

CHICAGO SCENE

DECEMBER

1974

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COMING EVENTS:
December 14, 1974 Dinner Dance
January 19, 1975 Ice Gymkhana



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THE REAR VIEW MIRROR
FLAMING FALL TOUR AND RALLYE
 By Roger & Bonnie Shapiro

It was a week-end like all other week-ends except a lot of us were in Indiana for the week-end. We were there for a couple of reasons. Some of us were there to race at IRP with the Central Indiana Region. Ted Klint, our reporter in Rockford, (who, by the way ranked 3rd nationally this year in Solo II racing) has reported that the Chicago Region was well represented at IRP with Joe Marcin and "Black Bart" taking first in their classes, and Peter Heckmann and Steve Scott taking second in their classes. Other Chicago Region members who enjoyed themselves at IRP on Saturday were Greg Blegen, Ed and Terri Russ, Joe and Darlette Ratschan, Marion Kuzniar, Lee Kass, Mike and Judy Haskins, Frank Wagner, Jerry and Helga Meyer, Terry Baumhardt, John Gustafson, Bill Boy and George and Linda Gutmann. The only mishap of the day was experienced by our Rockford Reporter. As he was traveling to IRP, the fender of his car trailer flew off and dented his race car. That was bad—but things very rapidly went from bad to worse. After the fender flew onto the road, a semi ran over it and got a flat tire - worse, right? There's more — not only does Ted now have to repair his race car, but the trucking company says he has to pay for the new tire. That's a very expensive way to win a trophy, huh, Ted!

Some of us were in Indiana to leisurely drive through Parke County for a scenic look at the fall colors and the Covered Bridges. All of us went down on Sunday to rally through the back roads. This author wishes to thank the White (Socks) for their gracious hospitality on Friday night. Some of the Pocono Paraders were there to reminisce about the past parade. I, for one, had one of the biggest hangovers in a long time the next morning and was slow to get up.

On Saturday, for those who didn't go to IRP, we were treated to a tour of Parke County, Indiana. Parke County is famous for its covered wooden bridges, or is it its wooden covered bridges? Anyway, while those people at IRP got maybe ten minutes of track time, the rest of us who took the tour got a couple of hours of high speed driving (never exceeding the 55 mph limit, of course) in and around some of the best roads we've seen in a long time. There was time to stop and take pictures of the bridges and just catch the last glimpse of Indian Summer.

As nightfall approached, we all met at the French Lick Hotel. After a hearty meal, some of us went to the bar for scotch and Pluto water, while upstairs, George and Linda Gutmann were giving a mini-school for rallyists. The French Lick Hotel is something out of the past. Years ago, people from all over came to rest their weary bones by sitting in the hot baths and drinking Pluto water. Bonnie and I roomed next door to Susan and Larry White who were very noisy. I can't figure it out, usually Susan is so quiet, maybe it was the pluto water.

Next morning we rose to another beautiful day and a buffet breakfast — scrambled eggs and pluto water, bacon and pluto water, toast and pluto water. The hotel is quite large and all the other guests were there to take advantage of the various activities offered: tennis, bicycling, golf (with genuine pluto water hazards) swimming in you know what. But we were there to take advantage of another sort. Our activity was to rally toward Lafayette, Indiana. Once again, through some of the finest driving country in these here parts.

(Continued)

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It was a rally that taxed the driver, navigator, and car. All too often, the driver is thrilled and delighted with the roads, and the navigator is bored. Many times the navigator gets a migraine while the driver nearly falls asleep. This was one of those rare rallies in which the navigator had plenty to do and the driver was kept interested and challenged. There were 3 checkpoints, I think, and then a short lunch break. And then on again to 2 other checkpoints finally ending at Sarge Blitz in Lafayette.

It was a demanding rally, as the results will show, with no one finishing with under 200 points. It was won by Joe and Darlette Ratschan driving in the un-equipped class. They must have listened intently to George and Linda and the rally school the night before.

A whole lot of people from Lincoln Trail were there to help — Glenn and Betty Poor and their son John, Bill and Rosemary Wegeng, Jim Lutz, President of the Region, Craig Williams, Fred Fuehrer, Tim and Chris Deadrick. To them we say thank you, for without these hardworking checkpoints workers you cannot run a rally. Thanks also go to the Potters, all three Gladish's, the Gutmanns, and Larry and Susan White who were the checkpoint workers from the Chicago Region. Also Ed and Terrie Russ.

That evening in Lafayette, awards were given out and good cheer was passed around. The "toilet seat" award was not given at this event, but it should have gone to Dean Bangert who let his son beat him, after having Tyler follow him at a car's length throughout the rally. Better luck next time Dean, and maybe you should follow Tyler!

We would also like to say that Harold Beach did a great job of taking pictures for Dan Gallagher who was unable to attend. This was the first event he has missed in five years, and we were really sorry he couldn't enjoy the weekend-with us. We missed him. We would also at this time like to give special thanks to George and Linda Gutmann and Larry and Sue White who, not only ran a checkpoint, but also drove all the way to southern Indiana more than once to pre-run the rally and check it out. A rally is the hardest event to coordinate and this rally was

especially difficult because it was so far away from home. So our sincere appreciation goes to Bob White for even attempting to undertake such a venture, and then carrying it through so well, as to even arrange perfect weather for us. Thanks so much Bob.

All in all, it was a super week-end, and for those who missed, they sure missed a good time. By the way, just what the hell is pluto water?

RESULTS FROM THE FLAMING FALL RALLY

UNEQUIPPED

1)	Joe and Darlette Ratschan	214 (T)
2)	Jim and Pat Peterson	240 (T)
3)	Norm and Ruth Studier	326 (T)
4)	Don and Kathy Adis	346 (T)
5)	Tom Grutzmacher and Lee Kramer	440 (T)
6)	Ben and Dolly Hursh	495 (T)
7)	Bob and Mary Koehler	495 (T)
8)	Tyler Bangert and Guest	532
9)	Irving Rose and Muriel Hoyt	548
10)	Bruce and Jean Janecek	563
11)	Dick and Joyce Gunther	583
12)	Gene and Ray Urban	585
13)	Peter and Eve Heckmann	609
14)	Dean and Milly Bangert	629
15)	Kurt and Eleanor Kalweit	684
16)	Rich and Pam Ward	726
17)	The Steve Doormans	764
18)	Uncle Neil Holleb and Judy	845
19)	Mike and Judy Haskins	905
20)	Terry and Sally Kramer	1,024
21)	Bob Calvert	1,115

EQUIPPED

1)	Bonnie and Roger Shapiro	476 (T)
2)	Doris and Harold Beach	478 (T)
3)	Helga and Jerry Meyer	489 (T)
4)	Paul and P.W. Dickinson	550
5)	Mr. and Mrs. Black Bart	930

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The site



The Devil made me do it.



Registration



Sure we are still on our honeymoon.



The one on the right reminds me of George.



This is the only vehicle around not requiring pollution controls.



It is very hard to be accepted into this club, you must be accepted by my husband.



I'll accept her for sure, but I'm not sure about him.

4



Honest Judy, the middle man is not responsible for high food prices.



Dick: Susan, you may drive like a man, but I know you cannot grow a mustache.



I thought a rallye school was a political activist meeting.



Neophyte students learning from Big George.



And we thought CAST was something to put on a broken leg.



Kurt and Ellanor Kalweit brought their first line navigators.



Don, I don't even understand the generals.



You mean I-55 is not right either?



I mean it this time. This is your last chance as a navigator.



Gee, we have been in this club for two years and nobody knows who we are!



What do you mean our outfits clash?



I really like ladies in polka-dots.



If you thought my fire engine outfit was bad, wait till you see my Excalibur.



Irv Rosen contemplates the generals.



Blue ribbon applicants.



Ed: I understand Bart is selling his race car!

Arlene: He'd better. I am tired of supporting it!



Starting point



Marion: Why didn't we bring the Porsche?

Wayne: I was afraid its rust would be communicable.



Checkpoint



Jim: I notice Uncle Neil won ETD.

Bob: This super-shoe stuff has gone to his head.



Say Bart, did you buy this outfit from "Frederick's of Hollywood"?



Eve: Did you get that hat from Buckthal?

Peter: No, he would not be caught dead wearing it!



Joyce: What are you smiling about?
Dick: Because I won't have Kaitis to kick around anymore.



Don't look so smug, Tyler, just because you beat your Dad.



Judy: You know Wayne, you would look good in a beard. Just look at Neil.



Like I said Roger, there are no redundant instructions..



Bob: Well Jerry, if you don't like it, you can always run the next rallye.

Jerry: And take all this grief.



1st, 2nd, 3rd, unequipped.



More winners - unequipped.



Winners - Equipped.

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THE REAR VIEW MIRROR – CONT.
TECH SESSION AND PROSCHE PREVIEW
 By Bonnie & Roger Shapiro

It was a lovely day for economy run to Rockford Porsche Audi. Bob Hubert started us off at the E-Z Gulf station on Dundee Road and Route 12 and gave us foolproof instructions to the Southgate Texaco Station in Rockford. A myriad of cars entered the Economy Run (as you will see in the results) and were classified by the number of cylinders the car possessed. The largest car being Bob Buckthal's "hog" (or P.C.A. Flagship, as it is affectionately known) a 1968 Chevy station wagon which unofficially won the passenger mileage award for having the most number of passengers per mile -- 7. Considering Bob Hubert's excellent instructions, this author finds it incredible that Todd Kaitis, Dan Gerow, and Jerry Meyer all got lost!

Dave and Bernie Morrell were on hand to welcome us at Rockford Porsche Audi and they certainly were excellent hosts. The facilities at Rockford Porsche Audi are spotless and meticulous in the tradition of the fine workshop that it is. The free beer and snacks were most appreciated, and we would like to thank the Morrells for their generous hospitality, and for making the impossible happen. Al Huerte was on hand to point out all the changes in the '75 cars. As they say on television, "See your local Porsche Audi Dealer for details". We wish to thank Mr. Huerte for his time in showing us all these features, and it was a real treat to see that gorgeous 911.

After Mr. Huerte's demonstration, a Tech Quiz was held, courtesy of Bob Buckthal, Dan Gerow, Bob Hubert, and Jim Gladish (who contributed some of his parts, you'll excuse the expression.) Various mechanical parts, some Porsche parts, some not, were numbered and put on display. The Tech Quiz entrants went around fingering these parts trying to identify them, and/or trying to figure out what happened to them. The scoring committee - Linda Johnson, Sandy Gerow, Sally Buckthal, Linda Patterson, and Bonnie Shapiro, scored the quizzes, while the rest of the group watched a movie (courtesy of Jim Gladish) which was made for Elkhart Lake in 1958 and tried to capture the essence and fun of sportscar racing in the late '50's. It's obvious that a camera was attached to an early Porsche Speedster and you were taken around the track in the Speedster. The first couple of laps as you went around, you were passed by every conceivable car on the racetrack -- not only on the outside, but the inside, and it's amazing that some of the cars didn't pass underneath! Anyway, it was most enjoyable and there was hooting and hollering by the various Porsche aficionados as the driver did something good or did something bad.

He was noted taking some very oddball lines -- such as the inside - inside line in turn 6.

After the movie, the results of the economy run and the Tech Quiz were announced. There were no formal trophies, but as it turned out, every Tech quiz entrant went home a winner, with a bottle of German wine. Some people entered the Tech quiz as a team, which our "teacher", Mr. Buckthal, said was

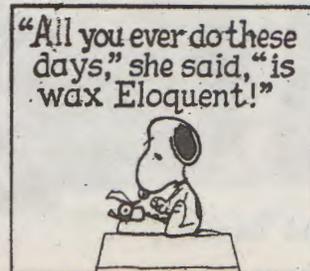
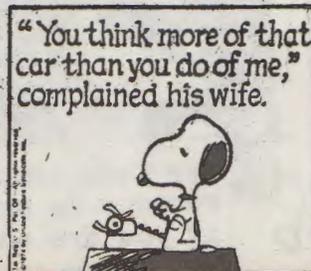
permissible. This author trailed Norm "the Silver Fox" Studier in the Economy Run in an absolutely mint BMW 1600. Norm managed to get over 45 miles per gallon in that cream puff. The best mileage achieved was by Laurel Coyne driving a 2.0 litre 914, an astounding 53.64 miles per gallon. Laurel, are you sure you didn't make a pit stop along the way?

All in all, a fantastic time was had by all, and we wish to thank all those who made it so, and if we forgot to mention anyone's name, we apologize. It was a super event, and thanks again, Morrell's, for having us.

ECONOMY RUN RESULTS

Cylinders	Entrant's Name	Type of Car	Miles per Gallon Achieved
8	Rip Patterson	'69 Ford Fairlane	21.07
	Buchthal & friends	'68 Chevy Station Wagon	18.44
	Bob Hubert	Chevy Wagon 1	16.86
	Dean & Tyler Bangert	Excalibur	14.05
6	Courseys	Datsun	39.33
	O. Johnson Jr.		26.82
	Gladish's	911E	24.58
	Beach's	'73 911T	21.07
	L. Kramer	'72 911E	18.44
	S. Tobin	911	17.77
4	R. B. Krummer	911E	17.61
	L. Coyne	2.0 914	53.64
	Norm "The Silver Fox" Studier	BMW 1600	45.38
	Hursh's		42.14
	Leed's	356 Coupe	41.25
	Helga Meyer	Karmann Ghia	40.69
	O. Johnson	914	36.875
	Adis's	BMW 2002	36.875
	Ratschan's	a ratty VW	31.05
	Sobeck's	914	29.5
	Coburn's	'68 912	29.5
Shapiro's	'74 Volvo Station wagon	29.5	
T. R. Harwood	'68 Targa	21.45	

THERE WERE NO 2 CYLINDER ENTRIES





Fill up and check your mileage.



What the hell - 18.4 miles per gallon in this big pig should win the index of performance.



Bonnie: Sally, you must have added some of those tomato plant leaves from your closet to the gas.



This picture is too nice to ruin it with a caption.



Event chairman and one of the beautiful young ladies.



Our host, Mr. Morrell, and old what's his name.



Mr. Al Herte and family.



Ray Cuny discovering that the '75 Porsche is priced about right - if you are an Arab Sheik



Dean and his latest toy. Ed's note: At least it is copied from a Porsche designed car.



Say Rip, it looks like Samuel is being well accepted.



Say Mr. Herte, when is the price of the new Porsches coming down? When Munich runs out of beer.



Ray Cuny discovering that the '75 Porsche is price about right - if you are an Arab Sheik.



Esther: Bernie, just what is a lay shaft?
Bernie: That is a highly technical part of an extremely complex machine.



Jim: Come on Jerry, why don't you put on a rallye?
Jerry: What-do you think I'm crazy.



Bob: Say Steve, I hear your new car was hit again!
Steve: Well, at least this time it was a hit and run.



Can I interest you in a new car, sir?
Ron: Sure at about \$5,000.



Grandma Potter gets better looking every day.



You mean that was an erector set motor?



Entrants examining various parts.



We have only belonged for a year, but feel like we have always been in the Porsche Club.



Jerry Meyer trying to disqualify himself from the tech quiz because he is so knowledgeable. Ed's note - 4 people beat him.



Bob Hubert receiving first place.



Romeo and Juliet, again!



This is so exciting.



What are you guys doing with the brooms?
We are following Cuny around.



Bruce studying for Tech Quiz.



Bob Hubert reading economy results.



Bob "tomato plant" Buckthal reading correct results from tech session.



Participants.



"you mean it is not a lay shaft"



Need we say more?



I bet that if I brought a picture of my 550A, half of you would not be able to identify it.



Wayne: Come on Ray, why don't you enter the tech quiz?
Ray: I don't want to embarrass Jerry anymore than he already is.



I would rather do needlepoint than embarrass myself in this silly tech quiz.



Applicants



Winners - note "Happy" Buckthal.



More Winners.



Still more winners.



Drunk Winners.



Ben Frolicstein, our new membership chairman.

JANUARY ICE GYMKHANA

DATE: Sunday, January 19, 1975
TIME: Registration 11:00 A.M., Start 12 Noon
PLACE: Sterlingworth Motor Inn, 6 miles north of Elkhorn, Wisconsin, on Highway 12.

Contrary to Ray Cuny's opinion that ice is only good when it is mixed with Bourbon it does have other purposes. It makes for a very interesting surface on which to hold a gymkhana.

Yes, it is that time of the year when Porsches will walk on water. Not only will they walk but they will also go in big beautiful circles as they slip and slide across the lake. If you think a gymkahag is fun on the pavement, you just have to try the ice. Not only is it more difficult but if you miss a gate you can spin and spin and never hit anything.

Four classes will be run again this year; men with snow tires, men with regular tires, women with snow tires; and women with street tires. Only one passenger will be allowed, and then only in the front seat!

The actual competition will be limited to Porsches.

The Sterlingworth is a complete winter resort. Snowmobiles are available for those who wish, at reasonable prices. There is a heated pool where you can warm up from your trips across the ice or you can relax on a pair of skates next to your own Janet Lynn. If none of these turns you on, there is the ever popular Porschizing at the bar overlooking the lake. Usually several members and their families make a weekend out of it by staying at the Sterlingworth. Make reservations yourself.

Dinner will be held promptly at 5:00 P.M. and is always excellent. This event is always a lot of fun, so bring your "longies", ice skates, swimming trunks and have a good time.

THERE WILL BE A SPECIAL DRIVING EVENT FOR CHILDREN at 10:00 A.M. It is rumored that it will be a go-cart ice gymkhana.

Dear Merv:

You cannot believe how well I skate. I am bringing my longies and intend to slip and slide my way to the silver.

NAME _____

MEMBER APPLICANT GUEST

Entry \$5.00/Car (7.00 at line)

Reserve Dinners at \$6.50 (8.50 at line)

Reserve Children's Dinners at \$3.25 (5.25 at line)

Mail to: Dr. Merv Rosen
5056 Stearns School Road
Gurnee, IL 60031
312-336-2336

COMING EVENT

FREAKS FROLIC RALLYE

DATE: Sunday, February 23, 1975
PLACE: To be determined
TIME: To be determined

Roger and Bonnie Shapiro are pleased to bring you the Freaks Frolic Spring Rallye. No, you don't have to be a freak to run it (although it would help). The name probably came about because "The Dirty Dozen" is working the checkpoints.

This will be a straight forward TSD covering Northern Illinois. The rallye will cover approximately 100 miles of fantastic roads and will end at the Iron Skillet Restaurant in Algonquin. Dinner will be served promptly at 6:30 P.M. Set aside that day, hire a sitter, take the Porsche out of mothballs, and come on out. See next month's newsletter for further details.

PORSCHE MART

4-14 x 5.51 Porsche forged mags which will fit and were designed for use on 912, 911 with comfort option, 914-6 and could be used on 5 bolt 356's

\$200.00

1 - gas heater, never used, for 911-912's - could also be used in 356's

\$130.00

Steve Zailyk
885-0260 / 771-9680
ext. 174 days

For Sale - Hardt bicycle rack for 914. Mount 2 bikes on roof without drilling or marring finish. Cost over \$40.00, used only 3 times and will sell for \$25.00.

Call Bruce Bristow
312/529-5566 evenings

OCTOBER NEW MEMBERS

John & Gail Gustavson
355 Shepard Road
Hoffman Estates, IL 60172
H: 312/882-6876
O: 368-0996

Ed and Donna Larson
4449 North Mozart
Chicago, IL 60625
H: 312/588-0132
O: 944-5151

Brian and Susan Allman
1615 Monroe
Evanston, IL 60202
H: 312/866-7996
O: 728-6020

Terry and Sally Kromer
2610 Central Drive
Flossmoor, IL 60422
H: 312/799-8761
O: 493-0533

Steve Zailyk
438 Basswood
Hoffman Estates, IL 60172
H: 312/885-0260
O: 287-2339

THE 55 M.P.H. SPEED LIMIT AND ITS ENFORCEMENT - PART II

Now that we have all had a good time outwitting the "guardians of our highways", we come to an unpleasant fact - you are going to get caught sometime. The only reason to worry about getting caught is that Illinois is what is called a "point state". Three strikes in a year and you are out. Anyone who drives, and in particular those who are wise enough to drive a Porsche realize how easy it is to collect three of these friendly letters. This series is intended to minimize these unpleasant occurrences. If you are in fact, unfortunate enough to be stopped, there are several simple things that will minimize your exposure.

First, when you are stopped be sure that you pull over immediately in the first safe place to do so. If there is no safe place, be sure to signal the policeman that you know what he wants and will do so as soon as it is safe to do so. Policemen, particularly radar units, do not want to leave their station and appreciate it if you are able to pull over right in front of them. As soon as you pull over, be sure to leave your car immediately, as soon as you turn on the hazard flashing lights. The most hazardous time for a traffic cop is when he walks from his car to the car of the offender. He will appreciate it very much if he sees you get out and walk at a natural pace with your hands in full view.

When you get to the squad, be sure to say, "good evening or good morning officer", etc. Police make notes of how the offender behaved and will give a break when they can. There is no correct formula for what you should say now, but you must have some excuse. Be sure you get your plea across. If you are only 10 m.p.h. or so off, something like, "I just put on larger snow tires or my speedometer has been acting up lately or that semi was right on my trunk and I just speeded up to get out of his way." Whatever your excuse is it is not so important as how you act and whether the cop appreciates your actions.

About this time you will be asked for your driver's license. The positioning of your driver's license is of extreme importance. If you have a badge of any sort, and they are not that hard to get, the license should be in that case. If you have any cards of interest, for example, Fraternal Order of Police, Bar Association membership, etc., they should always be displayed before the license. Make sure you are looking for the license then flash whatever you have, even if it is a safe driving congratulations letter from the Secretary of State.

Policemen and Judges look for stapled holes in your license. If you have been arrested before, your license will have been stapled to the "ticket". If ever you get a ticket and have to put up your license for bail, when you get it back send for a duplicate from the Secretary of State. It only costs two dollars.

Some drivers will tell you to have your license in a plastic container with a ten dollar bill. I disagree. NEVER, NEVER attempt to bribe or offer a bribe to a policeman. If he is looking for a bribe, he will communicate it to you.

If after all this, you still receive a citation, we will deal with how to defend yourself if you are unfortunate enough to go to court in next month's paper.

OCTOBER BOARD MEETING

Place: Residence of Jim & Bonnie Gladish.

In Attendance:

N. Holleb, G. Urban, B. Shapiro, R. Cuny, B. Gladish, J. Meyer, M. Rosen, M. VanderWerff, D. Gallagher and guest B. Frohlicstein & B. Hubert.

- 1) Accepted minutes of September Board Meeting.
- 2) Accepted Treasurer's report and newsletter Editor's report.
- 3) Accepted Membership Chairman's Report and we are pleased to welcome the following new members: Brian and Susan Allman, Steve Zailyk, Terry and Sally Kramer, Ed and Donna Larson, and John and Sue Gustafson.
- 4) Discussed, approved, and acted upon up-coming events: November Tech Session Report, December 14 Dinner Dance Report, January 19, 1975 Ice Gymkhana Report.
- 5) Approved tentative schedule of events for 1975. There are 16 events planned to date. The Committee was composed of Neil Holleb, B. Gladish, D. Gallagher and G. Gutemann.

Jan. 19	Ice Gymkhana (Rosen)
Feb. 23	Rallye (Shapiro)
Mar. 23	Concour and German Wine Tasting (Gallagher)
April 6	Rallye (R. Bodinet & C. Vischulis)
April 27	Gymkahan
May 18	Gymkahan School
June 15-16	Drivers School - Blackhawk
June 29	Rallye
July 13	Gymkhana
Aug. 10	Potter's Picnic (R. Patterson)
Aug. 20	Midweek Blackhawk (D. Gallagher)
Sept. 6-7	2 day driving event
Oct. 5	Gymkhana
Oct. 25-26	2 day event with Rallye
Nov. 23	Tech Session
Dec. 13	Dinner Dance

- 6) Approved the designation of R. Bodinet and G. Gutmann to set up a set of rally standards to be used by all rallymasters in 1975. Ron Bodinet and George Gutmann will work with all 1975 rallymasters.

NOVEMBER BOARD MEETING

Place: The residence of Ben & Julie Frohlichstein

Present: N. Holleb, G. Urban, B. Shapiro, R. Cuny, B. Gladish, J. Meyer, D. Gunther, M. Rosen, M. VanderWerff & guest G. Gutmann.

- 1) Accepted various reports: President, V-President, and Treasurer.
- 2) Accepted Newsletter and Membership reports.
- 3) Finalized plans for upcoming Tech Session.
- 4) Finalized plans for Annual Dinner Dance
- 5) Discussed allowing cars other than Porsche's to be eligible for points and trophies for the February rallye.
- 6) Discussed having 3 rallye classes - Mechanical, non-mechanical and seat of pants - instead of two. Sent motion to committee for further study. Committee is to be made up of R. Shapiro, D. Gunther & G. Gutmann.
- 7) The idea of a Protest Committee for each rallye and speed event was suggested. No decision concerning this was made.

CHICAGO'S ROAD AMERICA WEEKEND

Reprinted from CIR's Newsletter

Those of you associated with PCA for some time are well aware that come September good things happen at Road America, Elkhart Lake, Wisconsin. Namely, Chicago Region's PCA weekend affair with Siebken's tremendous food, go kart racing, concours d'elegance and all the high speed autocrossing around Road America's four mile circuit that even the most avid could dream of! The '74 edition arranged by Bob and Wilma White was no exception to past superlatives, and as usual Central Indiana Region was well represented.

Most of you know that I can't say enough about Road America, however, we cannot mail each of you a telephone book size newsletter so I'll cover the highlights. Ron and I rolled into Siebken's Friday evening having literally made a shambles of the 55 mph nonsense and I was immediately coerced into entering the concours by one crazy Dan Gallagher of Chicago. Friday ended very late after tooth-brushing, polishing and Q-tipping the 911 into shape and devouring the traditional killer steak at Schwartzes Supper Club in St. Anna. You should have seen Jim White's eyes when they brought out his 20+ ounce T-bone!

Saturday morning came early and clear with final touches from Sharon on the 911 interior. Having been talked into the concours at the last minute I was in a bit of a dither wondering if the thing was really fit to enter! But at 10:00 A.M. sharp the wondering was over - the judges chased all the clean freaks away from their pursuit of that last speck. Fortunately I was spared the anguish of watching my car being picked to pieces as the entrants in my class were asked to reciprocate in judging another class. A PCA concours is always an impressive sight with the green grass and the shiny bright paint and chrome of the cars to contrast; a crisp blue sky added highlight to the display.

Out on the track the experienced autocrossers were once again reveling in the speed and thrills that Road America offers and the neophytes were swallowing their hearts as their instructors told them not to back off or to use 5th gear in this or that section! With the concours judging finally completed I scrambled the 911 over to the paddock, swapped tires, and hustled over to tech. Ron and Irwin brought back reports that the gates were strange and things were slick. Jim reported, "Gosh!" As I finally entered the practice

frey - slick was indeed the theme! I spent most of Saturday observing Road America through my side window with the wheel reverse locked praying for traction. There was a lot of head scratching, tire fiddling, braking point changing and apex picking, and as we headed back to Siebken's, most of us were somewhat unsettled.

Saturday night saw the weekend's first sumptuous meal from Siebken's along with the good times that always occur when you get a bunch of Porsche freaks together. It can never be said that the Chicago crowd doesn't know how to have a good time! After dinner came the concours awards and our first surprise; Sharon and I - or should I say good old 911 - won the class! The rest of the night was absolute bliss - the hell with the slick track! And on into the night . . .

Sunday morning; cool, crisp, firecrackers and some turkey with a bugle! Out at the track everyone was smiles; the traction fairy had been hot-lapping all night! Things were going where they were pointed. When the competition commenced things went crisply. As the day wore on it was apparent that I needed lots more practice than what I was getting - seems as though some new brake pads were better than my nerves were!

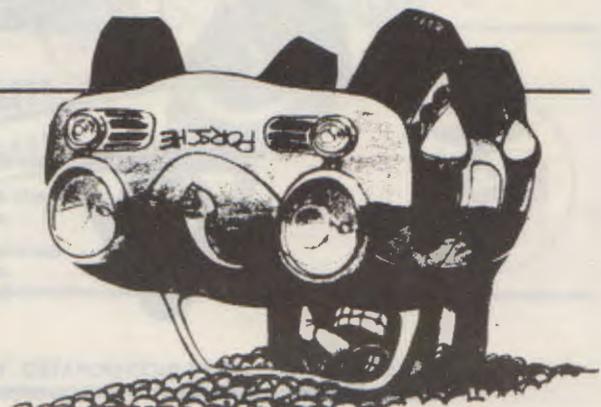
Finally it was my turn, as well as the heavies from Nord Stern. To make a long story short, it was a big 4th place for the kid, 2.2 sec. behind Robin Boone. Orange 911 was good and ready, but I wasn't this weekend. At the dinner Sunday night CIR won applause on three separate occasions as Ron, Irwin & Jim all took home hardware! Another fabulous weekend thanks to Chicago Region.

Super people!

How many days 'til the June Sprints?????

MARK SMEDLEY

"WHAT OVERSTEER"



MISCELLANEOUS RAMBLINGS

The editor would like to apologize for the lateness of this newsletter. It seems there were a few factors beyond his control. It is highly improbable that this combination of factors shall happen again.

The Editor wishes to thank Bonnie and Roger Shapiro who wrote the event reports and helped on the captions. (You have no idea how hard it is to write captions if you do not attend the event), and also I would like to thank Harold Beach who took the pictures for French Lick and the Tech Session.

We are pleased to announce the introduction of Gallagher's kg. new model for 1975. This highly successful firm, with a long and successful production history introduced their new model on November 18. Body type: female; Model Designation: Erin; Service Maintenance: constant; Type of fuel required: premium-no lead; Pollution control devices: none; all in all the best model to come out of this firm in four years. Congratulations to the firm's partners - Dan and Diane.

Congratulations also to Bob White (Socks). Bob has recently been named to the national Board as our zone representative. We hope that Bob does not have to give up his regional office for his voice is needed. We are sure that it was this same voice that got him his regional office.

We were sorry of the untimely demise of Todd Kaitis's 914/6 trans-axle. It appears that our friend Todd's trailing arms and trans-axle jumped out and hit a light pole. Deepest sympathy.

The Editor has been informed that his "rag" placed 6th in the annual newsletter competition. We have not yet decided whether this makes us happy or sad.

We note that the Cam-An series is now dead. We were told that when the SCCA killed the "turbo-panzers" that the series would be more competitive, cheaper and would have more spectator

interest. None of the above was correct.

Porsche Audi has an established prize fund for SCCA race cars but the emphasis has been on the 914. Qualifying for the ARRC E Production class where 8 speedsters and two 914's. One of the 914's ran one day of practice and then was loaded on the trailer. The other 914 started the race at about midpoint but failed to finish. Meanwhile, the 20 year tubs beat the factory backed team of Group 44. Certainly the 914 has a lot going for it - wider wheels, more displacement, five speed box, mid engine. Maybe by the time they are 20 years old, they will be as good as the 356. Perhaps a local shower stall manufacturer will show us something next year. 356 Forever.

"Freebie and the Bean" is another cop-and-crook picture, and having said that, all similarities to other bang-bang - you're dead films ends.

In one scene, Caan and Arkin are driving on the elevated freeway that leads into downtown San Francisco when an "all-units" call comes over the police radio in their Galazie. Caan, who is something more than just reckless, puts it to the floor. At about 70 miles an hour, he heads for an exit that looks like a curve in a pretzel. Arkin begins screaming: "Slow down you idiot, it's a 35 mph off ramp!" As Caan enters the exit at some remarkably too-fast speed, Bean - by now his eyes look like goose eggs and his feet are up against the dash - is yelling: "This is a Ford, you idiot, it's not your Porsche! It's a Ford, a Ford, a Ford!" Too late. The car is spinning and it slams into another car, lurches, through the intersection, bouncing off at least two more cars. And keeps going, which says, I suppose, something about Ford durability.

(MORE)



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MISCELLANEOUS RAMBLINGS Continued

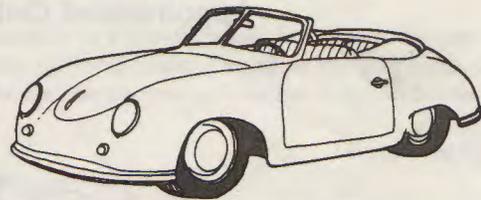
Congratulations to Peter Gregg who has not clinched another ISHA Camel GT Series Championship for Porsche.

From Visula Kautzman, West Germany safety counselor, comes this advice: "If you want your man to drive safely, keep his car shining bright and looking new. Men are as proud and careful with a clean, attractive automobile as they are with a beautiful woman." Ed's note: A beautiful woman is still a woman, but a clean Porsche is heaven.

This Editor recently received one of the few benefits of being a newsletter Editor. Our good friend Jerry Weiss, of Weiss Tire recently installed a set of 205/70 Metzeler "Blue Blizzard" snow tires on Diane's 71 Mercedes Benz 280/SEL. It is very usual for the Editor to back a product. However as many of you out there in Porscheland drive some other inferior model in the winter, I thought you might be interested. The Metzeler is a steel-belted radial specifically designed for snow and ice and wet situations. The tread pattern was designed specifically to be an anti-hydro-planeing tire. The thing that first strikes you about this tire is that the tread color is blue, not black. This is because the agent put into rubber to make it black is a silica known as carbon black. Tire people have known for a long time that carbon black, because of its silica base was not the ideal for a snow tire, also the silica prevented the utilization of one of the side benefits of the space program whereby the addition

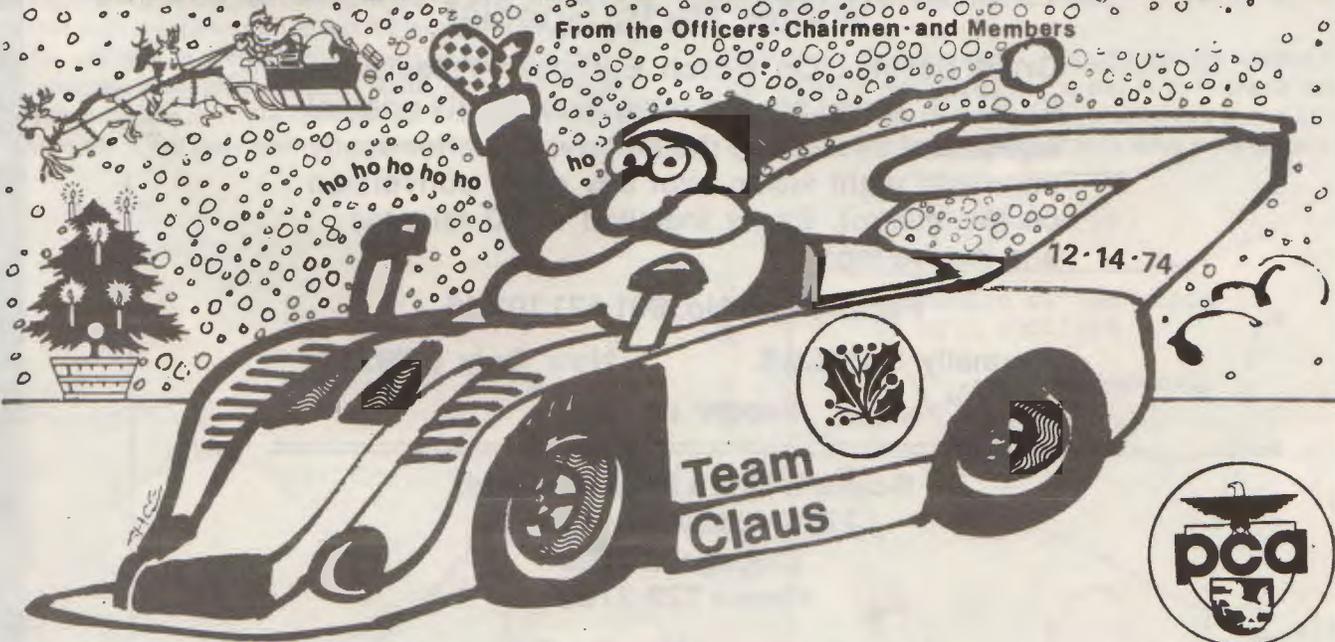
of certain substances would make rubber get softer as it became colder. Anyway, the tread is blue. The tire is designed to be equal with a studded radial snow tire on ice and it is something to think about as studded tires become illegal. From reading various tests and my own experience, it is far superior than a studded tire in the snow. More importantly, it is vastly superior to the studs in the wet or the dry. In this Editor's opinion, studded tires are dangerous on dry or wet concrete because of the steel contact with the pavement instead of the grip of rubber. This Editor was unable to break the M-B loose on wet pavement without serious effort. They really work. In dry cornering and breaking, they receive a better rating than the Michelin's they replaced. The car handles better now than then. However, the more experienced of you out there realize that most of this is due to the bigger size of the Metzeler (205 vs. 185); however size for size, I believe they would be about equal.

Of course, road noise goes up as with any snow tires but surprisingly ride did not suffer. In short, a fantastic tire, all the benefits of a studded tire without the drawbacks.



SEASON'S GREETINGS

From the Officers, Chairmen and Members

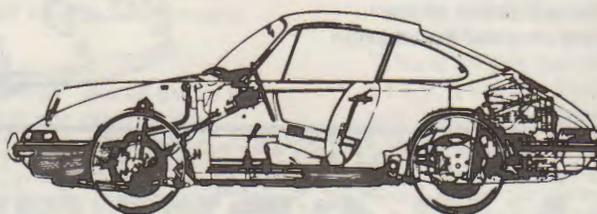


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SPOILING THE 911

In recent years we have witnessed the gradual addition of various spoilers to the basic 911 body shell. First there was the front spoiler bumper which appeared on the 1972 911s. This was followed by the first Carreras incorporating this same front spoiler bumper and the small engine lid spoiler. Finally we have the modified lower front bumpers and whale tail rear spoiler of the latest models. At Club events the knowledgeable have talked about the wonders of generating aerodynamic down force and holding the car down on the road to the awe and wonder of the less technical types.

Recently Porsche published a paper entitled, "The Improvement of Handling Characteristics of Automobiles by Reducing Aerodynamic Lift," which covers much of the aerodynamic development of the 911 and its spoilers. Several aspects of this paper are of interest in that they show the reasons for spoilers as well as the important improvements in vehicle characteristics which make Porsches one of the safest cars on the road.

It should be pointed out directly that the very title of the Porsche article refutes the down force talk. Notice it says "... by Reducing Aerodynamic Lift," it does not say down force. Actually that's all the spoilers do, they reduce the amount of up force or lift produced. Consequently, the wheels remain more heavily loaded throughout the speed range with the result of increased cornering and braking capability. Thus by getting rid of the lift force they have increased the tires cornering - brake force limits at speed.

The direct effects of the latest model spoilers are shown in Fig. 1 and 2 below, redrawn from the Porsche paper. Notice that with the spoilers there is still lift but it is very small. For example, as shown in the Figures, at 100 mph the reduction in aerodynamic lift is 50 lbs. at the front and 105 lbs. at the rear! The effectiveness of the spoilers (and even the initial body shell) is emphasized by comparing its

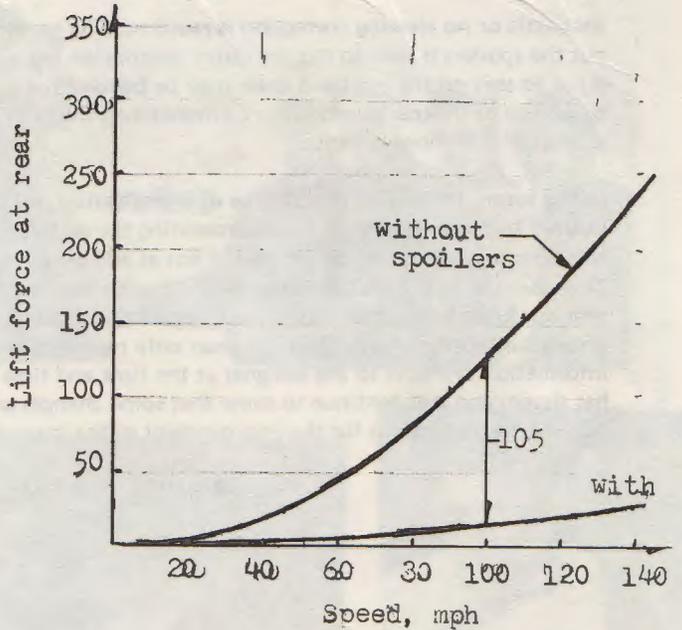


Fig. 2 Rear end lift

characteristics to a typical sedan. For sedans the rule of thumb is that the lift force is about equal to the drag force. An approximate comparison to Porsches is shown below:

Car	Lift to drag ratio
Typical sedan	1.0
Standard 911	0.30 - 0.50
911 with spilers	0.05

These gains have been attained without increasing the drag, in fact the spoilers have resulted in an overall drag reduction of about 2%. This can be translated into a three mph higher top speed or 2% better fuel economy.

What about the safety aspects? Fig. 3 shows the amount of steering wheel motion required to stay in your lane as well as the stopping distance (time) when braking in a turn. Notice that the car with the spoilers not only stops more quickly but

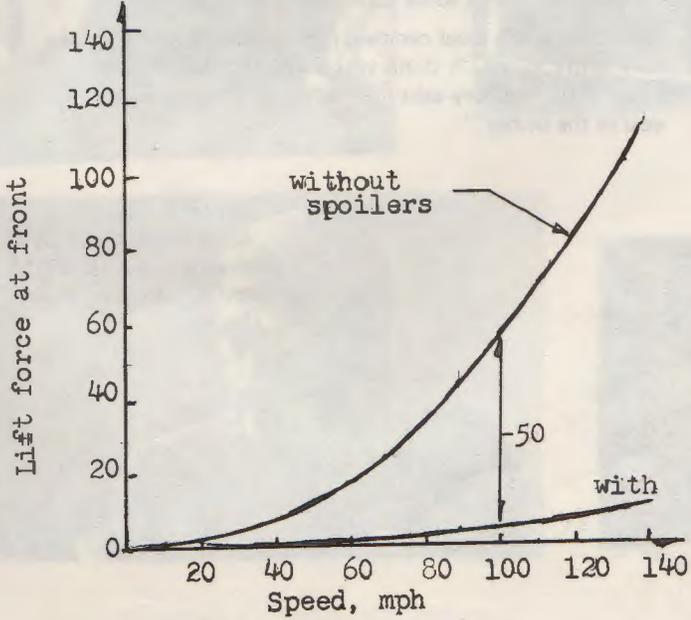


Fig. 1 Front end lift

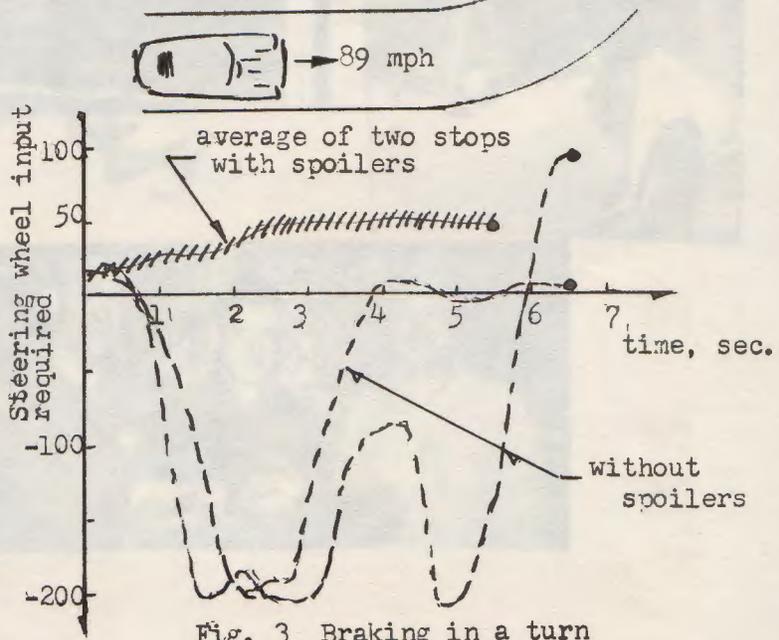


Fig. 3 Braking in a turn

that little or no steering correction is required. The car without the spoilers is seen to require rather severe steering input to stay on the road and these may be beyond the capability of inexperienced drivers, emphasizing the safety aspects of the improvements.

In the future the results of this type of investigation will be utilized from the beginning by incorporating the aerodynamic aids directly in the original design and not as add-on features. This does not imply that the original 911 design was bad, but that our knowledge of aerodynamic effects has increased since its inception. A vehicle at best can only represent the information available to the designer at the time and time has shown and will continue to show that some changes are not just for styling but for the improvement of the marque.

BOB WHITE (SOCKS)



**Conversation with Rep. Robert McClory, III.
at Tober's Men's Store, November 1, 1974.**

Greetings exchanged with store personnel, etc.

JIM: I want to express my feelings against the 55 mph permanent speed limit.

McCLORY: You'll have to discuss that with my wife as she did all the driving coming from Washington this last week. Most of the traffic was not going faster than 60 mph from what she said.

JIM: I don't believe that having a 55 mph limit is the final answer to safer driving. Unsafe drivers should be off the roads and have better licensing programs brought about.

McCLORY: I believe the death rate is down somewhat so it has helped.

MIM: The national speed average has now been quoted as being 68.2 mph. The national deaths are down, but there have been no quotations as to the deaths on a mileage basis as has been in the past. In over a year I haven't seen a quotation from the National Safety Council as to deaths per miles driven.

McCLORY: I don't know anything about that, but I know that auto deaths are down and possibly due to less miles being driven than the lower speed limit.

JIM: I just came back from a trip to over 4,000 miles through Texas, New Mexico and —

McCLORY: Well, in Texas no one pays too much attention to the speed limits anyway.

JIM: I talked to some of the truck drivers and they are quite unhappy. The freeways were put in for two basic reasons, safety and fast moving of vehicles and the 55 mph defeats this.

McCLORY: Well, after driving from Washington and around I'm angry with the truckers and their driving.

JIM: If you would want to retain the 55 mph limit why not have it on rural highways and go back to the original freeway speed limits.

McCLORY: Here's some cook books for you.

Repl. McClory's local campaign manager (a woman) speaks very softly to me, "I think you are right, I agree with you." Rep. McClory asks my name and departs saying, "Oh you're the owner."

James R. Tober
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