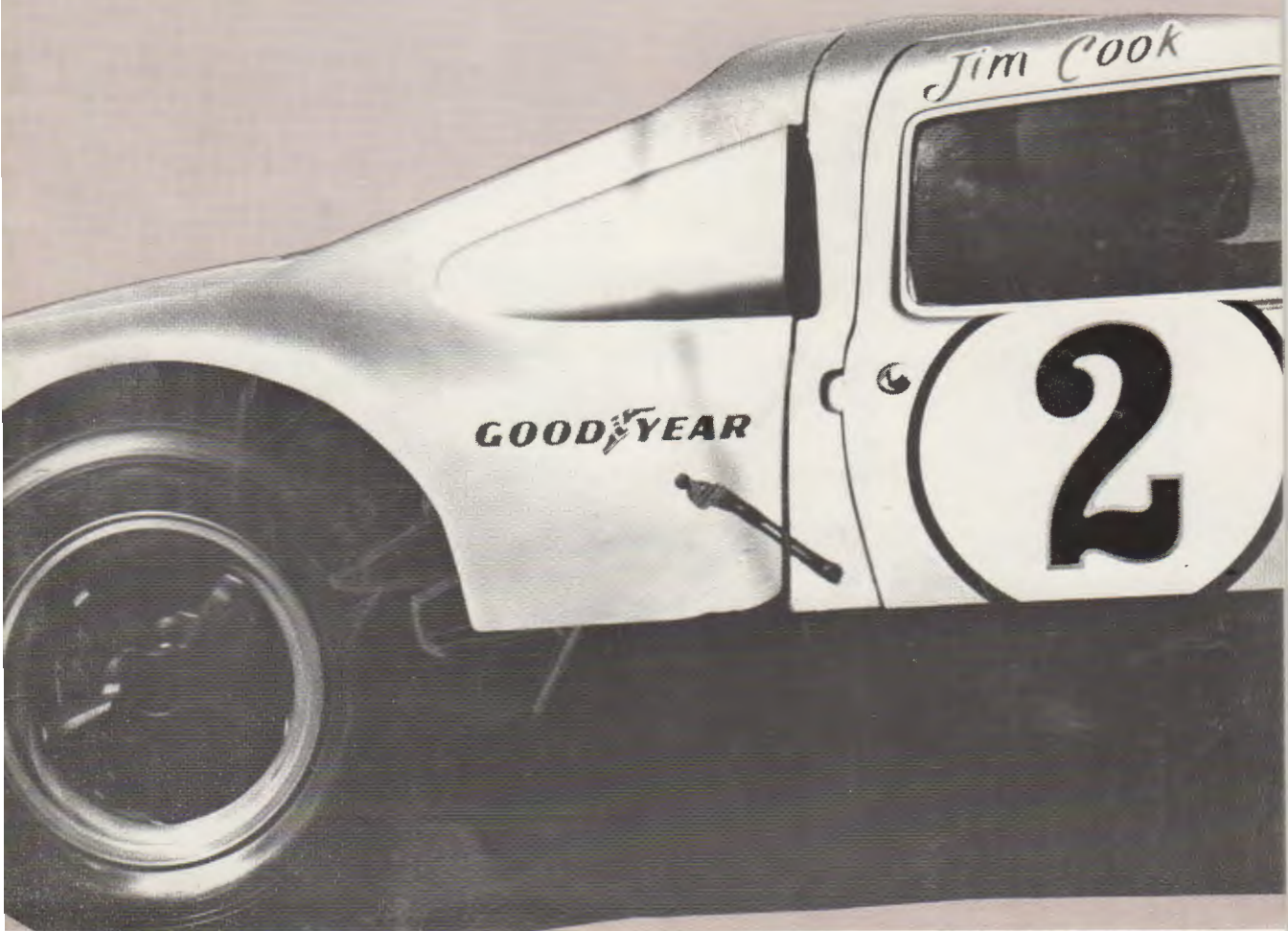


PORSCHE CLUB OF AMERICA  
VOLUME 18 ISSUE 4

# CHICAGO SCENE

A MONTHLY PUBLICATION

MAY  
1977



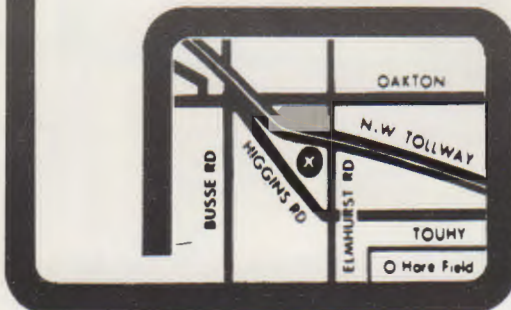


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# THE Chicago Scene

Official Publication of the Chicago Region PCA

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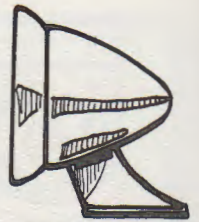
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# THE REAR VIEW

# MIRROR



## “THE CARBON CLEANING CARNIVAL”

By Bob Ostholthoff



Two main factors contribute to having a great event — workers and weather. At least it don't rain in Merrillville, Indiana in the springtime.



And, of course, many peripheral chores prior to the event were beautifully performed by Diane Shank — not to mention those eager boys, Jeff Shank and his friend, Curt, and 5-year-old daughter, Stephany Shank. Yes, folks, Steph was placing pylons at 8 AM. All of the above mentioned also doubled and tripled in each of those capacities. A special thanks to all our course volunteers . . . you know who they are . . . including some helpful applicants.

### RESULTS

#### Class 1

Jim Peterson . . . . .	46.97
Bob Gamble . . . . .	47.64
Jerry Voit . . . . .	48.71
Joe Hill . . . . .	48.96
Tom Thomson . . . . .	50.42

#### Class 2

Ed Leed . . . . .	46.07
Ed Russ . . . . .	46.09
Chick Peterson . . . . .	46.92
Jerry Meyer . . . . .	48.35
R. Gonzales . . . . .	48.48
B. Janecek . . . . .	48.86
Mike Holzer . . . . .	49.19
Rich Ward . . . . .	52.58
Jerry Quebe . . . . .	52.91

#### Ladies

Helga Meyer . . . . .	48.54
Terri Russ . . . . .	53.61
Pat Peterson . . . . .	48.35
Julie Quebe . . . . .	56.98

#### Class 3

Joe Ratshan . . . . .	45.18
Frank Wagner . . . . .	45.36
Alan Kendal . . . . .	46.43
Dick Gunther . . . . .	47.11
Lee Kass . . . . .	49.14
John Zmoczek . . . . .	49.31
Wally Holz . . . . .	49.43
Tom Pyrdek . . . . .	49.56



We would like to thank those who made this event our success. Equipment Setup — Jim Gladish and Jerry Meyer. Registration — Bonnie Gladish, Sue Blomquist. Timing — Terri Russ (Terri sacrificed her yellow outfit in cleaning the timing trailer.) Scoring — Sue Bulgrin, Helga Meyer, Doris Beach. Trophies — Dick Gunther. Equip. Prep. — Neil Holleb (This is just the beginning of a long ever-helping season for Neil.) Tech. — Larry Chmura, Jerry Voit. Starters — Ed Russ, Jim Gladish.



**Class 4**

Bob Ostholthoff . . . . .	45.24
Dan Gerow . . . . .	45.50
Bob White . . . . .	45.81
Jack Gilsdorf . . . . .	45.89
John Gustafson . . . . .	46.17
Tom Lynch . . . . .	47.13
Gerhard Gottlieb . . . . .	48.95
Harold Beach . . . . .	49.49
M. Booker . . . . .	49.68
Ladies	
Sandy Gerow . . . . .	46.42
Doris Beach . . . . .	48.91
Sue Blomquist . . . . .	50.77



**Class 5**

FTD John Towey . . . . .	45.14
Bob White . . . . .	45.56
Chuck Shank . . . . .	45.82
Richard Graves . . . . .	46.26
Rod Gustafson . . . . .	47.89
William Fowler . . . . .	49.69
Jim Bulgrin . . . . .	50.88
Ladies	
Sue Bulgrin . . . . .	48.91
Wilma White . . . . .	51.28
Alice Graves . . . . .	51.32

**Class 6**

FTD Larry Chmura . . . . .	45.14
Bob Buckthal . . . . .	46.43

Bob White's "Regularity Run" trophy was a fun surprise. Our first winner says, "Once he finishes drinking the trophy the car will be ten pounds lighter and a second faster." Dan Gerow and John Gustafson, take heed. The gracious recipient of this coveted award was none other than Chuck Shank. This award was calculated and devised by Bob White for the person with the most consistent (or regular) times.

Of course, we can't thank our participants enough for hustling to Indiana to get the '77 dry season off to an exciting start. You all drove extremely well and helped the event run smoothly by cooperating so nicely. It's a shame we couldn't see how fast Owen Johnson's Carrera could go, but we appreciated his help. Our hats off to you all. We had a blast and hope you did too.



EDITORS NOTE: Jim Sobek was in the process of driving to Merrillville; when, being the considerate citizen that he is, stopped to help a troubled motorist (of course driving a Porsche and also on the way to Merrillville . . . Does this sound like Larry White?)



Good ole Jim decided to stay and help Larry with his ailing fuel pump. Therefore, both of these fine gentlemen missed the event. But, if it is of any consequence, you will be remembered in Porsche Heaven, Jim.

# 10 YEARS AGO

by Ginny Gummow

MAY 1967 — Dean Bangert lists for sale: '62 Lotus Elite; '60 Falcon; '47 MG; '66 Yamaha; '60 Model A. Roadster (?); '59 Caddy Limo; '66 911 (when Parade is over).



33 Porsches turn out May 21 at Autohaus on Edens for "Twister One," a 3-course gymkhana. John Nelipovich wins 1st in Class A; Ray Stonecipher, 1st in Class B; Chuck Regan, 1st in Class C; and Bonnie Gladish, 1st in Ladies. A surprise visit from O. Erich Filius, VP of POAC. Also a member of Northbrook Police Department's Finest stops to see what is going on and ends up staying most of the afternoon. Event concluded with dinner at Glenview Country Club.

## Letters to the Editor

*The 1977 24 Hours of Daytona was attended by Chicago Region members Mark Smedley, Ed Leed and John Welda. Mark, being the expert, made all of the travel, room and dining (prime rib) arrangements. He also gave advice as to what type of tickets to buy and the best places to view the pits and race during the four days of action. Before the race, I mentioned to Mark that I felt Hurley was not going to be competitive this year. Mark, in his infinite wisdom on racing and such matters said, ". . . don't worry about Hurley, he has a good ride and can take care of himself." Needless to say, a most enjoyable trip was had by all.*

John Welda  
March 18, 1977

# HOUSE OF PORSCHE

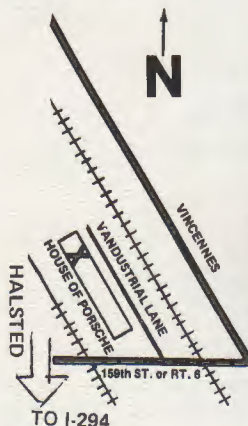
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# A WOMANS POINT OF VIEW

By Sandy Gerow

Several years, many autocrosses, and a couple of drivers' schools have passed since Bob Buckthal said to me, about two miles from the pits at Road America, "If you cross your \*\$!+%&@\* hands again, I'll throw you out of the car and you can walk back!" I had come to Elkhart Lake hating racing, disliking Porsches, and certain that absolutely nothing would ever make me get on that track. The only reason I was there at all was that otherwise I would have found myself spending the weekend at home alone, and even the noise and dirt was more appealing than that!

I'm still not sure whether it was my pride or the contagious enthusiasm that did it, but I suddenly found myself behind the wheel with Bob as a teacher. He was no more enthusiastic about it than I; Bob hated to be a passenger in a car any time, much less one driven by a beginning woman driver. (He has since moderated this stand and enjoys teaching; perhaps he felt that if he lived through the horror of that first time, he could live through anything). Anyway, we took off from the start line in a cloud of dust, if not a blaze of glory. It didn't take long for me to discover that I had acquired the habit of crossing my hands so that I could pull the wheel through a turn rather than turning it. (Please don't ask for a description — it's too embarrassing to think about.) Bob went from politely telling me not to cross my hands (Turn 1) to almost kicking me out of the car (Turn 8) before he finally got it through my head that he meant what he said. We made it back to the pits in one piece, and I was back on the track for the next run.

It's hard to describe the feeling of driving a car, especially one like a Porsche, in a situation where you are the ultimate control; there are not other idiots to worry about, there are no speed limits, and the course has been designed specifically for the purpose of racing. It's even harder to convince women that there is nothing frightening about it. It's much more terrifying to be a passenger in a car being driven for time than it is to drive one. Even though I know Black Bart, Bob White, Doc Gunther, and even my own husband are excellent drivers, I find myself clutching the seat every time I ride with them — the problem is that someone else has that steering wheel in his hands, and as hard as I try, I don't really trust him (or her). I think this is one of the reasons why so many "Porsche Wives" won't drive; they've been passengers with one of the men and have been frightened by the feeling of not being in control.

That lack of control totally disappears when you have the wheel in your own hands. Situations which seem out of control from the right-hand seat become purposeful maneuvers when you are driving, no more out of control than turning a corner into the grocery store. You know what that car is doing — you are the one with her feet on the pedals and hands on the steering wheel, and the proper movements and corrections are reflex actions.

All this is not to say that driving in a gymkhana or an autocross doesn't take training and practice; it does. It's just that there's nothing nearly as frightening about it as

it seems as a passenger. There's no reason why anyone shouldn't feel perfectly confident to get behind the wheel — ask one of the many patient, experienced drivers in the Club for help, and give it a try. Go slowly at first, learn the basic techniques of turning and braking, and you'll find not only that it's easier than you ever dreamed, but also that it's fun, exciting, and makes you a better, safer driver on the street.

SEE YOU ALL IN THE LADIES CLASSES THIS YEAR!

## PHATIC POSHNESS FOR POSIUR PORSCHE PUSHERS

By Jeff Thurmond

The long awaited 928 is finally nearing production status. Though originally slated to be introduced prior to the 924 due to economic parameters and Porsche's market analysis, the elaborate new Porsche won't be available till very late 1977 or even mid 1978.

An eight cylinder 60° V design water-cooled front-located engine with fuel injection will power the Porsche to speeds in excess of 140 mph. Designed, as other Porsches, continued on page 18

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Charles Quarcini, manager

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# P PERSONAL PORSCHES

By Jeff Thurmond

1968 was a good year to deal with Porsche, specifically the factory. Those were the days when you could request "special things" for your new Porsche and they didn't cost extra . . . Porsche's rationale being that since still virtually hand made, it took nothing extra to get a part from one parts bin or another. I was then the proud owner of a 356B Super Cabriolet, my second Porsche. I was hooked on Porsches, but wanted more "go". So, with mixed feelings of parting with the 356, on June 2, 1968, I "special ordered" a 1969 911.

I was advised against the "S" model, being told the engine was just too "teekie" for to and from work driving, even if I did give it an Italian tune-up once in a while. So, I ordered a 911T Targa, with the cost-options of S instruments, leather steering wheel, and AM/FM/SW radio. The other options were no extra cost; these included — longer gears in 4th and 5th, 904 type suspension, extra fuse slots and wires for both fog and driving lamps and what the factory called "Stage II tune." I was told that my order would result in a little time delay — I could expect delivery sometime within 9 to 12 months! On April 30, 1969 I received my new burgundy Porsche.

The first problem was the exhaust system. It was laying in the trunk. Seems that the factory sport-rally exhaust system for the Stage II engine tune was not legal in California — where the car was shipped to as point-of-entry. So, I had to "borrow" a normal exhaust to clear the customs people before I could put the sport-rally system on. Also, the driving lamps were illegal in California and it took me two long weekends to get the lights and the switches installed after I got back to Utah, where I was living at the time. Next, I noticed the engine was very temperamental. Below 3000 RPM it just didn't do. It idled at 1500 to 1800 RPM and rumbled and sputtered below that. Power didn't come on until 4200 RPM and ran best between 5000 and 6500. And . . . talk about fouled plugs! Even with a CD box, two days in the city and it was all over.

The other problem was the wrong speedometer. In 1969, the 912 came with a speed-o that went to 120, and the 911 with a 150 MPH version. I got the 912 series. Confronting the dealer, he agreed, "Yep, ya got the wrong one . . . but we can't replace it . . . nothing wrong with yours; it works doesn't it?" However, the dealer was full of advice. Since they couldn't replace one that worked, it was suggested that one that was broken . . . Following the factory engine break-in time of 5000 miles prior to exceeding 5000 RPM, at 5001 miles I took the Porsche out on the freeway going across the Salt Flats, promptly wound the speed-o needle off the dial, and the following day at the dealer I was told, " . . .

funny thing, we expected you to have a 'faulty' instrument. Just happen to have a new one here in stock."

In early 1970, to help pay for my new Porsche, I sold my part interest in a C Production '67 911S I'd been racing since 1968. This resulted to total sale of the Porsche to another would-be racer. The buyer didn't want the 8" American Racing Mags, so I got them; and immediately put them on my burgundy '69 911. Sure looked good and no problems with clearance as long as I used no larger than 185 tires. No problem that is, until you cornered very hard . . . and the rear tires slowly baked the car paint through rubbing on the rear fenders, smoked a bit, and put tiny cut marks on the tires.

I was going to get the rear fenders flared — heaven forbid the practical solution of putting the original wheels back on — but the lack of funds forced me to be content with slower cornering.

This past summer I decided, with the help and assurance of my understanding wife, Julie, to get the rear fenders flared. But, by now the burgundy Porsche was more like a burgundy turned to vinegar, with cancer on the door sills and rocker panels. So, in the shop it went, 11" rear flares, new rocker panels, replaced door sills, flared rear bumpers, and all new paint. Next it got Turbo wheel spacers (1" plus 1/4") at the rear, plus the necessary long wheel studs. I took it home, parked it in the garage, raised the windshield wipers, put 40 lbs. of air in the tires, filled the gas tank, disconnected the batteries, and tried to explain to Julie why you spend \$3,000 on refurbishing something that's parked and never driven — till spring! Oh God, please let it be an early spring!

## CONCOURS TIP# 3

### "EVEN WAX CAN SCRATCH!"

By Tom Masles

It may seem like a contradiction, but yes, certain waxes can scratch. Whether they are liquid waxes or paste they could contain abrasive cleaners. These abrasive cleaners may be OK for the "matte finished" U.S. cars, but for the mirror finished Porsches (especially the dark colors) they can cause scratches and swirl marks in the paint.

Never use the same applicator cloth twice! It may be advisable to use two or three applicator cloths per waxing.

Be careful not to leave the paste wax can uncovered when not in use. Dust and dirt settle into the wax and eventually will be rubbed into your paint.

My best results have come from wiping the Porsche down with a clean cloth soaked in a very fine grade of kerosene. This removes road tar, dirt, and other grime not-abrasively — after softly wiping the excess kerosene dry, use a liquid wax which has no abrasives or cleaners in it. I recommend Johnsons "SPRINT" wax. It has no abrasives, it doesn't dry to a white residue (which will show up on all cars if you miss even the little spots in wiping), and it is cheap! Such a deal!

*Next month . . . "clean isn't enough."*

## "ELEGANT SIMPLICITY"

By Tom Masles

It would seem to most Porsche pushers that the obvious transition from a 1970 911T Targa to a 1975 911 Carrera would, upon selling of the latter, result in the acquisition of a Turbo-Carrera. A logical conclusion — but . . . although the Carrera was by far the finest automotive instrument I have ever driven, was comfortably affordable and extremely problem free, and was as this writer believes the ultimate 911, I gave it up for philosophic reasons. Who cares, right?

With the introduction of the Turbo-Carrera, which is really a 930, not a 911, it appears Porsche has taken the final step into a class quite different from the one it appealed to 25 years ago. Now it may be blamed upon economics, the always present corporate policy of improvement of product and balance sheets, or the Porsche determination not only to win but dominate in its endeavors; but the appeal has changed. The intrinsic quality of the 911 and the 930 may not and in most cases, cannot be appreciated by the late model Porsche buyer outside of a racetrack.

The type of person who was attracted to a 356 is vastly different from one who buys a Turbo. The 356 buyer had definite values and ideas about quality and found them in a Porsche. The Turbo buyer has money and seeks status. Perhaps this is an over-simplification and there will be exceptions, but the Porsche elegant simplicity is gone and has been dead for at least 7 years. This is not to say that all 356's were simple . . . ask anyone with a 356 Carrera II about his "elegantly simple" engine.

Porsche has always strived to extract the ultimate efficiency and performance from its cars, thus the Carrera II or to a lesser extent the S-90 or SC. The only problem today is that to extract the ultimate from a 911 has impacted not only the price but has affected a change in the type of buyer. A further ramification results when the ultimate potential of the car is attempted on public roads . . . it's illegal. This is not a soliloquy desiring Porsche to return to building the 356 (although I wouldn't mind), but rather an evaluation of the change in Porsche people which will eventually affect the atmosphere of the Porsche Club.

Personally, my decision to acquire a 356 is a statement of my values and why I like Porsche and PCA pushers. I'll miss the Carrera (so will Officer Bish of the Barrington Hills Police — now he only has Jeff to pick on), but my appreciation of the unique Porsche intrinsic quality will always remain. It's understandable that the Turbo-Carrera is a statement of the epitome of the latest Porsche engineering. It's really a corporate image. But the 356 is also a statement and whether it is "less is more" or "elegant simplicity," I can't help but feel that something has been lost with the complexity of the 911. Almost as if there has been an over-kill of the 356 subtle artistry. There are even promises of further deviation from uniqueness with the 928. I am sure it will be innovative and well constructed. But for myself, the real quality ended in 1965.



By Jeff Thurmond

If you have a Porsche, you should enter IROC. There are four events. To qualify for final points, you must attend three of the four, driving the same Porsche and in the same class. The PCR's (what class you are in) will be the same classes as used by PCA National (see Dick Gunther if confused). All club members are invited. There is no limitation on the number of entrants. However, only 25 entrants can compete for final trophy points.

The first event is Die Grattan Verbindung (see article re: Grattan elsewhere in this issue.)

The second event: June 11th, IROC-M.I.S. Place: Michigan International Speedway, located near Cambridge, MI. Track opens at 6:00 AM on 6/11/77. Pre-track meeting and tech inspection at Williams VW, Lansing, MI from 6 PM to 10 PM on 6/10/77. Tech. and instructions also at track morning of 6/11/77. Pre-registration: \$18.00 (after May 15th). No wheel-to-wheel racing, but timed/chase system. Points based on PCR class; 5 pts. per pylon (no sweep). Lodging at Hilton in Lansing, MI (Phone 517/627-3211. . . contact Hilton directly for room reservations) or camping near track.

Third event: IROC "Holiday on Wheels". Place: Nothdraft Farms, near Grand Rapids, MI. Dates: July 2-4, 1977. First track day is Saturday, 7/3/77. Tech. is at 9 AM to 4 PM — practice 10 AM to 5 PM. Second track day is Sunday, 7/4. Registration at 8 AM to 10 AM, practice 10 AM to 11:30 AM, timed event runs 11:30 AM to 5 PM. Registration is \$10 for both days. Lodging at Holiday Inn in Benton Harbor, MI (phone 616/925-3234 — call Holiday Inn directly for room reservations) or camping at track. Party slated for Saturday night at track . . . cost is included in registration fee.

Fourth event: IROC-Plymouth. Place: Plymouth Speedway, near Plymouth, Indiana. Speedway is ¼ mile oval track. Date: August 6, 1977, Saturday. Registration and tech. is at 8:30 AM to 4 PM, practice is from 10 AM to Sunset, timed event runs will start after sunset and go till completed. . . three timed runs of two laps each. Registration fee — \$10. A break is planned for dinner around 7 PM, and a party will follow event at Harold and Donna Teter's home. Hotel is up to you, but camping is OK on Teter's 18 acre back yard.

Dan Gerow is Chicago Region PCA rep. to IROC. Call Dan, or either Frank Wagner or Joe Ratschan if questions. Remember, all club members are welcome to enter. So — if you are not signed-up, call Dan Gerow.

# COMING UP

## DIE GRATTAN VERBINDUNG (The Grattan Connection)

By Jeff Thurmond

The first real speed event of the year is Grattan. This is where club members have the opportunity to don helmets, remove mufflers, tighten seat belts, and go like hell. However, this year is even better — Yes, stingers and open exhausts are OK, since Grattan will really be "The Connection" — connecting the normal club event with the IROC series. All club members are both welcome and encouraged to come. Even if you do not choose to participate in the official IROC series, you can participate in the Grattan speed-event/autocross. And don't worry about stunts with other drivers — it will not be wheel-to-wheel racing, but timed on quickest laps. As usual, corner workers will be on hand to give notice to drivers if there is a problem, plus an official starter to regulate traffic on the race course.

The track will be open at 8 AM on Saturday, May 21st, and remain open all day for practice. There will be a drivers meeting at 8 AM, another at 9:30 AM, and again at 11 AM. You must attend one of these before you go on the track. Also, there will be a tech. inspection of all cars before allowed on the track. If your tires have less than 3/32 rubber you can not run; also, brakes must be good, no loose wheel bearings, no oil leaks, no non-approved helmets, and no exposed and spinning aircraft propellers.

On Sunday, May 22nd, the track will open for practice from 8 AM to 10:30 AM. A drivers meeting for those who missed one on Saturday will be held at the track at 9 AM. Timed runs will start at 11:30 AM and continue till all participants have three runs completed. A drivers meeting will start at 11:00 AM for the timed runs . . . no attendance, no runs.

Grattan is located off of Michigan County Highway 44, some 26 miles northeast of Grand Rapids. Logically, those who wish to participate both Saturday and Sunday would stay in Grand Rapids, if camping is not your thing (yes, you can camp at the track). However, every hotel and lodge is sold out in Grand Rapids for that weekend. So . . . the Porsche Club (via Julie Thurmond) has made reservations in Muskegon at the Holiday Inn (3450 Hoyt St., phone 616/733-2601). Dinner Saturday night will be held in Muskegon, which is a beautiful resort/fishing town on Lake Michigan, easily accessible via I-94 than I-196 (or by boat directly across), and is 47 miles from Grattan, traveling on well surfaced state roads (or interstate freeway if you go through Grand Rapids — an extra 15 mi.)

Entrance fee is \$30 for both days, \$20 for one day, and \$5 for each additional driver who is a family member. Other additional drivers are flat rate of either \$30 or \$20 (any and all 917 Porsches will be given free entrance, but must run with street tires). For lodging room rates

and dinner cost, see the event notice you received and contact Holiday Inn directly for room reservations.

Die Grattan Verbindung will be an event you won't want to miss. If you have questions, call Terri Russ, Frank Wagner, or Joe Ratschan. See you there!

P.S. Open exhaust will be allowed only at Grattan.



## Insurance

By Rich Ward

Below is a reproduction of the exclusions listed by a quality company under the collision portion of their policy. You should compare your policy and see if additional items are listed.

### EXCLUSIONS

Part 11 of this policy does not apply:

- (a) to any automobile while used as a public or livery conveyance;
- (b) to loss due to war;
- (c) to loss to a non-owned private passenger automobile arising out of its use by the Insured while he is employed or otherwise engaged in the automobile business;
- (d) to loss to any automobile not described in this policy if
  - (1) there is other valid and collectible insurance against such loss available to the Insured, or
  - (2) with respect to an automobile, ownership of which is acquired by the named Insured during the policy period, the named Insured has not notified within 30 days of such acquisition, of his election to make Part 11 of this policy applicable to such automobile;
- (e) to damage which is due and confined to wear and tear, freezing, mechanical or electrical breakdown or failure, unless such damage results from a theft covered by this policy;
- (f) to tires, unless damaged by fire, malicious mischief or vandalism, or stolen or unless the loss be coincident with and from the same cause as other loss covered by this policy;
- (g) to loss due to radioactive contamination;
- (h) under the Collision Coverage, to breakage of glass if insurance with respect to such breakage is otherwise afforded.

In forthcoming articles the objective is to analyze and understand automobile insurance policies and explain what coverages provide to you.

# MEET THE NEW MEMBERS

By Ed Leed

Before introducing this month's new members, I'd like to thank those active members who have referred many potential new members to me. Their enthusiasm for our club has produced quite a few new applicants who probably would not otherwise know about Porsche Club. You can do the same whenever you spot a Porsche without a PCA region badge. Simply leave a note, your business card or some of the PCA leaflets that I have available for you. Refer them to me and I'll be glad to take it from there. It's for the good of your club.

Our three new members bring with them a combination of the ordinary and extraordinary in the way of machinery. Like good old originaly 911's and 914's and a strange beast in the form of an Elva Porsche Six.

What, you ask, is an applicant doing with an Elva Porsche? Ask Tom Scott and he will tell you that he races it in Midwest Council competition. My introduction to Tom was a telephone call with a very unusual request from an applicant. He wanted to know where he could find 906 cams for his Elva Porsche. Not your average applicant, I said to myself. Most applicants ask "what is a gymkhana?" not, "where can I get 906 cams?" Our discussions since then have revealed that Tom is rebuilding his Elva after a season of competition. It turns out that he has raced against the legendary Black Bart and was on the track at Blackhawk Farms when Bart launched Gallagher's ex-concours engine. Tom and his wife, Liz, also own a

'67 911S and they definitely plan to bring the Elva to our speed events. Bart and Dick Gunther could use some action. Oh yes, Tom found those 906 cams.

Ed and Linda Raymond were introduced to Porsche Club by Dianne Welda and have grown to love their silver 914 2.0 more since. Ed is a gymnastics enthusiast and has discovered that with the top removed, the windshield and roll bar make a perfect parallel bar. So you won't very likely find Ed in the garage tuning his suspension — rather he'll probably be out there practicing back flips, mounts and dismounts. At the next event, you will notice that both Ed Raymond and Ed Russ will be driving identical 914's and share similar license plates. Please don't confuse them: Russ is confused enough already!

Jim Sovik got hooked on Porsches with some help from his brother, Bill, who is a Northern Ohio Region member. Bill invited Jim to one of their autocrosses and Jim got so excited that he went out and bought his signal orange 914 2 liter. Since then, his brother surprised him with a birthday gift by paying Jim's first year's dues after he completed our usual membership requirements. Brotherly love couldn't be better expressed. With good weather finally here, Jim is looking forward to experiencing the thrills of Porsche ownership and PCA membership. We're glad to have his enthusiasm!

*Please join me in welcoming these new members and include their names and addresses in your new directory.*

**Tom and Liz Scott**, 122 South Jefferson, Batavia, IL 60510 - HP 312/879-3041 - BP 668-0365

**Ed and Linda Raymond**, 1920 Capri Lane, Schaumburg, IL 60193, HP 312/894-3808 - BP 885-4366

**Jim Sovik**, 1318 S. Finley Road, Apt. 2K, Lombard, IL 60148, HP 312/495-4235 - BP 434-5800

\*\*\*\*\*



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116 Bayley Avenue  
Cockeysville, MD 21030  
March 21, 1977

TO: Region Presidents  
Regional Newsletter Editors

FROM: National Legislative Liaison Chairman  
Bulletin 1

This is the first in what will probably become a lengthy series of correspondence. It concerns a new activity within PCA National - that of Legislative Liaison. The purpose of this activity is to attempt an effort to stem the tide of legislation and regulation of motor vehicles which may not be in the best interests of the Porsche Club of America or its members.

The Executive Council of PCA has noted the increased Federal Government interest in automobiles. The government considers vehicles a necessary evil, in a sense, to be tolerated but regulated heavily, in the interests of pollution, "safety", and other humanitarian interests. In PCA we are certainly not opposed to clean air or vehicle safety, but there are many ways to achieve these ends. The government way is not always the best way, unfortunately. In PCA, as automobile enthusiasts, could easily see the object of our pleasure - the Porsche - regulated to its grave if the government pursues a regulatory course of action without the benefit of "the other side of the coin". In short, PCA members, being taxpayers, have a right to voice in government legislation. The Executive Council has created the position of Legislative Liaison Chairman to keep tabs on what good old Uncle is planning for us car owners, and to inform the membership of PCA of anything that does not look too good.

We will be sending bulletins periodically to the Region Presidents and to the Newsletter Editors to let you know just what is happening. Newsletter Editors are included because much of the information will be very current and may require prompt action, and in order to achieve the action the information will need immediate publication to the entire membership of PCA. We are asking that each Region newsletter publish the essence of the information we provide, in order to reach all of our 12,000 Active and 10,000 Family/Affiliate members.

Legislative Liaison Bulletin 1  
March 21, 1977  
page two

In case you haven't guessed, the action we are talking about is many, many letters being written by PCA members to the various Congressmen involved in automotive legislation. We are voters. We elect Congressmen. If we are not happy with what our Congressmen are doing, our duty is to let them know. We should convey our feelings and opinions on pending legislation. And if enough of us say the same thing, we will be heard.

As an example of what is now occurring in Congress, consider the Clean Air Act. The 96th Congress (1979) failed to pass the bill that would have extended the 1977 standards through 1980. The original 1970 standards were so severe (see chart encl.) that nearly every auto manufacturer in the world had initially claimed it was impossible to meet (including PORSCHE) if Porsche were unable to meet the emissions standards, the result is similar: no progress in the US for 1978. Is this in the best interests of PCA? Not hardly.

This is an oversimplification of the situation for the sake of emphasis. Future Legislative Liaison bulletins will contain more specific and precise information concerning the major issues that we want to concern ourselves with. But the overall message is the same: if something is pending in the Federal Government that is anti-automotive, we will let you know, and if it is not in our best interests, we will suggest letter-writing and give you the facts with which to decide your position. We will also provide you with all the names and addresses of the individuals in Washington who are involved with the item, and describe their responsibility. Back to the Clean Air Act for a moment, since it is the hot item right now. There are numerous congressional bills now pending that are concerned with emissions. Fortunately, all of these are more lenient for 1978, but some are very severe over the next several years. One of the more lenient bills is sponsored by Representatives Dingell and Brodyhill, and has just recently been endorsed by the United Auto Workers (UAW). Initial indications are that this would be a good bill that PCA should support, but we are waiting for some of the House and Senate committees to report on the bill. The chart included gives the essence of what we suggest letter look at the proposed hearings before we suggest letter look at the proposed Clean Air Act, to give you an advance discussion on the bill.

Legislative Liaison Bulletin 1  
March 21, 1977  
page three

PCA is not alone in our concern for the future of the automobile. We are working closely with several other organizations in order to coordinate efforts and exchange information. These organizations include the National Auto Dealers Association, the American Imported Automobile Dealers-Andi Division, and of course Volkswagen of America. The reason for the cooperative effort is obvious - the desired end result: the cooperative effort all want automobiles to drive. And we want cars to have just a little more oomph than a roller skate.

I am available to answer questions that you or your Region might have. I also ask that you present a synopsis of our program to your Region as soon as possible, both at your next meeting and in your newsletter, so that the membership is ready to take individual action on the Clean Air Act. I expect to have definitive information within a few more weeks.

We would like to know if any of the members have any influential congressional friends or business associates who might be able to provide some assistance to us in our endeavor. If so, please send me their name and address, or ask them to contact me directly.

If you or members of your Region have any suggestions or comments on the overall effort or strategy, would personally be more than happy to hear them, either pro or con. We are anxious to do this right, but we must also act quickly.

Thank you for your cooperation. Here's to better motoring!

Yours truly,  
*Robert C. Haase*  
Robert C. Haase  
Legislative Liaison Chairman

Encl.  
cc: Executive Council  
Committee Chairman  
Zone Representatives  
NADA  
AIADA  
VWCA

**AUTO EMISSION PROPOSALS BEFORE CONGRESS**  
MARCH 1977

MODEL YEAR	CURRENT LAW			BRODHEAD H.R. 221			ROGERS H.R. 4151			DINGELL-BRODYHILL H.R. 2380/UAW			MUSKIE(1) S. 2511			HART S. 713		
	HC	CO	NOx	HC	CO	NOx	HC	CO	NOx	HC	CO	NOx	HC	CO	NOx	HC	CO	NOx
1977	1.5	15.0	2.0	1.5	15.0	2.0	1.5	15.0	2.0	1.5	15.0	2.0	1.5	15.0	2.0			
1978	.41	3.4	0.4	1.5	15.0	2.0	1.5	15.0	2.0	1.5	15.0	2.0	.41	3.4	1.0			
1979				1.5	15.0	2.0	1.5	15.0	2.0	.41	3.4	2.0						
1980				.41	3.4	0.4	.41	3.4	2.0	.41	3.4	2.0						
1981							.41	3.4	0.4*	.41	3.4	1.0						
1982							.41	3.4	0.4*									
1983																		

\* This lever can be raised somewhat by EPA administrator with minor variations.  
(1) There are three versions of this bill in existence, but this is the one that we are supporting.  
(2) The Hart bill would provide for a rebate to customers who purchase cars that comply with Hart's standards. Manufacturers of cars exceeding the cost of compliance (only to specified limits) would pay a penalty equal to the cost of compliance plus 50%.

Enclosure to Legislative Liaison Bulletin 1  
Porsche Club of America

# THE JUNE SPRINTS

## *a personal profile*

By Bonnie S. Shapiro

How do you write something about the JUNE SPRINTS? It's a feeling more than it is an event. It is not just another amateur national race — it's a happening! It's the biggest amateur race of its type in the world. Over 600 drivers from all over the country compete in this annual event which attracts a crowd numbering well over 50,000 people. And all I know is that when it's JUNE SPRINTS time, and that first engine fires up, so does my adrenalin. It's like Tony Hulman saying, "Gentlemen, start your engines!" There is nothing else like it in the world. This year's race weekend is June 3, 4 and 5 and is, of course, held at one of the best road racing tracks in the world — ROAD AMERICA.

ROAD AMERICA is special and is part of the JUNE SPRINTS mystique. ROAD AMERICA is where "the big guys" race — Andretti, Unser, Oliver, Johncock, Follmer, etc., etc., etc., and ROAD AMERICA is right in our own back yard — Elkhart Lake, Wisconsin, about 3 and 1/2 hours from the Chicagoland area. ROAD AMERICA has been a friend to the Porsche Club for years, to the extent that there is a PORSCHE PARK, where only those people driving Porsches may park.

If you've never been to JUNE SPRINTS before, there is definitely an elitist feeling when you go there and drive in your Porsche and park among other Porsche Pushers. PORSCHE PARK is advantageously located near corner 5. From there, you can hear the cars thundering down into Turn 5, and then putting "the pedal to the metal" up to the Corvette Bridge, and as they complete a lap, you can see them rounding corner 14. (It is an excellent

place from which to take pictures, by the way!)

I, of course, have a special interest in the SPRINTS. It will not be our first race this season, but it will certainly be one of our most exciting, as it has been in the past. There is something about the smell of the Bratwurst (that only ROAD AMERICA seems to know how to smoke) wafting through the air; there is something special in the sounds of early morning practice. The competition at this race is some of the best in the country. If you do well at the SPRINTS, you know you have accomplished something, because your toughest competitor is bound to be there. I have been at the SPRINTS as a spectator, as a worker, and as a pit crew member, and the overwhelming feeling from all three points of view is that you are in the middle of a carnival. There is something for everyone. There are all kinds of car classes — sedans, showroom stock cars, production cars, and Formula cars. The aura surrounding this weekend can only be described as all encompassing: the sounds, the sight, the smells of amateur road racing at its best, and an experience that one should try at least once. Because you've been there, you'll keep coming back. So — if you've never been to JUNE SPRINTS, this is the year to go!

And, personally speaking, Roger and I would like a little cheering section out there for Number 99 Formula C1 So . . . WE'LL SEE YOU AT THE RACES!

(Hotel and motel accommodations for this weekend are almost, if not, impossible to acquire at this late date. But there are alternatives, like Plymouth Rock Campground which is right across the road from the track — there are also accommodations at Lakeland College which opens its dormitories during the summer for race weekends, and, by the way, has super breakfasts. For more information about any of the above, contact the Chamber of Commerce of Elkhart Lake, and they will be more than happy to help you.)

---

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# RALLYE ROUTES

By Bob Ostholthoff

In the next few months, I will attempt to shed some light on the subject of rallying. Before I go any further, I would like to say that I will appreciate all comments, suggestions, corrections, etc. from everyone. Great rallyists are experienced! so, it makes sense that the more experiences we can read about, the fewer pains many of us will have to feel first hand. Essentially, what I'd like is for me to compile this article from your letters — LET'S ALL WRITE THIS ARTICLE!

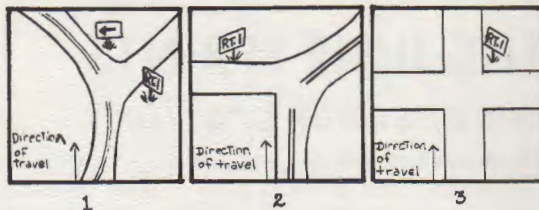
The fact that I am Rallye Coordinator for the club in no way qualified me as an expert rallyist. Yet, I've had my share of successes (far outnumbered by failures) and will try to lend a guiding hand to make us all better rallyists.

We have many excellent rallyists in the Chicago Region. Many of them have passed along helpful hints, from their years of experience, to me. Inevitably, the most common advice I receive is "Stay on course." "Easier said than done," you say. "There are too many things I must work on in the course of a rallye. I must contend with mileages, average speeds (CAST'S), checkpoints, directions, and God knows what else." Granted. The point is, those items all have an order of importance. Above all, staying on course (directions) is your prime concern. When was the last time you were in a noisy store where you had to take a number for service? When your number was called, you were there to answer, right? That's because you had your ears tuned to your number. In a rallye you must tune your mind to the directions. Push everything else aside. If you don't reach all or any checkpoints, you've gained nothing. You must find each checkpoint and, odds are, your time will generally be better than you'd expect. Getting lost is what costs time.

The single most important definitions I learned, and this is very subjective (but, what the hell — who's writing this article, anyway?), are "on" and "at". At last year's Spring Rallye School, the Guttman's showed a great deal of patience teaching us those definitions.

When told to turn "on" ("onto") a road, that road will be identified by name or number. You remain on that road (i.e. the name or road number) until you are directed off of it by another instruction. When told to turn "at" an intersection, you remain travelling according to the generals. In most cases, that means following the road according to a certain order of physical clues. Generally, that order is: 1) Follow all black on yellow directional arrows. 2) (Provided No. 1 is non-existent) Follow the road as straight as possible. Of course, specific generals may change or vary these, yet you can almost always feel safe using these definitions as a rule of thumb.

Now try this quiz . . . keeping "on" and "at" in mind. Answer each example. a) First presuming you've already been put on Route 1. Then go back and b) do each again having already been directed to turn at Route 1.



Of course, as you perfect following directions, start working on another element of a rallye. Don't try to tackle too much at once. Be sure you can do each step well before moving ahead.

And always ask each other questions, especially of our experienced rallyists. I've never had anybody refuse to help me at a rallye.

Check your quiz answers and see how you did. Next month we'll work on some other things.

Don't forget to write!

Bob Ostholthoff, 930 Ringwood Rd., Lake Forest, IL 60045.

Answers on Page 18

## SALUTE To Our Advertisers

THE PURPOSE OF THIS COLUMN IS TO SPOTLIGHT OUR ADVERTISERS AND THEIR SERVICES FOR PCA MEMBERS. EACH ISSUE WILL PRESENT THE SERVICES AND SPECIALTIES OFFERED BY THE PERSONNEL AND/OR FACILITIES OF ONE OF THE AREA BUSINESSES SERVICING PORSCHEs.

### SALUTE TO BRYNTESEN PORSCHE AUDI

By Marvin J. Laske, Jr.

*Songbirds weaving soft melodies, flowers lifting their fragile blossoms to the bright sunshine as deer romp playfully about, classical music with a choral background playing softly, gentle fragrances permeating the warm air, as prospective car purchasers browse unhindered through the lavish showroom. The setting is Bryntesen Porsche-Audi, located miles from the shores of placid Lake Gitchee-goomee. This establishment has gained a reputation among PCA members as the place to discuss in a calm and straightforward manner the choice of an automobile. No swindler or huckster sales people employed here (although one of them has admitted to this writer of having worked in a traveling circus in a previous endeavor).*

continued next column . . .

continued on pg. 15

continued from page 14 . . .

Humor and wit run rampant — clients wishing ballpark figures" are usually quoted the Cubs latest score. A nice array of new Porsches and Audis plus a revitalized used car selection amaze and delight the car buying public — and occasionally they are paid the highest compliment of all — a car or parts thereof gets ripped off by an admiring thief.

The tone of the organization is set by its president, a flamboyant, cheerful, rotund sort of fellow (kind of like a young Captain Kangaroo) who can sometimes be seen driving a very quick little red car shaped vaguely like a shoehorn.

The amazement of the clientele who purchase their automobile here at this most improbable car dealership continues unabated as they come in contact with the Maintenance Section, commonly ignored in conventional auto stores and generally referred to as "those gorillas in the back room." This area is staffed by an amusing polyglot of characters more than likely out of an old Marx brothers movie. Their leader is an amusing Santa Claus type of guy, who must maintain a gruff exterior for disciplinary purposes (customer as well as employee) but who has been seen furtively helping little old ladies across Ogden Avenue. Such is the stuff of which legends are made.

The Spares Department, located centrally within the confines of the building (and not contiguous to any body of water) boasts of a new enlarged Client Moneysaver addition, where mechanically inclined and manually dexterous motorists can procure items necessary to use in keeping their vehicle in top condition, for racing, concours, or general gadabout use. The personnel here also are always smiling and friendly no matter what the circumstance, and this probably can be traced to their varied backgrounds, about which, unlike those in the Maintenance Department, they are all too willing to discuss if you have an hour or two to kill.

A fine Detailing Room and Washrack utilizes a highly motivated staff, comprising over 10 months aggregate experience, to keep the merchandise spiffy clean. Shrieks of delight are often heard as purchasers see their sparkling car for the first time.

Backing all this up, (and they are sometimes accused of doing just that) is a sophisticated Business Management Center using the latest state of the art computerized techniques to make sure all customer and corporate paperwork is handled flawlessly and efficiently. Good help is hard to find, and the incredibly young, intelligent and beautiful workers here (sometimes known as Marv's Angels) are constantly besieged by offers from customers who want to have one of them for their very own. However, these soldiers of paperwork remain unwavering in their devotion to their leader, for the main reason that they would be as little lost lambs without his guidance and support.

If you still can't imagine what this fantastic Camelot of automobile emporiums is like, or if you desire a Porsche or Audi or part or service thereof, travel to 300 East Ogden Avenue in Hinsdale and find out why PCA members say "Bryntesen Porsche-Audi" in hushed reverence usually reserved for visiting royalty and the Gods.

NEXT MONTH'S SALUTE WILL BE —  
KISCHKEL PORSCHE-AUDI

## ZONE 4 WHAT?

By Bob White

The editors of this august journal have asked your Zone 4 what? to write an article about zone reps . . . sort of a who, what, and why picture. I am reminded at this point of the comment of my ex-friend and arch-rival, Dan Gallagher about what I "do", having been appointed to this position. If I recall correctly, he said something to the effect that, "All you do is stand around and try to look important." With that suspicious introduction, I would like to briefly discuss the job and at the same time shed some light on the operation of your club.

With somewhat of a bias, I personally feel that the zone rep. job is the best one on the national level of PCA, and that includes the presidency. This is not meant as a disrespect for any of the important offices at national, just that I feel the position of zone rep. is an outstanding one that I am pleased to try and fill.

Historically, National created the zone reps. about ten years ago in order to help keep the individual members and regions in touch with the national organization and vice versa, despite the growth of the club, which incidentally currently numbers about 12,500 active members (close to 19,000 with family and associate members). Perhaps Chicago has never felt the importance of this change as much as most of the regions since it has always been closely associated with the people filling this position. The first Zone 4 Rep. was our own late Jack Cooper. With Jack's resignation, Mike Robbins of Central Indiana was named to replace him and, as many of you know, Mike has long been a close and dear friend of Chicago. Thus it was not until Jim Perrin of Mid-Ohio succeeded Mike that Chicago was sort of out of direct touch with national. With Jim's election as national secretary after one year as zone rep., I was appointed to replace him.

In simplest terms, the zone rep. is supposed to keep in close contact with the regions in his/her zone and to represent and make known their wishes at the national level. Twice each year, before the national board meetings, I ask the regions in Zone 4 for instructions (and their proxy if no one empowered to vote for the region will be present) on how to vote in their and the club's best interest on national issues. This relationship is an important one since there are differences in view within the club and across the country, and representation of each is an essential one to a balanced program for all members.

How do I do it? In a parking lot or on a rallye might be an appropriate answer. Mick Williams, the national president, is concerned about the regions and expects the zone rep. to visit each of his/her regions at least once a year in order to maintain personal contact with the individual members. To those in Chicago Region who have seen my face for so many years, that may not seem important, but for regions who have never talked to, let alone, seen, anyone from national, it is very important indeed.

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continued from page 15 . . .

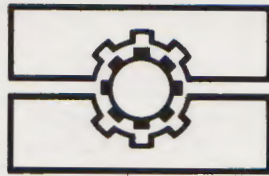
After having discussed the PCRs and some national policies, I recall one regional president putting it simply, "It's great to talk to someone who knows the answers to some of our questions." And there was another who said, "It's great to know that national knows we exist."

An interesting aspect of this personal contact is that you rapidly find that the regions have certain expectations of the national officers which go beyond just being a representative. This may sound silly, but in fact is one of the most rewarding aspects of the job. They want to see you attend their events, they want you to participate and not just be an official who may or may not appear to even own a Porsche, they want you to do well in their events, and if a few of their people beat you, it's even better. The participation and contact with the members in all the regions is what makes the job fun and hopefully allows me to understand and consequently fairly represent the feelings of the members.

Obviously, there are also problems. Regions may be having difficulties and I am supposed to help them. New regions may be born or stillborn with all the work and encouragement, success or disappointment involved. I have attempted to attack some of these problems by various means including having a yearly presidents' meeting where the exchange of ideas can often be of great assistance. Thus the successes and failures are shared, and hopefully the repetition of the failures avoided.

There are a few major points I feel are important to all the regions and to national if we are to maintain a healthy club. The first is participation. In particular, the participation of everyone, including the women. The events should be aimed at both the active and family or associate members and if that is in fact accomplished, the attendance will be outstanding. After all, if all the women (and men) drove, we would have almost twice as many entrants at events. There is another important aspect here, and that is safety. The participation of all the members in learning about their cars is an important one. The second major point is interregional cooperation from the exchange of ideas at the presidents' meeting to such programs as the IROC series Chicago will start to participate in this summer and the other Zone 4 series, IRAC, which has seven participating regions. Nothing in the long run is worse for region than isolation from the other PCAers around them. After all, it was just this problem, coupled with the appreciation of the marque, out of which PCA was born. There are so many great people, events, and ideas out there waiting to be met, attended and tried.

What then is the final analysis of a zone rep? He's your man at national. I hope any of you who have some praise, a gripe, or an idea to help the club will bend my ear the next time you see me, or give a call, or send a note. As I said, it's the best job in PCA and that's because of the members like you.



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# NEW MODEL

Announcing the new LIMITED PRODUCTION Model of Matthew Lawrence Bobbe. Production took approximately 9 months. Arrival date — March 31, 1977 at 6:15 am. The full dimensions of this work of art at arrival were — 6 lbs. 6 oz. . . . length approximately 19½". You will find this newest entry to Chicago Region Porsche Club at the home of Larry and Judi Bobbe.

**CONGRATULATIONS!**

*Dear Fellow Porsche Pushers:*

*The primary purpose of this letter is to invite you to attend our annual Carrera Classic which will be held Sept. 31 through Oct. 2. This event centers around instruction sessions with SCCA race instructors, and some open track time on Saturday, and an autocross Sunday on Mid-America Raceways just west of St. Louis. We will be sending you the full details as soon as things get more definite. We would like you to mark this event on your calendars.*

*I would like to ask all of you to let us know when and what major events you are planning.*

*N. Hiram Saunders, President  
PCA, St. Louis Region*

**Answers to Rally Routes**

- 1. a. — R                      2. a. — L                      3. a. — Straight
- b. — L                          b. — R                          b. — Straight

continued from page 7 . . .  
for two people plus luggage, it will be sold as a 2+2 for a current estimated \$25,000 (but by actual introduction time, this may well be \$27,000.

A 5-speed gear box will be offered, and an automatic transmission may be optional at a later date — no word on a 4-speed yet. Power windows, air conditioning, power assisted brakes and steering will be normal fare. Considering engine size and factory noted top speed, horsepower is estimated to be 225 in Federal de-toxed form. Factory released photos of the 928 reveal that it is basically unchanged from original sketches released in 1975. Long sloping hood with exposed headlights facing skyward are reminiscent of the Miura, and the side silhouette is a bulging 924; longer, lower, wider . . .

With the 928, Porsche has clearly shifted its market into the Merc. 450 SLC arena. With apparent emphasis more on creature comforts than performance, the 25 year progression of Porsche from spare accessories but great driving fun of early 356's through current civilized 911's and now the posh 928 is blatantly apparent. The old Porsche is no longer. And the market appeal and price of the 928 will also attract quite different buyers than the 356 and 911 pushers. The image of Porsche 'is a'changing' and so will the subsequent PCA members of the future.

IN COOPERATION WITH PCA NATIONAL, we would — like to announce the 1977 PORSCHE TREFFEN IN STUTTGART! Further information can be mailed to you or picked up from the GOODY STORE.

**SPIWAK'S SERVICE CENTER, INC.**  
Herb Spiwak

**678-1745**

9800 WEST BELMONT AVE.  
FRANKLIN PARK, ILL. 60131



**PIRELLI**

**DUNLOP**  
**Continental**



PRECISION ELECTRONIC WHEEL BALANCING . . . .  
CUSTOM WHEEL INSTALLATION . . . .

**VREDESTEIN**

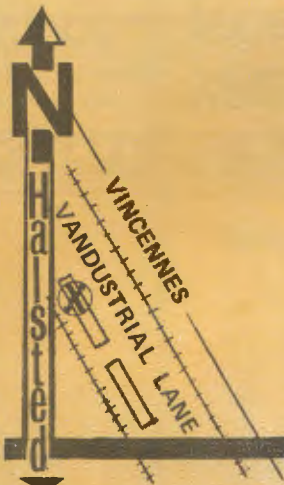


# The World Old World body shop

The Perfectionist in old world  
craftsmanship

331-3600

16120 VANDUSTRIAL LANE  
SOUTH HOLLAND, ILLINOIS  
LOCATED NEXT TO  
HOUSE OF PORSCHE



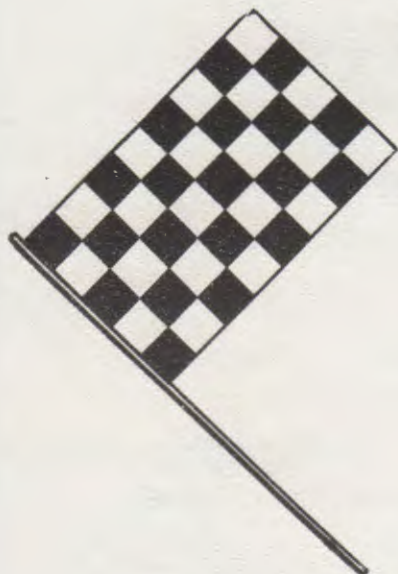
TO I-294

Rt. 6 - 159th St.

TO I-94

# Scala | O'Brien Porsche | Audi

Chicagoland's complete Porsche Audi dealer  
Sales • Service • Parts • Leasing • Body Shop



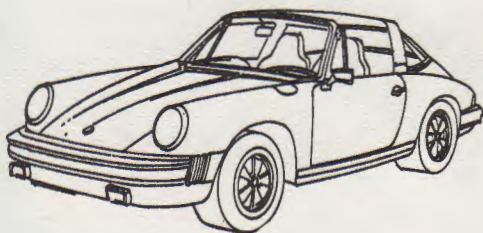
**Rallye, Gymkhana  
& Autocross**

**Suspension Parts...**  
(Good selection for  
most models)

**Castrol Brake Fluid...**

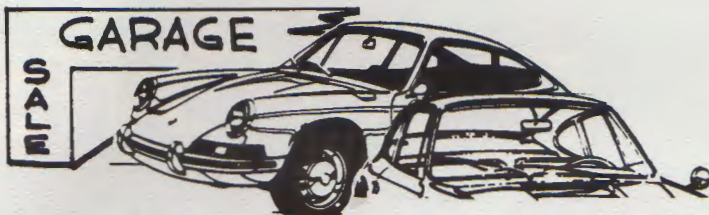
**Mulholland Shocks...**  
(For precision control)

**Tune-up Kits...**  
(For the winning edge)



Scala | O'Brien Porsche | Audi  
2750 W. Lawrence Ave.  
Chicago, IL 60625  
312/728-2700

Weekdays: 8:00 a.m.-4:30 p.m.; Saturdays: 9:00 a.m.-12:00 noon  
Mail and phone orders shipped promptly



**WARNING — THE SCENE IS NOT RESPONSIBLE FOR ANY MISREPRESENTATION OF ITEMS IN THE MART. IF YOU BUY A CAR, BE SURE TO CHECK BODY AND ENGINE SERIAL NUMBERS WITH THE REGISTRATION.**  
*This service is available FREE to PCA members. Non-members rates are \$5.00 per insertion per issue. 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**

<b>COVER PAGE</b>		
Rear Back Cover (Color)		
\$60.00 Mo.	\$58.00 ¼	\$50.00 ½
Full Inside Covers (B/W Color)		
\$65/\$85	\$60/\$75	\$55/70
<b>INSIDE PAGE RATE</b>		
¼ Page (B&W Color)		
Month	Quarter	Half
\$18/40	\$17/\$38	\$15/\$35
½ Page (B&W Color)		
\$35/\$55	\$33/\$50	\$30/\$45
Full Page (B&W Color)		
\$60/\$75	\$55/\$70	\$50/\$65

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

**FOR SALE:** 1956 Engine — 356A — in pieces but complete — includes shrouding and muffler. Serial Number P61134

G. Ridgeway — 887-1307

**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, Ziebarth, 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

**CORRECTIONS TO BE MADE IN LAST MONTH'S ISSUE OF THE SCENE —** Kischkel Porsche-Audi phone number should read 333-7900.

3 Q's ad should read — 1 year warranty on paint.

**NO PRICE INCREASE**

**SUMMER SEASON — 1977**

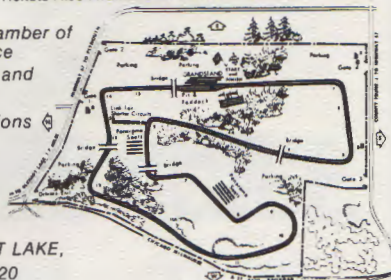
	GENERAL ADM.		PAODOCK PRIVILEGE	
	Regular Price	Advance Less 5%	Includes Regular Price	Gen. Adv. Advance Less 10%
<b>JUNE SPRINTS:</b>				
Friday, June 3	\$2.00	\$1.90	\$ 4.00	\$ 3.60
Saturday, June 4	4.00	3.80	7.00	6.30
Sunday, June 5	6.00	5.70	10.00	9.00
<b>CAN-AM, SUPER VEE &amp; SCIROCCO:</b>				
Friday, July 22	2.00	1.90	4.00	3.60
Saturday, July 23	6.00	5.70	10.00	9.00
Sunday, July 24	8.00	7.60	13.00	11.70
<b>TRANS-AM, FORMULA &amp; SHOWROOM STOCK:</b>				
Friday, September 2	2.00	1.90	4.00	3.60
Saturday, September 3	5.00	4.75	9.00	8.10
Sunday, September 4	7.00	6.65	12.00	10.80

**ADVANCE SALES DEADLINES:**

JUNE SPRINTS	May 28
CAN-AM, SUPER VEE & SCIROCCO	July 16
TRANS-AM, FORMULA & SHOWROOM STOCK	August 27

Mail checks to: **ROAD AMERICA, INC.**  
 ELKHART LAKE, WISCONSIN 53020  
 Tickets Also Available At Ticketron Outlets

Write Chamber of Commerce for Hotel and Motel Reservations



ELKHART LAKE, WIS. 53020

**CHICAGOLAND'S FIRST TOYOTA DEALER**

**MIDWEST TOYOTA**  
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 Chicago, Illinois 60639

**PARTS**  
 237-2220  
 FRANK

**SALES**  
 237-4700  
 MILT

10% discount on Parts to P.C.A. Members only.

**SERVICE**  
 237-4700  
 RUDY

# FUTURE



# EVENTS

May 21, 22 Grattan (IROC Event)  
 June 11 Michigan International Speedway (IROC Event)  
 June 19 Rallye  
 July 2, 3 & 4 Holiday on Wheels (IROC Event)  
 July 13 Midweek Speed Event  
 July 23 Saturday Night Special  
 Aug. 6 Plymouth Speedway (IROC Event)

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

### NOTICE

At long last, the Chicago Region Porsche Club Calendars are printed and ready for distribution. They will be handed out at future events. When you register for an event, ask for your free Calendar at the registration desk.



## Body Werks of Barrington

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

*AND INTRODUCING*

**CYCLE WERKS OF BARRINGTON**  
**BMW Motorcycles**

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



Bavarian Motor Works

**DESI VINCZEN**  
 126 Cook Street  
 Barrington, Illinois  
**381-9144**

# KISCHKE

## PORSCHE & AUDI



### NOTHING EVEN COMES CLOSE.

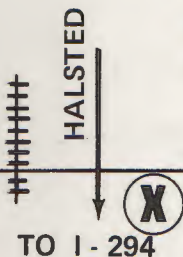
14719 SOUTH HALSTED - HARVEY, ILL.  
LOCAL 333-7900 CHICAGO 643-2525

SALES HOURS: M - F 9:00 - 9:00, SAT. 9:00 - 4:30

PARTS HOURS: M - F 8:00 - 12:00, 1:00 - 5:00, SAT. 9:00 - 12:00

SERVICE HOURS: M - F 8:00 - 5:00

I-57



I-94

# THE Chicago Scene



CHICAGO REGION of the Porsche Club of America

## SEND TO:

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U. S. POSTAGE  
PAID  
Permit No. 2383  
Rockford, Illinois

### BRYNTESEN PORSCHE/AUDI



bryntesen brings you porsche.  
and it's only fitting

Only a select few have a name and style refined enough to bring you the Porsche concept in driving. And out of that select few, Bryntesen stands out. As the name that affords you the Porsche experience in

surroundings made for Porsche's style. As the name that has come to mean supplying Porsche and its accessories in enough choices to suit even the most discriminating of Porsche buyers.

So many have found this to be true. In fact, that many people don't think of Porsche without first thinking of Bryntesen.

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