

CHICAGO SCENE

FEBRUARY

1975

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COMING EVENTS:

February 23 – Rallye
March 23 – Wine Tasting
April 6 – Rallye



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

January Event — Ice Gymkhana

Contrary to prior years, the weather was absolutely perfect for the annual ice gymkhana. The noted event chairman, Merv Rosen, was worried we wouldn't have any ice for the Porsche's to walk on, but fortunately the Big Porsche Pusher in the Sky provided several days of cold weather insuring the necessary ice to support 70 or so Porsches. The 30° temperature was a welcome change from past experiences of 50° or -20°. Even with such nice weather a sizable minority of our members elected to stay in the nineteenth hole and or the heated pool.

Merv had two courses set up for our pleasure. One course was the regular gymkhana type and the other featured a mathematical problem of determining the shortest course which still completed the complex assignments. Prior to the adult fun, the kids had their own gymkhana via Michael Gallagher's go-cart. Somehow over the weekend, the little go-cart used 2 gallons of gasoline. Who do you think had a better time, the adults or the kids?

The Sterlingworth, as usual, proved the ideal place for a winter outing. Many of the members stayed for the weekend and availed themselves of the rental snowmobiles (Roger tipped over twice), the swimming pool and suana bath, and ice skating. The couples who stayed over the weekend enjoyed these facilities and the excellent company.

Merv would like to thank all those who stood out in the cold all day so we could enjoy ourselves. This list includes Neil Holleb, Bob White, Ben Frolichstein, Fred Hoppenwasser, Ed Russ, Tom Masles, Ed Leed, Dan Gerow, Dan Gallagher, Dawn White, Terri Russ, Sandy Gerow and many other people who I have forgotten. Thanks for your help. Dinner was both plentiful and good. It was especially welcome after the all day session at the bar.

Thanks once again to Merv and Jackie and all who helped.

Chicagoland's

1ST



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(3)
RESULTS

MEN'S REGULAR TIRES

1) Jerry Meyer	85.34 T
2) Owen Johnson	85.41 APP
3) Bruce Janecek	86.27 FOX
4) Rip Patterson	88.75 T
5) Bob White (Socks)	88.80 T
6) Ed Russ	88.98 T
7) Merv Rosen	89.59
8) Pete Hackman	90.05 T
9) Neil Holleb	90.20 T
10) Norm Studier	91.33 T
11) Harold Beach	92.73 T
12) Bob Buckthal	91.58 T
13) Bob Hood	91.65 APP
14) Bob Hubert	91.83 T
15) Tom Masles	93.91 APP
16) Larry Lesniak	93.67 T
17) Roger Shapiro	93.99 T
18) Chuck Regan	94.71
19) M. Putlak	96.23 VET
20) John Gustavson	96.42
21) Fred Wayland	96.60 APP
22) Ben Frolichstein	98.19
23) Bob Masles	98.35 APP
24) Bob Suszyski	98.78 G BMW
25) Chuck Ekstrom	99.15
26) Stu Tobin	99.18 APP
27) Tom Grutzmacher	102.08
28) Tom Harwood	102.66 APP
29) Dan Gallagher	104.31

30) Rick Grinzi	105.42
31) Gene Coburn	106.41
32) Dick Frank	106.69 CAM.
33) Dan Gerow	112.83
34) John O'Keefe	117.15

MEN'S STUDED TIRES

1) Ben Hursh	70.19 T
2) Sam Brackstrom	78.92
3) Bob White (other)	79.87

WOMEN REGULAR TIRES

1) Sue Hoppenwasser	90.07 T
2) Sandy Gerow	91.57 T
3) Laurel Coyne	95.02 APP
4) Julie Frohlichstein	95.98 T
5) Gail Gustavson	98.35 T
6) Helga Meyer	101.05 T
7) Doris Beach	104.18
8) Gaby Coburn	104.70
9) Cheryl Grinzi	104.78
10) Terri Russ	105.69
11) Eva Hackman	105.80
12) Gail Johnson	109.60 APP
13) Wilma White	111.11
14) Bonnie Shapiro	112.05
15) Diane Gallagher	113.19
16) Mrs. Tobin	113.76
17) Beth Baehr	123.09

WOMEN STUDED TIRES

1) Dolly Hursh	72.17
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(continued)

Body Werks of Barrington

For the finest in Porsche,
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The Sterlingworth



Rush hour on Lake Lauderdale.



Bonnie Shapiro driving the Bartmobile at 7,000 rpm and 10 mph.



The illustrious event chairman and Jackie.



Starters trying to decide who wins the silly headgear award.



Neil "bald is beautiful" Holleb and paper cup magnate.



New transfer student Mark Smedely (right) and friend. Welcome!



Bob White (Socks) explaining to his brother that the way to go fast is to go slow.

4



Contestants in children's go-cart Ice Dice.



Waiting line.



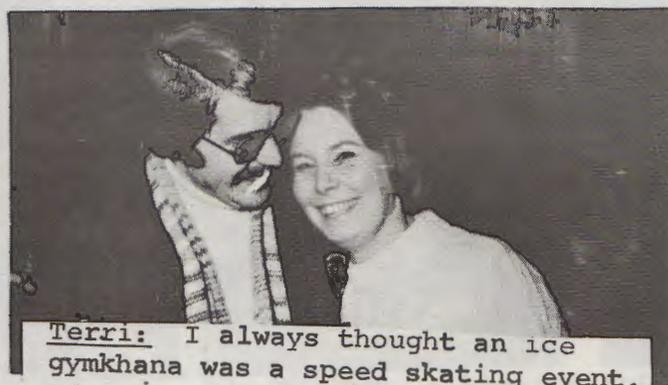
One of more deranged members.



Applicant Tom Mqsles & wife.



I think it is awful silly for you men to go out in this cold and slide around the ice.



Terri: I always thought an ice gymkhana was a speed skating event.
Ed: No, it's a Zamboni Race!



Rip: You know Ed, you just don't look like a banker.
Ed: Why is that.



No, our favorite show is not Hee-Haw, it's Lawrence Welk.



Mike Robbins and bride. Congratulations.



Ruthie, how come you are not playing with the other kids your size.



Now that we have new tires, we can use a new car to go with them.



ALEXANDER SOLZHINITSYN with the beautiful women in his life.



Julie Isaacson (far right) celebrating her 11th birthday with the friends and relatives at the Steilworth because she says "it is fun there".



John, Gail and family



Applicants Rich and Pam Ward.



New member Rich Crinzi and wife; Welcome.



Tom Harwood and friend, applicant



PROSIT



Pam: I always thought I.D. was an identification card!

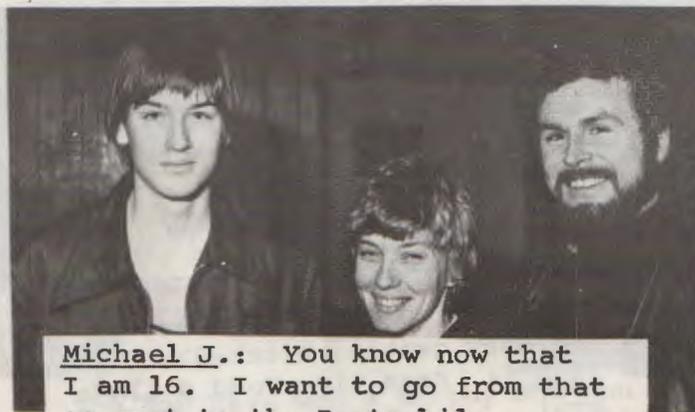


Larry & Laurel Lesniak and family.



Hey, Chuck, do you use "Grecian 44".

Chuck: Gee, I thought I fooled you.



Michael J.: You know now that I am 16. I want to go from that go-cart to the Bartmobile.

Arlene: How can you be 16 when I am only 28.



Wayne: Did you see that "Bald is Beautiful" button of Holleb's.

Marion: Don't believe it!



Ray: What do you mean I need a tent!

Betty: Face it, you need more than that!



Now that Ben is membership chairman, no one will be allowed in the club with less than 13 letters in his name.



Say Tom, most of these people are loud and voicterous, and you are so quiet. Tom: Silence is Golden.



Fred: Sue, how does it feel to be the leading proponent of women's lib?
Sue: I beat you!



Owen Johnson and family, applicants.



Dan: Say, Jackie, when are you and Merv getting hitched?
Jackie: Same time Todd & Linda are!



Good looking women in the Editor's life.



You kids are right, we should have brought you up for the weekend.



Winners - Boy's go cart ice-dice.



Winners - Girl's ice-dice.



Over age 16 winner.



FTD studded tires



Winners - men's regular tires.



More winners



Still more winners.



You may have won a trophy but you must remember those plastics will spiderweb in the cold.



Winners-Ladies Regular Tires



More winners

COMING EVENT

FREAK'S FROLIC RALLYE

Date: Sunday, February 23, 1975
Place: Pepper Tree Farms Cabana Club
Hwy. 68 (Dundee Road) Just past
Oak Street in Palatine, 2 1/2 blocks
west of Hicks Road
Time: Reg. 12 noon
1st car off at 1 P.M.

Roger and Bonnie Shapiro are pleased to bring you the Freak's Frolic Spring Rallye. No, you don't have to a freak to run the event, although it would probably help. The name probably came about because the "Dirty Dozen" is working the checkpoints. The combination of Roger and Bonnie and the Dirty Dozen should provide you with a zany and terrif rallye.

The rallye will be a straight forward TSD covering the greatest roads Northern Ill. has to offer. If you know Roger, you will believe it when we say there will be plenty of curves to keep the driver interested and the navigator from falling asleep.

The route will be approximately 100 miles long and will end up close to Chicago. Dinner will be promptly at 5:30 P.M. (not 6:30 as reported in last month's scandel sheet) at the Iron Skillet Restaurant in Algonquin. Two classes will be run: mechanical and non-mechanical. Non-mechanical consists of pencil, paper, stop watches (2) and slide rule and rallye tables. Solid state (electronic) stop watches, 1/100 odometer, mechanical or electronic calculators, etc. put you in the mechanical class.

So set aside the day, hire a sitter, take the old Porsche out of mothballs and come on out.

Dear Bonnie:

I am fairly freakie. Sign me up.

Name _____
 Member Applicant Guest

Navigator _____
 Member Applicant Guest
 Non-mechanical Mechanical

Pre-registration \$5.00 (\$7.00 at line)
*Registration must be postmarked not later than midnight February 18, 1975. Phone entrants will not be accepted.

Reserve ____ adult dinners @ \$5.75 (\$7.75 at line)

Reserve ____ children's dinners @ \$2.50 (\$4.50 at line).

Mail to: Bonnie Shapiro
3 S. 264 Black Cherry Lane
Glen Ellyn, IL 60137

BACCHUS BASH III, Concours & Swap Fest
Sunday, March 23, 1975
Shoreline Porsche Audi - New Facilities
1610 Waukegan Road
Glenview, IL

Bacchus Bash I and II were so successful that once again the law firm of Gallagher and Novolsesky will present for your enjoyment and education another excuse to have a little wine with good friends on a Sunday afternoon.

The wine tasting will be of inexpensive table wines that may be purchased in bulk quantities (the Meyers and Gladish's will like that). There will be eight wines for you to sample. Foremost Liquor Stores have agreed to provide a speaker once again. Each wine will be explained and rated. By the way, the fact that these are inexpensive does not mean that they are not of good quality.

Here is also your opportunity to clean the winter slop and salt (God forbid) off of your beloved Porsche and take home some silver. Our standard four class Concours will be used so there is no excuse not to enter.

If all this is not enough to take away the winter blues, the swap fest should. Simply gather all your Porsche parts and accessories that you wish to sell, put a tag on it identifying what it is and the lowest price for which you will part with it, glue your name on the bottom of the tag and leave the rest to the old master of the swap, Dean Bangert. Dean will do all the rest. If you have never seen Dean in action, you are in for a real treat. Dean's performance will be worth the price of admission all by itself.

As stated above, all of this will take place at the NEW facilities of Shoreline P/A. If you have not seen their new building, you are in for a real-treat. They are among the most modern and spacious to be found anywhere. Shoreline's capable staff will be on hand to assist anyway they can. Pop and snacks will be provided for the kids and Bruce Janecek.

Dinner will be served afterwards at one of our favorite places, the Glenview Country House. The restaurant is located only about 200 feet from the dealership so you do not have to worry about mixing the fruit of the grape with your driving ability. Dinner will be a buffet consisting of five entrees.

Dear Diane:

Wow, an excuse to have a little of the grape with friends and to laugh at Bangert. Sign me up.

Name _____
member _____ applicant _____ guest _____

Wine tasting \$3.00 per adult (\$4.00 late reg.)
\$5.00 per couple (\$7.00 late reg.)

I plan to enter the concours - price \$2.00
Class A B C D (circle one)

Please reserve ____ adult dinners @ \$7.25 (tax & tip)
(\$8.25 late)
____ children's dinners @ \$4.25 (tax & tip)
\$5.25 late

Make checks payable to PCA/Chicago and mail to Diane Gallagher, 6710 N. Edgebrook Ter., Chicago, IL or call 312/775-5944. Registration will be considered late if received after Thursday, March 20, 1975.

COMING EVENT**April Fool Rallye**

Date: April 6, 1975
 Place: Trammel Crow
 999 W. Touhy, Elk Grove
 (Take Lee Street exit from N.W. Tollway then
 left on Touhy for 1 block)
 Time: Registration, 11 A.M. First car off 12:00 Sharp

The rallye master, Chuck Vischulis, informs us that this rallye will be a straightforward TSD covering approximately 100 miles of great roads in Northern Illinois. Chuck states that the Rallye will be on medium-hardness intended to please both driver and navigator. Average speeds will be fairly high

Dinner will be held afterwards at Hackney's Restaurant in Lake Zurich, Dinner will be served promptly at 6 P.M. See next month's Newsletter for details!

January Board Meeting

Held at the residence of Dan & Sandy Gerow with N. Holleb, J. Meyer, B. Shapiro, B. Gladish, B. Hubert, D. Gallagher, D. Gunther, R. Cuny, M. VanderWerff, H. Beach, C. Gutmann, R. Shapiro, C. Vischulis, M. Rosen.

- 1) Accepted Secretary's, Treasurer's and Newsletter Reports
- 2) Accepted membership report and voted in James Foley for membership.
- 3) Reviewed plans for the upcoming Ice Gymkhana, the February Rallye, the Wine Tasting & Concours, and the April Rallye.
- 4) Discussed the possibility of buying trophies in large quantities. This is being research at this time.
- 5) Discussed disbursement of the 1975 calendar/directories.
- 6) Discussed the recommended changes in PCR's. Suggested many changes to the National Committee.

"The slightly amorous tale of Choc'lit, the 911L"

by Toussaint Thompson from DER PORSCHE BRIEF

Choc'lit is the only REAL woman I've ever known. We met on Valentine's Day, when I was searching for a used-but-not abused lover. When I first spotted here, I could tell that she had been around, but her body was too much! She just HAD to be mine!

So, Cupid came and stuck me but good, and although I had been with some fast ones before, I was amazed at some of the wild things she could do. After she had been sharing my apartment for a while (even though she never would do her thing inside), I persuaded her to change her makeup from yellow to sepia brown, hence her nickname. Choc-lit can bring out the very best in you, unless you step on her too hard in the wrong place at the wrong time. I love the way she screams with delight when we get it on out in the country.

Like every love affair, it isn't always a bed of roses. I have found it necessary to lavish a lot of that hardearned pay on her so she can look good and feel dyn-o-mite! In the few months we have shackled together, she has had to visit the doctor for such illnesses as chipped teeth (transmission), a broken back (hit the rear), throat problems (carburetors), failure of central nervous system (distributor), and finally, and most expensive, a heart transplant! (new engine) She has caused me such embarrassments as making street scenes, and coughing in the middle of a conversation. She has been just fine since her heart transplant, though.

Choc'lit loves to get together with others of her kind, but she got nasty with me lately when I told her that she was going to have start wearing a bra. It seems that the older she gets, the more she wants to shown off that beautiful brown body.

Other than the doctor, no man touches her but me, and that's the way it's going to be " 'til death (or rust) do us part". IF I can afford her expensive tastes!

WEISS TIRE HOUSE OF RADIALS

534 GREEN BAY ROAD
KENILWORTH
AL 1-5766

3501 NORTH MILWAUKEE
CHICAGO



The 55 M.P.H. Speed Limit and Its Enforcement — Part IV

Well, here you are in court. You surely have not come all this way to lose the case and get a conviction. The following tips presuppose you are not represented by counsel. Here are a few legal defenses that may apply to your situation.

(A) If you were stopped by radar, one of the following may apply:

1) If you were stopped at night, did the officer have his parking lights on? Illinois laws require that if he is operating a radar unit on the shoulder of the road that his parking lights must be on.

2) Radar only works at a certain angle of beam. Radar is only accurate at a beam angle of 45° or less. Therefore, you must be approaching him almost straight on. He cannot get you at a 90° angle.

3) Was traffic heavy? Traffic conditions are noted on the ticket. Traffic must be light. There cannot be intervening traffic.

4) Was the radar located within 500 feet on a speed change? It must be further than 500 feet.

5) What was the wind like the day of the arrest. Radar officers are not supposed to issue tickets for less than 10 mph over when there is a tailwind of over 10 mph.

6) Did you speed up to get out of the way of a truck or car that was tailgating you? If you acted in the interest of safety, it is a defense.

(B) If you arrested by observation (tailed by a police car)

1) The officer must tail you a reasonable distance.

In the City of Chicago, judges interpret that to mean at least blocks.

2) Did the officer have to speed up to catch up with you? He must keep his speed constant for two blocks.

3) Did any other vehicles come between you. The officer must have an unobstructed view.

(C) Stoplights.

1) Did you enter on the yellow? Were you too close to stop before the white line, or was there a vehicle very close behind you that you feared would tailgate you?

2) Was the pavement slippery? Were you worried about skidding?

3) Where was the officer when he observed you? How far away? He must be able to see both the light and you. Try to show he cannot do that from his location.

(D) 1) Were the speed limit or no left turn signs, etc. clear and was the view of them unobstructed? Go back and take pictures of the signs, etc.

(E) Pure legalities

1) Did he cite the proper section of the statutes?

Was the ticket properly filled out on its face?

This list is not intended to portray these possible defenses

as a completely inclusive. There are many others. I have attempted to set out some of those which may apply in the greatest number of situations you may encounter. It is more than likely that I should have not attempted to do this as most would require a lawyer to be present. However, I though you should be aware of the possibilities that exist.

I hope by my writing this series, you may avoid unpleasant encounters with the law. I want to reiterate I am not advocating speeding or careless and reckless conduct. The automobile, even one as great as a Porsche, is a dangerous thing. Treat it as such.

Dan Gallagher

PORSCHE MART

For Sale:

Size 6X15 Porsche style new wheels	4/\$360.
(5) 5½X14 Porsche mag wheels various	\$70-\$90.
(2) 5½X15 Porsche steel wheels	\$15.
(4) 155X15 Michelin new ZX tires	4/\$150.
(2) 185X14 Michelin new XAS tires	2/\$100.
(1) 165X15 Continental new RAP tire	\$40.
(2) Porsche 1300 cylinder heads	\$15.
(6) W265P21 sparkplugs	\$20.

Jim Gladish

3814 Rugen

Glenview, IL 60025

312/729-4706

For Sale:

1965 356SC coupe; rebuilt 4,000 miles, new Michelin, new paint, body excellent, interior excellent, AM-FM, 5½ chrome rims, ex-Alex Wendorf car. \$3,200 or best offer.

Sue Korsower

1314 Washington

Evanston, IL

312/869-9752 H

312/454-6000, ext. 267

Ravenswood

For Sale:

1972 911T Targa, White-tan houndstooth interior. Recent complete rebuild including pistons/cylinders, X-changers, muffler, tensioners, chains, valves, guides, clutch, C.D. box. Also new Semperet 185VR 70/15, brake pads, konis, AM-FM Stereo. New synchros, and sway bars, S-instruments, Carello Q-I. Reasonable offer. 4,000 miles left on engine warranty.

Tom Ficho

Eve. 561-1836

Days 944-6730, Ext. 202.



News Around Porsche Country

Congratulations to Dawn White and Michael J. VanderWerff on their 16th birthdays and subsequent receipt of the coveted badge of maturity - their driver's license. Fortunately, they have good instructors. We know they know more than the traffic rules and how to parallel park before entrusting them with a highly complex and dangerous weapon.

We were sorry to learn of the death of Chuck Vischulis's father. Our deepest sympathy.

Congratulations are in order for John Kleen. John was recently elected National Vice President of the Vintage Sports Car Club of America.

Besides his Porsche, John has a 300 S.L. Mercedes Gullwing and a BMW 328.

We have learned that the "big ugly Greek", Dan Gerow, injured his knee while skiing recently. We hope that he will not need surgery or that it will not hinder his remarkable ability to mash the accelerator on his 356.

Our beloved President and wife Judy are vacationing in Martinique with the Babbins. Then they will pick up the Gunthers and spend a week in a sailboat in the South Caribbean. Should make for an interesting story.

We have received word that the Seattle Parade has 350 reservations. Since the cut-off is 400, if you plan to attend, you had better register.

Our good friends Bob White (Socks) and Frank Issacson, recently returned from the National Board Meeting in Phoenix, AZ. Bob reports that we got some of the changes enacted into the PCR's. The region has some very definitive views on the proposed changes in the PCR's. Bob reports that the new PCR's are "More evolutionary than revolutionary."

Some of us have come under a little heat lately for contributing to America's economic woes by buying compact cars. However, the fact remains that Detroit may have never built any sensible cars if they had not been forced to by the ever-increasing number of sensible compacts. Do you think Ford would have ever built the Granada if it had not been for Mercedes, Volve, and BMW?

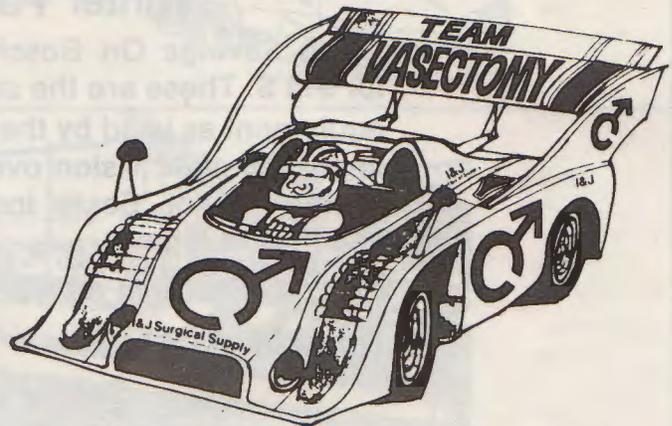
There is a definite change of attitude reflected on the attitudes of Detroit and Washington. General Motors recently announced that it was going to cut the size, weight, and engine displacement of its cars. They plan to cut two feet, 1,000 lbs. and 100 cubic inches of displacement off their Dinosaurs. Just think, a Cadillac will go from 5,100 lbs., 21 feet and 500 cu. inches, to 4,200 lbs., 19 feet and 350 cu. inches. Of course, "they will be more box like". What do you think about that?

The insurance industry admits it made a mistake on the 5 m.p.h. bumpers. Now the insurance industry claims they are too expensive to repair and the government claims they add too much weight to the car. To top it all, the EPA recently stated that the catalytic converters are a mistake. They now believe that "over a period of three years, they will emit a serious amount of sulphuric acid into the atmosphere. To go from the 80% reduction of pollutants achieved in 1972 automobiles (from the 1967 level) to the present 90% reduction has resulted in enormous expense, increased weight and serious gas mileage losses. And what about the expensive equipping of hundreds of thousands of service stations with facilities for unleaded gas. There is nothing as dangerous as a liberal do-gooder who is uninformed.

The government admits that if everyone observed the 55 mph speed limit, our gasoline consumption would drop 1.4% (not total oil consumption).

Since very few people observe the cursed speed limit anyway, what are we saving. Lives? I doubt it, but we will have to wait for further statistics. There sure as hell are many more effective ways of saving gasoline. Now the Feds are talking about making liars and cheats out of all of us. If you think things are a mess now, just wait til we get gas rationing. We will all be lying to the vast bureaucracy necessary to carry this program (SIC) to get the higher allotment which will allow us to enjoy our pasttimes. Wait till you see the black market operations spring up. And we will all be a part of it. Until Detroit builds a decent sensible car and the government wakes up, I still will be driving my aging sensible European cars with good quality, lots of room and trunk space, great mileage and no heavy bumpers.

In the meantime, Detroit, the UAW, the EPA, Senator Percy (55 m.p.h.), Ralph Nader, etc. will All State Insurance can all go to hell.

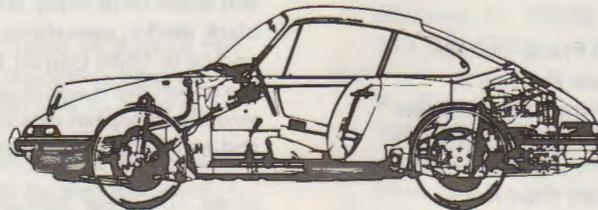


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Open To Serve You On Sunday

MORE MISCELLANEOUS —

The Editor spent a good part of a lazy Thursday afternoon arguing with the National Safety Council. Here are the figures I received. The average reduction in deaths per 100 million miles driven from 1970 to 1973 was 4.3% decrease (1970-71, 6%, 1971-72, 3%, 1972-73, 4.1%). The reduction in deaths per 100 million miles driven in 1974 (as compared with 1973) was 13.5%. Now if we compare the 13.5% with the average of 4.3, we have an extraordinary reduction of 9.2%. The Safety Council explains this as follows: 4% of the 9.2% reduction is attributable to increased use of seatbelts, 44% of the 9.2% attributable to speed reduction, 20% of the 9.2% is from travel reduction, 12% of the 9.2% is from a reduction in the average number of vehicle occupants, 8% of the 9.2% is from a switch to day driving from night driving, 4% of the 9.2% from better roads, 8% of the 9.2% from better vehicle design and an increase of 4% from the increased use of motorcycles.

As usual statistics lie. What we have here is a reduction of 44% of 9.2% due to speed reduction or approximately 4% reduction in highway deaths due to "speed reduction". This is not to be confused with a 4% reduction due to the 55 mph speed limit but due to "speed reduction". Meanwhile only 4% of the 9.2% is alleged to be due from increased use of seat belts. Now that works out to .0037%. (2/5 of 1%) reduction due to seat (shoulder belts). I ask you whether you would rather run into a wall at 55 mph with no shoulder belts or 70 mph with shoulder harness on? I just cannot buy the statistics. I am of the opinion that the percentage should be higher for seat (shoulder harnesses and lower for speed reduction. But in the absence of more evidence, if we take their figures as correct, we only have a 4.1% death reduction due to "speed reduction" (not 55 mph) and only a 1.4% reduction in gas usage (if everyone followed it). At best the whole field of statistics (including my own) is questionable. The fact that 6% less gasoline was used does not mean that there was 6% less miles driven. It could mean that up to 20% less highway miles were driven (decreased vacations, etc.) and city mileage stayed the same. It is always a fact that total accidents have

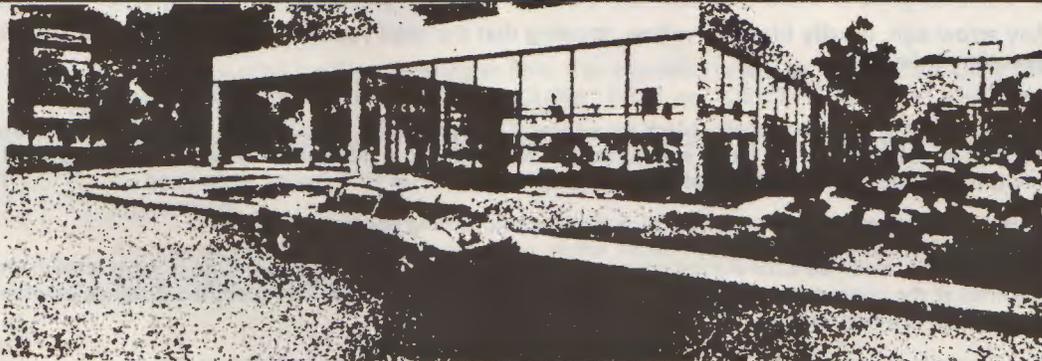
increased; how does this fit in? What percentage of accidents occur at speeds in excess of 55 miles per hour? In 1973 less than 2% of accidents occurred at speeds in excess of 70 mph. The big factor is that fewer people are driving less miles at highway speeds. All this leads to the fact that the 55 mph speed limit is probably saving some lives but when you look at the figures, the percentage is very small - not 18-20% as quoted. At best the percentage is around 4% and some of that figure is questionable.

In December of 1973 when we still had 70 mph (the 55 mph was only advisory) and the death rate dropped 18% (compared to December, 1973). Now can you attribute that to 55 mph — NO, the answer is less highway miles driven. 55 mph - we are stuck with it, and it is wrong, all wrong.

TEN YEARS AGO

The newsletter recounts the ice gymkhana: "The day dawned bright and sunny . . . the sky was clear and the weather brisk (about 10° below). The ice was icy, and the course tight and challenging. While the contestants froze, the timers were keeping themselves warm with the winter mixture of Polyethylene Punch and Voegelli's squad car heater . . . We, like many others, forgot our bathing suits . . . but not Ruthie Stonecipher. There she was, in the middle of the heated pool . . . splashing around with all the other kids her size!" The results included the following: Dick Jacobs, Merv Rosen, Norm Studier, Wayne Curney, Ray Cuny, Ray Stonecipher, Henry Tollis, Harold Beach, Ginny Gurneu and Doris Beach.

The coming event report advertised the now famous Costume Ball at Beach's. The name was Beach's Bordello.



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PORSCHE CLUB OF AMERICA – CHICAGO REGION
 RALLYE DEFINITIONS – EFFECTIVE JANUARY 1, 1975
 SUPERSEDES: NONE

DEFINITIONS

ACTION POINT: The point where an instruction, or a part thereof, is carried out. Obviously, some instructions may have more than one action point. An example of a multiple action instruction might be:

17. RIGHT. CAST 30 MPH AT STOP

The first action point is when you turn right. (You have INITIATED the instruction). The second action point is when you change the average speed at the STOP. (You have then completed, or COMPLETELY SATISFIED the instruction).

- ACUTE:** A turn of substantially more than 90 degrees at an intersection.
- AFTER:** Any navigational aid identified by the use of the word "after" may be found anywhere along the rallye route following the point of execution of the immediately preceding route instructions.
- AHEAD:** To go essentially straight ahead. This term will be used only at a point where you would have followed the rallye route otherwise.
- APEX:** The point midway through a corner.
- AT:** Any navigational aid identified by the use of the word "at" will be in the immediate proximity of the intended point of execution.
- BEAR:** A turn of substantially less than 90 degrees at an intersection.
- BEFORE:** Any navigational aid identified by the use of the word "before" must lie visibly ahead of the final opportunity of execution before that aid.
- BLINKER:** A fixed warning signal consisting of a light, usually red or yellow, that flickers or blinks. It must be operating to be considered.
- CAST:** The abbreviation for: Change Average Speed To.
- COMPLETE:** An instruction is complete (completely satisfied) when all requirements of that instruction are exactly fulfilled.
- CROSS:** To go straight across. To cross a divided highway is to cross both halves of it.
- CROSSROAD:** Normally a place where one road crosses another on the same level. However, more than one road may cross another on the same level and still be considered a crossroad. The intersection of TWO roads makes a "four corners" pattern. The roads may cross at any angle. Note that at least two roads must COMPLETELY CROSS each other.
- CURVE ARROW:** Any CURVE arrow signs, usually black on yellow, that show that the road you are on curves in the direction described. (Curve arrows are also DIRECTIONAL ARROWS).
- DIRECTIONAL ARROW:** Any arrow sign, usually black on yellow, showing that the road you are on curves sharply or turns in the direction indicated.
- DOUBLE ARROW:** A two-headed arrow sign usually black on yellow. Used primarily to indicate a T intersection when it is in front of you. When it is on either side of you, it will apply to a side road. However, the sign is valid either in front of you or on either side of you.
- FREE ZONE:** A part of the timed rallye route in which there are no timing controls.
- GAIN:** To make up a specified time during passage of a specified distance. The gain time is subtracted from the time required at the given average speed to traverse the specified distance. The specified distance in which a gain is operative is a free zone.
- INSTRUCTION:** (i.e. Route Instruction) The only reasons for the existence of a route instruction are;
- 1) To take you off the course you would normally follow in the absence of that instruction.
 - 2) To institute a speed change, timing alteration, or to execute an unmanned control (which at times also serves to take you off of the route you would normally follow in the absence of that instruction).
- INTERSECTION:** Any meeting or crossing of two or more public roads.
- JOG:** Where the road you are on changes direction by approximately 90 degrees to the left or the right for a short distance, and then changes back to its original directions.
- LEFT:** A turn to the left or from 1 to 179 degrees. If alone is an instruction it is to be executed at the first opportunity.
- LEG:** The part of a rallye route extending from one timing control to the next.

- MILEAGE APPROX.:** The distance from the start of a section to a point along the rallye route given to within 0.1 mile.
- MILEAGE OFFICIAL:** The distance from the start of a section to a point along the rallye route given to within 0.01 mile.
- OBVIOUS ROUTE:** The route that you would travel through an intersection when an instruction does not apply at the intersection; that route being described in the general instructions.
- ODOMETER CHECK:** The portion of the rallye route used to calibrate odometer correction factor. Either a stated time for passage or an average speed is given. The odometer check will usually be a free zone. See FREE ZONE.
- OUT MARKER:** A small flag or other obvious indicating device that marks an exact official distance from the in marker of the control, the distance usually being 0.10 official miles. The out marker is used as a reference point for the contestant to adjust his mileage, and as a reference point for timing calculations, 0.10 mile from the beginning of the new leg (since the in marker marks the end of one leg and the beginning of another). Contestants should use only the out marker for mileage references; they should not be permitted to block entry to the control by using the in marker as a reference.
- OUT TIME (TIME OUT):** The exact time specified for departure from the start, from a control, from a stop or from any point indicated on the course.
- OVERPASS:** Refers to what the road you are on does in relation to something else:

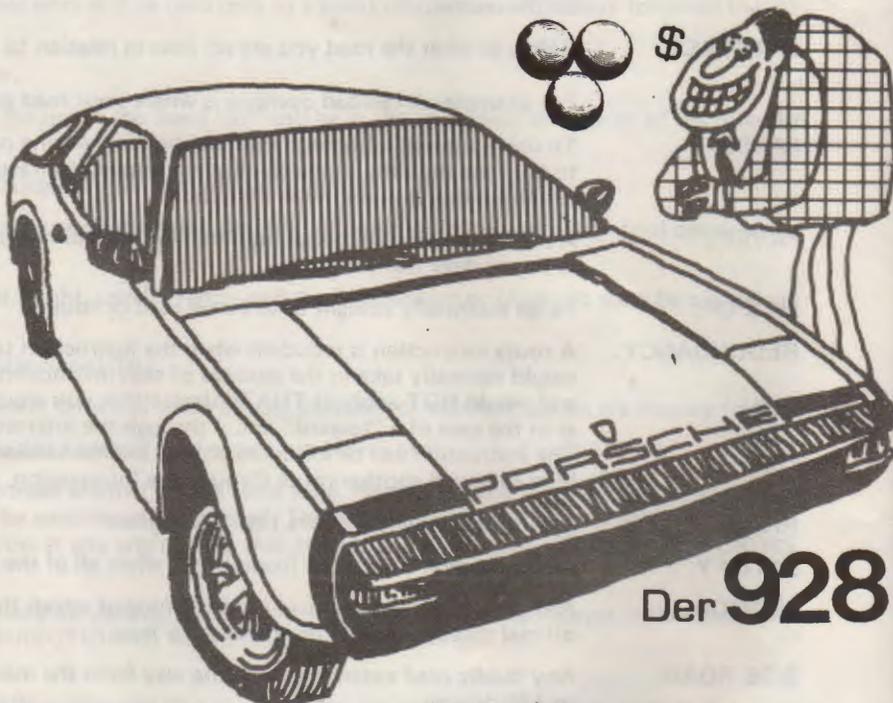
For example: A railroad overpass is where your road goes over some tracks.
- PAUSE:** To delay a specified time at a named point or during passage of a specified distance. The pause time is added to the time required at the given average speed to traverse the specified distance. The specified distance in which a pause is operative is a free zone.
- PAVED:** A road having a continuous hard surface, such as concrete, brick, macadam, etc., obviously suited to moderate or heavy duty traffic.
- PICK UP:** To go essentially straight onto a new road or route.
- REDUNDANCY:** A route instruction is redundant when the instruction takes the same course through an intersection as you would normally take in the absence of that instruction. In such a situation, the route instruction is redundant and would NOT apply at THAT intersection; you would follow the obvious route (or previous instruction, as in the case of a "toward", etc.,) through the intersection and continue to work on the SAME instruction. The instruction can be executed only at an intersection where, in the absence of the instruction, you would have followed another route through the intersection. See OBVIOUS ROUTE, INSTRUCTION.
- RIGHT:** A turn to the right of from 1 to 179 degrees.
- SATISFY:** An instruction is satisfied (completed) when all of the conditions therein are executed.
- SECTION:** Any part of a rallye route at the beginning of which the official mileage is zero and at the end of which the official mileage ends or reverts back to zero.
- SIDE ROAD:** Any public road extending only one way from the main road which is being followed. May be from straight to 179 degrees.
- SRIP:** The abbreviation for Sign Reading In Part. For example: A sign as "CENTER CURB AHEAD" might be given as "CENTER CURB" SRIP, or "CURB" SRIP, or "CENTER AHEAD" SRIP, etc.
- STOP SIGN:** Refers to an official highway stop sign applying to your direction of travel.
- STRAIGHT:** To go straight ahead. This term shall be used only for clarification to indicate the proper course through an intersection.
- T:** An intersection having the general shape of the letter T requiring a turn to the left or right, both turns being essentially equal. It is not possible to go straight at a T.
- TOWARD (TOWARDS) (TURN TOWARDS) (GO TOWARDS):** To turn (go) toward a sign, landmark, or direction at the first opportunity. It is necessary to continue turning toward the reference until the next instruction may be executed. If the next instruction could be executed at the same point that another "toward" could be executed (provided of course, that they both take the same course through the point in question) then the next instruction is redundant and the toward is executed again.
- TRAFFIC CONTROL DEVICE:** A signal light used on highways, especially at an intersection, to regulate the movement of traffic. A traffic light may be set to operate as a blinker but is usually fixed, alternating red and green (and frequently including yellow as a transition between red and green) indicating stop and go (and caution). The signal must be operating to be considered.

- TRANSIT ZONE:** A part of a rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage, or a restart time from the end of the transit zone must be given. An approximate distance for the length of the transit zone is desirable.
- TRIANGLE:** An intersection of three roads in the general shape of a triangle or inverted delta, including within the intersection a generally untraveled grass, gravel or other surface. It is not possible to go straight at a triangle. Only one instruction may be executed at a triangle. This definition applies whether or not the term "triangle" appears in the route instructions.
- TURN:** To make a change of course or direction at an intersection which would not have been made in the absence of turn instructions.
- UNDERPASS:** Refers to what the road you are on does in relation to something else.
For example: A highway underpass is where your road goes under a highway.
- UNPAVED:** A road having a discontinuous, non-hard surface such as broken stone, gravel, dirt, etc.
- Y:** An intersection having the general shape of the letter Y requiring a turn to the left or right, both turns being substantially less than 90 degrees. It is not possible to go straight at a Y.
- Y - T:** An intersection composed of a T preceded by a triangle. Commonly used for clarification.

Ode to a Patient Porsche Pusher

Daddy's got a little black bug,
 Just the size of a gallon jug.
 The motor's in the back,
 (Right now it's on a jack.)
 Nuts and bolts strewn here and there —
 Boxes marked handle with care.
 Grease, oil and gasoline
 Rubbed on hands that'll never get clean.
 A piston here, a cam shaft there,
 A carburetor - it's condition fair.
 A screwdriver, a hammer and a two by four!
 Put's it back together once more.
 The exhaust pipe has a quiet hiss,
 Causing a few bad words like this!
 D----**?///#2--" "" "" /// _____@
 The miracle of all this fun -
 Will it still RUN?

Written by his understanding daughter
Gretchen M. Potter



DEUTSCHE GRAFFITI

With the proper perspective, some of the early Porsche racing efforts appear to have been Mack Sennet productions. Some sort of contagious lunacy was loose in the land of European Fifties.

Rallies for instance. In the summer of 1951 Porsche entered two 356 coupes in the Baden-Baden Rally. Brock Yates would have been proud of this one; the regulations stipulated that the car reporting at the largest number of controls within 33 hours would be the winner. Simple. What this amounted to, you see, was a straight out race on public roads. You like the concept already. I can tell. Now it turned out that there was on checkpoint at the Autobahn exit at Stuttgart and another one at Munich. The rules, it turned out, did not say anything about making all the controls, just the largest number in the shortest time. The Porsches decided to stay on the Autobahn and speed back and forth between Stuttgart and Munich as often as time permitted. E the Guardians of Justice in the form of the American Military Police: in addition to bringing Truth and Justice to the evil huns, they had also brought part of The American Way, namely 50 mph speed limits. Everything is not black and white, however. There was an understanding between the factory and the authorities which permitted occasional road testing of the cars on the Autobahn. A quick trip to the factory for two special plates and two "Test Cars" were screaming up and down the Autobahn. "It's a thirty-three hour full throttle test, officer, you see: You don't see. Oh."

Reading The Highway .. Fighting Fatigue — E. D. Fales Jr.

A line in a popular dance song used to say: "Every little movement has a meaning all its own". It certainly wasn't written about people who drive a motor vehicle, but it could have been.

That's because one of the great secrets of driving is knowing how to read and interpret "every little movement" that other drivers (and vehicles) make while moving.

In one case on old U.S. 1 near Wilmington, Delaware, a woman driver was proceeding through a semi-industrial district at 40 miles per hour. After passing one cross-street, she began flashing her left turn signal. Then a moment later, in midblock, she applied her brakes hard, and to everyone's surprise, turned left across the street into a diner.

At that moment her vehicle was struck by a car driving behind her. When the dust settled, she demanded: "Didn't you see my turn signal, mister?" "Yes", he said, "but to me it meant you were going to turn at the next corner."

As it happened, a third driver who might also have been included in this pile-up had been following directly behind the young man. But this third driver, an experienced cross-country furniture hauler, had spotted two other "signals" which the auto driver had not seen.

"I sensed that the woman was up to," he said, "because she did two things. First, she began 'drifting' slightly closer to the center line long before she would have done this for a corner turn. "But I also saw her lift her head and glance into the mirror. She then shifted position slightly and sat up perfectly straight. Next, I saw her place both hands on the wheel high up at 9 and 2 o'clock. To me, this is always a sign a woman driver is ready to do something; turn, or change lanes; or even stop. It's true of many men too, but less true because a man, being bigger and having more arm leverage, is less apt to shift his position at the wheel before any maneuver. Some men don't move at all."

In other words, this woman, without realizing it, had sent extra signals. One driver had not noticed them. But they'd warned the more experienced driver to back off. He's been "reading" what she planned to do by extraordinary close attention to the little things she was doing inside the car.

All drivers send signals usually without meaning too. Here are a few more indicators to look for, collected from troopers, long haul truck drivers and from the author's 15 years on the road study of drivers.

A driver ahead who suddenly glances back over his right shoulder may often be expected to make a sudden turn or lane change to the right.

A driver who glances over this left shoulder is often planning a quick left turn or lane shift. Be prepared for sudden action. If he's sober, he'll wait until the way is clear. If not, he may turn regardless of the nearness of your car.

A driver on an expressway who tilts his head up to look in the mirror may be planning to pull out to overtake the vehicle ahead. If there is no vehicle ahead, he may be worried because you're so close behind him. If this is the case, drop back to a safe following position!

If a vehicle is about to veer toward your lane, you can usually detect the change of direction in the front wheels before the vehicle itself starts to turn. That's because the wheels, especially at high speed, always turn a fraction of a second (a few feet) in advance of the change in position of the vehicle itself.

Certain drivers should be watched for unpredictable maneuvers:

The shoddy driver: Be careful when overtaking a shoddy, broken-down "heap". Cars that are illmaintained, off-balance and dirty are a constant "signal" of danger. Police say a shoddy car often reflects a shoddy driver who is careless about his driving habits too. His brakes and lights may not work properly, and his tires may be in bad shape.

The slouch: Watch for the "hand-on-the-roof" driver. Give plenty of clearance to the over-relaxed driver who slouches against the door and drives with elbow out the window while patting the roof. He may consider himself a careful driver, but the fact is no driver in that position can handle a car in a sudden traffic emergency. Furthermore, police say such drivers often make abrupt left turns without signalling because with one hand on the roof they can't use the signalling lever!

The driver with a carful of children: Give extra room to the driver with a carful of noisy, jumping children - a signal that the driver's mind can't be entirely on the driving.

Any driver who waves his hands while talking.

Any driver ahead of you who is holding a lighted cigarette in one hand and steering with that hand, too.

Any driver who is obviously lost or looking for a street number.

Any driver who obviously can't see well out of a snow-covered, fogged or dirty windshield.

These, then are some of the "hidden signals" which make it possible for professionals to "read" other drivers and know what they are going to do.



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THAT YOU
DON'T
ALREADY
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