jerry Meyer



## MISCELLANEOUS RAMBLINGS

We are sorry to hear that the big ugly Greek, Dan Gerow, will have to have surgery on his knee. To make matters worse, he cannot have any nectar of the Gods (Budweiser, etc.) for three weeks prior to the operation. If you know Dan Gerow, you have some idea of what a personal tragedy this is.

We have received a note from the Dryda's. "It has been great in the Chicago Region, but we thought we'd better find out how other regions function . . . In March this year, we're moving to: 3508 Rosehill Terrace, Waterloo, Iowa 50702." Don was president of the Chicago Region in 1972. He and Doc Hester will be missed. Hester always functioned as our physician at various tracks.

Bob and Sally Buchthal had to cancel their long awaited trip to Tahiti. Their daughter, Lisa, slipped on some ice and suffered multiple breaks in her elbow. Hope Lisa recovers fast so Bob can find out whether the girls in Tahiti are really bare breasted.

Several recent developments threaten to end our club as we know it. Representative Monroe L. Flinn (Democrat - 57th District) of 2746 Camp Jackson road, Cahokia, IL. 62206 introduced a bill (House Bill #36) entitled as the Illinois Motor Vehicle Racing Law which provides "No person shall operate or conduct ANY (emphasis mine) motor vehicle races or exhibitions of motor driving skill, unless a license to operate and conduct the same shall be first obtained from the Department of Transportation . . . and the payment of \$100.00. (This will kill rallyes and even concours - ed.)

Section 4 provides that no license be issued for the operation or conduct of any race track unless certain "safety regulations" are met. For example, a type of fence approved by the Department no more than four feet from the edge of a track. Obviously these gentlemen know nothing of racing. This may be alright for dirt track oval racing but it will not only kill road racing but all the participants as well.

The Board of Directors has joined a group which will lobby for our interests. We urge you to join also.

The AMS (Association for Motor Sports of Illinois) has been formed to promote and improve the sport of racing. Along with the proposed Racing Law, A.M.S. is still facing the noise regulation on decibel limitations and the motor vehicle noise limitation which would limit noise at race tracks to 61 decibels. The editor urges you to join (you may get information at the event or from Bonnie Shapiro or Bonnie Gladish).

The editor begs you to get off your dead \_ \_ \_ \_ and write Rep. Fill and your state representatives. If you probably do know your representatives call me at 793-2053 and we will tell you who and where to reach your state representatives. Do it TODAY!

Well here we go fans. The Thursday, March 6 edito of the Sun Times carries a story in which EPA Administrator Russell E. Train proposed a sweeping delay in exhaust clean-up rules for cars. It is necessary because the pollution control devices are creating many more problems than they are solving. Catalytic converters are giving off a sulpheric acid mist that "has a potentially serious impact on public health". After the agency admitted that they had made a mess out of this whole thing, they proceeded to announce they were imposing tough standards on heavy-duty vehicles and motor-cycles. The government's philosophy of "sure, we screwed up, so we will widen our area and make more regulations to unscrew the first problem" is still present. This whole mess came about because of knee-jerk liberals looking for an issue to attach their star to, even if they are wrong and totally uninformed.

Your Board of Directors has decided to have the June Driving School at Gratton, Michigan located approximately 15 miles north of Grand Rapids. This was done primarily because of cost factors, but it sure will be nice to drive a different track. The Board has also approved a Labor Day Weekend at Blackhawk, so mark your calendar.

The March issues of CAR & DRIVER and ROAD & TRACK contain road tests of both the Carrera and Turbo Carreras. Both reports were extremely favorable. Apparently the Carrera is now the fastest production car for sale in this country with a 0-60 time of 8.2 seconds. A far cry for the golden years of 70-72 but still good for a heavily de-smogged car. The road tests of the Turbo are absolutely amazing. "It will run out of revs in first gear at 50 mph, approach 90 in second, 125 in third, and on a good day top gear could see 170. It'll hit 60 mph in under five seconds and 100 in a mind-bending 11 seconds. It will also accelerate from 25 to 100 mph in 26 seconds - in top gear.

There was a time when I felt one thing lacking about Porsches was character. They seemed so cool, so easy, so . . . soulless. No red-blooded lusty Italian supercar, all fire and vibration, noise like ripping trouser seams, calculated to wear you out after a few hours of hard driving. The Turbo Porsche does have a character all its own, albeit a slightly chilling one. It is sheer efficiency, Teutonic exactness and cold-blooded engineering. In place of the ripping trouser noise, there is a banshee wail, the mournful scream of a lost spirit aching for releases. A car excellent enough to send shivers down your spine. The joy of driving it is not the thrill of riding a wild horse, it's the satisfaction of operating a rolling box of hypertechnology in the knowledge that you are unlikely ever to find its limitations."

Just think, you can have this for a mere \$26,000 to \$30,000. Start saving now.

This newsletter happens to be the 50th one produced by its present editor. He figures he has taken 5,000 pictures, written 3,000 captions and well over one million words. But best of all he has enjoyed it and made many good friends.

(Congratulations D.G. - from the folks at A.L.S.!)

**DRIVER'S SCHOOL IS NO "B.S."**

"B.S. (Bondurant School). The initials sure are right. What good is a drivers' school going to do for me? don't want to be a famous professional race car driver."

Before the Drivers' School last May, put on by Dave Redszus, I'll bet I heard that a dozen times. I wanted to go. I wanted to find out, under controlled conditions, what the limits of my car really were and how to control it without panic. I learned that, plus a lot more. Two months later I was able to put the theories into practice in a follow-up Drivers' School at Blackhawk Race Track, put on by the Buchthals and the Shapiros. As each lap passed I got faster and faster and became able to sense the feel of the car and slowly learn its limitations. In two short days I learned what I could expect from the machine and felt I had become a better driver both offensively and defensively. I didn't know whether or not I would be able to use any of this off the track, but I locked it into a brain cell and stored it away for safe keeping.

Friday, February 14, 1975, should have fallen on the 13th for me. I had to get to a PCA Board meeting; the Audi had a dead battery, the VW's generator light persisted in lighting and the 911 had a blown cam seal. That left poor Red Rusty (a semi-elegant, semi-restored, semi-concours 1965 356C cabriolet). The skies were overcast, but the weatherman had been promising snow for a week with no results. I had to make the meeting, so out came Red. As Sandy, my wife, and I pulled out of the driveway, it started to snow. What a bummer! It snowed all the way to Gallagher's (ask Dan how far it is from my house to his house) and all during the meeting. By the time we were ready to leave, the roads were terrible; and I knew that lurking somewhere out there was a huge City of Chicago salt truck just waiting to dump 40,000 pounds of salt in front of me and destroy my baby.

The first part of the drive home was uneventful. The roads were slippery and slushy, but the salt monsters had really been at it, so they were passable. I was traveling in the far left lane in a pack of cars with a car in front of me. Suddenly, the car in front swerved into the middle lane, and I saw a flash of white light. I dumped Red back into third gear and tapped the gas to see how much traction I had. I knew I could

not make it to the middle lane; there was a car ahead, a car beside, and two behind. I knew I could not hit the brakes because the car behind was right on my bumper. The shoulder was wide enough for a car, but the median beside it was very deep and rough. All this passed through my mind in an instant before it had registered that there was a car coming at me in my lane. How he got there is still a matter of debate between Sandy and me, but he was there and was closing at a rapid rate.

No need to worry about the car behind me; he's already taken to the ditch, but why won't these idiots beside me let me in? They actually have closed up the ranks. Head for the shoulder! As I start to make my move, so does he. Yank it back into the lane. Dammit, why did he come back onto the road? He is now too close for easy breathing, but I know he can't make his car, big Detroit iron, react in time to make the shoulder again. I can make Red do it, but she is off balance from the last yank. I know, however, that I can get her rear end to break loose. Wasn't that what they kept trying to teach us at Soldier's Field.

I snap the car toward the shoulder and hit the gas. Then snap the wheel back toward the road. Just like clockwork. Red's rear skates around and out of his way as he goes roaring past. Another quick couple of saws of the wheel and Red has stabilized half on the shoulder and half on the road. I check the rear view mirror and find him still thundering down the road the wrong way. The entire incident hasn't taken much more than fifteen seconds.

The car is silent. I can't depress the clutch because my left leg is shaking and I can't hold onto the gear shift because my hand is shaking and I think there is a wet spot in my seat. Nevertheless I did not panic. I knew what I had to do and that the car would do it. I thank the Porsche Club and Dave Redszus for that.

Dan Gerow

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**Open To Serve You On Sunday**

THE PORSCHE MART

FOR SALE:

- 4 - 7 x 15" Porsche CAST alloy mags, all black center with black caps, never used - \$400.00
- 1 - oil tank - not for uses with volume gauge - \$50.00
- 1 - C.D. panel from a 2.2 litre engine - \$75.00
- 1 - 911 muffler in good condition - \$60.00.

Steve Zailyk  
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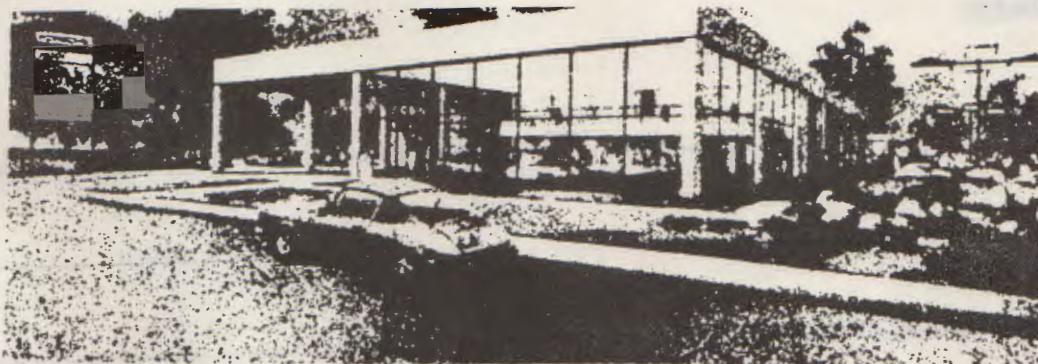
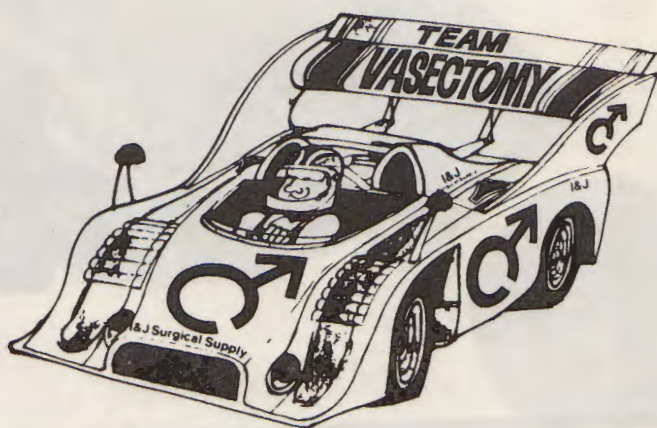
1966 Red 911. Top mechanical condition. 86,000 miles. Quartz Hella driving lights. Weber carbs. AM-FM-SW Radio. Gas heater. Minimal rust. Semperits with 20,000 miles. \$3,400 or offer.

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New Address \_\_\_\_\_

Business Phone \_\_\_\_\_ Home Phone \_\_\_\_\_

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Glencoe, Illinois