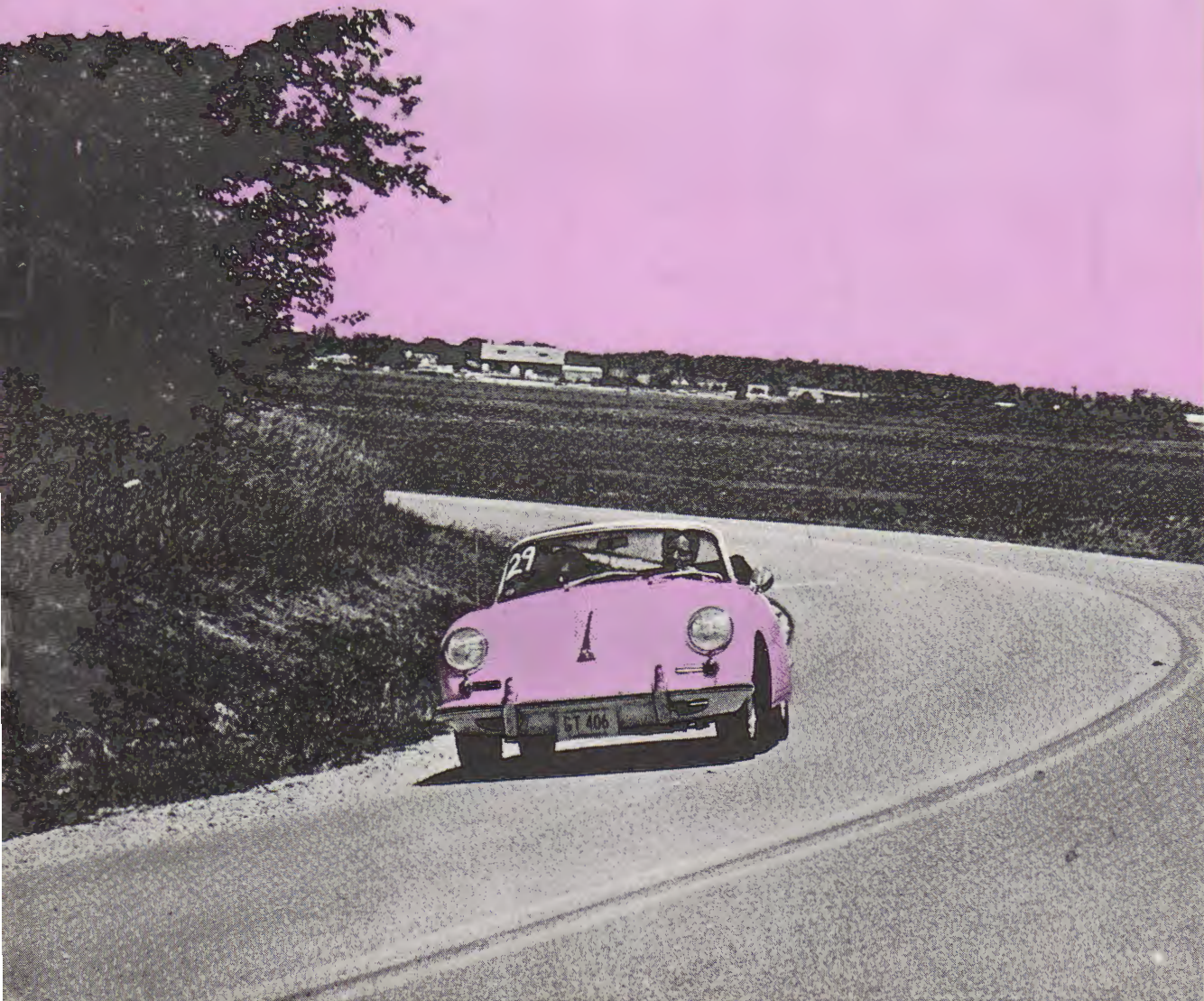


PORSCHE CLUB OF AMERICA
VOLUME 17 ISSUE 8

CHICAGO SCENE

A MONTHLY PUBLICATION

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1977



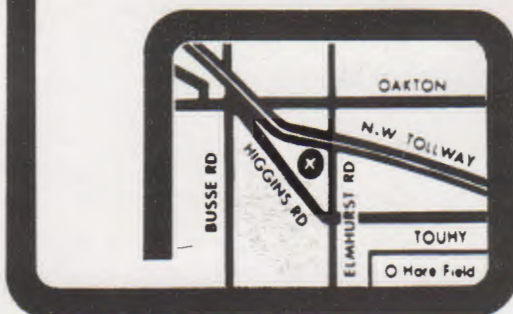


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THE Chicago Scene

Official Publication of the Chicago Region PCA

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The Editors Emporium

By Jeff Thurmond

Good 'ol "elegant simplicity" Masles bought a Porsche. Not new, but in all respects, it is better than new. It is a 1970 T, Concours A class. Very elegant, but keeping the engine, bottom and extra clean other parts up to current standards will not be simple. Last time I saw Tom, he was polishing the heater boxes, waiting for the wax to dry on the valve stems, inside of the ashtray and the exhaust bolts.

Dick Gunther has gone one step past Porsche; his re-bodies 914/6 is what a 914 should look like. It is really super.

Black Bart is again working on his Bartmobile; this time group 5 body modifications . . . will it fly next? Yes!

Rufus found a great way to clean those dirty exhaust pipes . . . insert one shaggy paw and turn a few times. Problem now is blue-gray hair being sucked into the Webers. Seems to increase the compression ratio tho.

A really nice and unique thing happened to me. My rear shocks are Bilstein. The top and bottom bushings wore out. So, I wrote to Bilstein Corp. of America. They sent me, free of charge, new bushings. Unique? Yes. They would have cost about \$25, if you could buy them separately. I feel that Bilstein deserves a special pat on the back for good service and excellent public relations. They are super shocks, and Bilstein Corp. really cares about their customers.

If you want a 1978 Porsche, they will come in various forms: the now standard 924, the new 928 (looks like price may be closer to \$26,000), the Turbo with 3.3 engine and price close to engine size, and the new 911. The 911 will be called SC, be 3 liters, and have a cost increase of approximately \$3,000 over current 911's. Oh, the '77 911 price went up \$990 in September. Those "used" 356 and 911 Porsches are looking better every day.

The Can-Am Bus (see article elsewhere) was a great thing. No driving hassles, no parking problems, no traffic to worry about, air-conditioned comfort (a 928 won't offer such a smooth ride), lots to eat, and plenty of drinks. It also figured out cheaper, when you consider gas, food, pit pass, drinks, et. al. if you drove yourself. Too bad more didn't take advantage of the Sunday Morning Special.

The 1978 Event Calendar is now being planned. If you have ideas, super event programs, locations for happenings, whatever; contact Jerry Meyer.

Do you have a business you would like advertised in the *Scene*? If so, contact Rich Ward. The *Scene* will also publish your business card for a low \$5. Support your *Scene* — run an ad or business card.

SPECIAL NEWSLETTER ISSUE

by J. Thurmond

When the three of us — Tom Lynch, Rich Ward, and I took the responsibility for the newsletter, we stated our objectives in the first and second issues. However, something we decided on in February, and not yet stated, is our idea for a Special Newsletter. This has been in the works for 8 months now. It will come out in December or January. Anticipated as a year round-up, it will be quite long, filled with lots of unused photos of events (we have over 300 now) of this year, various articles of humor and Club interest, highlights of the past year, fun poked in jest at members, a super layout, and the most colossal publication the Chicago Region has ever offered to its members.

The three Editors are still dreaming up things for the Special Issue. If you have any ideas, no matter how outlandish, get them to me. We will accept any and all material, humor articles, jokes, stores, photos, serious features, whatever. Let's hear it out there! Send it all to P.O. Box 185, Barrington, IL 60010.

!ELECTIONS!

by Jeff Thurmond

As reported in the last issued of the *Scene*, the annual PCA-Chicago Region Elections are coming up. The Nomination Committee presented the following individuals for officers:

President — Richard Gunther
Vice President — Bonnie Shapiro
Secretary — Tom Masles
Treasurer — Dan Gallagher

The Committee also presented the following individuals for 2-year Board of Director positions:

Bonnie Gladish — Bob Ostholthoss — John Gustavson

According to the Club ByLaws, if you are displeased with the Committee's selection, you can enter your own choice by obtaining ten club members signatures in support of your choice, and submit the individual's name, position for election ie. Officer Title or Director, along with the 10 signatures to the current Secretary (Sandy Gerow) before September 15, 1977.

In the October issue of the *Scene*, there will be official ballots for your use in selection of the officers and directors. All ballots must be returned to the current secretary within 21 days, which will be Oct. 21, 1977. So, if you have another choice for any of the elected positions, follow the correct procedure and contact Sandy Gerow. If you have any comments on the election in general, contact me at P.O. Box 185, Barrington, IL 60010; and if they are newsworthy and printable, they will be in the October *Scene*.

THE REAR VIEW MIRROR



SUNDAY MORNING SPECIAL TO ELKHART

by Robert B. Gamble

The event was officially called "The First Annual Road America Chicago PCA Group Movement and Sunday Special Event."

I arrived early at Holleb's (as strongly suggested in the *Scene*). I drove around the "Oh, boy" parking lot a couple of times to discover where the hoards of PCAers had parked themselves. Not finding anyone, I wrote it off to tee fact that most of us park in the next county to avoid door-dings.

I stepped on board a huge bus armed with my New York Sunday Times, umbrella, raincoat and God only knows what else. A well-prepared spectator . . . or so I thought.



Well, how do I put this . . . there were only five of us, and that's counting little Jesse Shapiro! There we were with a brand new hundred and fifty thousand dollar bus, two tons of Danish, a dozen chickens, five cases of beer, and a couple of cases of vodka. On the way up to Elkhart, our host, Jeff, offered: Danish, orange juice, grapefruit juice, milk, gin or vodka Bloody Marys, Tequila Sunrises, Screwdrivers and Salty Dogs. Oh, folks, you missed a good party! Where are the dirty dozen when you need them?

At Elkhart we found the rains had thoroughly soaked the course. A scenic, and wet, tour was made of the circuit, led by Norm Studier, before paying a visit to the Porsche Park and old friends.



With afternoon came the sun and racing. The Scirocco warmup was a good door handle to door handle affair. Seeing those VW's coming into a corner, tires screaming and a 12 degree lean, is a rare sight in motor racing.

The main event, the Can-Am, was exciting for a while, but the majority of the hot-shoes succumbed to the mechanical woes. But for those of us who are die-hard race fans, the sheer sight of the machinery was solace enough. It's not the Can-Am of old but still makes for some good racing.

Upon returning to the bus, we learned what our driver, Ed, thought of his first road race. It seems Ed wandered across the bridge onto the infield and took a look; a GOOD look, at the women that is. He was quick to marvel at the scantily clad young lovelies. Oh yes . . . he thought the "cars went pretty fast" too!

The Sunday Morning Special made a smooth return trip to Chicago (real smooth with all that liquor). On the return trip, we had super sandwiches, chicken, chips, olives, pickles, soda pop, beer, bloody Marys, tequila sunrises, salty dogs, screwdrivers, gin and tonic, vodka and tonic, martinis, and combinations of the above. All in all . . . a very pleasant way to spend a Sunday. Sorry more of you couldn't make the trip . . . the easy way!



PORSCHE GOES UNDEFEATED, AGAIN!

by Paula Lynch

There was a cloud of dust and a hearty HII HO! . . . UGH! as the Porsche club embarrassed the Windy City BMW Club in a rigorous game of volleyball.

The sun glimmered through the trees, and in the distance you could hear the faint sound of a river. The birds stood perched in their branches, watching in wonder at this bunch of men smacking a ball around.

Yes, the day was beautiful, as the Dirty Dozen, (this time literally true to their name) defeated a tired BMW Club in volleyball. The only thing missing from this game of brute strength, was Howard Coselle (we tried to have him narrate, but he had prior commitments). So this writer cannot give you a blow-by-blow description of the game. Heard a lot of adjectives dirtying up the air, such as !†+\$/&* (!)-@* or &†*.

Greg Onyschuk and his band of merry Bimmers planned

(continued on page 6)

continued from page 5 . . .

a terrific picnic. Treating us to a delicious lunch from Surmas, games for the kids, thanks to Greg's sister, Pat. With her supervision, the Moms and Dads were allowed to enjoy themselves.

Many thanks to the BMW Club for having invited Chicago Region. Thanks also go to Joe, Frank, Tom (both of them), Beth, Jim and all the others who helped the Bimmers set up the picnic.

This was the first in a series of 2 picnics, involving the BMW Club. We will again have a chance to show them who is best at Potter's Picnic, Aug. 21. This time we will teach them how to concourse the car.

The results of the 2 games played are: first one PCA 15, BMW 12 — second one PCA 17, BMW 14. The Ultra Ban really got a workout as the guys in their true athletic prowess, slaughtered the Bimmers. Many great plays and saves were made. Jerry Meyer in his official capacity was a line referee, assisting him was Norm Studier. Black Bart used dirt to hinder the concentration of the Bimmer team.

Joe Ratschan spent most of his time sitting down, (however, with Joe that was hard to tell if he was sitting or not). Frank Wagner developed a second layer of skin, sort of resembling dirt. Beth was in there pitching with the practice games the guys had. There was mention of Greg Onyschuk getting bombed with water balloons from 2 PCAers (Tom Lynch and Bob Ostholthoff?) — guess they were just getting even with him over the water balloon contest. Some people are poor sports.

All who attended had a very enjoyable time. Thanks, Bimmers, for planning such a fun event and inviting us. We will be able to meet again with the BMW Club 8/21. See you there!

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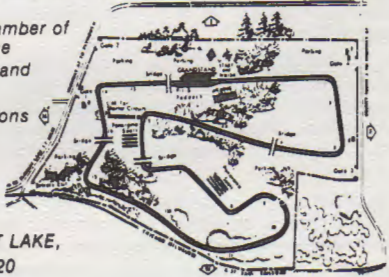
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COMING UP

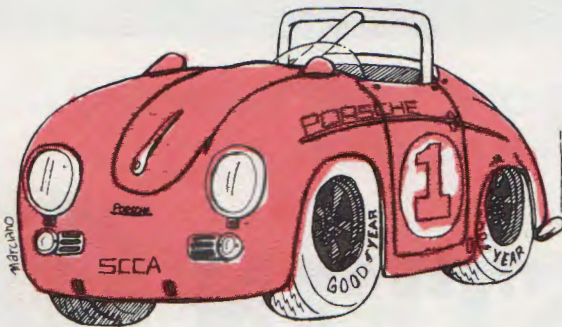
ELKHART — ROAD AMERICA

This is the last speed event of the year . . . the best of the whole year for all you super hot-shoes. Called "Swing Your Corners", there will be a square dance by the same name on Saturday night. A concours will also be offered. There will be lots of track time, much great food, a host of good times, and kart racing to even out things. The dates are September 9-11. Change your oil, air your tires, polish your fenders, and don't eat for two days prior . . . come for the best time of the year.

Prices are: At Siebkin's Lodge — the official Club headquarters:

2 days, per person, double occupancy	\$64.00
2 days, per person, single room	\$79.00
1 day, per person, double occupancy	\$32.00
1 day, per person, single room	\$39.50
Dinner only	\$11.50
Breakfast only	\$4.75
Event registration for full weekend	
member + family	\$45.00
Event registration for 1 day	\$30.00
Concours only	\$15.00

All prices at Siebkin's include all food. Children under 14 are half-price. All Siebkin prices are plus 4% tax, but include already 15% tip. All lodging and food reservations must be made directly with Siebkin's Lodge, Elkhart, WI 53020 — (414) 876-2600. All event registrations must be accompanied with a check for full payment of event . . . either \$45, \$30 or concours \$15. Autocross and concours awards will be at Siebkin's Sunday night after dinner. Event starts on Friday night. If you feel Siebkin's rates are too high, there are six other lodging facilities in the area. Contact the Elkhart Chamber of Commerce for details. See July and August issues of the *Scene* for more info on event.



OCTOBER RALLYE TOUR "TAKE IT FOR GRANTED"

by Jeff T.

Once a year, this club presents a weekend rallye tour. It is usually the best rallye of the year, and this year is no exception. For the laid-back people who really like to drive on country roads and enjoy the touring qualities of their Porsche, the October Event is what Elkhart is to the "shoes" of the club.

Illinois is not the Rocky Mountains, nor is it the Pacific Coast. But, it does offer some great roads, beautiful scenery, and good places to go. General Grant, later to become President Grant, hailed from a little community called Galena, which is close to the grand waterway of the Mississippi River, and the splendid Mississippi Valley. That's our destination — not being General or the White House — but Galena. The rallyemaster is Bob Ostholthoff, who will start the first car off at 10 am on Saturday, October 8, from the Midas Muffler shop in Palatine. Bob says it will be a "touring weekend, and a simple rallye, with no tricks." Saturday we will wind our way over well paved but little traveled country back roads toward Iowa and the Mississippi Valley, staying the night in Dubuque. An attitude-adjustment hour will be conducted before and after dinner. Sunday, we'll take a walking tour of Galena, some 20 miles away from Dubuque. Following the tour, all entrants will head back over different roads on an "economy run", taking in the scenery of the river valley.

Lodging reservations have been made at the Holiday Inn in Dubuque. When you register for the event, your room will automatically be reserved. You will pay for the room when you get to the Holiday Inn. Room rates are \$25.50 (that's for the room, so if you fit one or two in, it's your pleasure). Dinner will be "off the menu" so selection and price are your choice. Dinner for Sunday night will be planned as a group effort on Saturday night.

Cost of the event is \$6 per car. Awards will be given Sunday night. Cut-off date for registration is September 24th, an early date to be sure, but necessary due to room reservations. Late registration fee is \$7, and we can't guarantee you a room. Bring your camera and lots of film. Be there Saturday no later than 9:30 am.

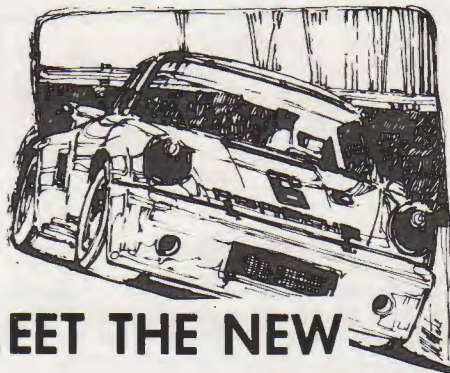
Send event registration to — Jeff Thurmond, P.O. Box 185, Barrington, IL 60010. Make checks payable to PCA Chicago Region.

The Midas Muffler shop in Palatine is located at the intersection of Rand Rd. and Dundee Rd. (Rt. 12 and 68) The address is 847 E. Dundee Rd. It is on the southwest corner of the intersection.

10 YEARS AGO

by Ginny Gummow

SEPTEMBER '67 — Poor Man's Treffen, Siebkens Resort, Elkhart. September 15, 16 and 17. Friday night was a quickie rallye with Bangerts, Studiers, Mike Robbins, Huberts, Cunys, Meyers finishing 1st, 2nd, 3rd, 4th and 5th respectively. Saturday was a drivers' school at the track and Sunday an autocross. 1st place finishers were: Gary Waite, Normals & Supers; Dick Jacobs, S90's, SC's, & 912's; Dean Bangert, 911's; Mike Robbins, Competition; and Elaine Cotter, Ladies.



MEET THE NEW MEMBERS

by Ed Leed

Joe Thoesen has spent years trying to find the perfect way to get inside his pet sponge. He has always had this under-whelming desire to crawl around in those soft wet little holes while it was being squeezed. The sponge didn't agree. It ate his socks and now Joe walks around on his elbows. The last time anyone saw him, he was biting the valve stems off bicycle tires. Which really makes much more sense than trying to break brass bolts with his teeth. And that's exactly why he ran away from home in the first place.

Say hello to Joe . . . yes, you can squeeze him. He's all better now.

Joe & Linda Thoesen

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CONCOURS TIP# 6

OFTEN OVER-LOOKED

by J. Thurmond (filling in for Masles)

Tom is the editor of this monthly series. However, right now he is busy repainting his heater boxes. I am not a concours expert. By the time you read this, Potters Picnic and the Concour there will be over, but there is still the one at Elkhart. I will have entered my Porsche in the Potters Concour, and probably finished last — Class D. I've never done a concours before, but Masles lives close by and he has given me many tips on what to do, what not to overlook. From the viewpoint of a virgin holding her first Q-tip, here's what I was to learn on often overlooked things.

Class D is outside (except wheels, which are Class A) and interior. Since my engine is 68,000 miles of seldom cleaned crud, my trunk is an example of clean carpet and soiled jack area, and my heater boxes are stock road dirt, Class D is a logical choice. The obvious thing is to wash and wax the outside paint, clean the outside chrome, and vacuum the inside. Then 'ol elegant simplicity Masles came over.

"Hum," he said, in his best unoffending way. "You really going to do, huh?"

"Yep, this is it. I've got all of Rufus' hair off the carpet, and paw prints off the doors; even got the lick marks off the outside mirror," I proudly replied.

"Well, have you polished the undersides of the horn-vent grills in the front? And those screw-heads in your turn signals look filled with wax. Your tail pipe has tar on it. The rubber seals around the trunk are not black, and neither is the rubber around the windows. The antenna is dirty when extended." Putting on his white cotton gloves and inserting jewelers eyepiece into his left eye (a new 35x one he got for his new Class A Porsche), Tom opened the drivers door. "Let's look inside," he said, as he snick-

ered at the oil-dust covered door latch mechanism. "The inside of the window rubber is not black. The steering wheel stitching is frayed. The radio speaker grill on the dash; the little holes need the work of a pipe cleaner. The door hinges are dirty. Your peddles are not clean, and neither are the metal arms connecting the peddles to the mechanicals under the floor. The shift lever needs polish, and the back of the rear-view mirror is sunfaded."

Getting down on the floor, Tom proceeded his quick inspection, starting by throwing the carpets out of the car. "This area under the carpets, it needs cleaner and paint. The support bar under the dash is dirty. Your map pockets have, what looks like old suntan lotion in them. The chrome strip around the door pockets is more like coffee stained cement, and look at those seat tracks; better pull the seats and repaint, wire-brush the silver part and soak the hex-head screws in something strong. The rubber boot on the heater control is faded gray. Oh, put some polish on the hold-down strap mounting brackets in the rear seat area."

Tom climbed out of the car dusting himself off. He carefully removed his jewelers eyepiece, slowly shaking his head. His white gloves were now off-white, with black fingertips. He stepped back a few feet, and suppressing a laugh, looked into the key slot on the door lock. Then he walked around to the back of the Porsche and examined the lettering on the engine deck-lid. Then, still suppressing the laugh, which took more effort now, he ran his fingers around the license plate frame. Almost unable to contain himself, he moved to the front of the Porsche and squinted at the deco strip around the front bumper, then the screws on the headlight rims.

"Good luck." That was all he was able to get out before he doubled up with laughter. He just sort of rolled around next to the car for a few minutes, holding his stomach and tears were running down his cheeks. He finally got up, and still unable to speak between great gustos of laughter, he sauntered off, shaking his head.



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POINT-OF-VIEW

(Please Note: This is a personal point-of-view. Any conflicting or conforming points-of-views are welcome. We offer opinions in the Scene, hopefully to touch upon your awareness. We are always hoping for some response from the club. If you have strong feelings about any of the information printed in this newsletter, please feel free to reply.)

.....THROUGH SHAGGY HAIR

by Rufus

The first Chicago Region PCA event I attended was a rallye. My two roommates had already attended a few events. They started in Dec. of 1975. I was born on Jan. 5, 1976, so I was very young and quite impressionable on my first rallye. Then I went to an autocross and a gymkhana, and another rallye. I wasn't allowed to attend Concours events, for obvious reasons! I don't go to events anymore . . . I'm too big now to fit into the back of the Porsche. It's just as well though; I like the back of the Suzuki 4-wheel and Audi better anyway . . . more room to move around and bark at other people and cars.

This is all just background, to let you know I do know about events. Now, when my roommates talk about Chicago Region and PCA I know what they are talking about. To the point: the Chicago Region is unique, but not necessarily unique in a good unique way. Sure, it's a great Club — but only after you get-in. And I don't mean get-in through membership dues. Get-in such as . . . accepted. The Club seems to have two circles of people, one within the other. The outer-circle is the general membership; the inner-circle is the clique, composed of about 40 people. Since the outer-circle doesn't participate if you are new and really want to get involved, it is that inner-circle you must penetrate. And breaking into it is no easy task. In that first year of club membership, going to events wasn't too bad since we all loved doing things with Porsches. We also had a good friend who almost always attended every event — Tom Masles — and that one someone-else-to-talk-to helped a lot. We all tried to be friendly to everyone else. I tried especially hard and won many friends . . . but they were the for-the-moment-type friendships. My two roommates needed something a bit more lasting than that. At least a "hi" at the next event. But that inner-circle kept its doors closed and the outer-circle never came to events anyway. Now, maybe I understand why they never came — they weren't part of, or allowed to be part of, the club-clique.

In January of this year, my girl roommate got sick (really bad cold), and so my male roommate went to the Ice Gymkhana alone. When he came home, he said that it was his last event. He had never felt so alone and ignored. He tried to start conversations and said "hi" to everyone, but was basically ignored. "Screw it", he said, "I don't need them." He was really hurt and depressed. It's sort of ironic what happened next.

At the previous event, the December Dinner-Dance, he had volunteered for a club duty. He told the president of the club that he would be glad to do the newsletter . . . the previous newsletter editor had resigned. Since my male roomie had experience in newspaper, newsletters, publication, writing/editing, plus had been a professional photographer, he felt qualified to do it, and so told the

president that. However, he wasn't a member of the inner-circle and his suggestion to the president fell on closed ears. I mean, he was from the outer-circle and what did those outer-circle people know? The president was an inner-circle person. But he really wanted to become involved. So, he kept calling the president, and finally was told there had been a Newsletter Committee meeting, and he should have attended. He, of course, was not invited, let alone notified of it. Nevertheless, he found out about the next meeting and somehow managed to get invited. Wow . . . he had stepped inside that holy inner-circle. Once in, at the meeting, he was accepted . . . sort of. Anyway, probably more from no-one-else than actually being selected because of ability, he was "allowed" to be one of the new Newsletter Editors. Since at least 2 of the 3 Editors were previous members of the outer-circle, it was almost like a black being knighted by the Klu-Klux-Klan.

Almost overnight he was accepted. He even found out there were monthly Board Meetings of the inner-circle (read: Officers & Directors) and he was told about their location and date. Not exactly invited, but allowed to attend. Now he is actually invited. Wow!

And, at events people actually come up to him and say "hi". My girl roommate is equally accepted. I guess I would even be part of the inner-circle. What's the bottom line? Well, Jeff and Julie never gave a damn about being a part of the inner-circle. They are not clique-type people. All they wanted was to be accepted; to be part of the club. Now Jeff's involved, what with the Newsletter and meetings, and telephone calls and events, and even a last-second bus chairman. Once you're in and involved, it's one hell of a club. The people are great and everyone's cooperative and friendly. Funny, all we wanted to do was have fun. Seems you can't just have fun.

What's the bottom line of this? The Chicago Region of PCA is one of the best clubs in the nation. But you don't know that until you really get into the club. Half of the fun is being involved. The other half is self-satisfaction from doing the things that involvement require. So . . . if you really want to get the most out of the club, get involved. It is great for the soul, good for the mind, and damn fine for your Porsche. I even gave up peeing on Jeff and Julie's Porsche wheels, and I never put my paws on the doors anymore; I lick the outside rear-view mirror though, once in a while — which is just the right height for an Old English Sheepdog!



A WOMANS POINT OF VIEW

by Helga Meyer

Ask not what Porsche Club can do for you, but what you can do for the Porsche Club. It has been a pleasure being involved with Chicago Region Porsche Club for the past 11 years. Before we bought our first Porsche (one of those green 912's) I didn't even know what a Porsche was. This seems especially unusual because my parents were born in Germany. But Jerry and I learned quickly what a Porsche was meant to do. Bismarck and I enjoyed many fascinating and excellent rallies, autocrosses, and gymkhanas. Jerry showed me what Bismarck was able to do, and then it was up to me to prove to myself that I could do it, too. Most encouragement and knowledge of driving skills have come from Jerry. Fortunately, Jerry doesn't mind if I try to beat his times.

But I'm also grateful to Jim Gladish, who taught me, among other things, how to drive Road America, and to Bob White and his philosophy "smooth is fast." There are many other wonderful members who have let me ride with them. This is very helpful and a good learning experience, but when it comes right down to being competitive, I can only learn by doing. I enjoy the challenge of driving, finding the correct line, and seeing how far Bismarck III will go.

Many members are interested in some special aspect of the club. However, I feel challenged by all the activities — be it a gymkhana in the rain at Harper College, or an auto-

cross at Grattan in the IROC series, or a Drivers' School at Soldiers' Field, or a weekend rallye to and from Dubuque, or even a concours at the Sun Valley Parade. But the main ingredient which makes the event is the people . . . the resulting friendships are delightful. This becomes even more apparent as we have joint events with other regions (IROC) or attend events put on by other regions (Peachstate's Rebel Rennfest) or even other car clubs (BMW Club). If you really want to appreciate an event, try putting one on yourself. I'll guarantee you, you won't criticize another event!

Being the President's wife has been enlightening to say the least. It's made me aware of the problems and concerns not only in our region, but nationally. Unfortunately, it has also made me upset about the general apathy towards events and running them. I'd rather participate than spectate or sit at home.

A fun and rewarding activity in the Porsche Club has been the Goody Store which I've had since the 1972 parade at Lake Geneva. Thank you, Bruce Janacek, for helping me count money, etc. I've met many interesting Porsche enthusiasts through the Goody Store and hope to continue to do so. By the way, check out our new regional patch for \$1.50 . . . it's really pretty.

You only get as much out of the club as you are willing to put in. Try getting involved (again), you'll like it. When you think about it, it is amazing that a Porsche can influence one's lifestyle so much!

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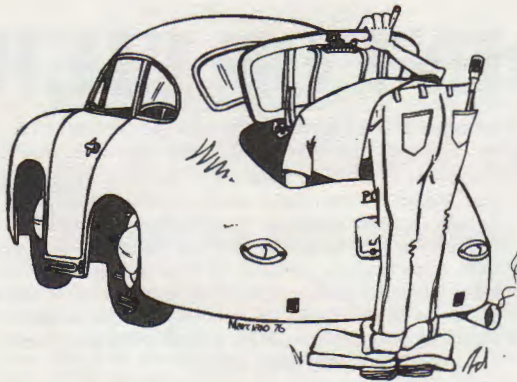
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TECHNICAL TIPS

GIVE YOUR PORSCHE A BRAKE!

by Jim Gladish

With unwavering routine, we change the oil in our engine to preserve its long life expectancy; at frequent intervals we replenish the gasoline in the tank; when 30,000 miles arrive, we change our transmission and differential oil, when our windshield washer or battery needs topping up, we promptly respond to these noticeable needs.

However, most of us are prone to glance at the brake fluid reservoir and, upon seeing a reasonable fluid level, dismiss the idea of any needed work. Yes, fluid quantity is important, but so is the quality of the fluid. You change engine oil when it becomes contaminated. So also should you replace the contaminated brake fluid, preferably once per year for maximum protection against brake pedal fade and at least once every two years for dependable service with well used brakes. If you are using silicone fluids, these maintenance times may be extended considerably. (If you plan to change to silicone fluid, call me first.)

With heavy brake loads at our Road America event at Elkhart Lake coming up in September, now is the time to have your brake system inspected for safe and efficient use.

1. Make sure the pistons in the calipers are free. Stuck pistons cause uneven braking and possible drag with subsequent overheating.
2. Check all brake pads, pistons, seals, brake lines and hoses (including the reservoir's) for wear, corrosion and leaks. (Stand on the brake pedal hard and hold it.)
3. Make certain your brake pedal doesn't bind on its shaft and that it is properly adjusted for free play. Check the mount for strength.
4. Fresh, top quality disc brake fluid is a must throughout the brake system. Flush until no air bubbles and clean clear fluid appears from all bleeds. Do it again a week later.

It's fun to drive with good brakes — take care of them and they'll take care of you!

C.I.S. FUEL DISTRIBUTOR HEADS

by John Welda

June *Pano* page 30 contains an article on the C.I.S. fuel distributor heads. A dirty or binding valve will cause uneven running of the engine. This is most noticeable in the low rev. range and may entirely disappear as revs increase and the engine pulls more fuel into it. The binding valve may be caused by a fuel residue build-up in the fuel distributor. Before replacing or rebuilding a fuel distributor head, try a couple of cans of "GUMOUT" in your fuel tank. This could very well correct the problem caused by the distributor without rebuild or repair.

"DON'T PAINT FLAMES ON YOUR PORSCHE — ESPECIALLY REAL ONES"

by Rufus

Last week, Jeff stacked a bunch of old newspapers in the garage. I couldn't resist routing through them, as they were at nose level. After discarding most of them, my paw came to rest on a nice article in the *Wall Street Journal*, a couple of months old. I was about to lift my rear leg and give it a good shot, when I noted the article concerned Porsche fires. The article went —

The National Highway Traffic Safety Administration announced separate investigations of possible safety defects involving Porsche 914's...

Owners of the affected vehicles were warned of possible safety hazards by the agency. One investigation involves an estimated 16,000 of the 1974 Porsche model 914 produced by Volkswagenwerk AG of West Germany. The agency said it has received 17 owner complaints of alleged sudden engine fires. These owners say that fuel leaks allow gasoline and vapors to collect in the engine compartment, where the fires start.

Safety administrator Joan Blaybrook (who also is trying to convince us all that we do indeed love the 55MPH speed limit — Ed. note) urged owners of the cars to be alert for any strong gasoline odor in the car or for fuel stains under parked vehicles.

Well, even most Porsche people, though their noses are not as good as mine, can smell gas or see petro puddles. It wouldn't hurt to look in the engine area either, checking for damp fuel hoses. A check with the local Porsche shop noted that the fuel pressure required by the electronic fuel injection of a 914 (and 912E's) is 28 psi. In those little hoses, that's quite high pressure. Passage of time and the Godawful temperature variation in the Chicago area stress the gas lines enough as it is, and 28 psi of petro is more than some can take. Short of replacing the lines every year, using a keen nose and eye could prevent a sudden flame. Carrying a good fire extinguisher is an excellent idea also. Remember... keep flames off your Porsche — they are in bad taste.



A TRUE LEGEND IN HIS TIME

BY J. Thurmond

PCA-National is bestowing honors on only six individuals . . . six out of thousands who have been and are PCA members. They have been members for over 20 years. One of the six is Chicago Region's Gene Bussian.

Gene, for those who don't know it, was the founder of the Region, then called the Chicago-Milwaukee Region. He started it in 1956. Actually, it started in 1955, but officially '56 was the organization date. Gene also started the Arizona Region in 1958. When you consider that PCA National started in 1955, that is something of a long history with Porsches.

Gene recalls that the first note of PCA was on page 51 of *Sports Car Illustrated* in 1955. Gene responded to the notice, and on June 20, 1955 he asked to be a member. He was answered with membership recognition on July 22, 1955. The membership included one year's subscription to *Christopharis*. The first organizational meeting for this Region was in Glenview on Rt. 41, with 6 Porsche Pushers attending. When the first issue of *Pano* came out, Gene prepared an article for it on tire pressures. Gene became Vice President of PCA, and in 1958 had the opportunity of presenting the Regional Charter to Arizona, after he organized it.

However, Gene notes, it was Bill Sholar who started PCA in America. Nevertheless, Gene carried his enthusiasm for the Club to Germany, where he worked for Porsche from 1960-61 as Assistant to the President of Sales/Marketing. His job there was to deliver Porsches to all English speaking people who made factory delivery part of their purchase. In fact, if you go to the factory now, there is a separate room where accessories are sold . . . an idea Gene started and is now part of the Porsche operation.

Gene has had 10 Porsches, including 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 them were in some sort of competition, and 8 were raced over a 12 year period. Over a quarter of a million miles were logged on the Porsches; all except the 2 Spyderys were used as touring Porsches in America, Mexico and Europe.

Gene has a complete collection of *Pano*, plus the Region's newsletters, as well as *Christopharis*. His recollection of early Porsches is something one could listen to for days, and his experiences in Porsches, PCA, et al are worth all the time you can give to hear them.

I am not foolish enough to believe that I can ever do justice to Gene in an article for the *Scene*. He truly is a legend in his own time. The special award will be presented to Gene at Potters Picnic (before you read this). I hope you all took some time to talk to Gene about his good past times. Next month, we'll rerun an article he wrote about his many Porsches. It sounds better in his own words. One last item though — Gene is one of only two non-Germans who ever received a "Zeugnis" (which translates to — employment letter of recommendation) from Porsche, personally written and signed by F. Porsche himself! That in itself is an honor, equal to any that could ever be given.

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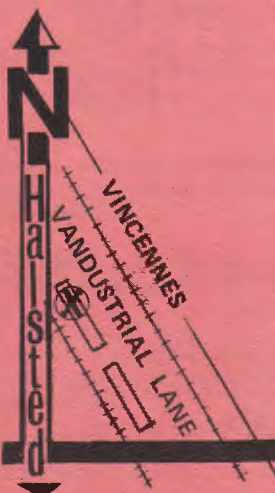
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RALLYE ROUTES

DO YOUR OWN THING

By Bob Ostholthoff

There has been some recent publicity on courses being offered by experienced woodsmen. The courses teach survival in the wilderness while possessing only a minimum of food and tools. The pupils are taught how to follow their instincts and how to utilize the knowledge gained from each new experience. Bottom line is that they learn to fend for themselves without relying on others.

As far as I can see, rallying isn't much different. Actually, in the middle of my first-ever rallye, I wished I'd had two sticks to rub together instead of having to interpret those unintelligible instructions on my lap. At least with the sticks I could have started a fire and sent up smoke signals crying for "HELP!"

However, as each rallye became history, confidence grew and knowledge increased. The fear of being stranded out in the woods of Wisconsin is never completely gone, but at least it's not as intense as that first adventure.

What I have learned is that you must "do your own thing." My dad and I often talk about our first rallye and always find ourselves laughing hysterically about it.

Naturally, we had absolutely no confidence whatsoever, being the rookies that we were. We'd reached our first two checkpoints safely (whew!).

"Hey, dad, this isn't as bad as I thought it would be." Spoke too soon — our next instruction didn't work and we were lost.

"Okay, Bob, let's turn around and get back on track." With that, two 911's came toward us and buzzed by in the direction we just came from.

"Maybe we were right after all. Let's turn around." Just as we did, a 914 came up from behind and joined in the chase.

"Ah, an ally. We were right all along, Bob."



"What's that?"

"I'm afraid to look."

"No, it can't be! The same two, uh, make that three 911's. What's going on here? We can't all be wrong, I mean right, I mean . . . I'm not sure what I mean!"

I don't remember exactly what happened after that. We were laughing so hard by then it really didn't matter. We (the five rallye teams) eventually got on course and finished. But it taught us for future events to trust our own judgment. We had tried relying on others and got tangled up worse than if we'd just followed our own game plan.

The Rennfest in Atlanta last year was extremely unnerving for Sue and me. It was the first time we'd rallied out of state. If we got lost, we couldn't find our way home as easily as if we were in Illinois or Wisconsin. We had to muster up all the self control possible to avoid the impulse to follow another team when we questioned our own route. We managed to do so and were rewarded with a good finish and an even greater satisfaction of self-achievement.

My point was exemplified further on the first leg of that same rallye. We were running behind schedule and flew by a station wagon also entered in the rallye. When we arrived at the checkpoint, the driver of the wagon walked past our car and said, "You're a minute early." We hadn't thought so and our score backed us up — one penalty point.

You see, everyone else is not always right. The more you believe that, the better off you'll be. Stick to your guns. If you've done your homework on definitions, generals, and route instructions you are just as knowledgeable about the sport as the next guy. The sooner you can prove that to yourself, the sooner you .. become a good rallyist.

Then you can go to Colorado and learn how to survive in the woods with just a canteen of water and your Bowie knife. If you're smart, you'll build a Porsche out of those pieces and drive back to civilization.

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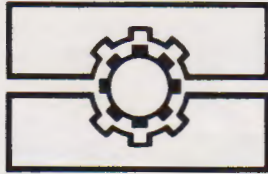
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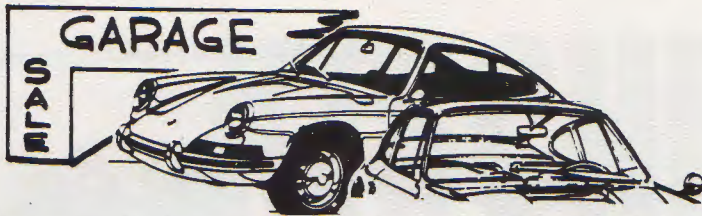


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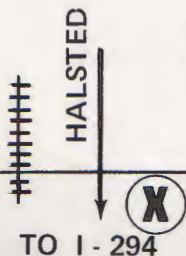
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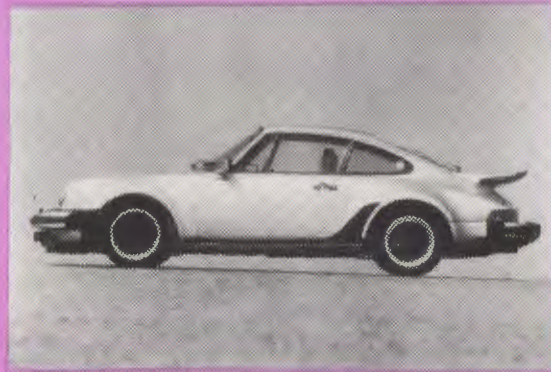
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