

CHICAGO SCENE

FEBRUARY

1976

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COMING EVENTS	
Feb. 22 — Wine Tasting	
March 28 — Rallye School & Rallye	
April 10 & 11 — Dubuque Rallye	
April 25 — Gymkhana	
May 9 — Drivers School	
May 22 & 23 — Grattan, Michigan	



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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THE REAR VIEW MIRROR

ANNUAL ICE KALTFEST

Once again, the Kaltfest started our year off with a bang --- the weather cooperated beautifully, the Sterlingworth was hospitable as always, and the only blot on the day was the Super Bowl score (of course, that's only the editor's opinion). Forty-nine members, guests, and applicants turned out to see what their Porsches or various types of inferior automobiles, could do on the Wisconsin ice. Joe Ratschan and his co-chairman, Frank Wagner, laid out a course which tested everyone's skill and still allowed us to finish before the sun set. There was even time to set up a longer course over some very slippery ice for those who wanted to test their ability to do a 360 without worrying about hitting curbs or trees. That practice should come in handy for the May Drivers school.

Mike VanderWerff's Bartmobile and Dick Gunther's Golda were pressed into service by several members who had left their own Porsches at home in cozy dry garages, and the times turned in by different drivers in the same cars were surprisingly close. In the absence of any outstanding antics on the ice, Julie Frohlichstein won the Toilet Seat for managing to receive a speeding ticket and two flat tires in the same day. At least she took home a trophy for her troubles.

Several families made a weekend of the Kaltfest and enjoyed the heated pool, ice skating, snowmobiling, and superb Sterlingworth food. The only casualties were the added pounds from all the food and Roger Shapiro's knee from

flipping a snowmobile. Porsches are much more stable on the ice.

Joe and Frank worked hard to set up a super event; and, as usual, they were aided by many members. Thanks to Bonnie Shapiro and Wilma White for registration; both Barts (Black and Gray), Neil Holleb, Terry Baumhardt, Mike (Hoeky) Holzner, Joe Hill, and Dan Gerow for setting up the course; Gail Gustavson, Sara Melford, Dawn and Wendy White, Linda Patterson, Beth Killheffer, Vicky and Brenda Vander Werff for timing; and Norm Studier, Rip Patterson, Jerry Meyer, Jim Ugrin, Dolly Hursh, Joe Marcin, John O'Keefe, and Helga Meyer for standing in the cold starting cars and shagging pylons. Special thanks to Neil Holleb for bringing the trailer with all the equipment. That's a lot of trouble, and everyone in the Club appreciates it. Dick Gunther came up with the super trophies; cubes of plastic resembling blocks of ice. Thanks for that Dick. There are some new names on the list of helpers --- welcome, and we hope you'll keep it up.

SEE YOU ALL AT THE NEXT ANNUAL ICE KALTFEST!

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The site - Our Host the Sterlingworth



Illustrious event Chairperson checking for bears.



FUTURE Janet Lynns



Now that I am assistant Editor there will be changes made, like Chairperson and a new favorite recipe column.



FRANK: Have you guys seen the Bartmobile?
JOE: How can we miss it, it is so bad.



DOLLY: How were things in Sweden?
BOB: Fine upon returning I bought a 914/6 which is much better looking and runs much better, than that hunk of junk behind you.

DOLLY: If it is that good, why didn't you drive it.

BOB: What in the snow!!



DEAN: I would rather take pictures of boots than the Bartmobile.



Boots



SARA: Bob "2nd Place" Buckthal told us to come up here so we could pick up our trophy from the "I hate to Rallye, Rallye," however he failed to show-up.

GEORGE: You must understand that a Roadster with no heater and only 3 gears is almost as bad as the Bartmobile!



DICKIE 'SANS-A-MOTOR: Contrary to popular belief this is not my new hairpiece.



SWAMPWATER: How can you get along out here without a coat?

JOE: I have my hair to keep me warm.



HAROLD: It is cold as hell out here and here you are with only your Bart outfit and with driving clothes for an ice gymkhana!

BART: Us lovers are warm all over and besides - the image is important!



SUE: Look no gloves!!!



MERV: Jackie you cannot dance with Jerry again til he grows at least one foot.

JACKIE: That means never!

MERV: That is too soon!



JERRY: Let's kiss and make up!

BONNIE: You don't need an excuse.



I believe this outfit deserves the toilet seat!



JOHN: Chuck is it cold out?
CHUCK: Not if you keep your coat in the right place!



Pick a key, any key!



JERRY: We are not having a kissing contest this year, we are going to have a hugging contest.
BONNIE: Can I enter?
JERRY: You have it all backwards; that is my line!



DOLLY: Do you see what the members of this old line club are doing?
BEN: Don't pay attention to them. Us race car drivers have more fun.



MAJOR: Not driving races we don't!



Us he-men need a beer that is less filling!



TOM: Like I said before since my new car, all the good looking girls notice me.
FLO: I am happy to be included in that group, because my 914 still does work.



BART: Everyone seems to like your new hair-do.
LAUREL: You haven't seen nothing yet!



JESSIE: When I grow up can I collect cars like you?
ROGER: You are doing just fine son!



The Dotson girls - new members



Jerry posting results



Our group had 44% fewer cavaties!!



The results read like my infamous garage.



HAROLD: I may be slow but smooth, but there is still a spark under this old gray hair.
DORIS: Insert name of Fröhlichstein's garage.



KENT: Now that the footgall season is over I can finally eat again.
ROSEN: What?
KENT: You see I was to the top of my weight class and I had to starve for three months.



6 Cuny was right; the only thing ice is good for is to mix with Scotch!



NEIL: Is my driving really like the floor in my new warehouse, erratic?
JUDY: Yes, and that is not all that is erratic!



Dan: Being Vice-President is really easy. Nothing to do expect making sure each of our sixteen events runs perfectly.



RAY: That is right, I got on my cross country skis and skied over from Whitewater.
BONNIE: That is about as likely as you telling me you drove your '61 Karman Coupe over here.



CHEERS!



EDITORS NOTE: The club censors did not allow production of the intended caption.



JOYCE: You have heard of Pie-In-The-Face; well this is Butter-In-The-Face.



S.O.S. Shapiro



Workers



FTD Mens - 1st place
studded tires



FTD Women - 1st place
studded tires



Winners - Ladies Street Tires



More Winners - Ladies Street Tires



Winners - Mens Street



More Winners Mens Street Tires



Still More Winners Mens Street Tires



JULIE receiving much sought traveling trophy received for receiving traffic citation in a CB equipped car and for having two flat tires on the same day - insert name of Garage here:

COMING EVENT

RALLYE SCHOOL AND RALLYE

DATE: March 28, 1976

PLACE:

TIME:

Our expert rallyers, George and Linda noticing the rallying is not one of our club's strong suits, have agreed to conduct a rallye school for our benefit. This school will stress rallye concepts not tricks. It is intended for everyone, particularly new members and those who plan to compete in the Parade.

As of this writing a site has not been selected. A dinner will follow afterwards.

This event is a must for all of us who keep getting lost or who just plain like to rallye.

COMING EVENT

DUBUQUE RALLYE

DATE: April 10 & 11, 1976

PLACE: Dubuque, Iowa

Absence does make the heart grow fonder. After a cancellation of last year's annual trek to visit our brothers in the Land of Oz this event is just what we need to shake the winter dull-drums. Please note that there has been a date change. The dates we had selected conflicted with a 3,000 member square dancing club's convention in our beloved sin city, consequently we must move our date to get adequate housing. It is just as well - we would not like to see our club get mixed up with a bunch of roudy square dancers.

Saturday will feature an economy run, or some gymiel event to get you out to Dubuque. Saturday night we will be chauffeured on charter busses from our luxurious accommodations at the new Ramada Inn (yes, Roger there is a heated pool) to the Dubuque Shooting Club for the best steak west of the Mississippi.

The following day's rallye will bring us back close to the Chicago area where another gala dinner will be awaiting us.

Reservations for room will be handled by Jerry & Helga Meyer, so you will not have to spend your hard earned Porsche Payments on Illinois Bell.

**COMING EVENT
SPRING FEVER GYMKHANA**

DATE: Sunday, April 25th

PLACE:

TIME:

This event has been changed from the rallye listed in your Calendar to a Gymkhana to take advantage of all the gorgeous spring wather that our resident meteorologist has predicted. Although no details are known at the present time, we are printing a registration form in hopes that as many as possible will preregister. There will be no penalty for paying at the line IF you have preregistered at this time. Your Editors are trying to give at least two opportunities to preregister for each event so that there can be no excuses based on late arrival of the SCENE due to mail delay. Everyone in charge of events would appreciate as many people as possible preregistering the FIRST time the information is published. So start dreaming of the first gymkhana of the season, check your oil, and plan now to join us.

COMING EVENT

**ANNUAL GRATTAN
DRIVER EDUCATION EVENT**

DATE: May 22 & 23

PLACE: Grattan Raceway, Grattan, Michigan
(just northeast of Grand Rapids)

Mike "Black Bart" VanderWerff has agreed to be in charge of our second annual Drivers Safety School. Hopefully, May flowers and not June showers will be the order of the date this time. Instruction by modest, very humble professional (or experienced amateur) race drivers will be available at all times. To insure safety on the course at all times, we will have a communications system in operation for some of the corners. Since we are inviting several other regions to join us and there is a limit of 80 cars, send your registration in TODAY. The fee for this event will be \$30.00 per car - a maximum of two drivers may drive with the payment of each entry fee.

Motel information will be published in the next issue.

Dear Arlene:

How could anyone pass up instruction by such humble personages? I'm already polishing my helmet and checking my brakes.

Reserve _____ CARS AT \$30.00 per car (2 driver maximum per entry fee.)

NAME _____
 Member Applicant Guest

2ND DRIVER _____
 Member Applicant Guest

Make checks payable to PCA/Chicago and mail to: Arlene VanderWerff, 416 West Higgins, Park Ridge, Illinois 60068

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TECH — 914

For those of you who have begged for 914 tech items for the past several months, pay attention. Your ship has come in. Here are enough tech items to keep you busy for the winter.

BATTERY: Never overfill your battery! Battery acid and its fumes can be one of the main causes of deteriorated fuel lines in the 914. Keep the battery clean and well covered. Also, if you have a 1.8 914, excess water in the battery will expand during charging and may spill into the fuel pump relay. This could very well leave you sitting dead in Rabbit Hash, KY at 3:00 A.M.

ENGINE MOUNTS: Having a shifting problem? Check your front engine and transmission mounts for tightness (check your manual for torque ratings). These tend to loosen with time, so make it part of your regular maintenance.

POINTS: Remember, the 914 has three sets of points. All are in the distributor. The top set controls the ignition and the two sets underneath control the injection. If your car runs extremely rough or fires on 2 cylinders only, check the lower sets of points. Also, be careful with that distributor rotor. It has a built in rev limiter and is ceramic. They break fairly easily and - \$\$\$.

ROUGH RUNNING: If you have a rough idle and have trouble finding the source, your valves may be adjusted too tightly. Your engine will not run smoothly unless your valves are adjusted correctly. Should you experience a "dead spot" as you accelerate, there may be dirt or grease on the throttle switch contacts. Remove the air filter, connecting duct, throttle return spring, and the throttle valve housing (in that order). The plastic housing on the bottom of the throttle valve is removed by loosening the FOUR screws at the corners. Clean the contacts and lubricate them lightly. Replace parts in reverse order.

BEARINGS: Adjusting the front wheel bearings on the 914 is fairly easy. Raise the front end, remove tires and the center hub covers. Access to the allen bolt holding the steady is gained by rotating the brake disc. A 6mm allen wrench will remove the allen bolt. Then, turn the nut until it is tight but still allows the washer behind the nut to move under lateral pressure from a screwdriver. Retighten allen bolt, put hub cover back on. Sounds worse than it is.

TIRES: Very early 914 models having the wrong decal for tire pressures (23 front, 26 rear). It should read 26 front, 29 rear.

BODY: Watch out for those rocker panels! Rust can really sneak up on them. Use some prevention. Remove the three threaded screws and 2 sheet metal screws from the panel ends, and pop the plastic rivets along the door sill to remove the panel. Clean, sand, and rustproof the back sides to prevent rot. Replacement rivets are easily available. Rust will almost always creep from the holes in the bottom of the roll bar, where the trim strip mounts. It is usually evidenced by bubbling of the paint along the bottom edge of the strip. Remove the strip (before rust begins). Coat the back edge of the trim, and the holes, with a silicone based sealer. Replace trim and forget about rust.

HEADLIGHTS: winter is upon us. In this area we usually have one or two good ice storms per year-yech! Should you get caught in one of these, don't get caught with your lights down. The drain in the bulb receptacle is the first thing to freeze up. Consequently, the pod fills with freezing slush and your head

lights freeze in place. The headlight motors are self-cancelling and independent of the ignition switch once they are set into motion. What this means is, if your lights are frozen in the pods and you attempt to raise them by the switch, the motors will not shut off until the lights have raised. So, if you pull the switch and the lights do not raise, get under the hood fast and disconnect the motors from the battery. Otherwise, you will either run your battery dead or, most likely, burn those expensive headlight motors to a crisp. Should you get advance warning of an ice storm, raise your lights and disconnect the motors until you can use them again.

The off-white plastic shrouds on 914 headlights can be improved in appearance by removing them, cleaning with turpentine, and spray painting them flat black. A good flat black wrought iron paint works well once the paint has cured. Use black vinyl top wax to bring out the texture. Before re-installing the painted shrouds, it is wise to clean out and rustproof the wells under the headlight assembly.

Two liter 914's and other models with factory stabilizers require periodic lubrication of the bar bushings, especially those on the rear. When you hear the strange growling noises of the rear trunk floor flexing as you leave the driveway, it is past time to lubricate - but not so far past that they aren't salvageable.

The small chrome strips at the base of the roll bar are a potential (i.e. chronic) rust causer. Remove these strips and clean and rust-proof the surface behind them. A glob of G.E. Silicone sealant will seal and prevent water from entering from behind the fender wells.

The four bolts holding the front motor mount to the engine tend to vibrate loose. Check these when your car is on a rack and retighten them to 22 foot pounds, as necessary.

CIRCUIT BOARD: Many 914 owners have learned that the circuit board (located high on the left side of the engine compartment, under a black cover) is the home of some VERY important little relays. If you remove the cover, you will see 3 (or 4, if you have the electrically heated rear window) round things that look sort of like bottle caps - those are the relays. If one of these quits, you may be without a heater fan, or worse yet, your fuel pump will quit. The fuel pump seems to go most often, and that can result in a LONG walk, unless you're carrying an extra relay..

Fine, you say, I'll just keep one on hand, then I'm all set-right? Wrong, unless you replace the PROPER relay(s). You see, some 914's have one relay controlling the fuel pump, others have two that must function for the pump to operate. Therefore, just substitute relays, one at a time, with your new one. If you do this with the ignition on, when you try the correct one, you'll hear a reassuring "ticking" that tells you that the fuel pump's working again.

P.S. Don't throw away the "bad" relay - Just mark it so it can still be used for the headlight motors (behind black triangular plastic on each side of front compartment. They use different contacts.

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MINUTES OF THE BOARD MEETING OF 1/9/76

DATE: January 9, 1976
PLACE: Home of Bonnie Shapiro
TIME: 8:00 P.M.
ATTENDING:

J. Meyer, President; B. Shapiro, Secretary;
B. White, Treasurer; Gallagher, News Editor;
M. Smedley; Joe Ratschan; Rip Patterson; Ed
Leed, Membership Chairman; M. VanderWerff;
F. Wagner

SUMMARY OF EVENTS AND DISCUSSIONS:

1. Secretary's Report with corrections, Treasurer's Report, Membership Chairman's Report all accepted.
2. No applicant members this month eligible to become members. We had 28 new members in 1975. 17 of which posses 911's, 3-912, 8-914, and 1-356.
3. An ad hoc committee, the Procedures Committee (consisting of Mike VanderWerff, Ed Leed, Ben Frohlichstein, J. Meyer, B. Shapiro) will meet and clarify certain issues.
4. AUTOCLASSICS, INC. (formerly Rockford Porsche-Audi) will host the Feb. 22 Concours/Wine Tasting, courtesy of Dave Morrell, who will open the facilities at 9:00 a.m. for all of those who would like to get there early.
5. The Week-end of March 28 is being held in reserve for the Dubuque Rallye under the able guidance of Harry Muellich and Company.
6. A Rallyemaster for April has not yet been named.
7. The 1976 calendars, including all the important information one needs, will be available shortly according to Neil Holleb who is in charge of getting them printed
8. J. Meyer asked Clif Tuft the possibility of the Porsche Club getting Elkhart twice in '76 because of the paving incident. He said no, but that we could still have our date of September 19.
9. It was decided that we will invite other regions to our May 23 event at Grattan.

SAVE OUR SPORT

To the racer, spring officially begins in January. It is at that time you wonder where you put all those neat things that made your car go fast, and you start putting her together to do just that. It is also the time that our legislators are starting to get their acts together. So, both as hobbyists and spectators, it is at this time that we must help our legislators clean up the cobwebs that have collected over the winter. The committee on the environment, energy, natural resources in the State House of Representatives virtually has our fate in its hands. While these people are home, please contact them (they are four new names who have been added or replaced on the above-mentioned committee, which holds all the marbles):

Rep. Bruce Farley
Rep. Ken Boyles
Rep. Edward Bluthardt
Rep. Virginia Mac Donald

Please write these people (at the address given below) a short note and ask them to please vote YES on Senate Bill #193 to bring it to the floor for a vote. Please sign your letters with your name, and then MPAC*

WRITE THEM IN THIS MANNER:

Representative _____
House committee on Environment, Energy, Natural
Resources
Room C-1
State Office Building
Springfield, Illinois 62706

For those of you who are new to the Porsche Club and/or Auto Racing, in general, for further information about the above, and any other current legislation which might hamper our activities, please contact:

Bonnie S. Shapiro
3 South 264 Blackcherry Lane
Glen Ellyn, Illinois 60137
(312) 858-5055

*Motorsports Political Action Committee

LARRY SEMERIA

formerly of Shoreline Porsche/Audi, is proud to announce the opening on March 1, 1976 of:

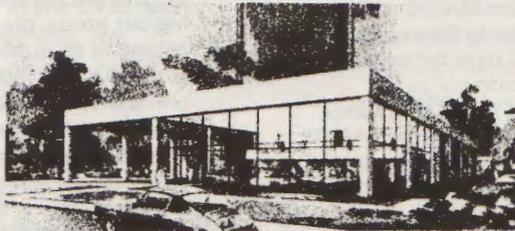
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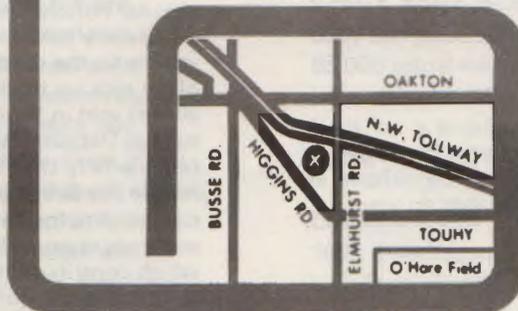


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MISCELLANEOUS RAMBLINGS

Bonnie Shapiro (what would we do without her?) has offered to handle room reservations for us at the '76 Parade in Brainerd, Minnesota. This will insure our having a block of rooms together. Anyone who has not already done so, please call Bonnie at 858-5055 as soon as you receive your Parade registration number. She needs to know this number, the dates for which you will want reservation, the kind(s) of room(s) needed, and the number of people in your party. Thanks for always being willing to do these kinds of things, Bonnie.

Your Board of Directors has asked that the SCENE convey a hearty invitation to all members to come to the monthly Board meetings. (They are usually held 10 days before an event.) The only request is that, out of courtesy to the hostess, you notify Jerry Meyer (219-838-9232) in advance so that he can let her know how many people are coming.

War Bonnet Region (Tulsa, OK) has invited us to their 7th Annual Tech Weekend. They say that TECH '76 "will offer a wealth of information to anyone who is remotely interested in any aspect of the Porsche. The speakers assume that their audience is a group of interested owners, NOT automotive engineers." Speakers this year will include Chuck Stoddard, Bill Jones (on restoration), Chuck Davis (on technical aspects of auto-crossing), a team of 356 specialists, film of Mark Donahue in a 917, and special programs for the ladies. Sandy Gerow (748-8677) has the registration information.

From Northern Ohio Region comes news of their Drivers School, scheduled for July 24th and 25th. This does not conflict with any event now on our schedule so make plans to take advantage of this opportunity to drive Mid-Ohio Race Track, one of the best in the country, and to sharpen your skills under qualified instructors. Details will be in upcoming issues of Pano, but according to their newsletter, registration will be limited (approximately \$40 per car). Maybe the Chicago Region could get a group together to caravan over there.

Now that you've received your copy of the Annual Directory, please check your listing and notify Bonnie Shapiro of any changes. We will print all changes in the SCENE as we are notified of them.

Send to: Bonnie Shapiro
2S364 Blackcherry Lane
Glen Ellyn, Illinois 60137

Speaking of changes in the Calendar - Directory, the Rallye scheduled for April 25th has been changed to a Gymkhana, as noted in Coming Events. Please make this change on your calendar.

THE MART

AM FORCED BY MY WIFE TO MAKE ROOM FOR HER CAR IN THE GARAGE, SO: Quantity 3 --- 6" late style factory alloys, perfect condition, \$140.00 each. Factory rear ducktail spoiler from '74 Carrera, \$200.00. Two factory 911 engine lids, both have slight dings, \$30.00 each. One pair Weber 0//40 IDA's for 911T new in box \$400.00. 356 limited slip differential \$275.00. 356 6:31 ring and pinion, new \$250.00. Some short gears and competition engine parts also available. Call for more information.

BRIAN ALLMAN 564-0557 - evenings.

DEAR EDITOR:

Believe it or not I was planning to write to you before I bumped into you while Kathy and I were back in Chicago to visit family, shop and do business. We were going to get together with Bonnie and Roger, but they were off in Florida visiting his folks. We did see Chuck Regan northbound on the drive, but he did not recognize us as we were driving the in-laws funky LeMans convertible.

I am waiting to take the bar exam in February and Kathy will decide whether to teach, do the computer scene or loaf when I figure out my direction. In the summer we completed remodeling our house, played a lot of tennis (would you believe we belong to an outdoor club where the monthly dues are the same as one hour of indoor court time in Chicago?) and explored the old Spanish villages and Indian pueblos in the area, all while hosting 16 overnight guests and innumerable pass-through for cocktails etc. Physically this area is interesting, half way between desert and mountains. Sante Fe is at 7,000 feet so summers are low 80's in the day, mid 50's at night, and winter with temperatures like Chicago (but never as cold in the day) but lots of sunshine all year. We ski at the nearby (17 miles) ski basin, capital, the state is the fifth largest in the union with only 1,100,000 people and is 46th in per capita income. 40% of the people are Spanish speaking and of Spanish, not Mexican descent, and 6% Indian. 50% of the land is state or federally owned. Lots of fissile fuel, but little water.

As to the driving scene, there are not many paved roads, but what there are seems to be made for Porsche pushing, with hills, curves and few "bears". New Mexico must comply with the federal 55 m.p.h. limit, but if you receive a ticket between 56 and 69 m.p.h. it does not go on your record, hence no points leading to possible loss of license. The fine up to 69 m.p.h. is only \$10-15, so "put down the hammer old buddy". The "bears" are creatures of habit, so everyone (except the myriad of summer tourists) knows where to slow down.

We are in contact and have joined the Roadrunner Region in Albuquerque (65 miles away) but have not attended any of the local events. Why? The regular roads are so much fun, we were busy or had other plans by the time we got notice. Their events are run with other local clubs and combined are smaller than a PCA/Chicago event. 912's seem to be the most popular Porsche here, but that is in keeping with a non-status philosophy towards cars in general. I would guess the average vehicle on the road is 8 years old with mucho miles on it. Many pick up trucks, vans and 4-wheel drive vehicles. 40% of all cars sold in Santa Fe are foreign made, mostly small ones such as Datsuns, Subarus, VWs, BMWs, Peugeots etc., mostly because only they have suspensions sophisticated enough to handle the dirt roads that abound. Almost no Detroit big cars, all intermediates and compacts for ground clearance and overhang reasons. Due to the aridity rust is no problem, which contributes to longevity of vehicles. All in all a very different scene from Chicago.

We would love to hear from PCAers from Chicago passing through as we were just off the road to California. There is much to see and do here (including an incredible outdoor opera in the summer), hence making the detour even more worthwhile, as if our company would not be sufficient reason.

Our best to all.

Rick and Kathy

MEET THE NEW MEMBERS

by Ed Leed

What would happen if owning a 356 were made a prerequisite to joining PCA? It would fill out the 356 gymkhana class, that's for sure. But you don't gotta own a 356 to join, you say. Well, no. But it sure helps. Look at the folks who became new members in February. Two out of the three now own, have owned or are about to buy another 356. Not bad for starters. They also have a couple of other things in common. Two of the new members are single and trying to find a family member while another two attended the annual dinner dance, a very uncommon occurrence for applicants. So in case you haven't met them yet, I'd like to introduce you to Bob and Sue Strahs, Paul Vragel and Neil Cross.

Neil comes to us straight from the loonie bin. He began his Porsche habit with a 356 SC and followed it with a 912 which brought him fame and humility at Blackhawk last July. Seems that our own version of Bob Bondurant, Dan Gallagher, jumped into Neil's 912 to instruct him in the art of gracefully dodging apexes. After the very first turn, Gallagher blew the clutch in poor Neil's 912. The story concludes with the revelation that it was a Volkswagen clutch. Obviously, the VW part made a poor impression on Neil's 912. The 912, having a mind of its own as most Porsches do, barfed up the inferior clutch and traveled back to Chicago at the business end of a tow truck. To teach his 912 a lesson, Neil rushed out and replaced it with the new imposter, a brown 912E. We wish Neil luck. Now he's trying to decide between a Turbo and another 356. The choice is obvious.

Paul's introduction to the club was a little less auspicious than Neil's. Seems he was out looking for 356 parts one fine Sunday when he passed a pack of Porsches at the Utica Kart Track. His curiosity overwhelmed his better sense, so he stopped. He soon discovered that it was a demolition derby, what with some people leaving little pieces of their cars here and there around the track. Unfortunately, none of the bits and pieces were the 356 parts that Paul had st out looking for, but he decided to stay anyway. More recently, Paul has been keeping himself busy with plans for the house that he recently bought in Evanston. Like all good 356's, Paul's red couple has been hermetically sealed in an industrial strength baggie for the winter. Come the April gymkhana we'll expect to see it in action, especially since the 356 class needs all the entrants it can get. Hear that Paul?

Bob and Sue Strahs took delivery of their new Targa during last April's blizzard and discovered that while the 911 mde its way through the snow quite nicely, it was going to be quite a while before they could go bombing down back roads near their home in Lake Villa. So on the first sunny day, Bob peeled off the top and went for a drive to see what "Driving

in its Finest Form" really meant. After a trip through the local radar trap at 99 mph, Bob spent the rest of the day explaining to the local constabulary why 44 mph over the national speed limit was merely cruising speed for his 911. Bob came to know very quickly what the rest of the world's Porsche pilots already know intimately: the inside of the traffic court. Bob and Sue are currently sitting around yearning for sailing weather and the next rallye. Seems that on their first rallye, they thought that time accumulated from leg-to-leg. By the third leg, Bob was maintaining a delicate balance between staying on course and terminal velocity. Now that Sue knows better you can bet that Bob won't be able to pull that one on hr again. After all, when you drive so fast on a rallye you can't watch the scenery. At least that's what someone told Sue. Now Bob has to find another excuse to use fifth gear.

If you haven't met our new members, please look them up at future events and say hello. We welcome them and look forward to their active participation in club events.

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