

CHICAGO SCENE

OCTOBER 1974

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COMING EVENTS:

October 6 - Gymkhana
October 26-27 - Rallye - Tour - Autocross
November 17 - Tech Session



The **Chicago Scene** is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. PCA dues are \$18.00 annually.

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(2)
THE REAR VIEW MIRROR
ELKHART WEEKEND

The Elkhart Weekend has once again come and gone, and if we may say so, it was a super event. This is nothing new, because every year it is super. There is something about the combination of the "last weekend of summer", the relaxing yet invigorating surroundings of the beautiful Wisconsin countryside, the challenge and excitement of Road America and the togetherness of the off the track hours at Siebkens, and the great food and hospitality of Siebkens, that makes each year at Elkhart a unique occasion.

You have probably noticed that everyone in the country has heard about this event. This year we had our friends from Nord Stern, Central Indiana, Lincoln Trails, along with newcomers from Michigan - Indiana and Maumee Valley; and let us not forget Alan and Sue Brooking, and Harv and Linda Smith who flew all the way from San Francisco to join us for the weekend.

The great weekend started off with the traditional Kartting Kettle Gran Prix. The go-carts are almost as much fun as Porsches. Unfortunately for all the "big" time Porsche Pushers, like George Gutmann, they found out that the weight of the driver is the big factor in go-cart racing as all the men found themselves beat out by our younger family members. It was a great night for kids.

After the go-carts, it was back to Siebkens for carousing into the very early hours. Saturday morning, which came entirely too early for most, was ushered in by Jerry Meyer who blew reveille. Jerry outdid himself this year by only missing four or five notes. Breakfast was great and then it was out to the track for several hours of senior Concours preparation. Those who participated in the Concours did not regret it. Then it was on to a day of practice around the beautiful Road America Track. In these days of the 55 MPH speed limit it was a privilege to put your foot into it. Then it was back to Siebkens for a great dinner and more carousing. Thanks to Bryntesen Porsche-Audi for the free beer after the dinner. While on the subject of Bryntesen, they supplied a truck full of parts and their service manager, Mr. Chris Dickens in case we had any mechanical problems over the weekend. Fortunately this was the most trouble-free Elkhart we ever had, and they were not very busy. Consequently, Mr. Dickens spent most of his time socializing and repairing go-carts and trail bikes. But thanks for the intention and all the help delivered. It was appreciated.

Sunday came too early once again. After another great breakfast it was out to the track for the timed runs. There was more than enough track time to satisfy even our most demanding members. The track was faster this year and much safer. This was achieved by using fewer and wider gates. In fact, the two days of 100 cars running as many laps as they wished only produced one bent fender and only minor mechanical problems. Bob White (Socks) and his crew of O. J. Meyer and Jim Gladish did their job well. They had to make sure everyone got their runs in. The starters and the timing stand girls were flawless. They really did their job well.

After all this it was back to Siebkens for the award banquet. What a weekend!

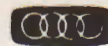
The main thing that really makes the weekend is the people. All the things are just frosting on the cake. All the Porsche pushers who enjoy getting out and driving, doing the Porsche thing, with a lot of other people who have the same proclivity. Bob and Wilma White had to leave the awards banquet early so that they could get Harv and Linda Smith to the airport. As they left, they received a large ovation. They wish to express their thanks and are sorry that they could not thank all who worked so hard to make the weekend such a success.

The White's wish to thank Road America, its staff, and especially Cliff Tuffte for giving us the privilege to use the best track in the country. To Siebkens, its staff and Miss Ollie for opening up just for us, for their hospitality and great food. Thanks also to all who worked: Bonnie and Roger Shapiro, Harold and Doris Beach, Dan and Sandy Gerow, Bruce and Jean Janacek, Neil and Judy Holleb, Dick and Joyce Gunther, Black Bart, Mrs. Bart, the Bartees, Harv and Linda Smith, Allan and Sue Brooking, Dan and Diane Gallagher, George and Linda Gutmann, Linda Kaitis, Todd Johnson, Bob and Sally Buckthal, Kathy Adis, Millie and Tyler Bangert, Jannette Gerk, Marion Potter, Barb Redszus, Linda Patterson, Terri Russ, Sally Kramer (APP), Mark Smedely, and Larry Bobbe. And all of us would really like to thank Bob and Wilma White, Jerry and Helga Meyer and Jim and Bonnie Gladish for a fabulous way to end summer.

Chicagoland's 1ST



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Concours Results**CLASS A (300 pts. possible)**

1. Bob and Wilma White	T	275
2. Wally & Anita Ryback	T	262
3. John Kjoller (Maumee)		209

CLASS B (250 pts. possible)

1. Mark Smedely (Cent. Ind.)	T	170
2. George & Linda Gutmann	T	165
3. Alan & Susan Brooking		156

CLASS C (200 pts. possible)

1. Harv & Linda Smith (G.G.)	T	181
2. Larry & Judy Bobbe	T	174
3. Bruce & Jean Janecek	T	171
4. Dan & Diane Gallagher		167
5. Rip & Linda Patterson		142

CLASS D (150 pts. possible)

1. Ed & Terri Russ	T	114
2. Ed & Debbie Leed	T	112
3. Dean & Millie Bangert	T	110
4. Joe & Darlett Ratschan	T	107
5. Joe Marcin		105
6. Harold & Doris Beach		103
7. Dan & Sandy Gerow		86

AutoCross Results**CLASS I All 356 (except Carrera)**

1. Larry Chmura	213.61T
2. George La Cross	218.18T
3. Rip Patterson	220.25
4. Alan Brooking (Golden Gate)	224.86
5. Ed Leed	227.04

CLASS I - L

1. Sue Brooking (Golden Gate)	231.16T
2. Debbie Leed	243.43
3. Pam Baker	245.33

CLASS II - 912

1. Bob Hubert	211.69T
2. Jerry Meyer	212.52T
3. Ron Howe (Cent. Ind.)	218.38T
4. Wayne Potter	223.23
5. Steve Zakyk	223.93 (APP)
6. Gene Coburn	226.05
7. Rick Abeles	226.64
8. Greg Blegen	241.22 (APP)

CLASS II - L

1. Helga Meyer	217.70T
2. Gaby Coburn	225.62
3. Kathy Abeles	246.65

CLASS III 914-1.7 & 1.8

1. Chuck Peterson	224.63T
2. James Peterson	227.49
3. Ben Frochlichstein	235.59
4. Jan Koloc	241.61 (APP)

CLASS IV 914/2.0, 911/2.0 except E & S, 356 Carrera

1. Joe Ratschan	911	209.41T
2. Joe Marcin	911	210.29T
3. Dan Gallagher	356	214.08T
4. Ed Russ	914/2	216.45
5. James Franks (MIL)	914/2	217.93
6. John Balgarde (N.S.)	911	219.04
7. Bruce Janecek	914/2	219.14
8. George Rudansky (Lin. T.R.)	914/2	222.28

CLASS III & IV - L

1. Marion Kuzniar	230.48T
2. Julie Frolichstein	240.95
3. Terrie Russ	247.40

CLASS V All 2.4 911, 2.2 911E, 914/6

1. Bob White (Socks)	2.4 911S	203.43T
2. Chuck Regan	2.4 911T	203.69T
3. Erwin Dollinger (Cent. Ind.)	914/6	204.55T
4. Dan Gerow	2.4 911T	204.69T
5. Pete Heckman	2.4 911T	205.73T
6. W. R. Baumann (Maumee)	2.4 911T	206.03T
7. James White (Cent. Ind.)	2.4 911S	206.37T
8. Terry Baumhardt	2.4 911T	207.61T
9. Todd Kaitis	914/6	207.83

10. G. Scott (Mich - Ind.)	2.4 911T	208.24
11. Dick Gunther	914/6	208.59
12. Harold Beach	2.4 911T	211.52
13. Tom Grutzmacher	2.4 911T	215.02
14. Frank Dunn	2.4 911S	215.71
15. Duane Arnold	2.4 911T	216.62
16. Frank Wagner	914/6	216.82
17. Larry Bobbe	2.4 911T	216.87
18. Terry Kramer	2.4 911T	217.61 (APP)
19. D. Laber	2.4 911E	218.49
20. Jack Gustauson	2.4 911E	218.94 (APP)
21. Harv Smith (G.G.)	2.4 911S	220.54
22. Jack Sagin	914/6	224.64
23. George Gerik	2.4 911T	227.93
24. Bob Geisel	2.4 911T	232.38
25. Sam Melnick	2.4 911T	233.83

CLASS V - L

1. Sandy Gerow	2.4 911T	215.74 T
2. Doris Beach	2.4 911T	230.71
3. Doris Winkler	2.4 911T	232.40
4. Linda Johnson	914/6	234.90

CLASS VI 2.2 911T, E. S. 2.0 911S

1. Jim Gladish	2.2 911E	195.66T
2. John Kioller (Maumee)	2.2 911T	195.72
3. Larry White	2.2 911S	196.16T
4. Neil Holleb	2.2 911S	200.26T
5. Billy Boy	2.2 911E	201.14T
6. Roger Shapiro	2.2 911T	211.31T
7. B. Hood	2.2 911T	212.35 (APP)
8. Bill Wegeng (Lin. Tr.)	2.2 911T	212.53
9. Chuck Ekstrom	2.2 911T	213.91
10. Tom Meyers	2.2 911S	214.83
11. Bob White (Other)	2.0 911S	214.09
12. Bob Koehler	2.2 T	223.49
13. Michael Haskins	2.2 T	224.22
14. Brian Allman	2.2 T	DNF (APP)

CLASS VI - L

1. Bonnie Gladish	2.2 911S	206.34T
2. Sue White	2.2 911S	214.12T
3. Judy Haskins	2.2 911T	225.31T
4. Linda Smith (G.G.)	2.2 911S	229.64
5. Marcie Hood	2.2 911T	230.31 (APP)
6. Bonnie Shapiro	2.2 911T	234.80
7. Wilma White (Socks)	2.2 911S	235.11
8. Rosemary Wegeng (Lin. Tr.)	2.2 911T	238.97

CLASS VII All 2.7

1. Harold Teter (Mich-Ind.)	202.90T
2. Dean Bangert	205.01T
3. Merv Rosen	207.88
4. Dennis Lello	219.78 (APP)
5. Mason Hilrich	232.65

CLASS VIII - modified 4 cyl.

1. David Zawierucha (Maumee)	912	205.12T
2. Bob Buckthal	356	206.59
3. Steve Scott	912	215.36
4. Skip Davis	914	228.11

CLASS VII - L

Darlett Ratschan	914	248.31
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CLASS IX - Modified 6 cyl.

1. Dave Morse (N.S.)	190.83T
2. George Gutmann	195.75T
3. Robin Boone	196.30
4. Mark Smedley (Cent. Ind.)	198.54
5. Dave Redzus	199.60
6. Charlie Brown (N.S.)	200.95

CLASS IX - L

1. Barb Redzus	911S	210.46
2. Linda Gutmann	911S	216.36

CLASS X - Competition

Ted Klint	911RS	183.76 FTD
Ed Dwyer (Lin. Tr.)	911RS	189.56

CLASS X - L

Ann Dwyer (Lin. Tr.)	202.09T
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Seibkens, our host



Seibkens



Some of our famous super shoes prepare for Kartting Gran-Prix.



It could be great if only I weighed 200 lbs. less.



These guys don't know it yet, but they don't have a chance.



Jim: Say Harold, how come you are not driving?

Harold: My bones are so old, I doubt if I could get into that go-cart.



The club's only Lithuanian super shoe and the beautiful women in his life.



Diane: Say Neil, why don't you volunteer to take pictures for the Scene.

Neil: What, do you think I'm nuts.



Road America



Beautiful Concours Cars



I wonder if the judges will look in here?



It is fun being a judge? I am so fair and unbaised. 356 forever.



What do they expect a hair dresser to know about Concours?



Where is the engine in this car?



It is so nice to get to Chicago and see some good cars again?



No inferior imports or domestics allowed.



Rich: I am moving to New Mexico to avoid the salt.

Gabby: Watch out for sandstorms and flash floods.



You guys are all lucky I did not drive this weekend. Us professionals are so good. Because if one of you beat me, I could not live it down.



Besides being the only Lithuanian super shoe, I am the only Lithuanian lover.



Concours wears me out, besides I could not stay off the tipple last night.



This one is for me, the other for my dad.



The well equipped family.



They just do not have the scandals back in California like we have here.



Harv: It seems to me that there were a few scandels, right Sally?

Sally: No comment.



Lunch_line - Saturday



This is our first Elkhart but will not be our last.



Winner - Concours Class A



Winner - Concours Class B



Winners - Concours Class C



Winners - Concours Class D



Roger: You apologize.
Dean: No, you apologize.

7



Mr. Chris Dickens and the free beer.
Thanks to Bryntesen P/A.



The only drawback of the whole weekend was that no one would let me give a speech.



As I said before, I don't care how she drives.



Someone told us that the best way to be accepted into the club's inner circle was to drive fast! What is the next best way?



Mr. & Mrs. Frank Dunn; old time members. Welcome back!



I have the highest Porsche around . . . You can find it every night parked on the top floor of the Hancock parking lot.



Brian Allman and wife, applicant members.



You know Tom, I am really embarrassed. A top notch driver's education teacher being last in the class. There must be more to this than I thought.



Big John Gustanson and wife, applicants.



Grid area.



Jerry: Bob, how are we going to start and time all these cars !

Bob: In the words of my ex-friend, "we are good, really good."



Corner three



Dean and invisible Carrera in corner three.



Todd Kaitis negotiating gate preceding corner 5.



GO



Ted Klint in carrousel



Corner seven as seen from hot air balloon.



Two Carreras



Waiting line for Bonnie Gladish's sex and needlepoint class.



Super Shoe of the six year old set.



Say Chuck, I hear you traded a 914 on a 911.

Chuck: Yep, one dentist with a 914 was enough.



Joyce: Bruce, it looks like you are getting into practice for the dinner dance.

Bruce: I quaff, I tripple, love beer, hate ripple, and am a super shoe.



Terry: You know Darlett I cannot understand why we got called the dirty dozen.



What will you have?

Mike: Anything but another spin-out at corner 7.



Have you ever heard of a Czech super shoe?

Sure: It is a pair of sandles.



Dan: You know, Diane, some people think I spend every night in the garage.

Diane: Obviously you have not been but you will be soon.



Various couples dancing after much consumption of the free beer.



Happy timing stand workers.



Ed Leed's modified front spoiler.



Mary and I always thought Road America was Highway 66.



Linda: We obviously passed Bonnie's sex education class but now we have to learn needlepoint.

Diane: The first part was easier.



Happy starters



We have been thinking about going into the brake repair business.

//



Winner - Ladies 356



Winners - 912



Winner - Ladies 914



Winners - 911 (2.0), 914/2 and 356 Carrera (Yea)



Winners - 2.4 911



Winners - 2.2 911 (Super Shoe Class)
How did Holleb get in here.



Winner - Ladies 2.2 911



Chris Dickens repairing Roger's Clutch cable.



Winners 2.7 911 (note funny looking man)



Winners - 2.2 911



Winner - Ladies 2.4 911 .



Winner 2.4 911 and friends.



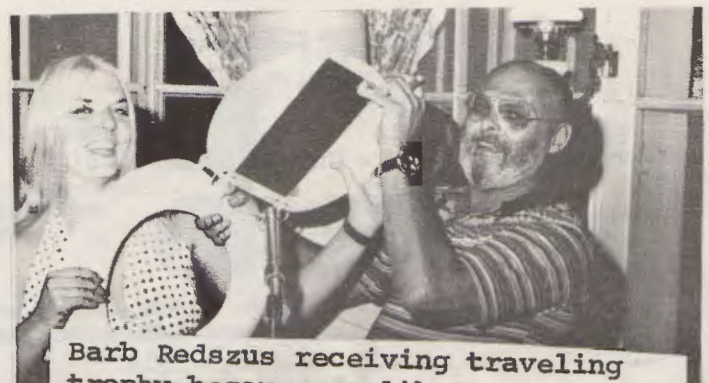
Winners - Modified 4 cyl.



Winner - Modified 6 cyl.



Winner - Competition, also F.T.D. - congratulations.



Barb Redszus receiving traveling trophy because we like her. See Miscellaneous Ramblings.

OCTOBER EVENT — The G-C Grand Prix

Date: Sunday, October 6, 1974
Place: Oak Creek Shopping Center
Corner of 159th (Route 6) and
Central Avenue
Oak Forest, Illinois
Time: Registration and
10-12 noon
1st car off 12:30 sharp

The G-C Grand Prix, the last auto cross of the season, will be an event not to miss. The course will be high speed as the parking lot secured by the Event Chairman is huge. It is by far the largest site of the year. The illustrious event chairman, Dan Gerow and Gene Coburn have informed us that a McDonald's is located right across the street from the shopping center.

As in the past, no open exhaust or stingers will be allowed. Helmets will be required.

The site is easy to reach off either the North-South Tollway or I-57 - so do yourself a favor and motor down to the south side for an afternoon of fun, sunshine and speed. For some of the Porsche Pushers, this will be your last chance to burn the carbon out of your machine until Spring. So gather up your family, dust off the machine or take off the car cover and come on out. Classes will be the same as we ran all year.

Dinner will be held immediately afterwards at the Breman House Restaurant located nearby. Mr. Gerow and Mr. Coburn guarantee that the food is excellent.

Dear Sandy,

I would not miss this opportunity to beat the big, ugly Greek. Sign me up.

NAME _____

Member Applicant Guest

If family member is driving:
Name _____

Model of Car _____

Color _____

Engine Type and Size _____

Pre-registration: \$5.00 (\$7.00 at line)
Make checks payable to PCA/Chicago.

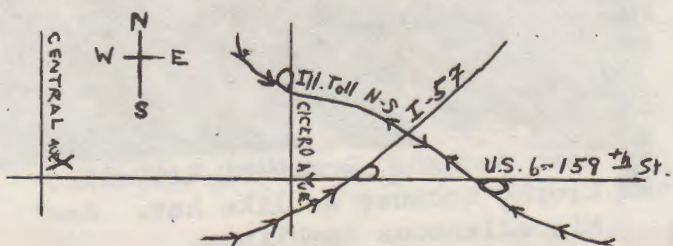
Reserve me ___ adult dinners at \$6.75 each (\$8.75 at line).

Reserve me ___ children dinners at \$3.40 each (\$5.40 at line).

Mail to:

Sandy Gerow
20648 Corinth Avenue
Olympia Fields, Illinois 60461
Ph. 312/748-8677

Pre-registration cut-off will be Thursday, October 3, 1974.



FLAMING FALL TOUR AND RALLYE

The annual two-day tour and rallye has in past years taken the club north to New Glarus, west to Dubuque (Dubuque?), and southeast to Indianapolis. This year we are going to try south through the covered bridge area of Parke County, Indiana and on to famous French Lick, renown for its country-side and fall leaves. This spa is one of the mid-west's anachronisms in appearance and history (J.P. Morgan came in his own railroad car and FDR was essentially nominated for president there), yet is up-to-date in facilities and activities. Located in southern Indiana's rolling countryside and winding roads, the hotel is famous for its food, hospitality, and Pluto Water. If you don't recognize the latter, ask any antique bottle collector or your parents. There is golf on either of two challenging courses, swimming in two pools, horseback riding, bowling, bicycling and hiking in over 2,000 acres of land owned by the complex, and many other diversions.

With winter (unfortunately) rapidly approaching the two-day tour — autocross-rallye is the last event of the year and it should not be missed. In addition to the tour down to French Lick, which will go through the covered bridge area of Indiana, we are fortunate to be able to offer something of interest for the autocross group as well. Central Indiana Region will be holding its one day (Sat.) Autocross at IRP on the same date.

Bob White (Socks) has talked with the register for this excellent event (Mrs. Agnes Howe, 1520 East 80th Street, Indianapolis, Ind. 46240); and they will be happy to have as many of our cars that wish to attend. So if you feel like something more competitive, drive down to the autocross and then over to French Lick for dinner and carousing and the rallye back on Sunday. The Autocross fee is \$15.00 per car, plus \$5.00 for a second driver. The reservations must be made no later than October 12, 1974.

The tour down on Saturday, October 26 and rallye back on Sunday, October 27 will take in some of the many covered bridges for which Parke County is famous, so be prepared for good roads, beautiful fall leaves, and lots of PCA camaraderie. The rallye will be a straight-forward time-speed-distance with a few of Prof. Bob White (Socks) variations on the theme (no college algebra required!) The instructions will be the clearest ever with sketches of intersections, etc., if there is any possible chance of getting lost. If you can see and read, absolutely no one should get lost.

The Lincoln Trail Region is going to assist with the rallye and tour, so it will also be a chance to see some of our regional neighbors.

Dear Wilma:

What a package deal. Sign me up!

Name _____

Navigator _____

\$5.00 pre-registered (\$7.00 late registration)

I plan to ___ Autocross ___ Tour ___

Reserve ___ adult dinners (Sunday night) at \$4.50
(\$6.50 late registration)

Make checks payable to PCA/Chicago and mail to %
Wilma White
2009 S. Cottage Grove
Urbana, IL 61801 (217/367-0356)

(15)
COMING EVENTS — Continued

(French Lick)

Get your room reservations in early ... we have a block of rooms being held. The rooms reserved are at a rate of \$48 with \$3.96 tax and dining room gratuities added. This is for two people and includes two meals a piece. Other slightly less expensive rooms are available, as are more expensive ones, as well as suites.

Room reservations should be made directly with the French Lick-Sheraton Hotel and Country Club, French Lick, Indiana, 47432, telephone 812/935-9381. Send a \$25.00 deposit along. **BE SURE TO TELL THEM YOU ARE WITH THE PCA/CHICAGO REGION.**

The event registration is \$5.00 (\$7.00 at line). On receipt of your registration for the Rallye - Autocross - Tour, instructions and maps will be mailed to you. Pre-registration will close October 16, 1974, since it is necessary to mail instructions, etc.

The Sheraton has agreed to be flexible on their check-in times. Please tell them when you plan to arrive.

Dinner, Sunday night will be held at Sarge Bilt's in Lafayette, Indiana. The restaurant is located right off the interstate to Chicago.

Hope to see you all there!

**NOVEMBER HANDS-ON TECH
SESSION & NEW MODEL INTRODUCTION**

Date: November 17, 1974
Place: Jack Cooper Import Motors

This will be a hands-on tech session where you will get to learn your car better. Special classes will be run for the ladies to teach them the fundamentals of driving a Porsche, i.e. how to change a flat without ruining the expensive mag wheels or what to do if a fan belt breaks.

The 1975 Porsche line will also be introduced and changes explained.

See next newsletter for a map and further details.

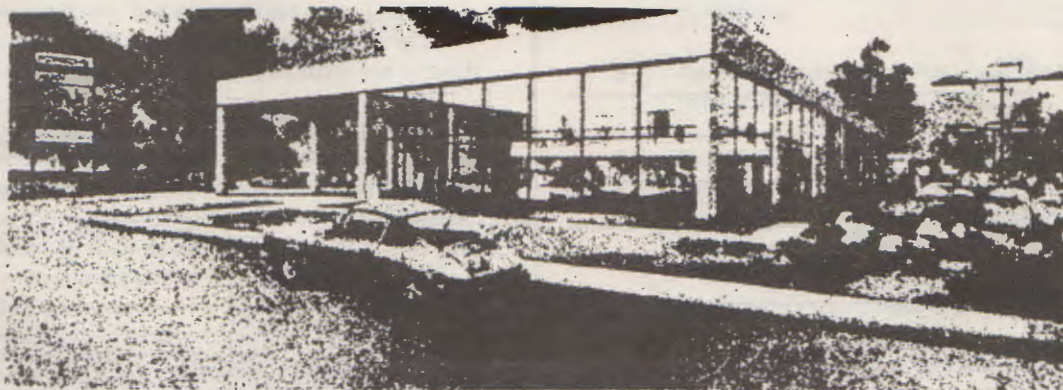
PORSCHE MART

FOR SALE: 1968 912 Coupe, new engine, transmission, clutch, super fast, 5½' mags, 185/70 Pirellie CN 36, anti-sway bars, new Kouis, 6/31 pinion, set up for autocross. \$4,500 finished with new paint, or \$3,700 as is.

Bob Hubert
359-9402

FOR SALE: 1969 912 Targa, new, paint (Desi), bumpers, moldings, Targa top, fenders, trim, lights, door pockets, kick plates, etc. Tinted glass, fiber glass rear panel, racemark steering wheel, lowered, Konis, sway bars, brake rotors, engine rebuilt by George Gutmann 2,000 miles ago, Tri-Cam 105 cams, centrical advance distributor, many others, \$6,000 or best offer.

Dr. Steve Scott
947-5700 days — 947-8952 evenings



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BALLOT

In accordance with our Constitution, neither the newsletter editor nor the nominating committee has received any other nominations for office by 1975. By tradition, we leave a place for write in candidates. Also you need not submit this actual page from your newsletter. You may make your own ballot or Xerox this page. The only requirements is the ballot be signed. Only active members or active family members may vote. Ballots must be returned by 21 days from receipt of this newsletter.

The constitution requires the ballot be mailed to the current Secretary. Mail to Harold Beach, 25 N. 5th Avenue, Maywood, IL 60153.

Nominated Candidates

- President Neil Holleb
- Vice President Jerry Meyer
- Treasurer Dr. Robert A. White
- Secretary Bonnie Shapiro

- Director: Bonnie Gladish (unexpired term)
- Director: Dan Gerow (unexpired term)
- Director: Ray Cuny (unexpired term)

- Director (2 years) Mike VanderWerff
- Director (2 years) Bob Hubert
- Director (2 years) Harold Beach

WRITE-IN

- President _____
- Vice President _____
- Treasurer _____
- Secretary _____

- Director: _____
- Director: _____
- Director: _____

- Director (2 years) _____
- Director (2 years) _____
- Director (2 years) _____

- Member _____

Nominated Candidates

- President Neil Holleb
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- Director (2 years) Bob Hubert
- Director (2 years) Harold Beach

WRITE-IN

- President _____
- Vice President _____
- Treasurer _____
- Secretary _____

- Director: _____
- Director: _____
- Director: _____

- Director (2 years) _____
- Director (2 years) _____
- Director (2 years) _____

- Active Family Member _____

Dear Chicago Region:

I want to tell you about an experience we had recently that I think reflects one of the finest and more important aspects of the Porsche Club

Ben and I sometimes have more enthusiasm than knowledge. We're delighted with our car, the Club, the events and the learning and participating more in all types of these activities.

Naturally (?), we've begun to do a little work on our car, after asking lots of "How To" questions of Jim Gladish, Jerry Meyer, Bob Buckthal, Skip Davis, Todd Kaitis and some of the other knowledgeable members of the Club.

After our vigorous couple of days at Blackhawk, we'd "boiled" the brake fluid so we decided to change it so it would be fresh for Elkhart on Saturday and Sunday. Wednesday night, after study of our owner's manual and our trusty (or not so trusty) Clymer 914 service manual, we put the car up on jackstands, removed the wheels and began. I got in the car and pumped the brake, Ben positioned himself by the right rear wheel and soon I felt the brake pedal sink to the floor as it should. However, when brake fluid continued to dribble out of the caliper, we knew we were in trouble. Ben had turned the bleeder valve the required 1/2-3/4 turn, but evidently in the wrong direction because a crack appeared in the caliper opposite the bleeder valve (behind it). I got the idea to tighten the bleeder valve more so to stop the leakage -- yep, you guessed it!! The whole part plus a chunk of caliper popped off. It was really easy to do. Now the brake fluid was cascading down the rotor, caliper, etc. even more actively. HELP. We called Todd Kaitis, 914 owner. He soothed us and volunteered to come help us after he got off work the following night (Thursday) at 10 P.M. He suggested, in view of our mechanical incompetence that we buy not only a caliper, but a new brake line. The brake line would only cost \$1.90 (unlike the calipers!!) and be mighty handy in case the old line suffered from our wrench.

Early Thursday morning, I called Skip Davis and Dick Gunther who both said they'd help us out after work. Dick said he just might even be able to locate the parts we'd need. As soon as parts department opened, I phoned Shoreline and Mark in their parts department said they didn't stock calipers -- "cause they're seldom needed"!, but Bryntessen had some in stock. The dealers have cross referenced inventories -- Porsche Owners of America -- and can locate who's got what. I called Bob Hood, parts manager at Bryntessen and he said he'd let us take the part and return it if we didn't need or use it.

However, we weren't able to locate any brake lines as the nearest ones were -- as September 5 in Cedar Rapids, Iowa.

Thursday evening, the Gunthers and Skip Davis appeared to help us get to Elkhart. When Todd phoned after work, we were able to tell him the situation appeared to be working out and he didn't need to travel over after a long day at work.

By the way, there's a wide difference of opinion about that cracked caliper; all the way from "A slight turn the wrong way will fracture it" to "that saved your life! Calipers are tough, they don't crack easily and there may have been a defect in the casting." I'd love to know which is more accurate. think these dear people who spent so much trouble to help us, deserve some kind of recognition. They symbolize some of the finest "above and beyond the call of duty" deeds the Club is famous for.

Now if we can ever help any of you on your cars, just let us know! Boy are we terrific on brakes!

Julie Frohlichstein

SEPTEMBER BOARD MEETING

Date: August 29, 1974

Place: The residence of Dan & Sandy Gerow (located half way to St. Louis!)

In attendance: Neil Holleb, Bob White (Socks), Harold Beach, Dick Gunther, Bonnie Gladish, Dan Gerow, Merv Rosen, Dan Gallagher, Jerry Meyer, Black Bart and guest Gene Coburn.

1. Accepted various committee reports.
2. Approved final plans for Elkhart and the October 6 gymkhana.
3. Agreed to purchase a floor jack for the trailer to be used at Club events.
4. Noted that newsletter costs are rising rapidly and decided that something must be done to cut them. Decided to let the Editor file a report at the next meeting.
5. Nominating committee report received.
6. Decided to appoint a "trophy chairman."
7. Decided to put off scheduling next year's events till next month.

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SCENE INTERVIEW

The SCENE is privileged to bring you a rare interview with Mr. Porsche Pusher. Mr. Pusher, as most of you know, is a 35 year old professional man. He is college educated and falls in the upper middle class income bracket.

ED: Mr. Pusher, would you please explain your views on the recently passed 55 mile per hour permanent speed limit.

PUSHER: I think it is full of S-----.

ED: That is awfully strong language, Mr. Pusher. Could you elaborate?

PUSHER: Yes, first they told us it was because we do not have gas, then they say it is for our own safety. They are wrong on both counts.

The way to cut gas consumption is to reduce weight and consequently engine size on our domestic cars. The total drop in consumption between driving if everyone drives at 55 instead of 70 is a drop of 3/4 of 1% of our total national usage. It is just not the right way.

As far as safety goes, this is one of the worst pieces of legislation ever pushed down our throat. It is a fact that highway fatalities have dropped 18% over the period of time. However there are 10% less miles being driven and the safer construction of automobiles and the increased usage of seat and shoulder belts accounts for most of the rest. In fact the total number of accidents has risen instead of declined.

England recently raised their speed limit back to 70mph and their death rate continued to drop.

ED: Gee, Mr. Pusher, I did not know all this. What do you think about driving at 55mph?

PUSHER: I think it is full of S-----. For one thing, all our interstates are designed for speeds of 70 - 80 --not 55. At 55 everyone is driving the same speed of approximately 62-65 with large trucks right on your tail. It is so boring and so unsafe. It appears that 4 out of 5 people are now speeding on our highways. What we have done is to foster an ear of disrespect for the law, any law. You know that 1/2 of all deaths on the highways are caused by drunk drivers. What is being done about them? Almost all of the rest are caused by driver incompetence. Do you know that only one of twenty people know how to break their car correctly, and far less than that know what to do if they get into an emergency situation such as a skid or required evasive action. What do we teach them in driver's schools? Nothing -- except how to parallel park.

So here I am in a car that will stop faster from 80 than Joe Average's car from 55, has plenty of evasive capabilities, is mechanically sound and rides on the best tires I can buy, yet I am considered to be unsafe at 60 while Joe Average, who never knew how to drive in the first place, is "safe" in his 'Goliath Super 8' wagon with bad brakes, bald tires, bad shocks and absolutely no evasive capabilities. It just does not make sense.

ED: Well then Mr. Pusher, what did you do with your super great 911 S.

PUSHER: I equipped it with every possible radar sentinell and continued to drive at a reasonable and prudent speed; unfortunately the authorities did not accept my definition of "reasonable and prudent." So I took out 3rd, 4th and 5th gears and put in three super short gears in between 1st and 2nd.

I could still break every speed limit in the country by 15 mph and had one heck of a "drag car" -- zero to top speed in 7 seconds.

Unfortunately the gas consumption was terrific and parts

became unavailable as all the Porsche dealers had gone out of business. (Who wanted to buy an expensive 140 mph machine you could not drive?) So I put the car into moth balls.

Then I went out and bought a V.W. bus. I put my 8 and 9 inch mags on it, adjustable anti-sway bars and shocks on it. For a while everything was alright but the guardians of our highways do not like anything different and they began to issue me citations for excessive cornering, etc., and I lost my license. You must understand that the whole thing is a conspiracy by the law makers, who do not like cars, and they want us all to be the same. Don't you see, it is 1984.

ED: So what did you do then?

PUSHER: I refused to be just a number in a faceless car forced onto me by faceless society, so I bought a trail bike.

ED: But Mr. Pusher, don't you know that the California legislature now considers the off-road bike "a serious polluter" and is taking steps to stop this menace to our society? In the future all bikes must have smog equipment, air bags, a full roll-cage, and training wheels; as two wheels have been proven by Mr. Nader to be unsafe at any speed.

PUSHER: Then I will get into go-carts.

ED: But Mr. Pusher when the new national safety standards take effect next year, all go-carts will have to have heavy bumpers front and rear (must withstand a 4,000 lb. weight struck against 7 times without damage), a full roll-cage and because their center of gravity is so low as to be dangerous; they must all have the minimum of 14 inches of ground clearance.

PUSHER: My God, it is 1984!

ED: Where are you going?

PUSHER: Out the window! There is nothing to live for. If only I had done something when there was a chance. Like when they brought in those stupid anti-pollution regulations that increased gas consumption drastically in an era of gas shortages. Or like when the catalytic converter became required. It did not help for no one bought the high priced no-lead gasoline, causing more pollution than ever before. I could see it coming and I did not do anything about it. I was so stupid to sit on my hands while the idiots killed us.

ED: Don't despair Mr. Pusher, there is hope in sight. The legislature has found the ultimate solution to all these problems; the zero mph speed limit. It takes effect next year.

PUSHER: a a a a h h h !!

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MISCELLANEOUS RAMBLINGS

Some of you may wish to learn the circumstances leading up with presenting Barb Redszus with our illustrious traveling trophy. Barb was driving the track, which she does very well, when rounding a blind corner; she encountered two young boys riding motorcycles on the track. She did an excellent job to keep from hitting them. This was the most eventful thing that occurred all weekend (no one made any screw-ups) so we presented it to her. This is written to clear up any misunderstandings that she did anything wrong or was in any way connected with the motorcycles.

We notice almost all of the police departments are switching to 911 for emergency calls. What could be easier to remember?

Sometimes it is very difficult for this editor to learn information about what the members are doing. If I am not there, it is impossible for me to know unless you tell me. On this note, we have just found that Steve Scott and Bill Boy took 1st and 2nd (in class) at the St. Louis region high speed autocross. This same pair also trophied at the Nord Stern Region autocross at Donnybrook. Steve beat every 911 in his class although driving a 912. Congratulations to both of them.

Our good friend Black Bart recently had occasion to go into a bar (something he rarely does) where they had a electronic race simulator. Bart broke the track record by 3 seconds. Bart has recently become head architect for National Can. Bart died in his shirt and tie at first (first time he had worn them for 7 years), however he sprang his Black Bart outfit on them and has been happy ever since.

While we are talking about winners, the editor's good friends Dan Gallagher and Roger Shapiro, complete with an entourage consisting of wives, children, the Buckthals, and children, plus one only slightly inferior foreign import and a great '57 speedster; recently took first and second in the 5th annual Glen Ellyn antique and classic car show. Apparently all these T-Birds, Corvettes and assorted junk had never seen "professional competitors" or imported cars before. It will take a long time for them to recover.

All of you who were present at the Mid-week drivers school know that Robin Leach was accompanied by a reporter and photographer from her local paper. To make a long story short, they ran a full page story on her and her hobby complete with pictures (which we cannot reproduce here). We are reprinting the article because we think it will interest you. While we are talking about Robin, she had to miss Elkhart because several blood vessels broke in her left eye requiring surgery. She will require two more operations to regain her sight in her left eye. Good luck, Robin! She reports she hopes to "See us all again soon", both literally and figuratively.

The following is reprinted from the September 13th issue of the Elk Grove Herald.

"The starter gave the signal and in seconds, amidst the roar of powerful engines, Robin Leach and her shiny orange Porsche 914 were out on the track and screeching into the first turn.

Woman and machine. Helmet on tight. Hands steady at the wheel. At the go signal, she and her finely tuned, powerful, sleek automobile became one, taking the curves of the 1.8 mile course with ease. She was in control.

Her feet moved quickly on the pedals — accelerator, brake, shift, back to the gas again. She muttered to herself about the slickness of the track, hardly noticing the speedometer as it tilted over 90 when she hit the straightaways. There were other cars on the track, but except for making sure they were out of her way, as far as Robin was concerned she was alone.

The object is to take the curves as close and as fast as possible and Robin is a perfectionist. She wasn't satisfied with her first run but by the time the day was over, she would be happy with at least one round. Everything would fall in place. The event at Blackhawk Farms Raceway on the Illinois-Wisconsin border was only practice, but the practice would prepare her for the next time she raced against the clock.

For Robin, director of public relations at Alexian Brothers Medical Center in Elk Grove Village, competing in speeds events is a No. 1 hobby. Taking the curves just right is like a ballet.

"You can feel it when you take a corner just right. It's a beautiful thing," Robin said, trying to explain the thrill of driver and machine screaming down the black top at high speed.

Outnumbered by men about 4 to 1, Robin competes in speed events sponsored by the Chicago region of the Porsche Club of America (PCA). Drivers do not race against each other; they race against the clock. Actual speed is not that important, according to Robin. Total time for a lap is. She's been competing for the last year and a half and has three trophies — two first and a second — in her Schaumburg apartment to prove it.

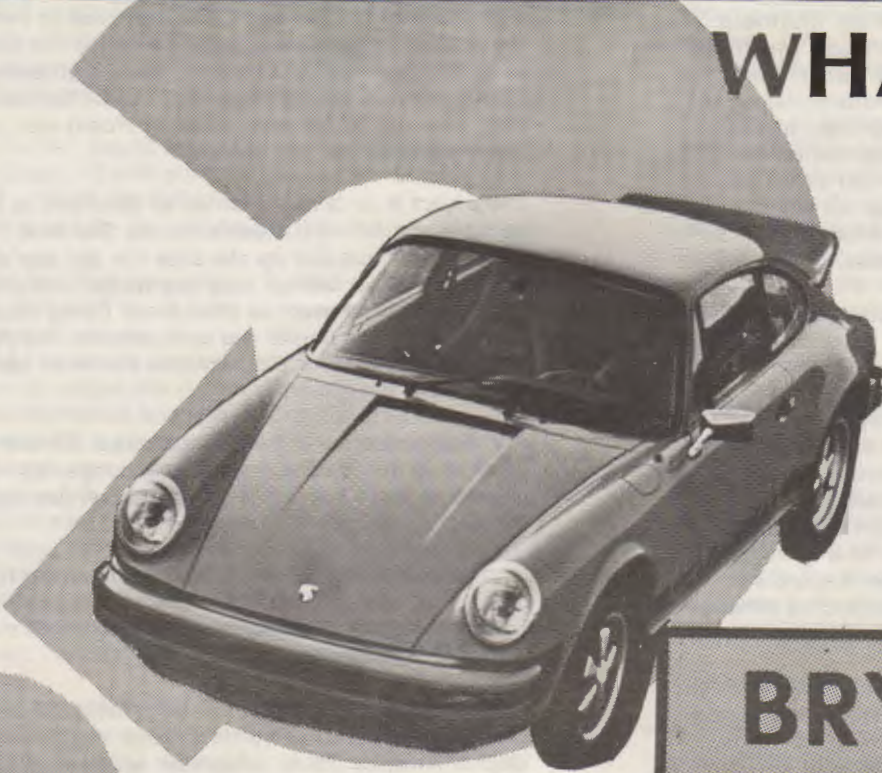
"One of the main objectives of the club is to let people indulge their interests in speed events at the same time as keeping everything safe", she explained. "This is not just high performance driving. It also teaches you how to drive defensively on the road."

Driving with the Club, Robin has seen other drivers total their cars and nearly themselves. But it hasn't made her stop driving.

"It scares you all to hell but you usually find out that the driver pushed his car too hard. You try to find out the limits of your car and your own limits," she said. "It's amazing. You think when you go off course you will be pumping adrenalin and scared to death. But you're in control. When I spun out at the No. 1 curve here last year, all I was interested in was getting out of everyone's way and back on the course."

Robin has had the itch for speed events and sports cars since she "informally" raced her mother's red MTGD on the highways of western Pennsylvania. Fortunately, the first time she drove a car is no indication of her present ability. She ran over a neighbor's tree.

"That was the first thing I did with a car," she said. "That convinced me I would be a super shoe (the PCA name for hot shot drivers) one day."



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