

PORSCHE CLUB OF AMERICA
VOLUME 17 ISSUE 2

CHICAGO SCENE

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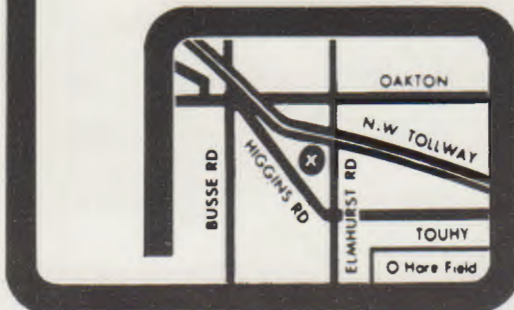


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THE Chicago Scene

Official Publication of the Chicago Region PCA

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by
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Photo
J. Meyer
and
J. Thurmond

short subjects



What do you get out of belonging to the Porsche Club?

For some people, it's the Newsletter and Panorama and little else. For others, PCA may be everything. The middle ground, where most of us fall, finds a balance of PCA and other activities.

Why not build your calendar this year around the PCA events? We have a varied, well spaced and fun calendar. Everyone will benefit by your increased participation in Chicago Region events, most of all — you!

Some extra benefits you may not think of include: free advise from several experts in Porsche care, a chance to concours your pet, driving at speed on closed track in safety, long enduring friendships, a chance to work and participate, a chance

to complain, a chance to praise and the good feeling that comes from belonging to the best automobile club in the world.

Helga and I appreciate PCA. We get much more from it than we put into it. You can too. But, the secret is to PARTICIPATE. Stop finding excuses for not coming to PCA events and start finding ways to get to them. You, too, may become addicted.

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FREEZE YOUR OFF GYMKHANA

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Little did we know that when we thought of the name of our event it would turn out to be true. The mercury dipped to something like -27 degrees, and that's cold enough to freeze the nuts off a steel bridge.



THANK TO: Team Shapiro for inspiration, guidance, and two 12-volt batteries and jumper cables. Also, for getting the trophies. Hokey who really did the Yeoman's work in making the reservation and dinner . . . and let me get some of the glory by being the mouthpiece for Hok/Hill Productions.



All who started, judged, and recorded the entrants, and the entrants themselves.

GT 911 which couldn't win a race no matter who drove.

JBH 61 which couldn't be beaten (not including DNF's) except when driven by the owner — me!



To Sterlingworth for once again letting us prove our insanity.

All the crazies who came out and made this event what it was supposed to be, a fun event.



The event started somewhat shakily, but with some improvisation, started rolling smoothly. The double elimination, mirror image course proved to be the nearest thing to wheel to wheel and drag racing that the club has had since Gratton. (Larry Chimura and Dan Gallagher, eat your hearts out!)



Running non-Porsche, Ladies Porsche, then Men's Porsche, every one had plenty of time to run the course with time left over for grudge matches.

The winners were summed up like this —

MEN'S PORSCHE

1. B. Hursh
2. J. Hill
3. C. Regan
4. R. Shapiro
4. J. Ratchen
5. R. Ward
5. Hokey
5. J. Marcin
5. J. Bulgrin

LADIES PORSCHE

1. O. Hursh
2. M. Kuzniar
3. G. Bruno
3. B. Shapiro

NON-PORSCHE

1. A. Kendall
2. S. Blomquist
3. P. Jung
3. Doc Gunther



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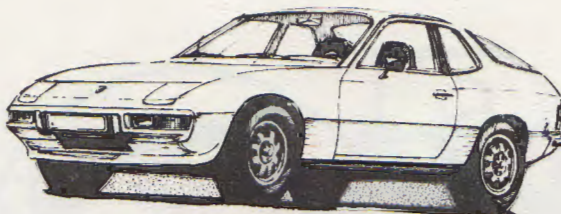


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MEET THE NEW MEMBERS



By Ed Leed

The procedure for applying for membership in Chicago Region has gone through some changes over the years, most noticeably in the attendance requirements, but also, in the general attitude we've taken toward admitting new members into the club. Some of our more long-term members have seen Chicago Region pass through eras of lax membership requirements to times of virtual isolationism.

There have been good reasons for these changes in requirements, the most basic of which is that we have simply shifted our priorities with the times. There were days when new members were accepted without question and others when a potential member needed sponsorship letters from active PCA members in order to be eligible. There were times during the height of Porsche Frenzie when a need was felt to screen applicants more closely in order to preserve the hard-core activism and enthusiasm for the Region's events. Hence we began to require applicants to attend events before being accepted and this grew to the recent requirements of attending four out of six events, helping with an event, attending two dinners after the events, having board members and event chairmen sign log cards and then be recommended by the membership chairman to the Board of Directors for approval.

Times change and the car has changed. The people who buy today's Porsches seem to have neither the same level of enthusiasm nor the time to tolerate such involving rites, much less complete them. Those who are really into sports cars, Porsches, and car clubs, however, will gladly go through the application procedures, but this type of person is getting harder to find.

Once hooked, though, he is a Porsche nut forever and thoroughly enjoys the competition, the socializing and the car. With today's Porsche so refined, luxurious, expensive and unlike the Porsches of yesteryear, the neophyte Porsche owner simply isn't terribly excited about putting it through its paces in a gymkhana or autocross, much less go through a fraternity razzing in order to participate. Especially since he paid \$18,000

for it and hasn't quite figured out the five speed yet.

In response to these changes in the times, the new Porsche owner and the car itself, we modified our membership application requirements last year in order to make joining PCA more attractive, convenient and timely to the prospective member. The requirements are similar but not quite as strenuous as before. In addition, we are engaged in a program of greater visibility for the club, supported by the national board and especially the enthusiasm of Mick Williams, our national club president. The local dealers have been asked to provide display space for PCA bulletin boards and new owners are being encouraged to join the club. You can help in this renewed effort to attract and retain new members by doing two things. Referring potential new members to me will certainly start the ball rolling.

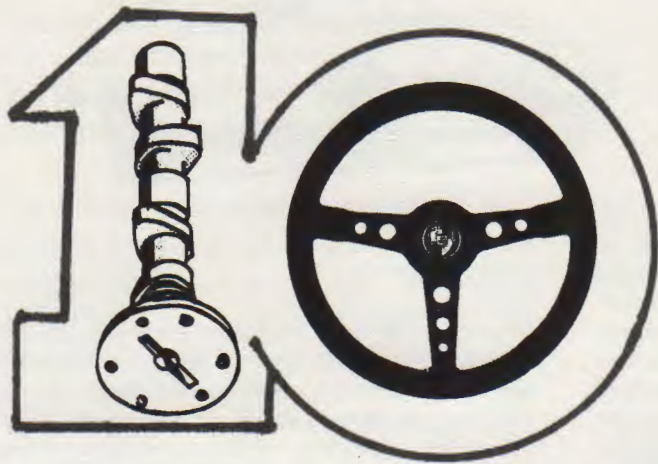
More importantly, I'd like to see you personally become a part of the ongoing membership process by "adopting" an applicant. Typically, you would make sure an applicant knew of our events, knew how he should prepare for the different events and that he is not left "Stranded" during the events. Hopefully, this acclimation effort will continue after the applicant has become a member and until he has settled into the club. Please let me know if you'd like to get involved.

With these new efforts to attract and keep new members in mind, here, for your information, are our current membership application requirements:

1. At one Chicago Region Event
 - A. Participate by entering the event
 - B. Work during the event
 - C. Attend the dinner afterwards

These three elements, can be fulfilled at one or more events if the applicant cannot work at an event or stay for the dinner.

2. Fulfill the national PCA requirements of ownership or co-ownership of a Porsche and being 18 years old.



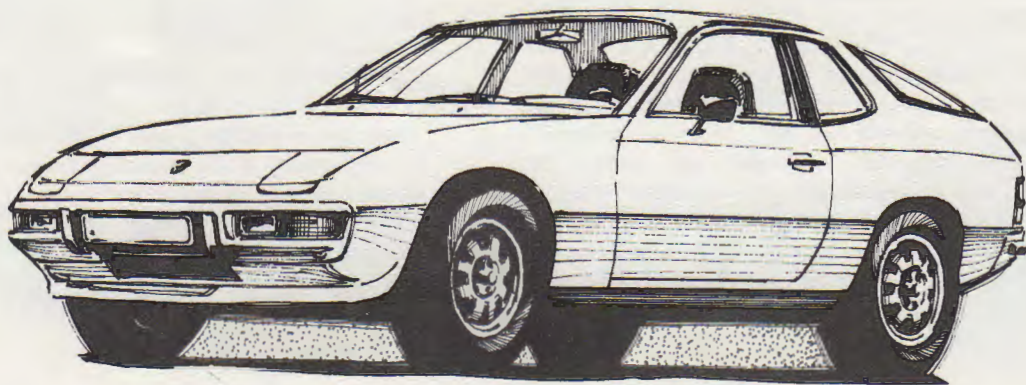
YEARS AGO

MARCH 1967

Ron and Dottie Rogginger did something about the weather — they moved to Jacksonville, Florida. Jim and Bonnie Gladish move back to the Chicago area. Bernie and Dave Morrell enroute to Honolulu and will attend SCCA convention in 'Frisco on the way.



81 members attend "Beach Bordello" bash. John Nelipovich brings punch crock, does the mixing and doesn't get crocked this year. This is an auction with crazy items and crazy bids. Eastern Penn. PCA'ers Don and Chris Freeman attend as guests and assure us that the polyethylene punch is just as lethal as at the 9th Parade.



COMING UP

NORTH BY NORTHWEST, AGAIN

By George Melford

Your rallymasters ran this event last year for another club that lacked rally savvy (no, not the BMW Club) and all 16 starters made it to the endpoint, eventually. We've taken the same instructions, changed them for the better (worse), and now invite you to see the scenic back, but paved, roads of McHenry County.

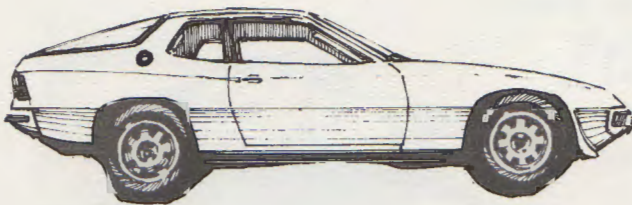
Starting from O'Hare Porsche Audi you'll be guided by our fantastic instructions, your skillful driving/navigating, and God for a Sunday afternoon jaunt of about 100 miles. We'll have our usual 3 rally classes; Equipped, Navigational, and SOP for those who like the fun and games of TSD computation, and if TSD calculations are not your bag, you can opt for the Touring Class. Either way you go, we think the roads and CASTS

should prove interesting. Don't be frightened by all this, it will be 100% finishable. You'll also have the chance to try Tulip Diagram instructions, used for European International rallying, for a couple of the legs. If you are not up on Tulips, they'll be covered thoroughly in your Generals.

All of this will give you the hungries and/or thirsties by the time the rally is over. These problems will be handled by the friendly folks at The Timbers in Woodstock with booze to calm your nerves and a buffet dinner to fill your tummies.

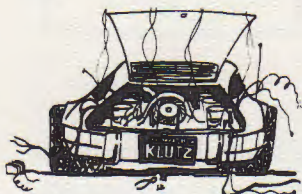
Remember the date — March 20th, 11:00 AM, at O'Hare Porsche Audi. Registration and details to follow in the event flyer.

→ see ya there !



IS IT WORTH IT?

ERSATZ OIL, IS IT WORTH IT?



The question of what oil to use in your Porsche has been the subject of article after article for many years and has often provoked considerable

debate. Normally, these have centered around the use of the so-called multi-grade oils and it is not my intent to further stir that pot. For those interested in factory tests related to the use of multi-grade oils, the article in *Christophorus* by Claus von Ruecker in the No. 36, Nov. 1961 issue under the motor oil quiz reports on a dated, but comprehensive test program.

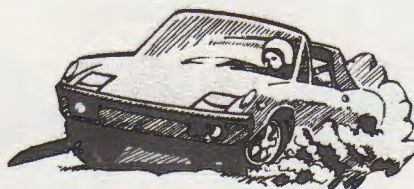
In the last year or two, a new product has appeared on the market with considerable advertising, the synthetic "oils." These oils are expensive, typically being three to five times as expensive as "real" oil. However, the advertisements claim wondrous results, among which are more power (who can overlook that!), reduced wear, and the fact that you need not change it nearly as often. The latter is said to more than compensate for the increased cost.

Now I admit to being a skeptic and perhaps even a bit conservative, and have waited to hear something definitive in relation to these synthetic "oils." I have heard at PCA events around the midwest various owners indicating they have been

using these products. This always surprises me a bit since the cars are expensive, the factory has not approved the product, and most owners are like me, that is — a bit overly concerned about their cars.

Consequently, when I received word of a 40,000 mile test by the General Motors Research Laboratories on synthetic oils, I obtained and read the report. For those interested in it, it was written by J. Rodgers and R. Kable for the G.M. Research Labs and was published in *Automotive Engineering*, Vol. 83, No. 10, October 1975. The results of their tests are summarized as:

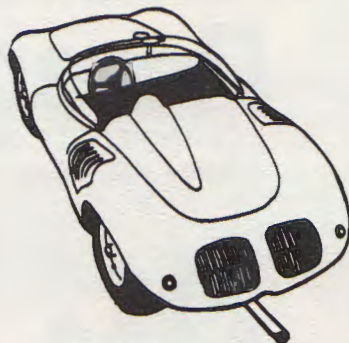
- 1) The synthetics are slightly better in control of engine deposits.
- 2) Are worse in wear protection.
- 3) Are equivalent in fuel and oil performance economy.



Continued from page 10 —

The authors conclude that the synthetics do not provide the necessary performance required to recommend their use in extended oil change periods! Thus what one obtains is an "oil" which does not increase performance, gives increased wear, and must be changed as normal oil. It would appear to me that for the three to five times higher cost, this is not a very satisfactory trade. The conclusions do not surprise me since oil does not wear out, but is changed since it becomes contaminated by fuel and combustion products and the synthetics can in no way alter that process.

Anyway, I thought the members would be interested in the results. Now most of you will do what you want anyway — just as I will.



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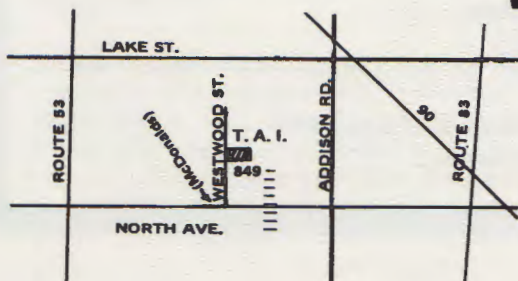
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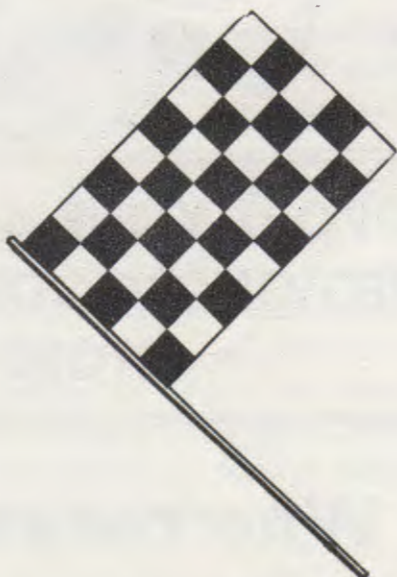
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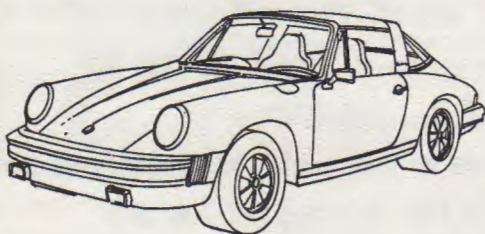
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PORSCHE WIN!!!

By Tom Lynch

Hurley Haywood, John Graves and Dave Helmicks Porsche Carrera drove to an upset victory in the 24 hours at Daytona race. The upset victory was, of course, over the Martini 935 driven by Jacky Ickx and Jochen Mass.

Hurley Haywood later commented that everyone wondered why he didn't drive a really fast car like the Turbo Porsche or a Monza. Monza? He said he won twice in a Carrera and felt great taking this one.

In second place were Martino Finotto and Carlo Facitti in a Porsche 935 and third place was taken by Reinhold Joest and Bob Woller in — you guessed it — another Porsche 935, and fourth place was taken by Brad Friselle and George Dyer in a Carrera.

The Martini Porsche drive by Mass-Ickx team dropped from first to 25th after their crash 4 hours into the race. Back into the race, they pulled back into second place when their second crash occurred. Better luck next time, guys!

A WOMANS POINT OF VIEW

By Paula Lynch

So, you find yourself married to a Porsche pusher . . . maybe living with one? How about relating to one? Well, what can you do about it?

First, some of the basic symptoms of a Porsche Freak. Does he ask you to find a new perfume? Possibly resembling the aroma of Quaker State Motor Oil? Does he wear his belt buckle to bed and you are constantly going to the doctor for medication to heal the open wounds on your anatomy? The doctor seems to point an accusing finger at your husband, lover, friend and asks if he beats you while sober or drunk, and you have a difficult time explaining his Porsche obsession. Maybe he makes engine noises in your most amorous moments. Has he asked you if he could see your whale tail? Don't be offended, this is just another way of propositioning you. Do you have a hard time rearranging your home around Pano and the Scene? Do you often find Armorall in your cleaning closet? Well, these are signs of a true Porsche Pusher. The cure is yet UNKNOWN!

However, there are a few things you might want to attempt to help you cope with his obsession. You could always take German. Maybe a Berlitz course, this way you are relating to the country his car is from. Maybe you could even translate some of the little things you see on the car that are in THAT LANGUAGE. Of course, you could always ask him to show you the engine.

Don't do something dumb, like looking for the engine in the front where they normally are. Porsche puts their engines in the back, unless, of course it is a 914 (that is in the middle of the car), and a 924 has their's in the front; where God intended them to be. You might want to buy a few Road and Track magazines and pretend you are learning about other autos so that you can better appreciate the WONDERFUL Porsche he has, then compare the differences. This tactic takes a lot of time and training.

Possibly you may want to take an auto mechanics course at your local high school. The best and hardest thing you can learn to do is to drive the car. It does not have an automatic transmission. So, when you get into the car, don't look for DRIVE. Porsche's also have an extra pedal on the floor — this is called a clutch. It takes extreme coordination and patience to learn to operate this car. If you are truly "in love" with this person you are trying to cope with . . . have someone else teach you to drive the car.

These are just a few of the alternatives to coping with a Porsche freak. The best bet is to go with him to the events and you will soon find other people are in your same position. And ENJOY! Its better than having him chasing other women?????



MINUTES OF THE BOARD

DATE: February 11, 1977

PLACE: Dan and Diane Gallagher's

TIME: 8:00 p.m.

ATTENDING:

B. Shapiro, Treasurer	S. Gerow, Secretary
E. Russ, Member	F. Wagner, Member
D. Gerow, Member	D. Gunther, Member
R. Patterson, Member	E. Leed, Membership
T. Masles, Concours	T. Lynch, Newsletter
R. Ward, Newsletter	J. Thurmond, Newsletter
N. Holleb, Ex-Officio	G. & S. Melford
B. B. Vander Werff	D. Gallagher
B. Buckthal	

Acting President, Bonnie Shapiro, called the meeting to order at 8:35 P.M.

SECRETARY: Minutes approved as submitted. No correspondence.

NEWSLETTER: Tom Lynch reported that a "Triumvirate" will edit the *Scene*. Tom will handle production, Jeff Thurmond will take care of reporting and photography, and Rich Ward will deal with advertisers. The January-February issue is in the mail and cost \$600, some of which is one-time charges for headlines, etc. A bulk mail permit cost \$40 and can be used for any mailing the Club wishes to do. The existing ads were repeated so that we can show the advertisers the new format and encourage them to continue their ads. Contracts will be written for six month periods and billing will be on a quarterly basis. It is hoped that the ads will bear most of the cost of production.

Bonnie Shapiro was concerned that ads will take too much space from the news. Jeff and Tom stated that if the ads are 40% of the *Scene* they

will cover the complete cost. They are also planning a 50 to 60 page Yearbook in December to recap the entire year . . . this would be sold through the Goody Store. Neil Holleb informed the editors that all changes in the mailing list should be made through him — he will inform Adams.

A discussion ensued on the cost of the new format without ad revenue. There was much concern that the new format and the use of flyers for registration for individual events would be very expensive. Neil moved that the report be accepted and that the discussion of cost be delayed until more complete figures can be obtained after several issues. The motion passed. Bob Buckthal moved that the "Volumé" and "Number" figures be corrected to reflect the fact that the *Scene* has been published for a number of years. The motion passed and Bonnie appointed the editors to find out how many years the *Scene* has been printed.

MEMBERSHIP: No new members to submit. Ed Leed has checked with PA O'Hare and they are very cooperative about giving us space for a bulletin board. The new Public Relations adviser for PCA is talking about making up bulletin boards for the Regions to use to promote membership. It is not known whether there will be a charge for these. They will have a newsletter rack and space for PCA material. Ed will wait to hear about this before proceeding with our bulletin boards. The report was accepted.

ZONE REPRESENTATIVE: Neil Holleb presented Bob White's report. Betty Jo Turner will go to the factory in April for the introduction of the 928. She will be given an opportunity to drive it on a track and will report it in *Panorama* before the auto magazines.

Continued on next page —

Continued from page 14 —

The rebate from PCA to the Regions has been increased from \$6.77 to \$7.00 per dues-paying member.

Tito Nappi has lowered the price of Blackhawk Farms to \$2600 for a weekend. It was decided to continue to plan to use Grattan if the question of ownership can be cleared up and if we are sure that our deposit has the track for the weekend we want. Bonnie will check. The next Zone meeting will be held March 5.

OLD BUSINESS: DIRECTORY — Neil is waiting for the new class schedule and bumping schedule. Dick Gunther stated that with the new class schedule there is no need for a bumping schedule. George Melford will make sure that the changes in the rallye definitions are sent to Neil. Jeff Thurmond and Tom Masles presented the new concours score sheet. Neil will publish the directory as soon as he receives all the information.

CONCOURS: Everything is going well for the concours-art show.

RALLYE: Everything is set up for the rallye March 20.

IROC: Details of the IROC series will be finalized at the Zone meeting March 5. IROC Representative Dan Gerow will be unable to attend.

Frank Wagner offered to go, and Dan will check with Jerry Meyer. Interest is high for membership on the IROC Chicago Region Team. Only mail applications will be accepted, and will be taken by postmark. Our team will be limited to 25 members, since the other regions are concerned that our size will overwhelm them. Membership on the team connotes willingness to participate in all four events. The first event is our Grattan weekend May 19 and 20.

NEXT MEETING: March 11 at Rip and Linda Patterson's.

The meeting was adjourned at 10:30 p.m.

Respectfully submitted,
Sandy Gerow, Secretary

ABSENT: Jerry Meyer, President, Bob White, Vice President, Joe Ratschan, Member, Jim Gladish, Autocross, Bob Ostholthoff, Rallye.



CONCOURS TIP #1

“Black is Beautiful”

By Tom Masles

Concours is not just “clean”. Think of it as a realization and appreciation of the quality and nature of materials which make up a total system. So often, the function of a system and the perception of it only as a total, blind us to the beauty of its parts. Parts are details and . . . details are our concern in concours.

Okay now, before you say “Masles has really flipped”, go out and wash that beautiful system you have in your garage. The expensive one with a Porsche Crest on the nose. Wipe it dry and stand back to take in its finish.

So the car is clean and the paint is shiny. What color is the rubber trim and the tires? “Com’on Masles, you know the answer . . . BLACK!” Look again. While you smile to yourself, in the glistening glabrous finish, evil forces have attacked the rubber and turned it grey. Now before you start becoming paranoid about sinister plots against your Porsche, relax. You can’t see them ultra violet waves from the sun, salt, road tar, dirt, exhaust gases and you contribute to the greying and eventual cracking of rubber. Yes, you also help in this destruction by using soaps and cleaners and waxes on the paint — completely overlooking the nature of rubber and its finish.

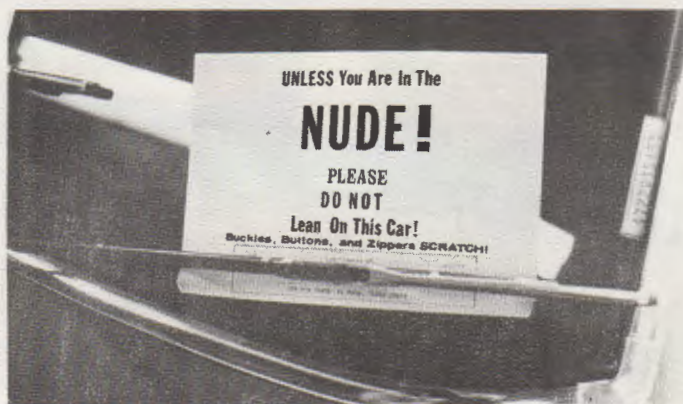
The rubber on your Porsche is black and elastic and it has a smooth finish. Its properties of sealing and cushioning make it ideal for gaskets and

tires. The trunk, the engine lid, doors, headlights and taillights are sealed with rubber. The bumpers, door sills and rocker panels use rubber for its cushioning. Newer Porsches have “accordians” built into the passive safety bumpers which compress on impact . . . heaven forbid!

Whether your Porsche is new or old, chances are the rubber parts need a treatment to preserve their properties. If the rubber is cracked, forget it and buy new. But, if it’s dirty, clean it. If the trim is removable as are the headlight gaskets or other protective trim items as on Porsches from ’74 on, remove them. Otherwise remove any parts adjacent to the rubber to allow access, such as the taillight gaskets.

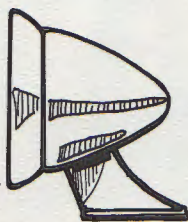
I’ve used many cleaning agents for rubber, but the best one appears to be Liquid Gold floor stripper. Its mild and removes tar, factory preservatives (which turn yellowish white) and any other color imperfections. Spray cleaner on a rag first — then apply (It’s neater). Once the rubber is clean, it is ready for the treatment. Use glycerine and any one of the many rubber treatments available. Armoral has worked best for me.

Now look at your system whose beauty is really the sum of its parts or details. Keep that rubber black and shiny!



THE REAR VIEW

MIRROR



OUT DAMNED SPOT CONCOURS AND PORSCHE PIPEDREAMS AND PASTRIES ART SHOW

For those of you PCA'rs who missed it (and it didn't seem like too many did) this event was worth showing up for. Whether you showed up to clean your car, talk Porsche with fellow pushers, take in all those crafty and artsy goodies, or just drink beer, the day was an eventful one!

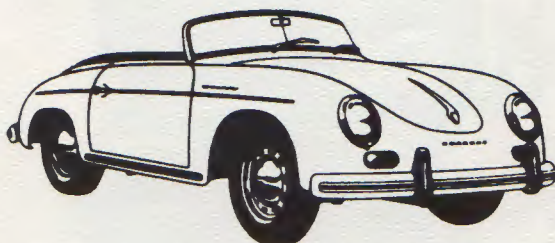
Have you ever heard of a totally edible Porsche? . . . Made of chopped liver? Yes, Doc Gunther was responsible . . . you may have guessed. Porsche Audi at O'Hare provided excellent hospitality as well as beer and munchies while it . . . they, lasted. Thanks to Phil Gordon and his family for their very much appreciated hard work. Hope we were good guests — we'll be back there March 20th for the Rallye.

While only seven cars entered the concours, there

was good representation of Porsche types including a new 924 entered by Maureen Hutton's friend, Jim Harper. Jim will undoubtedly join our club now since he had so much fun with those Q-tips and Armoral.

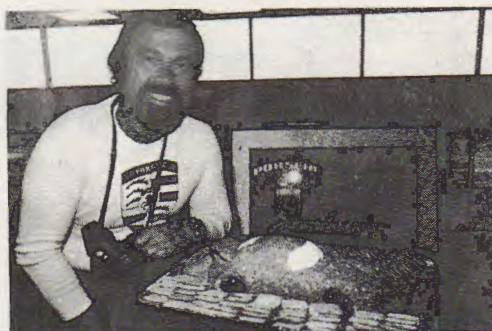
Arts and crafts ran the gamut from acrylic paintings to zoomy photos with plenty of creative stops in between including Porsche Easter eggs, a needle-point two piece sexpot outfit that Helga refused to model and a splendid slide and music extravaganza by Hokey and Hill Productions.

At dinner, Jeff Thurmond provided an excellent slide presentation on how to concours your Porsche eliminating any excuses of ignorance for not entering your car at Potter's Picnic.



Continued from page 17 —

Thanks go out to Jeff, Julie, Gabby, Sister Sue, Bonnie, Willie, Ed, Bruce, Neil and again, Phil Gordon and crew. Thanks also to all who showed up to make it a super event! See you March 20 for George and Sarah Melford's Rallye.



Most Crazy

1. Doc Gunther — Chopped Liver RSR
2. Tom Lynch — Dow Art
3. Helga Meyer — 2-piece Knit Outfit
4. Ben Frohlichstein — Photo — Brick

Best Crafted

1. George Gutman — Tiffany Lamp
2. Gabby Coburn — Rug
3. Bonnie Gladish — Leather Stool
4. Mary Russell — Pencil Rendering

RESULTS

CONCOUR

Class A	356SC	Ed Leed	160 Pts.T
Class B	9142.0	Bruce Janecek	176 Pts. T
Class B	912	Al Kendall	148 Pts. T
Class C	911	Jim Yanahan	78 Pts. T
Class C	924	Jim Harper, guest	83 Pts. T
Class D	911	Tom Lynch	85 Pts. T
Class D	914	George Melford	81 Pts. T

ART SHOW

Most Artistic

1. Bob Buckthal — Photo 356
2. Bob Ostholthoff — Photo — Snowdrift
3. Jim Foley — Painting
4. Jerry Meyer — Sheet Metal Sculpture

Most Original

1. Hokey & Hill — Slide Show
2. Jean Janecek — Easter Eggs
3. Jeff Thurmond — Slide Show
4. Bonnie Shapiro — Purse



SALUTE

To Our Advertisers

This month's *SCENE* begins a new column 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 serving Porsches. It is appropriate that we begin this new feature by introducing a new advertiser to the *SCENE*.

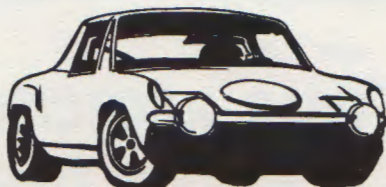
After years of foreign car service background, Manny Shoshoo and Randy Kickert recently opened a Porsche specialty shop to provide the personalized services that Porsche owners require. Manny brings a unique combination of factory-trained skill and diagnostic insight to his position as "head wrench". He is committed to the ideals of Porsche engineering excellence, particularly in the area of car preparation for high performance driving.

He learned race preparation methods with John Truman, while working on the Applejack No. 4 Carrera and Charley Kemp's Amorall Carrera. Manny was active both in vehicle preparation

and in the pits during the races. He was team manager for Bill Webbe and Hurley Haywood in the Applejack No. 4 at Daytona and Sebring in 1975. Some readers may have already met Manny under the Applejack No. 45 911S of Mikes Landrum and Vander Werff. Most recently, he has worked on the Appollo Plastics CP 911 Carrera that brought a 1976 SCCA Cendiv championship to Steve Edlis.

This racing experience can be applied to your Porsche in the form of routine maintenance and accurate setting to precise factory specifications. A thorough familiarity with Porsches, both 4 and 6 cylinder, gives Manny the ability to make a skilled diagnosis of the peculiar problem that may beset your car.

For the driver who wishes a higher degree of performance from his or her car, Manny offers custom-tuning — analysis, adjustment, or modification for the street car. His goal is to assist the driver in matching his or her Porsche to personal driving habits on the street or to driving hobbies



on the track (such as gymkhana or Solo II). No engine rebuilding task is too "small" for Manny. He is presently restoring the Black Bart and Gallagher engines to full performance.

Factory Porsche parts are naturally available, as well as any additional equipment that may be required to bring your Porsche to the performance potential you may "need". PCA members will be entitled to a discount on parts and services.

Dedicated to making Porsches run at peak efficiency with optimum performance, Manny Shoshoo and Randy Kickert invite readers to stop by at the new HOUSE OF PORSCHE.

Mike Vander Werff

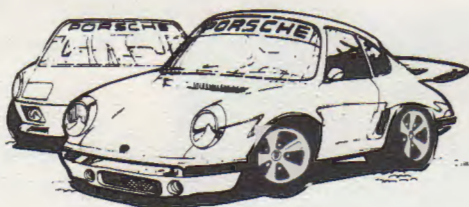
Next month will be Porsche-Audi at O'Hare.

HOUSE OF PORSCHE

Randy Kickert & Manny Shoshoo

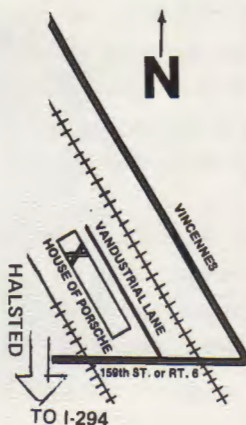
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to your Driving Specifications



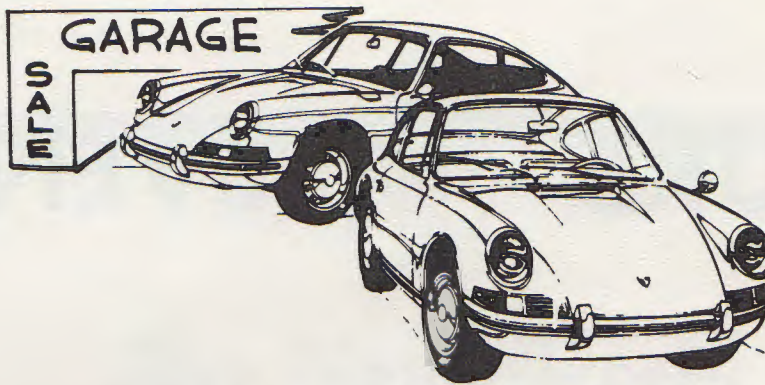
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This service is available to PCA members only. Send your listings to – The Scene Editor, Tom Lynch, 3807 Victoria Drive, Richton Park, IL 60471. Deadline: copy must be received on or before the 15th of the month preceding month of publication.

ADVERTISING RATES

COVER PAGE

Rear Back Cover (Color)			
\$60.00 Mo.	\$58.00 ¼	\$50.00 ½	
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INSIDE PAGE RATE

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Above ads are plus one time set-up charge if not camera ready.

For Sale: 1971 911S Sunroof coupe, viper green with black interior, strong 2.2 litre blueprinted S Engine with European Webers, 5-speed with shorter top gears, lowered suspension with 19mm front, and 26mm rear torsion bars, 19mm front and rear sway bars, Aeroeup, new Koni's, 8-inch rear steel flares, mags, MUCH MORE, CLEAN, no rust, stored winters, low miles – Steve Zailyk Phone (evenings) – 834-6227

For Sale: 1 – 1969 911T – Orange – VERY CLEAN – 1 load of used parts – Larry Chmura Phone – 627-2187

For Sale or Trade: 1972 911T/5, orange/black, "S" package, alloys, XAS, AM/FM/CB, lowered, 19mm F & R stab. bars, konis, factory fog lights, coco mats, bra, ziebart, 36m miles, concour original condition, not driven in winter, complete dealer maintenance records. \$9,000 or older 911 and \$ – Tom Lynch Phone – (312) 747-0764

For Sale: 4 rare factory 5½ x 14 forged alloy wheels, excellent condition, mounted with 185 x 14 semperet, good condition. wheels fit 911, 914-6, 912 & 356C. Will sell as a set only with or without tires, for best offer – Ed Leed Phone – (312) 299-1576

For Sale: 1966 – 911 Excellent condition. Completely rebuilt engine – new clutch – new brakes – newly painted (off white) leather interior AM/FM – Bluplunt. \$3,850.00 – Ernest Reicher Phone – 424-4695 – 597-2822

For Sale: Five excellent condition 6" factory mags, 7 tires, 6XWX & 1 Dunlap unused, \$750 – 1 set of rear "T" calapiers, \$75 – 4 excellent condition 1973 bumperettes, \$22 each – 73 front and rear Deco strip, \$50 – rear bumper, \$75 – F & R factory sway bars comp. \$60 – front S spoiler, \$95 – many concour deco items – Larry B. Phone – (312) 852-9020 or Office (312) 969-1202

For Sale: B & B ROLL BAR for showroom stock 914 w/SCCA approval sticker and legal padding. AURO POWER ROLL BAR – will fit 914 without cutting roof – Ben Hursh Phone – (815) 476-7611

For Sale: 1 The Complete Pirelli Calendar Book still in plastic wrap – \$15.00 – W. F. Potter Phone – 541-4600 – 546-4457

Porsche Storage inside heated – the ex-pool area. 356 – \$18.50 per month. 911 – \$20.00 per month. Others proportionately – W. F. Potter Phone – 541-4600 – 546-4457

For Sale: 1975 Carrera, Black/Red leather sunroof, concours – \$17,000 – Tom Masles Phone – (H) 437-8229, (B) 346-2100

FUTURE



EVENTS

MAR.	20	RALLYE – 11:00 AM O'Hare Porsche-Audi			
April	17	Gymkhana	Aug.	21	Potters Picnic & Concour
May	21,22	Grattan	Sept.	10, 11 or	
June	19	Rallye		17, 18	?? Elkhart
July	13	Midweek Speed Event	Oct.	8, 9	Rallye Tour
July	23	Saturday Night Special	Nov.	20	Gymkhana
Aug.	17	Midweek Speed Event	Dec.	10	Annual Dinner/Dance

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THE Chicago Scene



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