

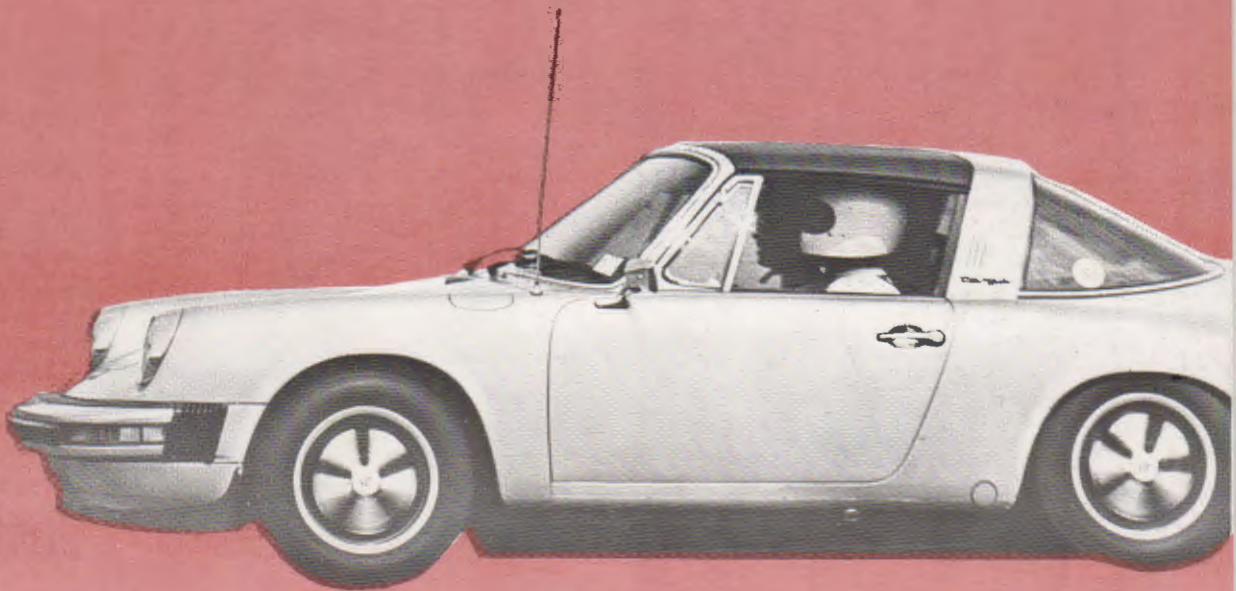
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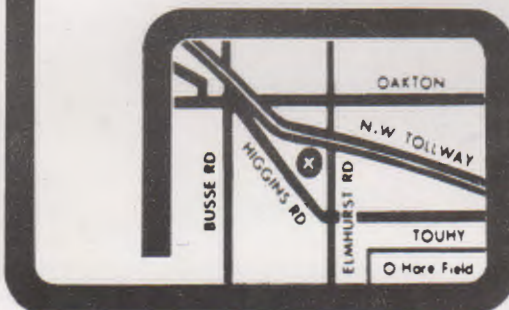


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BY
JEFF THURMOND

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Ginny Gummow
Jeff Thurmond

The Editors Emporium

By Jeff Thurmond

Still have some loose cash just burning a hole in your pocket? The local Porsche dealers are taking orders on the 928. The price is \$23,800 for one stripped. With radio, leather seats, and a few minor extras, the price is an average of \$28,000.

As those of you who attended Potter's Picnic know, I entered my '69 911 in Class D and did OK. In getting ready for the concours, about a month of on-and-off work, I learned quite a few things. Elegant Simplicity Masles already has a Concours monthly article in the Scene, but I would like to pass on a few of the things I learned that I trust will help you all.

In Concourse Tip No. 5, Tom noted some cleaning stuff he was going to try. Well . . . I tried them on my Porsche. Results — Ferric Oxide (jewelers rouge) is not too good. It cleans chrome somewhat, is too coarse for paint, and is next to worthless on deco strips which are aluminum. Next I tried Aluminum Oxide — marketed by "Happich" and called "Simichrome". This stuff works great. It is super on chrome and will clean aluminum if you rub hard and long. It will take one 50 gram tube of the stuff to do a set of wheels, and a half-tube to do deco strips and chrome on Porsche. It turns black as it is rubbed and is quite messy, but it does work. Next I tried Nitrite and Nitro-Benzene; which is a great cleaner for dirt, grease and general crud. It really gets parts clean and will air-dry so you can paint parts when clean. Next I gave Hydrous Sodium Borate a go; it works OK when mixed with a little water, is better when mixed with Benzene. However, it will not air-dry very well or fast, and must be cleaned off with water before you can apply wax or paint. Kerosene is super on paint for removing tar and road crud. It will leave a thin film of petro-based chemical that can be waxed over, but not painted over. To clean off Kerosene, use lots of water or Benzene if you want to paint. Also, add a half-cup of Kerosene to a bucket of water next time you wash your car; it cleans good and leaves a "wet" look on surface.

As for waxes, I tried Masles' recommended brand of "Sprint" and found it to be great . . . if the paint is really clean to start with. Sprint has no cleaning agents and will only wax surface. If you have some oxide in paint (from too much sun or too seldom cleanings), or just a general amount of road crud, I found one wax that really cleans, is easy to put on and wipe off, leaves little if any swirl marks, and gives a good hard finish . . . it is Johnson's "Weather Wax" and comes in 18-oz. size bottles. It is a liquid, but is so thick it goes on like a paste wax. This "Weather Wax" is also great on chrome and aluminum deco trim items. However, it turns white when dry, so be sure to wipe it all off (with white color it is easy to see where to wipe).

I have also put together a list of items to take to a concours . . . ready: sponge, bucket, 3 clean towels, a roll of paper towels (they work best to do glass and wipe water from chrome), a tube of Simichrome, a bottle of Weather Wax, a bottle of Sprint Wax, 3 rags at least 1 ft. sq. (one for each type of polish), a 4 or 8 oz. bottle of ArmorAll, a pouch of pipe cleaners, a dozen Q-tips, a finger nail file, a small pocket knife, a dozen toothpicks, a spool of dental floss, a ball of cotton, and a mug to drink beer from. All this will fit in a bag or a small box.

Not everyone was able to attend the Elkhart weekend last month. Those who did found it to be a great time. Awards were presented to everyone who did good in class be it on the track or in the Concours. But two people who deserve awards and didn't get them are Dick Gunther and Neil Holleb. They were the ones who put the event together, worked to make the event go, and all told

got about 5 hours of sleep the whole weekend. If anyone should get an award, it is these two individuals . . . much like Dan Gallagher should get one for Blackhawk and so on for those who do events. These are the "unsung" heroes of the Club and too frequently overlooked.

1978 CALENDAR OF EVENTS

By Jeff T.

The Official Chicago Region Calendar is not yet ready, but to help you plan your weekends for next year, here's a listing of events with probable dates.

ICEKHANA — January 22 (if questions: contact Hok/Hill Productions)
MAP RALLYE — February 19 (if questions: George & Linda Guttman)
CONCOUR & CRAFT SHOW: March 19 (if questions, call Tom Masles)
DRIVERS SCHOOL & GYMKHANA — April 16
GRATTAN — May 20-21 (this date is firm, if questions, call Frank Wagner)
SATURDAY NIGHT RALLYE — June 17
MIDWEEK SPEED EVENT — July 12 (call Dan Gallagher)
SATURDAY NIGHT SPECIAL — July 22?
MIDWEEK — August 16
POTTERS PICNIC & CONCOUR — August 20 (call Rip Patterson)
RALLYE TOUR — October 21-22
TECH SESSION OR GYMKHANA — November 19
DINNER DANCE — December 10

FUTURE EVENTS
↓
**OUT DAMNED SPOT CONCOURS
AND
SECOND ANNUAL PORSCHE PIPEDREAMS
AND
PASTIMES CRAFTS SHOW**
↓

By Jeff T.

Last year, Masles put on the first of what may become a tradition of the club. This coming year, he and I will put it on again. It is not only a concours for those who can't wait for warm skies, but an arts & crafts show. If you missed it last year, you really let a super day go by. We had a totally edible Porsche by Dick Gunther, Porsche Easter eggs, a two-pieces sexie outfit that Helga Meyer refused to model, a slide presentation on how to concours, and a slide-music extravaganza by H&H productions, plus lots of great photos, leatherwork, and whatever else PCAers could dream up. March is not too far off . . . so get going now on your art or craft project. Prizes will go to the most artistic, most original, and the craziest. Rules are basically open with the only requirement that entry have some recognizable or distinguishing feature of Porsche.

continued from page 12
haust pipe creating a new sound which we had never heard on the motoring scene and its shape which gave birth to forms which man had not yet conceived. Even as darkness falls, I know it is really the 356 of mine because of the two small round red taillights which are fading in the distance as memory becomes clouded.

(Ed. note — This article appeared in Panorama in March 1970, pp 16-19; it is reprinted here with the good wishes of Gene.)

THE REAR VIEW MIRROR

TAKE IT FOR GRANTED OCTOBER RALLYE



By Jeff T.

Julie and I are not pros at rallying. We showed up at the E-Z Go Gas Station with a clipboard, a writing stick, a German compass, two warm coats, umbrellas, overnite case, and lots of hope. After the mass confusion of registration, we were the last ones off. Bob Ostholthoff really did one great job in putting the rallye route together ... best rallye I've ever been on; just fun and no time/distance tricks. But lots of screwie questions. And talk about real Porsche back roads.



Wow! No speed signs, so we all just assumed that you could go how you wanted; no cops anywhere ... they didn't have the route instructions I guess. Do you know who goes to a Transfiguration Cemetery? Who delivers Casey's Pizza? (Why, Mickey Mouse, of course.) Ever seen a 12 inch ball made of barbed wire? Mail boxes are not usually supported by 3 old Ford wheels, but we had to find one. Someplace on Cummings Road is a Scottish cemetery; and you can get Sunoco gas just down from Hardy's farm. Those who have been eating Wheaties and thinking it was "the breakfast of champions" are wrong ... it's BP Feed. I still can't tell the difference between Elk and Moose horns, but I do know that wooden wagon wheels have 16 spokes.



If you need a tax accountant, see Ruth Krebs on Church Street, but forget all questions going the last 26 miles into Galena on Stagecoach Trail ... this is a flat-out 4th & 5th gear Porsche road with a few 3rd gear turns for white knuckle fun.



The dinner was good. Jerry & Helga hosted a great attitude adjustment in their rooms (special thanks). One interesting thing - Bonnie Shapiro rode shotgun with Bob Gamble on the way there (husband Rodger had to work and drove up late). Seems Gamble/Shapiro were off at 10:15 AM. All cars got there by 4:00 PM, except Gamble & B. Shapiro who rolled in around 5:30. Gamble said the car vapor-locked. at 34°F? Really Bob, you've got to come up with something better than that. Strange, only Roger Shapiro actually believed the excuse. But Gamble drove home alone.



The next day we all headed for a walking tour of Galena. Did you know the S.S. Titanic is in Trorka Antiques store? Lots of super shops to browse in, and a couple of low-priced places to get great food and coffee ... still only 10 cents a cup. Then back to Chicagoland on an economy run.



Just a word about that: Julie and I took the direct way, Highway 20 East and then onto Interstate Tollway. I used to think the 55 mph limit was bad, but I had never driven at that speed on an open road for very long anyway ... till that Sunday. God!!! The 55 speed limit is so fu-ing bad. Now I'm livid about it. And it really screws up a 911 Porsche engine. I have one of the old temperamental ones, and plugs foul easily ... so I have to keep the revs up. At 55 or 60 I get 2800 rpm in 5th; so I have to run 3rd and 4th gear. And gas mileage is awful; used to get over 30 at 75-80 mph, but at 55, one only gets low 20's. In a word, the 55 speed limit sucks.



A note of thanks to all who put the rallye together and made it work so well - Bob Ostholthoff for the route instructions and outlandish questions; Jim and Bonnie Gladish for check points and score checking/keeping; Bonnie Shapiro for score tabulation; Al Ostholthoff (Bob's Dad) ... and me (Jeff) for registration and other money collection.

**REAR
VIEW
MIRROR ELKHART**

SWING YOUR CORNERS

By Dick & Joyce Gunther

For those of you who couldn't attend our Elkhart Lake weekend, eat your hearts out! "Swing Your Corners," Chicago Region's yearly or nearly so, Road America — mini parade was FANTASTIC!

Starting the weekend on Friday night was our usual fun race with open wheel vehicles at Karting Kettles. Then back to Siebkens for drinking and eating, meeting and greeting old and new friends.

Bright and early, well maybe not so bright, but quite early, Saturday, our shiny and some not so shiny cars invaded Road America. Some parking their cars on the infield grass to be carefully inspected for the Concours d'Elegance — others heading off to have their cars tached, so that they could storm out onto the natural contours of the Kettle Moraine, known as our beloved Road America. We used up several tankfull of gasoline and much rubber . . . we quelled our appetites with Siebkens' famous sandwiches. Our thanks to Chris Dickens of Bryntesen, who sat by with his knowledge and parts on both Saturday and Sunday. After a super day on the track, we retired to our rooms to , and/or freshen up for the cocktail hour and the usual excellent dinner at Siebkens, where we were honored by the presence of Mr. & Mrs. Cliff Tufte, our hosts for the weekend at Road America. And for those real shiny cars — Concour trophies were presented.

The highlight of the evening was the "Swing Your Corners" square dance. Will Ferderer, our competent caller, convince most of us that dancing wasn't like Castor Oil. I know that all of the participants, whether it was knee slapping or actually dancing, had a great time 'til the wee hours of the AM. Our thirst was quenched with cold beer, compliments of Bryntesen.

Sunday brought us back to the track again, where the auto crossing and weather (except for about 25 drops of rain) were both perfect. Back to Siebkens for the Awards Dinner, then, cars packed, our weary bodies headed home to await the next PCA event.

If we were to enumerate all of the bodies helping to put on this event, we would need the next 2 pages of the Scene; but perhaps a special thanks is due to those who helped us starting early Friday morning — Frank, Larry, Terri, Beth, Mary, Tom, Donna T., Jim, Jerry, Bob, Ed, Dan, Linda, Millie, Susan, Sandy, Jean, Gerri, Debbie, Joyce, Judy, Neil and myself.

See you next month!

ELKHART: CLASS/TIME SCORES

CLASS 1 — Men-356	CLASS 2 — Men-912 , 924
Rip Patterson 221.02	Chuck Paterson 209.41
Dan Gerow 228.07	Erwin Shaw 238.79
Emil Bohach 241.26	John Bohlander 239.43
	Earl Robin 240.25
CLASS 3 - Men-1.7 & 1.8 914	CLASS 4 — Ladies-356 all 914
Jim Peterson 216.56	Alice Graves 220.51
Jay Jingras 218.83	Terri Russ 225.06
Larry Riddle 222.84	Sandy Gerow 235.83
Bob Gamble 223.25	Pat Paterson 239.36
Jerry Voight 223.64	Kim Maday 280.59

continued next column

CLASS 4 Men-914 2.0	CLASS 4½ — Men 911T 2.2, 2.0 & 914.6
Dan Williams 209.02	Frank Wagner 203.46
Jerry Nissen 213.47	Joe Ratschan 209.06
Ed Russ 215.00	Al Seidel 217.34
Carl Gainor 216.92	Todd Kaitis 217.34
Larry Lesniak 218.18	Lee Kass 221.32
Richard Graves 218.72	
Bruce Janacek 219.88	
Hokey Holzner 220.69	
Jim Sovik 221.20	

CLASS 4-7/8 Men-2.4T & 2.0E	CLASS 4-7/8 Ladies 2.4T & 2.0E
Ed Leed 204.93	Helga Meyer 213.71
Harold Beach 210.25	Debby Leed 223.93
Jerry Meyer 212.04	Dona Beach 225.00
Tom Thompson 218.71	Sue Blonquist 225.18

CLASS 5 — Men-2.4E & S	CLASS 6 — Men-2.2E & S
Bob Ostholthoff 199.21	Chuck Regan 194.89
Conrad Meier 199.94	Jim Gladish 203.12
Jack Gilsdorf 201.03	Terry Schieble 203.14
Rod Gustafson 206.83	Neil Holleb 203.73
Dave Laber 207.07	Larry Grover 207.46
John Gustavson 211.41	B. White (not sox) 210.85

CLASS 7 — Men-all 2.7	CLASS 6 & 7 Ladies-2.2E thru 2.7
Harold Teter 198.06	Bonnie Gladish 210.11
Owen Johnson 199.88	Julie Quebe 210.11
Chuck Shank 200.37	Sue Bulgrin 225.32
Jerry Quebe 201.48	
Tom Pydrek 203.93	
Nick Brenkus 204.13	
Dick Good Enough 206.62	
Jim Bulgrin 212.87	
Nate Hilrich 217.31	
Rich Ward 218.58	
Tim Poisson 223.41	

CLASS 8 Men-4 Cyl. Modified	CLASS 8 Ladies-2.2E thru 2.7
Larry Chmura 202.97	Bonnie Gladish 210.11
Joe Gaucher 205.91	Julie Quebe 210.11
George La Cross 216.51	Sue Bulgrin 225.32
Ken Lessing 221.95	
Bert Saddock 231.17	
Chuck Vischulis 232.21	

CLASS 8 Ladies-4 Cyl. Modified	CLASS 9 Men-4 Cyl. Mod & Turbo
Pam Babor 210.85	Dean Bangert 201.31

CLASS 10 Men-4 Cyl. w/race tires	CLASS 11 Men-6 Cyl. Mod. w/race tires
Mark Eskuche 192.39	Robin Boone 178.07
Bob Shedd 210.07	Jim Herron 183.36
Jeff Boris 211.38	Charlie Brown 190.75
Jim Werner 222.18	Steve Eckstat 199.48
FTD — Ladies	Larry Bobbe 201.82
B Gladish 210.11	Dick Gunther 203.59
P. Babor 210.85	
H. Meyer 213.71	

FTD (Fastest Time of Day) — Men	
R. Boone 178.07	911 2.8L
J. Herron 183.36	RSR 2.8
C. Brown 190.75	911 2.5
M. Eskuche 192.39	356
C. Regan 194.89	911 2.2S
H. Teter 198.06	911 2.7S
B. Ostholthoff 199.21	911 2.4E
S. Eckstat 199.48	911 2.7
O. Johnson 199.88	911 2.7S
C. Meier 199.94	911 2.4E
M. Andretti 101.02	JPS Lotus

COMMUNIC I ID

"PORSCHE PUSHERS PYLON" — NOVEMBER GYMKHANA — By Jeff T.

Let's see, need to change the eight plugs, clean the plastic windshield, test the onboard fire-control system, buy some new normal ads, take the caps off the open headers, air up the Goodyear slicks, as well as the rains . . . and better take the intermediates, too — add two gallons nitro to the gas tank, change the trans-cool oil system, put in the extra close gears, adjust the Weber 48's, and load the 908 on the trailer. Should be ready for the November Pylon event at Soldiers Field by the 5th, so on the event day of the 6th all is go.

If you don't have a 908 to ready, just bring your normal Porsche. Unless it is a racing Porsche, no open exhaust. You will need a helmet. Dan Gallagher and Ed Russ secured Soldiers Field for the day. Event Chairman Russ says that since the parking lot is large, a great course will be laid out. Bob O. may even wash his car for the event. Dinner will be held following the event at Souer's Brat House, where dirty stores will be told, whiskey gulped, lies swapped and Porsches personified before memories of warm days vanish.

Registration \$6.00 (\$7 after 10/26)	Practice 9 to 11 AM
Dinner \$7.25 each, adult	Drivers Meeting 11:15 to 11:45 AM
Children's Dinner \$3.75	Timed Runs Noon to 4:30
Registration Time 9 AM	Dinner Time 6:15 PM

Bring your own lunch. No booze allowed at event. Send registration to — Terri Russ, 595 Orchard Lane, Winnetka, IL 60093. Checks payable to PCA Chicago Region. ONE LAST THING — This is a "run what ya brung" event, so don't stay home if your Porsche is scared of cold or dismantled for winter. Bring your beater.

ANNUAL CHRISTMAS DINNER DANCE — By Rufus

You regular members have all the fun. Rallyes, autocrosses, gymkhanas, tech sessions, super event dinners, beer drinking, concours, and now the Dinner Dance. All I get to do is lick the outside mirror and sniff the wheels . . . can't even lift my leg around the car without Jeff getting upset. Oh well, I can still chew-up Julie's shoes and rip out pages of the Scene. Boy, would I have fun at the Dinner Dance though. All that food, the bubbles of the wine up my black button nose, the table cloths to rip off the tables, and all of those people to jump up on and knock down and lick their faces.

While tearing up Jeff's notes of the last Board Meeting, I noticed that the Annual Dinner Dance will be held on December 3rd at the Barrington Country Club (where it was last year). Attitude adjustment and story telling will start at 7 pm, with dinner to follow, and dancing on into the night. The cost is \$30.00 per couple, which would buy me 45 pounds of dog food (good for a few weeks) and two new footballs (just my mouth size). If you would rather go to the Dinner Dance than send me footballs, mail your checks to — Eve Heckmann, 8046 N. Prospect Ave., Niles, IL 60648. Checks payable to PCA Chicago Region.

At the dinner, new officers will be installed (is that like putting in a new Porsche part?), and a special award given to . . . ooops! I ate that part of the Board Meeting minutes. Guess you'll just have to go to see who gets what. No helmets are needed but open exhausts are OK.

H & H SECOND ANNUAL FREEZE YOUR B--S OFF ICE GYMKHANA — By Rufus

Hok/Hill Productions will again run the coldest event of the year. I didn't get to go last year, but everyone told me I would have been the only one there who enjoyed the cold . . . lots of fur coat, ya know. However, everyone who made it enjoyed the event. For those who didn't make it last year, let's just say that it was so cold you could have rolled a tiger tank on the lake and the ice would have held it . . . but this year H & H have received special dispensation from the Ice God, and only the lake will be frozen.

The event will start with Registration at 9 am on January 22, 1978 at the Sterlingworth Motor Inn in Elkhorn, Wisconsin. If you wish to make it a weekend event, the zip code is 53121 and phone (414) 742-2200. Make reservations directly with Sterlingworth — they will only accept two-night reservations. Rates are single \$24, double \$27 (plus tax). There will be no practice, and the first auto will be off at 10 am. No open exhaust please. The track (how do you close a lake, I ask you?) will close at 3:30 pm, and a delicious sirloin roast dinner will be served at 4:30 pm. (Between track closing and dinner, the Dirty Dozen will take on the rest of the club in a drinking contest.) To help keep you warm during the day, H & H will offer hot coffee, hot chocolate and cold donuts. If I get to go, you can snuggle up to my fur coat, or I can pee on your tires . . . helps traction I understand. As usual, no alcoholic drinks may be consumed by any entrant until after all of his/her runs have been completed. You may drive anything, but only Porsche drivers will receive trophies. There are six (6) classes for this event — Mens, Ladies (both with normal tires), Mens, Ladies (with snow tires or studded tires . . . studded tires are a no-no in Wisconsin, but you can put them on at lake), German half-track in mens/womens, and dog sled.

Registration Cost First Driver — \$5	Late Registration Cost
Second Driver — \$3	After 9 am at Lake \$6, \$4, \$6 respectively
Guest Driver — \$5	Adult Dinner \$7.20
	Childrens Dinner \$4.20

Late Registration will also apply to any registrations postmarked after 1/16/78 — no phone registration will be accepted. Send registration to Bonnie Shapiro, 3 South 264 Blackcherry Lane, Glen Ellyn, IL 60137.

REGISTRATION FORM — H&H SECOND ANNUAL FREEZE YOUR B--S OFF ICE GYMKHANA.....

1st Driver _____ member applicant guest (circle one)

2nd Driver _____ member applicant guest (circle one)

Type of Car (1st Car) _____ Color _____

Type of Car (2nd vehicle) _____ Color _____

Adult dinners (how Many at \$7.20 ea. _____) Childrens Dinners (how many at \$4.20 ea) _____

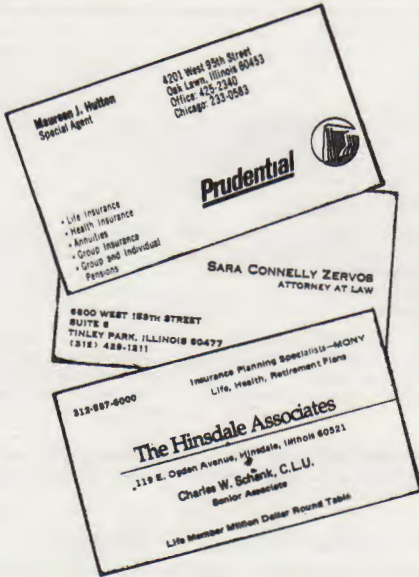
Class (check whichever) Men's _____ Ladies' _____ Men's w/snow or studded tires _____

Ladies' w/snow or studded tires _____ German Half-Track _____ Dog Sled _____



YEARS
AGO

NOVEMBER '67 — November 19 found the membership attending a tech session at John Weinberger's Continental Motors in La Grange, and a parts identification quiz, in addition to a showing of a film of the '52 Elkhart Road Race, compliments of Wayne Potter. Dinner followed at Foree's.



CONCOURS TIP #9

By Tom "Elegant Simplicity" Masles

Not all of us concurs our cards (right, Bob O.?). But we care for them anyway: I was a Porsche owner 5 years before I joined PCA, and I washed my orange Targa every day, because I drove it every day. 80,000 miles and 5 years driven in all weather and 1970 911 had no rust! But it had a minimum of 1500 washes.

The key to no rust here is "Washed AND Dried" — whenever the car was dirty within a 24 hour period. Salt water has to be sprayed off and dirt sponged off, and then the car must be dried thoroughly. It takes 5 minutes to wash a Porsche. It takes 30 minutes to dry it!

Pay special attention to door sills and the bottom of the doors. Open the trunk lid and sop up the water that lays in that trough in front of the fresh air vent. Take paper towels and edge dry all that water that lays under chrome strips. Make sure the horn grills (to 1973) are dry. Get all that water that clings to spaces between parking lights in the bumper of '74 and later 911's. Dry the moldings around the doors, trunk and engine lids. As for the 914's and 924's, dry those joints and crevices. Keep it dry and it won't rust! Those of you with galvanized bodies ('77 and on) don't need to bother, but those who don't, remember this — "Wash and dry it now or pay Desi later." (Ed. note: rust on the outside of the body is easy to see and attack before it really gets a hold on the metal. But rust starting inside only becomes obvious after it's too late to stop. Dry the whole car . . . take your vacuum cleaner and hook the hose up so it blows instead of sucks — blow dry inside wheelwells, undercarriage, etc. Also, since I don't drive mine much anymore, I too wash after each trip out of the garage . . . but I also wax after each wash & dry. With "Sprint" wax, it only takes about an hour and I for one feel much better about the whole thing.)

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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.

THE OLD WORLD BODY SHOP

By Paula Lynch

As the ad says, "The perfectionist in old world craftsmanship." Old World is owned and operated by the Polish Prince himself, Stan Tylinski. Stan has been doing body work for 7 years. He says he really "digs" Porsches. That is why he specializes in them. Stan has worked on several exotic cars — Rolls Royce, Shelby Cobra and Mercedes.

Old World is known for their work in all types of body modifications and restorations. Flares, whale tails, spoilers, et al, are a few of their favorite things. They will paint your Porsche in metallics, urethane, and match all factory colors.

For those of you who get turned on by female voices, you will just have to call and talk to Vicki, the secretary and all around office person. Vicki can charm the pistons off your car.

If your car should need some work and you are stranded without a ride back to your office or home, one of the good people at Old World will see to it that you have transportation back to your desired destination. If you are planning a secret rendezvous and don't want your spouse to know, Stan will claim no responsibility for these little indiscretions.

To be assured of any doubt you may have of the fine work these people do, stop and see Terry Clark's Elkhart disaster. Stan did all the work on that car. Terry says he got the best estimate from Old World. The estimate was free and the workmanship excellent. If you saw the car at Elkhart, you will know how it did look, and can objectively see the restoration Stan did to put this car back in concours condition.

For your next paint touch-up or any other body work you may want — flares, whale tails, etc. — come on over to "Old World Body Shop". Located at 16120 Vandustrial Lane, South Holland, IL — or call 331-3600 and talk to Vicki about an estimate.

We salute you, Old World, and wish you well in your business!

PERSONAL PORSCHE PORSCHE

By Frank Wagner

As I open the overhead door of my raggedy garage, Six-Pack (my 1970 914-6) starts pawing the pavement with his bald XWX's. He thinks it's time to go and play again. Actually it's only time for a quick physical and a bath.

Six-Pack and myself have been a team for almost four years and fifty thousand miles now. Just this year my Six has gotten its breathing down right and has been winning autocrosses.

In the four years of our partnership we have had some pretty hairy times, and some pretty happy times.

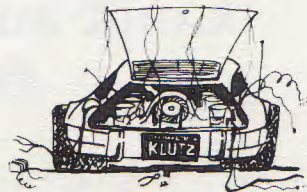
Just last May, for instance, up at Grattan. Old Six-Pack was running his usual self on Friday. I came in to the paddock and gave it a quick shower to get the bugs off. Just down the paddock hill sat my very jealous '72 Ford van, still bug stained from the trip up. Well, one honk lead to another and before I knew it, the Porsche ran down the hill after the old jealous van. The beast of a van bit my poor little Porsche right in the ass. Only a large douse of cold water could separate the two. Needless to say, it took major surgery at a body shop in Libertyville to restore my beloved 914-6 to its original condition.

We have had better moments, though. Like the time this year at Elkhart when we finished first in class. Or the month before at Brainerd International with another first in class. Needless to say, Six-Pack was in his glory; all kinds of awards bestowed upon him. Extra was jobs, more oil changes, and maybe even a better garage soon.

With winter coming again, I know Six-Pack will be unhappy to go into hibernation. But this year he'll be in for a pleasant surprise. . . a heated garage at my parents' home in LaCrosse, Wisconsin . . . and preparation for the next year's concours in Chicago Region events.

Who knows, perhaps some day he'll be able to retire to a life of leisure, nothing but sunshine and Q-tips.

(Ed. note: Knowing Frank, it will more likely be fender flares, wide wheels, racing tires, engine mods. and into D production racing . . . just can't see 'ol Frank happy with Q-tips.)



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IROC

By Frank Wagner

Well, it all started on a quiet evening at one of the well organized Chicago Region Board Meetings.

Naturally, being a member of the Dirty Dozen, I have an image to uphold. With a beer can clasped in one hand, I listened as the meeting proceeded in its usual low, polite friendly tone.

During the meeting, I can vaguely recall seeing a very large Dan Gerow mention something about an I.R.O.C. in Kalamazoo, Michigan, which he would not be able to attend. As I am sure everyone knows, I enjoy race watching so I said I'd go in his place. The next morning when I sobered up and called Dan for the tickets, I was horrified to discover that it wasn't a race after all, but a meeting with representatives from four regions. You can guess my shock - I actually had to do something for my region.

Not to push off my responsibilities, I immediately thought of someone else to bring along. Someone that could put things together and keep a cool head about themselves. Poor Joe Ratschan received an early phone call and I explained what a neat meeting this would be and would he like to come along. Naturally, being a true friend, he said "yes". I'm not one hundred percent sure, but I think my mentioning a beer barrel with a skantily clad lady in it might have influenced his decision.

April rolled round and off to Michigan we went, Joe, Beth (my lady), and I. At the meeting were representatives for Motor-Stadt, Western Michigan, Michigan-Indiana and of course your above noted reps. I won't bore you with the details, but after six hours of talk, we settled on the rules and regulations for the series. The tracks were mentioned and Chicago Region would kick it off with our (by then famous) Grattan event. It was a good thing this was a meeting instead of a race - it rained.

Back to Chicago with all the notes from the meeting. Our next step was to inform the Board of all the rules and to decide on the event chairpeople for Grattan. (Not to mentioned scraping up another four hundred bucks for new XWX's because of the 3/32 tire tread rule).

Somehow I had the feeling this was going to happen, but I'll tell you about it anyway. At the April Board Meeting, Joe, Beth and I started to decipher our notes. After about ten minutes of discussion, the Board unanimously voted Joe and I the chairpeople. This is unanimously minus two. Somehow I kept getting involved.

Of course as any event chairperson will tell you, there's nothing to it. Several hundred phone calls later and much help from Jeff & Julie Thurmond (hotel and dinner reservations plus event flyer-notice), Terri Russ (registration), Neil Holleb (timing and equipment), and the rest of the Dirty Dozen (tech, pylon placing, starting, beer drinking, and general BSing). It actually looked like Grattan was going to come off after all.

I doubt if I need tell many of you about Grattan. Of course, it was a fantastic event. Plenty of track time and trophies. My only apologies go to Larry White and Ed Leed.

The IROC series was off and running, with new friends being met at each event.

In the next issued of the Scene, I'll cover the Motor-Stadts Region, Michigan International Speedway event. Till then...

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250,000 FANTASTIC MILES ON 10 FABULOUS PORSCHEs — by Gene Bussian

Uncoubtedly I am not alone when I state that Dr. Porsche and his company have influenced my life. Many of us have become captivated by the Porsche tradition and its car. In addition to broadening our horizons in terms of friends in our own countries and friends abroad — we have learned about engineering, art, fashion and the world of motor racing through our association with Porsche and its "Christophorus" magazine.

A chronological account of the development of my affection for Porsche can best be related by recalling my experiences with the cars themselves. Some of the earliest 356-1300's were imported into Milwaukee about 1952. After finally getting to drive a 1953 Super Coupe for the first time, I returned the car to the dealer with the comment that the speedometer was about 15 to 20 miles an hour fast. I was assured that the speedometer was accurate . . . and from that moment on, I was a Porsche enthusiast.

The ten cars included a '54 and '55 356 1500 Normal coupe, a '56 and '57 356A 1600 Super coupe, a '59 1600 Carrera coupe, a '61 1600 Super 356B coupe; 2 '58 Spyderys, a 1500 and a 1600, a '66 912 coupe and a '67 911 Targa. All of these have been put in some sort of competition and 8 of them were raced over a 12 year period. With the exception of the Spyderys, the cars were all used for touring as the quarter of a million miles might indicate. This includes the enormous variety of road conditions in the United States, Mexico and Europe.

The first "lady" was delivered April 7, 1954, and remains my sentimental favorite. Its 55 horsepower was sufficient to keep up ahead of the Cadillacs of that year and 35 miles to a gallon in the country was normal. Some of the features that have now disappeared are the wooden floorboards, a neat wooden stick for measuring the gas in lieu of a gas gauge, an all corduroy interior with the doors heavily padded, a dip stick that also served as a temperature gauge, a tremendously sturdy frame member which crossed above your knees and also served as the conduit for the defrosters, 16" wheels the color of the car and a two spoke steering wheel. This car was actually produced in 1953 and had a few idiosyncrasies which really made you love it. Do you recall the paper-thin bumper guards, the seemingly eternal winding of the window crank with its low gear ratio, the plastic sun visor (only one in the Normal), the long travel in the beautifully smooth synchromesh transmission, the one speed windshield washers, lack of ventilators, non-reclining seats, a turn signal with a red blinker on the end, heater and throttle knobs on the dash (most of the heat came from trying to pull out the knob) a cluster of three idiot lights near the top of the dash . . . like a small "Christmas tree", a ratchet type emergency brake which served as a left foot rest on long trips, 4500 maximum RPM, a fine hammer included in the tool kit, a genuine leather strap to secure the spare tire and a dash light you could turn off at night? At this time, service was not in existence, and I still have the original service booklet complete without any detached service certificates. With all this, those who were not active with Porsches at the time must know that this early 356 was truly a legend all of its own. The contact you had with the road, especially at speed, was a sensation which could not be purchased at any price in any other car sold in this country.

The '55 Normal had some functional and decorative improvements, the cooling fins on the wheels were racy, but were hard to keep clean. The car sported the word "Continental" on the front fenders and this shook up some of the people who connected it with another make in this country. The '55 was a real silver beauty with red leather interior and gray corduroy centers in the seats. Probably the biggest improvement in the car was the inside door grab handle which now had a little bow in it so you could easily grab it. Added was a rubber molding running the length of the body under the door, the sun visor for the passenger and reclining seats, the gas gauge, but still with the shut-off valve underneath the dash with its reserve tank position. The pushbutton starter remained and the door now sported a map pocket. Still no arm rests, but it had a back rest for the back seats, even for the Normal. A convenient horn ring was added, but still no tenths on the odometer and our temperature gauge cleverly read centigrade on one side and fahrenheit on the other side of the needle. This 356 was the last purest model with the minimum of government intervention with the design and sold with little assistance from a dealer organization or professional advertising campaign. It was an affair between the factory and its zealot

customers. This car was raced back in the days when the 1955 Milwaukee State Fair SCCA race included at least a dozen Porsche coupes, two or three Speedsters, a bevy of MG's and a few hot VW's. Needless to say, the Porsches won.

The 1956 model had many improvements and I moved up to the super engine as well as to the 1600 cc size. The extra 100 cc's added a little more push to the engine and this car turned out to be a great ice racing machine for me. The 356B modifications included the disappearance of the floorboards and a considerably different seating arrangement and front windshield shape. The dashboard was now padded.

My fourth Porsche, a '57 Super, was the hottest 4 cylinder stock Porsche that I have ever driven. It would stay in the middle of any pack of Carreras and gave me my best racing season back in the days when all we did was take off the hubcaps and go at it. Actually, the racing rules were getting stricter and I believe roll bars were mandatory even in coupes — and did we complain! This coupe would turn 5800 in top gear and it was never headed in a race by another coupe. From the beginning, this car had a piston slap and I wanted to give up on it. Glen Carroll said, "Forget it." — He was right. To show how far "overboard" I had gone on Porsches by that time — I took delivery of this car in New York through a Kenosha dealer on the condition that I would pick it up exactly as it came off the boat with the cosmoline on it. The original order was silver with a black interior. Someone along the line abbreviated black as "be" instead of "bl"! The car arrived with a beige interior and I continued to be the typical Porsche owner — that is, loving your Porsche and still looking for a better one. By this time I was convinced the factory does this purposely.

The 1959 1600 Carrera coupe was a dream car . . . silver with a real black (not beige) leather upholstery and the long list of options included extra large brakes, arm rests and wind wings. Many of these items were later to become standard equipment. The car was quite heavy for competition and it was fairly hard to keep the Solex carburetors in tune. Yet, it did bring my wife and me back from Mexico City to Chicago in 2½ days. I guess that tells what kind of a touring car it was.

In 1961, I spent six months working at the factory and had the opportunity to photograph the assembly of my 6th Porsche. This was my first 356B model and probably the most practical Porsche constructed up until that time. This time, the improvements in the model were sizable — a much better positioned and shorter travel gear shift, a dished steering wheel, improved bumpers, and much more solid hood ornament and the biggest breakthrough in passenger comfort, a wing window for ventilation. Not much remained at this point from the original 356A except a few items like the door handle and the trouble light socket under the dashboard. Only the "real" old timers will tell you where that socket came from.

Next came two RS Spyderys — a 1500 and a 1600. These were the only Porsches I purchased used and both of them were fairly non-competitive at the time. Yet, the RS was the last competition car which incorporated most of the basic features of the production car. You could never forget being flat out in a Spyder on the straight at Elkhart Lake — a fabulous car and I'll never forget it because it was raining. Probably the best way to explain the Spyder is to quote Sterling Moss, "When car and driver perform to the limit of their ability, nothing, not even danger can erase the sweet, sweet feeling of accomplishment. It is an experience not destined to be known by every man."

The Porsche Treffen in October, 1965, produced number 9, an Irish green 912. This, of course, was the big change, and one which, as a purist, I had promised to fight. Yet, after using the 5 speed for a few thousand miles in Europe I was converted to the new design and concept. The 912 proved an even better car in the US and was performing admirably when I sold it with over 40,000 miles on it.

Cars, beautiful cars all of them. How can you explain a feeling when you can only feel a feeling? For with all the improvements that are and all the improvements Porsche will come up with, when I close my eyes and think of the cars, the picture that always returns is my original "palm green" 356 Lady or "America", as we called it. I see it as the rare breed of its day and can still hear the sound of its motor as it speeds to the horizon. . . its singular ex-

(continued on page 4)

RALLYE ROUTES

TYPES OF RALLYES

By Bob Ostholthoff



KTWTTR

No sooner did I write about different types of rallyes last month, and I had the opportunity to participate in one of the tougher ones I mentioned. This was an SCCA rallye that covered 1,000 mi. traveling clockwise around Lake Michigan. The rallye was thus named "Keep the Water to the Right" or KTWTTR for short. Sue and I had looked forward to the rallye for some time, having entered about 2 months previously.

Several other of our PCA/Chicago members were also entered. George and Sarah Melford, Chuck Regan and his son, John, Jerry and Helga Meyer, and Jim and Bonnie Gladish all accepted the challenge the SCCA had planned for us. Ben and Dolly Hirsch were also on hand to help work a checkpoint. Not a bad showing for the PCA.

The activities began on Friday night with a run-for-fun section from your own starting point to Road America. (A) The term section was used in addition to leg because many sections contained their own legs. The object was to estimate your mph average for the distance you traveled to the track. The Melfords started off quickly by winning the first prize — a bottle of champagne.

Saturday am had us up early and back at RA for a 7 am plus car number starting time. On this section, each car was to take 2 consecutive laps and try to duplicate the time of the first lap. The catch was that all dash instruments had to be covered and timing devices hidden. The laps were run in the rain giving the track a much different feel than when driving it hard in the dry. This section would be used as tie breakers at the end of the weekend. More on the results later.

We departed the track having completed the laps and began the first of 8 sections we would encounter in the next 2 days. We covered some beautiful northern Wisconsin roads using highway road signs to direct our actions. The leg was interesting and enjoyable and was used to set our odd factors for the day and to move us up to the Michigan State line. Then the fun began. The second section covered some nice back roads and gave us our first taste of Michigan gravel. The instructions were sprinkled with questions about signs we passed and we were scored on correct answers combined with minor time penalties. The rallye's first casualty occurred early in the section when an aggressive Saab Sonnet driver lost his traction in the wet. The car slid across the road and rolled in a ditch. Fortunately, driver and navigator were unhurt.

Then came the "over-the-top" section, which, as its name implies, took us past the northernmost point of Lake Michigan to the eastern side. Again we were treated to some beautiful Michigan roads traversing the pleasant fall scenery. The number of questions increased and they became more difficult. More gravel was added and the challenge increased. The weather continued its assault on us and began to show its power. As we entered a small town, we came to an abrupt halt. A huge tree had been blown over by the wind and covered the entire road. Not to be stopped, we drove around the tree using a nice lawn for our road. The only plus from the fallen tree was that we knew our route was correct because a well-beaten track had already been formed by the previous cars. The negative side was that a beautiful lawn was being ruined by 35 rallye cars. Despite the continual downpour and the strong wind gusts, the driving was great and the lakefront views impressive.

The next section was one that Sue and I couldn't believe and would just as soon forget. If "Over-the-Top" was an appropriate name for the previous section, this one was even more aptly entitled "Swamp Romp." The section started out innocently enough. We had just crossed the Mackinac Bridge (5 mi. across — quite a sight even in the fog and rain) and were enjoying the sights. Then it turned into a tiger. Darkness was approaching and we were settling in for this 3 hr. section. We were quickly steered onto gravel roads and the driving became rather rough. The rain not only continued, but increased — making visibility poor (couldn't use the brights), the road surface slick (I use the term road lightly), and general driving conditions very dangerous. Those gravel roads became mud and sand and a good portion of them were only two-track paths of muddy sand cutting through dense woods. We missed one turn that got us turned a around and lost some valuable time, but found our way back and pressed on. Fortunately, we tied up with a friend of mine and his navigator and continued the rallye together rotating the chore of lead car. I had invited these friends (Chuck and Cindy) to enter this rallye . . . their first ever! They were doing an admirable job to say the least. Sue and I were quite uneasy a good portion of the time wondering if we'd slide off the road or eat a tree. I can imagine what Chuck and Cindy were going through. We were treated to an occasional paved road, but not long enough to let you relax before getting put back into the mud and trees. One instruction even warned "Nightmare Alley — Use Caution."

Well, we finally reached our destination of Charlevoix, Michigan at 10:30 pm, losing an hour due to the time zone. Sue and I were both mentally and physically beat. We cleaned up and headed out with Chuck and Cindy for some dinner. Discussing the rallye over dinner made us even more tired, so we quickly changed the subject to keep our sanity. We finally got back to our rooms at 1 am only to set the alarms for 5 am. It didn't take long to fall asleep. NEXT MONTH . . . Back to Chicago.

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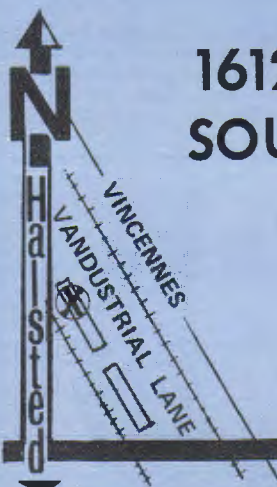
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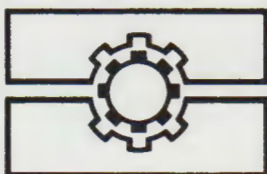
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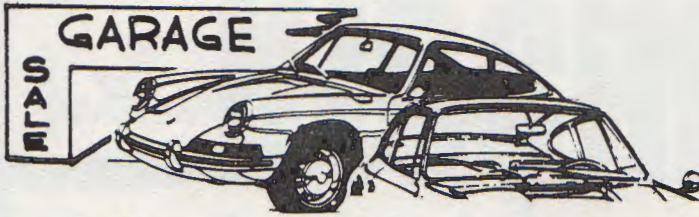


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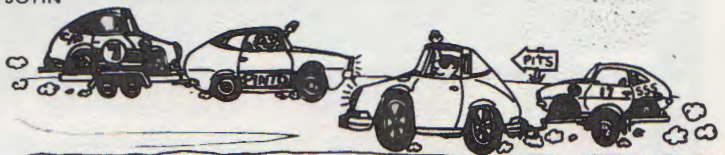
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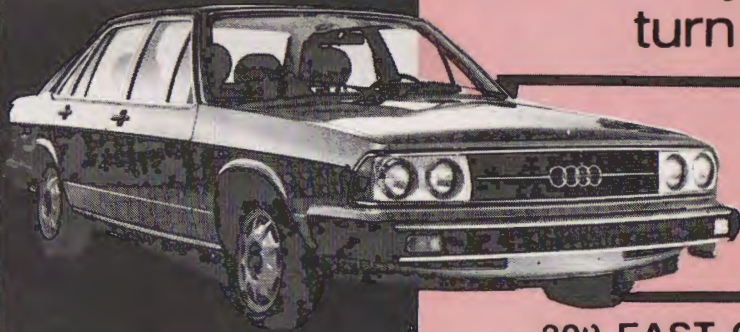


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