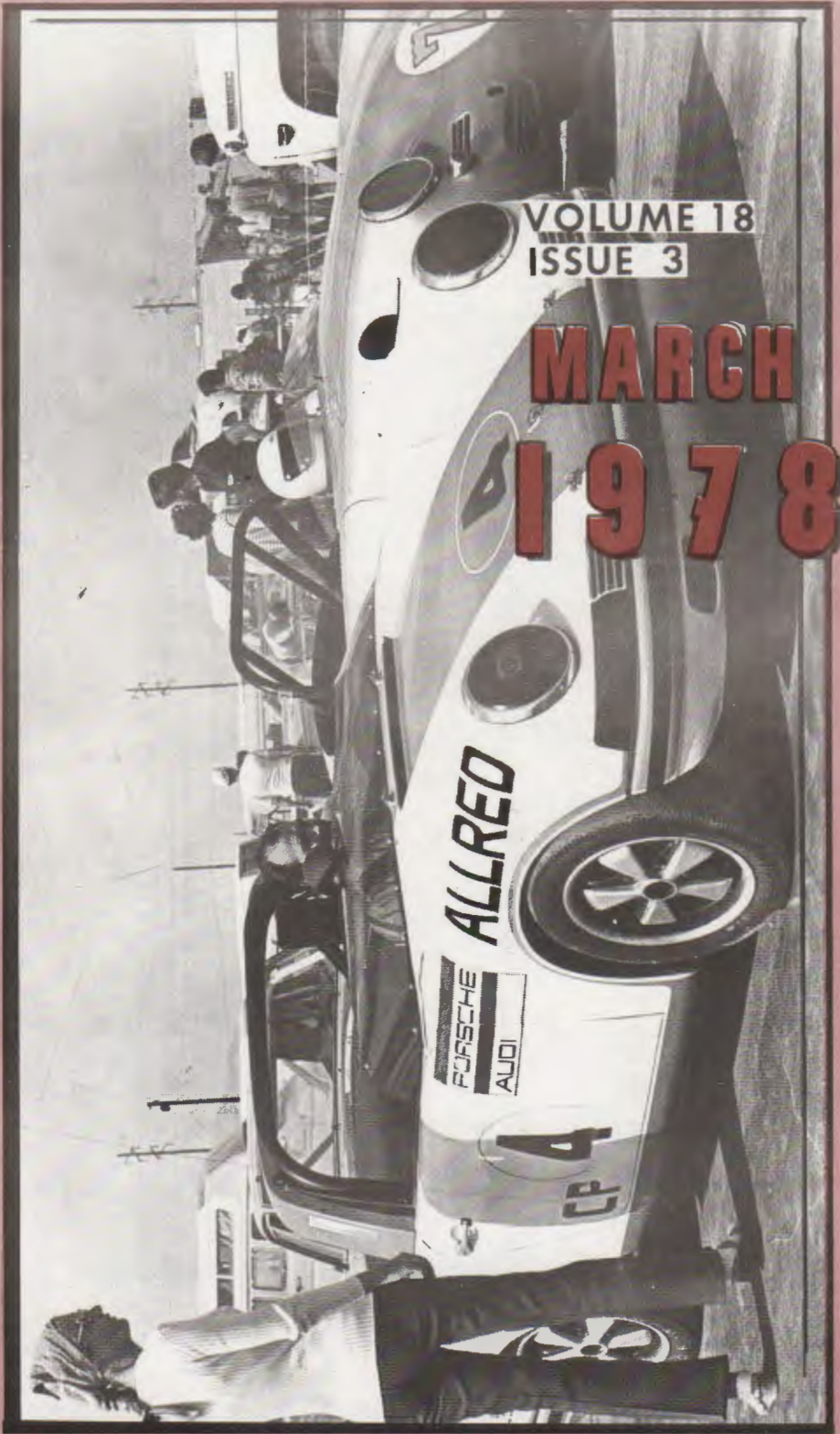


# CHICAGO SCENE



THE CHICAGO REGION PORSCHE CLUB OF AMERICA MONTHLY PUBLICATION

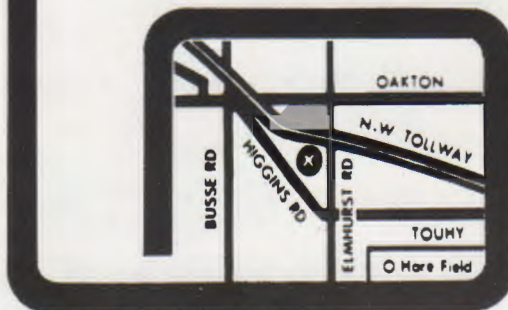


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# The Editors Emporium

By Jeff Thurmond

At the last PCA/Chicago Region board meeting one of the normal topics for information and concern was the club's budget. Since the start of 1977 the club has been backsliding economically. The financial status of the club is about half of what it was a year ago. There are various reasons for this i.e. higher rental costs for tracks and event locations (you didn't think we got them free did you!), higher rental costs for equipment like stop-watches for rallies, and higher insurance rates for club members at events (that's why you must sign the sheets at each event).

True, the club is a "not for profit" organization. We don't try to make a profit & loss statement of positive fiscal results like economic-motivated corporations. But, the club should break even! If the economic trend goes unaltered, we are in for a few unpleasant realities.

Why do we need a good solid bank balance? Two reasons. Cash flow and ability to secure event sites. Cash flow is where we pay for items in advance of getting the money from members at events. This includes track rentals, food deposits, equipment, maintenance on equipment, etc. The securing of sites requires large expenditures. Blackhawk and Grettan require in excess of \$500 front money to just reserve the facilities.

Then there are the "no return" costs. These are the things the club provides to the members and are not direct "hope to break even" things like events. These include the newsletter, club owned equipment, maintenance of same equipment, and pre-known cash-loss events (the Annual Dinner Dance and a couple of other events are supported by general club funds since registration fees fall short of even break-even costs).

There are a few alternatives to overcome the economic backsliding of the club. Event fees could be increased. The events that usually lose money could be cut out or registration fees raised to cover costs. Awards at events could be discontinued (the awards are not donated but paid for by the club). The newsletter could be discontinued or the quality of it removed to cut costs. Or a number of other options could be undertaken.

I suggest that other options be implemented. These would not be out of line with general practice of other PCA regions. First, all members would be required to pay an annual membership fee or dues. This would be in addition to PCA National dues. If each Chicago member paid \$10.00 that would give the Club close to \$3,000.00. Also, if members paid an annual amount, then maybe more would be inclined to attend events. As it is now, the only source of funds to pay for the newsletter, equipment, etc. is events. Since events are attended by 10% to 15% of the members, 85% to 90% of the members get a free ride for general Club services. That's a half-assed way to do business!

Second option would be for the club to assess non-active members a small annual dues fee to cover costs of Club services, like the newsletter, special notice mailings, and annual membership registration costs.

This fee would be just enough to cover costs and would then not place the demand on active members to support those who: hold PCA cards/display PCA car badges/receive mailed material/fail to be active. This fee for non-actives would be \$8.75.

Chicago is one of the few, if not the only Region that doesn't have annual dues. And Chicago Region offers more to its members than any other region. It's time the Club members paid for it. True, larger turnouts at events would solve most of the problems. But a larger turnout doesn't seem to ever happen.

## SPLINTERS FROM THE BOARD

### PCA BOARD MEETING CHICAGO REGION

Date: February 10, 1978

Place: Residence of D. Gallagher

Those Present: D. Gunther, President; B. Shapiro, V.P.; D. Gallagher, Treasurer; T. Masles, Secretary; J. Gustavson, T. Russ, G. Melford, F. Wegner, B. Gladish, O.J. Meyer, G. Gutman, E. Lead

The meeting was called to order at 8:40 by President, Dick Gunther.

Discussion started with the January event. A profit of \$291.71 was made. A special thanks goes to Bonnie Shapiro for her expeditious efforts to relocate the event after fire destroyed the Sterlingworth Inn. The Treasurer's report was accepted. Dan asked for approval to transfer up to \$1100.00 from savings to checking as per needs. The request was accepted.

The Newsletter was discussed as to its cost. The subject of cost was a critical issue which will be reviewed at a special meeting with the editors.

Bonnie Shapiro suggested a more efficient use of monies expended for bulletin boards at dealers. Use existing space if available.

The President's report included a request for topics from the board for Bob White to bring up at the zone meeting. George Gutman asked why the rally for the parade was changed from normal procedure. Bob White was given authority of proxy to vote for the Chicago region at zone meetings.

New members: Rew Gordow, Walter Minato and Bernie Kotler were recommended for membership. These were approved.

The February rally was discussed by George Gutman. The event will be at Laray's. George suggested that touring class for rally not be included in the points for the overall trophy. This was agreed upon.

The March event, concours and Art Show will be held at Motor Werks. No restaurant has been chosen yet.

Frank Wagner asked the Board if it would consider renting the movie, Le Mans at an indoor event. It would cost about \$38.00. Merv Rosen has offered his slide collection of the Treffen Tour for indoor events. Event Chairmen will be advised of these opportunities.

The April 16th event (Driver's School) will be held at Harper College. It was suggested that a limit be set on the number of cars to be entered. Dick Gunther advised that the event chairman decide on this limitation but it was felt that with the Club's electronic equipment at least 90 to 100 cars could be handled. Insurance coverage was discussed and Dan Gallagher advised that the PCA policy would blanket cover the event. The MBW entrants would be advised to individually cover themselves since their club coverage was limited to \$300,000.

The subject of the vehicle type to be driven for overall points was discussed and it was decided that only Porsches and BMW's would be allowed to run at the April 16th event. The revenue collected for this combined event will be retained by the club who collects it. The only shared costs will be printing of instructional material.

(continued on page 6)

# COMING



By Rufus

## SECOND ANNUAL PORSCHE PIPEDREAMS AND PASTIMES CRAFTS SHOW AND OUT DAMNED SPOT CONOURS

So ya think ya's got talent. Some special way of doin' things that sets ya's apart. A unique nack of displayn' your creative abilities.

Well, now's the time to get to it and show us all. And if ya can't do anything in the arts and crafts world, ya can at least wash your Porsche for the concours. Why, I mean, even Bob O. says he's up an goin to hose his little 'ol Porsche toy off.

Last year we only had seven Porsches in concours. Good grief, there are 7 Porsches in Barrington alone. Come on now. There are 4 classes; let's have at least 3 cars in each class. As for competition, Welda sold his door-dinged green 911, Bob Gummow's trailer (which holds his ratty 356) has flat tires, Leed's 356 is all scratched and needs paint, Thurmond's 911 has been winter-stored so long Jeff can't remember where it is, Lynch won't be bringing his 911, and 'ol Elegant Simplicity Masles had dirty heater boxes. So, don't be scared off — just wash-er-up and drive-er-out. There's an auto car wash just down the street from the event site, and only .25c too.

If clean cars is not your thing, get out the camera, leather work tools, welding torch, or whatever an up a real neat do-dad of sorts. The classes here are: (1) Best Crafted (2) Most Artistic (3) Most Original (4) Best Use of Porsche Parts/Logo/Image (5) Craziest.

Beer will be available to all who show up. You do NOT have to enter the Concours or Arts/Crafts show to

come. So, damn it, come on out to one super event!

Open exhaust is ok around beer keg. Seat belts will not be required for dinner after event. If you enter your rollerskates or skateboard in concours, helmets are required; but, not with Porsches.

Dinner will be at the Last National Bank of Barrington, located in walking distance (2 blocks) of the event site.

Event will start at noon. Concours judging will start at 1:30 PM. Arts/Crafts judging will start at 2:00 PM. Event site is Barrington Motor Werks on 206 North Cook Street in Barrington. (1 1/2 blocks North of Main St. on Cook St.).

Dinner is \$8.00 per person. I've eaten there before (Jeff & Julie always bring me a doggie-bag) and the food is worth a lot more. For the \$8.00 you get a choice of: (a) 11 oz. Prime Rib, (b) 1 1/2 lbs baby back ribs, or (c) sauteed chicken. Each dinner includes salad, relish tray, dessert. Cash bar will open at 4:00 PM and dinner is at 5:00 PM. We get the entire place. They closed to the public just for us.

Let me assure you, the dinner at the Last National Bank will equal the event, and surpass all past Porsche Club Dinners.

Fill in and mail the form below along with your check.

### YES — I WILL ATTEND THE SECOND ANNUAL PORSCHE PIPEDREAMS AND PASTIMES CRAFTS SHOW AND OUT DAMNED SPOT CONOURS

NAME \_\_\_\_\_

Enclosed is \$6.00 for Concours \_\_\_\_\_ Concours Class A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_  
(If you don't know which class, call either Jeff or Tom)

Type of Arts/Crafts (i.e. photo, leather, whatever) \_\_\_\_\_

Dinner @\$8.00 ea.

Childrens Dinner @ \$5.50 ea.

Prime Rib, 11 oz. \_\_\_\_\_ (Number)

Prime Rib \_\_\_\_\_ (Number)

Baby Back Ribs, 1 1/2 lbs. \_\_\_\_\_ (Number)

Baby Back Ribs \_\_\_\_\_ (Number)

Special Sauteed Chicken \_\_\_\_\_ (Number)

Special Sauteed Chicken \_\_\_\_\_ (Number)

Send registration to Jeff Thurmond, 446 Lageschulte Rd., Barrington, Ill. 60010. Checks payable to PCA Chicago Region

The next event is the Drivers School/Gymkhana. "Ol Dirty Car Ostholthoff and Hot Shoe Russ have put together what looks like a dyn-o-mite event. Of prime importance is the date change. Please Note: April 23, 1978 (NOT April 16).

The following is the rundown on the event by Bob & Ed (hope the yellow stains come off their copy — didn't know what it was when I tore the envelope open with my teeth and paws.

Hibernation season is over. Time to shake things up. Get the wheels rolling and the exhaust pipes singing.

We're back at one of our favorite sites — Soldier's Field parking lot. Classroom and behind the wheel lessons in the morning and a full gymkhana in the afternoon. Then

on to dinner at Sauer's for some great food and drink.

The day will begin at 9 AM SHARP at Sauer's Restaurant located at 311 E. 23rd St., Chicago, Ill. This is where the classroom session will be held from 9 AM to 10 AM. Coffee, donuts, and rolls will be supplied.

After class we will move to Soldier's Field lot and continue the school behind the wheel and work right into the gymkhana.

Dinner back at Sauer's will be at 5:30 PM.

Our schedule will be very tight so we ask that you cooperate and start the day on time. Stragglers will be left behind.

# COMING I ID

## DRIVERS SCHOOL-GYMKHANA

Driver No. 1 \$7.00 (Includes pamphlet, coffee and rolls) \_\_\_\_\_

Driver No. 2 \$5.00 \_\_\_\_\_

\_\_\_\_\_ Adult Dinners @ \$7.50 ea. \_\_\_\_\_ Childs @ \$3.75 ea.

I will be happy to work as (Please check one):

\_\_\_\_\_ Timer \_\_\_\_\_ Scorekeeper \_\_\_\_\_ Course Worker \_\_\_\_\_ Tech Inspector

Porsche Model \_\_\_\_\_ Year \_\_\_\_\_ End. Ltr \_\_\_\_\_ Modified \_\_\_\_\_ Color \_\_\_\_\_

Entries must be postmarked by April 13, 1978 - Late entries add \$1.00 to each above.

Make checks payable to: PCA/ Chicago Mail to: Terri Russ, 460 Cedar, Winnetka, Ill. 60093

Next up is a double event; Chicago's first real track and speed event of the year and also the first of 1978 IROC.

Bet ya got it on the first guess. That's right, Grattan!

Frank Wagner and his neat sidekick Beth, have done all of the pre-planning for this event. It was put together the week after last year's Grattan (wish others would plan that far in advance). The track is reserved for all day on May 20 and 21, 1978. Frank has also reserved a block of rooms at the Holiday Inn in Grand Rapids for the club.

If this event is not on your schedule of activities for '78, put it on now! Not only do we need ya all at the club event, we also need to show the other regions that Chicago has the best drivers. Remember, Chicago came in last in IROC-1977.

Cost, address of Holiday Inn, map to Gratten track, and official registration form will be in next month's issue of the *Scene*.



(continued from page 4)

The IROC event was outlined by Frank Wagner. The contract for the track is for \$1800.00. The room reservations are not confirmed. Dinner will not be at the hotel. Frank suggested that the trophy costs be cut in half.

The 1981 parade was discussed. Pros and cons were brought up. The region will submit a formal, detailed proposal if it decides to have the event. A special meeting will be held to outline the proposal.

New business included the subject of rules covering points for the overall trophy. One designated car may be used for all events.

A bumping schedule for rallies was suggested.

The next meeting will be on Sunday, March 12, 1978. Location will be at Story's, 2100 Belmont Avenue.

These Minutes Respectfully Submitted,

Thomas D. Mesles, Secretary

**TECH TEN**  
April 1 & 2, 1978  
**TECH SESSION**

WARBONNET REGION PCA  
Tulsa, Oklahoma  
*Plan Now For The  
Tenth Annual Tech Session*

Revised Program - New Facility  
**WATCH FOR THE PANQ ADS**

INFO  
1-918/742-8057 - 1-918/749-5636  
1-405/528-1646

# THE REAR VIEW MIRROR



## H & H SECOND ANNUAL FREEZE YOUR \_\_\_\_ OFF ICE GYMKHANA

*By Bonnie S. Shapiro with the help of Joe Hill*

As one of the people responsible for this year's Ice Gymkhana, I would like to give a big THANK YOU to all the people who supported this year's event. As some of you know, the STERLINGWORTH took this inopportune time to burn itself to the ground, which occurred on Friday, January 20th. Luckily, we found out because Joe Hill, one of the three of us who helped set up this event, called me at 8:45 AM that day to tell me the "great" news. From then on all day, we were on and off the phone with each other — by 11:00 AM, Hokey, with Joe Marcin's help, had managed to secure 2 locales for our event; Joe had managed to contact the Sterlingworth and find out if what we heard, was, indeed, true, and I had located a third site for our annual Icefest.

As it turned out, our event was held at the RED CHIMNEY INN on Lake Como, Wisconsin, near Lake Geneva. Before this article becomes a Hollywood Oscar "Thank You" contest, I would like to thank all the people who did some very special work in helping to make this event possible under such short notice — my Co-Chairmen, Hokey and Joe Hill (H & H Productions); Dick Gunther for supporting us in our efforts; the Gladish's for making several necessary phone calls; Ruthie Stonecipher for making a lovely sign which she put up at the remains of the Sterlingworth to let people know where the event would be held; Ed Leed for contacting all new and prospective members as to our change in locale; all those people who conducted a telephone campaign so that all those who were pre-registered could be notified as to the change of site (that's one of the reasons why it's a good idea to pre-register for an event!); John Bohlander, a very new member, who took the pictures of this event for us, and most of all THE MEMBERSHIP WHO SUPPORTED OUR EVENT, WITHOUT WHOM AN EVENT WOULD NOT BE POSSIBLE!

On Sunday morning, the gods shined on us and we had beautiful winter weather — sunny and not too cold — perfect for an ice gymkhana. Our event chairmen, being proud 914 owners, carved out their course in the shape of a 914 with a little cowlick on the rear of the roof line. The only complaint I heard was that the course was too short, but no one complained about not having enough runs. However, other people thought it was too long when they found themselves stuck in the "cowlick", as the results indicate:

### MEN'S PORSCHE

Dick Graves	914	63.57
Dean Bangert	914	63.58
Ed Wagner	914	63.83 (guest)
Tyler Bangert	914	66.57
Ed Russ	914	68.71
Chuck Regan	911	69.98
Joe Marcin	914	70.02
J. Zmolek	356	71.39
H. Pantka	924	72.04 (guest)
B. Buccola	914	72.42
B. Kottler	924	74.87 (applicant)
N. Studier	912	75.90

### WOMEN'S PORSCHE

Alice Graves	914	74.67
M. Kuzniar	914	81.21
Terri Russ	914	86.69

### NON PORSCHE MEN

Chuck Schank	Rabbit	57.21 FTD Snow Tires
B. Saddock	Rabbit	62.55
D. Gunther	Fox	64.35
Bud Bossaet	Dasher	64.57 Snow Tires
H. Beach	Rabbit	65.80
Patterson	Honda	65.87
A. Kendall	Audi	67.13
C. Racic	Rabbit	67.44 (guest)
J. Bulgrin	Dasher	67.85 Snow Tires
J. Bohlander	Rabbit	68.89
S. Cohn	Saab	70.50 (guest)
Ed Laed	Plymouth	72.30
Lee Kass	240 Z	73.28 Snow Tires
G. Melford	BMW	73.43 Snow Tires
N. Holleb	GMC	74.58
R. Cohn	Saab	74.98 (guest)
Tom Thompson	Maverick	75.45
D. Blomquist	Opel	80.41 (guest)
J. Sovik	"Heavy Chevy"	81.41
Hokey	VW	DNF Snow Tires
J. Marcin	BMW	DNF

### NON PORSCHE WOMEN

D. Beach	Rabbit	66.42
C. Bossart	Dasher	66.94 Snow Tires (guest)
J. Gunther	Fox	72.90
S. Blomquist	Opel	74.17
K. Mulhern	Camaro	87.37 (guest)
B. Killheffer	Nova	97.30 (guest)
J. Molinare	Camaro	DMF

It seems that Porsche people are rugged and hearty (something I suspected all along!) and don't mind running around in the ice and snow! Well, next year, folks, we will have an Icekhana enduro for all you ice freaks out there!

Our hosts at the RED CHIMNEY INN couldn't have been more gracious and the meal was one we will re-

*(continued on page 8)*

(continued from page 7)

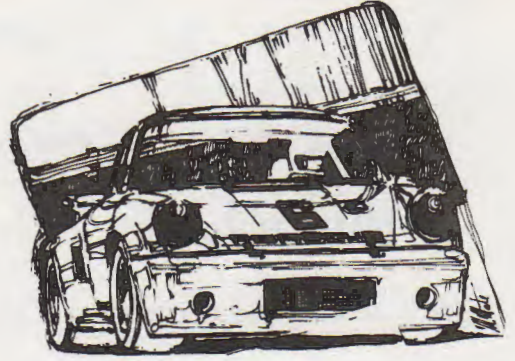
member for a long time, especially the cream pie.

We were happy to see some faces we haven't seen in a while, like Ruthie and Ray Stonecipher who joined us for dinner, and Ray Cuny who joined us for some liquid refreshment; Marion and Wayne Potter — whose article in the last issue of the SCENE was short and to the point. I must say, Wayne, you certainly don't waste words!

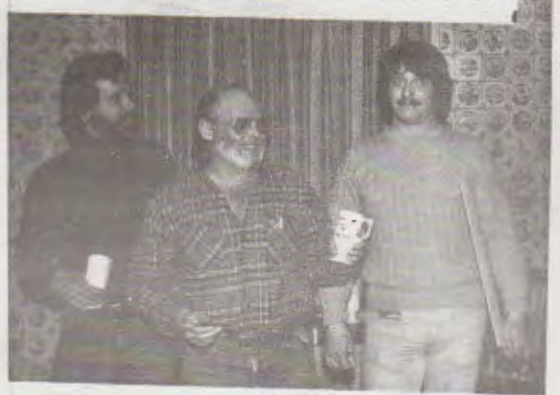
Again, we three would like to thank all of you who worked so hard, whose names I inadvertently forgot to mention, and most of all, we would like to thank — THE MEMBERSHIP!

(By the way, for all of you who had accommodation reservations at the STERLINGWORTH, we have been informed that if you send them a copy of your confirmation slip, they will promptly refund your room deposit.)

*Bonnie J. Shivers*  
*Joe Hill*









# IROC Grand Finale

by Frank Wagner

This is the last in a series of articles about our I.R.O.C. events held this summer. After each I.R.O.C. season, the previous year's winner throws a bash in the honor of the new winners and participants. Last year's winner, Motor-Stadt Region, put on this event in grand style.

The event was held at the Hilton Hotel in Lansing, Michigan. The original schedule included a rally on Saturday afternoon, a dinner-dance Saturday evening till the wee hours, and a low pressure gymkhana on Sunday early afternoon. Not to mention our own Porsche Park on the front lawn of the Hilton. Of course the whole thing was set up to enjoy and relax completely.

The Chicago delegation consisting of Jim Sovik, Joe Ratschan, Beth and myself arrived late Saturday morning, only to find that the rally had to be cancelled. It was no great loss because of the Oklahoma-Ohio State game. Jim Sovik, a graduate from the charm school at Ohio, wanted to see the game. We all settled down in the hospitality room set up for the Porsche Club in the Hilton. After several beers and a crushing defeat for Jim, we started welcoming the other Porsche people.

We moved from one room to another trying to stay ahead of the hotel management. Each get together a little larger and louder than the last. Finally dinner hour approached and everyone retired to their respective rooms to get ready for the wing-ding.

When we arrived in the dining hall we found \$63,000.00 worth of Porsches there. A 924, a 911S, and a Turbo were displayed for our pleasure. A super dinner, slide show, trophy presentation and much dancing were the order of the evening. First place trophies went to Joe Ratschan, Bob Ostholthoff, and myself. Second place went to Julie Quebe, a third to Jerry Quebe, and a fourth to Terry Baumhardt. Of course the Dirty Dozen made the best of the dancing and drinking end of the show.

Naturally the morning came all too soon. A buffet breakfast was arranged for us before the gymkhana. Everyone looked as if they had enjoyed the night before.

We moved outside to find the first sunshine Michigan had seen in weeks had arrived. The cars parked on the lawn all looked ready to roll.

The gymkhana was set up next door to the Hilton. It was a short first and second gear course which everyone enjoyed. All six cylinder cars were in one class, all four cylinder cars in another.

Small individual challenges started to turn up. Joe Ratschan beat me in some hotly contested runs against the clock.

After the gymkhana and a small trophy presentation, it was time to say good bye. This was the hardest part of the whole event for me. I had met so many wonderful people over this past summer. I found it hard to believe that I probably wouldn't see them again till our next Grattan event. But of course on the bright side of it, just think how much fun it will be to see them again then.

## IROC (FOUR REGION) FINALS PROVISIONAL

CHICAGO REGION	
GRATTEN	2879.90 +37 = 77.84
MIS	863.33 + 11 = 78.48
HOW V	1538.33 + 19 = 80.96
PLY SPDWY	671.87 + 13 = 51.68
FINAL:	5953.43 +80 = 74.42

MOTORSTADT	
GRATTEN	966.07 + 11 = 87.82
MIS	1658.21 + 22 = 75.37
HOW V	1036.33 + 13 = 79.72
PLY SPDWY	374.65 + 6 = 62.44
FINAL:	4035.26 +52 = 77.60

WESTERN MICHIGAN	
GRATTEN	1140.03 + 14 = 81.43
MIS	790.10 + 10 = 79.01
HOW V	1315.20 + 19 = 69.22
PLY SPDWY	1059.27 + 14 = 75.11
FINAL:	4305.27 + 57 = 75.53

MICHIGAN INDIANA	
GRATTEN	469.96 + 5 = 93.99
MIS	682.28 + 8 = 85.29
HOW V	809.85 + 11 = 73.62
PLY SPDWY	1001.92 + 11 = 91.08
FINAL:	2964.01 + 35 = 84.69

(continued on page 12)

### CHICAGO REGION GOODIE STORE ITEMS

Chicago Region Car Badges . . . . .	\$ 6.00
Chicago Region License Plate Frames . . . . .	2.50
Chicago Region Key Chains . . . . .	1.50
Chicago Region Name Badges . . . . .	2.00
Chicago Region Yearbooks . . . . .	2.00
Chicago Region T-Shirts . . . . .	5.00
Chicago Region Patches . . . . .	1.50
Bumper Stickers . . . . .	1.00
Buttons "Porsche ubar alles" . . . . .	.25
Porsche Belt Buckles . . . . .	7.95
Sweatshirts . . . . .	5.00
PCA Mylar Decals (interior & exterior) . . . . .	1.00
PCA 2" Decals . . . . .	.10
PCA 1" Flats . . . . .	2.00
PCA 1/2" Flats . . . . .	1.50
PCA 1" Pins . . . . .	2.25
PCA 1/2" Pins . . . . .	2.00
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**RUFUS CAN OUT-STOP ANY PORSCHE WITH HIS FOUR PAWS, BUT WHAT ABOUT YOU?**

by Ed Russ

In the last issue of the *Scene*, Bob O. announced the April 16 Drivers' School/Gymkhana, and described two high speed driving techniques. Correct heel-and-toeing and double clutching will not only help you drive smoother (hence faster), but also will save lots of expensive clutch and transmission wear. Continue practicing these techniques until they become automatic for you.

A skill you may find helpful should you ever wish to slow down is braking. Acceleration is more fun, but braking is sometimes good for you. Since the idea of high speed driving is to have fun, you should spend the least amount of track time with your foot on the brake, and the most amount with your foot to the floor. For some reason, most people, when they're on the track, forget that they will slow down a lot faster if they push real hard on the brake pedal. And if you slow down faster, you'll be able to spend more time accelerating, which we've already established is more fun.

A problem often occurs when: a) One approaches a turn and begins braking easy; b) then realizes he should have started braking HARD back there; c) hits the brakes as hard as possible; d) locks up the wheels and slides off into the alfalfa.

Three points (at least) should be considered here. 1. Should you ever find yourself in this situation, ALWAYS motor off the road in a STRAIGHT line. If you go off sideways, you stand a very good chance of a rollover. 2. Once you've chosen your braking point, brake hard. If that point was too soon, just move it up next time around. 3. Never hit the brakes so long and hard that your wheels lock up and skid.

This last point we'll cover in more detail. Bob White (Socks) can explain to you why, but the fact is that braked wheels that are fully skidding don't slow you down as fast as braked wheels that are just barely skidding. The term often, used to describe how to achieve maximum braking is "pumping the brakes". This isn't quite accurate in that it implies an exaggerated action of striking and releasing the brake pedal. To minimize braking time, one must "modulate" the pedal — press it firmly to the point where you can feel the wheels locking up, then relieve pressure ever so slightly to where the wheels can revolve, then press firmly again, and so on.

With our snowy roads, this technique is one that all of you can practice in either beater or Porsche between now and April. You don't have to be moving very fast if the road is slippery, and we'll trust you'll find an area where it's safe to do a little controlled skidding. Practice brake modulation. See how much further you slide with brakes full on. And most important, teach your foot to feel when those wheels are locking.

Our Drivers' School time will be somewhat limited, so we hope you'll all practice the three techniques Bob O. and I have covered. By mastering them, you'll be better able to concentrate on cornering — the primary focus of our school. See you mid-April.

(continued from page 11)  
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**LETTER TO THE EDITOR**

*Wayne Potter I know, is a man of few words. Therefore, I immensely enjoyed his 4-liner "Porsche — The Car You Drive!" Allow me to submit my 4-line summation on the parking lot at the Annual Dinner.*

*Porsche — The Car That Drives YOU! As I left the annual dinner in December I couldn't count the Porsches in the parking lot, not because I couldn't see, but because they weren't there. You see, the lot was empty as I was the last to leave.*

Bob Gummow

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## PORSCHE ROLL OVER AS WELL AS FORWARD

The longer you live, the more time you will have to enjoy your Porsche. Sound logic, huh? So, why do so many Porsche drivers go out on high speed tracks at PCA events, drive like they think they are F1 pros, and never give a second thought to safety?

It took years to get PCA Chicago members to wear helmets. And there is still avoidance of drivers schools so you know what to do and not to on tracks. Then there is the list of safety equipment everyone should have, but few do; in-car fire extinguishers, at least 4-point seat belt if not a 6-point racing belt, and fire resistant clothes.

Dick Gunther established a "Safety Committee" with direction to that committee to make recommendations to the officers and board of PCA Chicago. Chuck Vischulis served as spokesperson for the committee's recommendations. Meanwhile, Chuck has been good enough to start a series of articles on Safety. The first of those articles is on preping your Porsche after this God awful winter.

*by Chuck Vischulis*

Once again the warm weather is creeping up on us. Now is the time to check over your Porsche, whether you have driven it or stored it during the winter months. You will want to prepare for that first long drive of the spring season by making sure that your Porsche is in road-ready condition. This article will pass along some guidelines on how you can take responsibility for the safety of your car by conducting a spring safety check.

If you have driven your Porsche on the street during this past winter, you know that the underside is ready for a good cleaning. Cleaning is essential before you can conduct your safety check. An effective way to remove the accumulation of dirt, salt, etc., is to use the high pressure wash at a coin operated car wash. (The best time to go would be late at night when you can take all the time you will need.) Even if your Porsche was stored over the winter months, it is still a good idea to clean the underside before proceeding with the safety check. Before starting the car for the trip to the car wash, give the engine compartment a careful visual inspection for any leaking fluids. Be sure to have the fire extinguisher close at hand when you start the car for the first time. An important point to remember when working with anything under high pressure — even water — is to protect your eyes. Spend a couple of dollars for a pair of safety goggles and take them along to the car wash. The best safety equipment is worthless if it isn't used. You'll expect to get dirty yourself in order to do a good job of cleaning the car. Bring an old blanket to cover the seat for the return trip and plenty of rags to dry yourself.

Having arrived at the car wash and put on the safety goggles, wash the underside thoroughly, rinsing well to remove the soapy water. Don't worry about any loose undercoating falling off because it wasn't doing any good in that condition anyway. As you begin to drive home, ride the brakes to be sure that they are dry.

Now that the underside of the car is reasonably clean, you can inspect for any damage that may have occurred over the winter months. If it is at all possible, jack the car completely off the ground, supporting each corner with a good quality jack stand. If you do not have access to a set of jack stands, you will still be able to perform a good safety check. Instead of removing all of the wheels, do one corner at a time. Remember that under no circumstances should you crawl under your Porsche, or any other car, while it is only supported by a jack. (Even a Porsche jack!)

After the wheels and tires are off the car, begin by inspecting the wheels for cracks, dents, etc. Remember that dirt build-up inside the wheels can cause an unbalanced condition, resulting in uneven tire wear. Inspect the tires for cuts, bulges, uneven wear, etc. Now would be a good time to apply a coat of Armorall to both sides of the tires. Generally look over the car and under it. Any leakage of fluid — no matter how minor it may seem — should be attended to.

Next look at the front suspension/steering components. Check for leaking shock absorbers, broken or missing rubber boots on ball joints, etc. Check for any play in the steering. When was the last time you repacked the front wheel bearings? Check the wheel bearing play;

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if it isn't correct, adjust it. At the rear of the car, look for damaged CV joint boots, found on either end of the half shafts. Is anything loose in the area? What damage can it cause? Tighten it up, fix it, or have it fixed.

Check the condition of the brake pads. How much are they worn? Have the anti-rattle springs, pins, and retainers accumulated any rust or crud? You know that good brakes are needed as much, if not more, on the street than at a speed event. Check the flexible lines for damage and the steel lines for dents, abrasions, etc.

While the car is still jacked up, check the transaxle fluid. When was the last time the oil and filter were changed? You can also take this opportunity to check the heater flaps to be sure they are operating freely.

Finally, look for and remove any loose undercoating. Check the metal beneath and buy a can of spray undercoating to touch up these places. Be sure to check around suspension mounting points for rust and/or corrosion damage.

When you have finished under the car, replace the wheels, making sure that the proper torque requirements are observed. You are ready to lower the car and start the engine compartment. Check for leaks there — don't let the smallest leak escape your attention. Make sure that everything is tight. Check all lines, hoses, and wires for damage. Finally, check your fluid levels: air in tires, brake fluid reservoir in trunk, oil in engine, window washer fluid, and for you 924 and 928 owners, water level.

These suggestions are offered as a guide for a spring safety check; naturally, there may be parts and places that have not been specifically covered. You may have noticed that cleanliness is an important part of the check. In order to do a good inspection, you should first see that the part being inspected is clean. One of the first things mentioned in the SCCA rules for safety and technical inspection is "a neat and clean appearance." You don't have to be a concours enthusiast to keep your Porsche in a clean condition. Years of working as an SCCA tech inspector have taught me that the cleanest cars are also frequently the fastest.

## MEET THE NEW MEMBERS

by Ed Leed

Our three new members have come up with a cure for rust. Yes, it's true, and remember that you heard it here first. They've discovered that the creamy stuff inside Twinkies not only prevents rust, but also heals it, just like skin. It's really fascinating to watch, too, like magic before your iddy-biddy eyes. Smear it on, pour Pepsi over it and zap, a scab forms. Six days later it's like new. The worst problem is that your fist gets so tired from squeezing all that creamy stuff out of those Twinkies. It only works, by the way, on Porsches. But never fear. John, Dean and Tom are testing Ding Dong cream to try to find a cure for the terminal dirt on Ostholthoff's 911. Thus far, unfortunately, their research with Oxy-5 as a Corvette preventative has been inconclusive. Watch this space.

When you get done picking the scab off your Porsche, please extend a hearty welcome to the new members who made it all possible. Don't forget to put their addresses in your directory.

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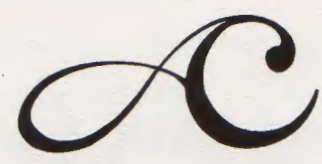
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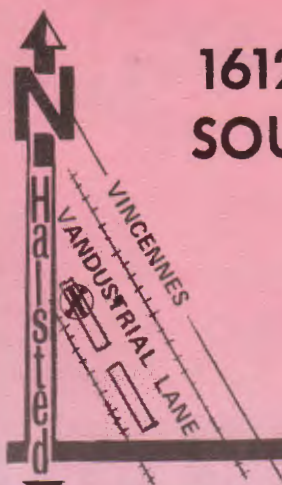


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