

CHICAGO SCENE

JULY 1976

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COMING EVENTS

July 18 — Rallye
July 28 — Blackhawk
Aug. 8 — Potters
Aug. 18 — Blackhawk



The **Chicago Scene** is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. PCA dues are \$24.00 annually.

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REARVIEW MIRROR
MOTHERS DAY SAFETY SCHOOL

May 9 was a red-letter day for the Chicago Region in more ways than one -- we learned a lot about driving gymkhana courses, made our television debut, and had a marvelous time in the process! The Mother's Day Safety School was a spectacular success in every way. Jay Levine and the Channel 7 news team had their mini-cam out filming the funny little cars doing all sorts of weird things for the benefit of the 10 p.m. viewers. No personal recognition, but it was a lot of fun to watch the Porsches on TV that night.

Jerry Meyer had set up several training courses for the day; two high-speed hairpins, a low speed slalom, and a game of chance he called Elusive Maneuvering. Jim Gladish got his kicks all day standing in the center of a line of pylons, waiting until the last second to tell the drivers which direction to go around him. Luckily, he never waited too long, although it seemed kind of close a couple of times.

The school began with a classroom session led by Dave Morrell and Bob White on driving theory and techniques, with explanations of oversteer, types of turns, tires, hand and body position. Some of the theory seemed a little abstract until it was actually put into practice on the huge Soldier Field parking lot, but everyone caught on fast once there was a chance to demonstrate the techniques.

After several hours of practice on the individual courses, the entire parking lot was used for a high-speed autocross. It's not often that we get a chance to use a parking lot large enough to allow the use of third gear, but from the sounds, it was evident not only that most drivers were using third, but that they were using quite a bit of it. The course incorporated the techniques used in the smaller set-ups, and provided a miniature Elkhart Lake for us to practice on.

Having the use of McCormick Place made a fantastic difference from past years when we've had to travel between the classroom sessions and the practice areas. There was food available all day, no parking problem, and no driving problem, and no driving back and forth. Dinner in the cafeteria there was plentiful, good and inexpensive; and several members who had not been able to participate during the day joined us for the after-school festivities.

Many people worked during the day, shagging pylons (there was a lot of them knocked over!) and assisting on the field. Jim Gladish, Dan Gerow, and Dan Gallagher ran the field events, while Bonnie Gladish and Helga Meyer helped with registration. Most of all, thanks to Jerry Meyer who put the whole thing together and enabled the members to have such a good time learning to do their favorite thing (driving) well!

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Lovely registration Ladies



The site



The Arie Crown Theatre parking lot never looked this good before.



Dave Morrell, chief instructor, explaining various apexes to students. ..



Students



DEBBIE: When is your 356 going to be back together so we can enjoy the nice weather?

ED: I am waiting for some special axels for my limited slip.

DEBBIE: I didn't know the Opey had limited slip.

ED: Neither did anyone else!



FRANK: Say Other we haven't seen you at a school in so long, where have you been?
OTHER: Have you seen the license plate on my California 911 S?



NANCY: Are you really going to drive that nice brown 911 around those plyons.
STEVE: It is about time I learned how to drive besides that is why I bought the car!



LENORE: Do you get graded for these classes?

RON: Yes, if you avoid an accident on the streets you get an "A".



Pam driving one of Larry's many 356 Roadsters.



Jeff & Julie Thurmond - Applicants plus Rufus



SHARON: Emily, your daddy, the famous physician, should heal himself first. He is suffering from a rare disease called Turboitis and the only cure is a total cashectomy.



The best part about this school is the weather.



JOE: How about a drink, Harold?

HAROLD: Demon Rum shall never touch my lips.

JOE: But this is "green river".

HAROLD: Hell, I don't even want to be in close proximity with a green river.



ARLENE: I heard a rumor going around that Bob may buy a Turbo.

WILLIE: If he does that U. of I. will be looking for a new engineering professor.



ED: Well Bob how do you like the Chicago Region?

BOB: Well, I really like the schools.

Now that I have learned all those evasive techniques I am ready to go to Oklahoma and dodge those big Jackrabbits.



Filing teeth is easier than this.



CHRISTIE: Can mommy drive me around in this cart.

ED: Only if she wants to have the baby tonight.



DANNY: We are so lucky to have a Dad that is into cars. To keep us busy while he plays with Porsches he bought us these neat go-carts and mini-bikes.

MIKE: True, but look at the problems he is going to have when we are sixteen.



DEBBIE: Say Bev, I notice that your baby is about due.

BEV: That is for sure. Rich is soon going to find out that his 911 will not be a very good family car. It is very difficult to fit two adults, one small baby and a large Doberman Pincher in a 911.



Participants in the go-cart Gran Prix of Soldier's Field who used up five tanks of gasoline. It was estimated that the cart was driven approximately 100 miles.



Joe Gaucher and daughter get ready for a few laps.



Dan attempting to beat the kids. He didn't.



JULIE: This 914 has only been driven on nice Sundays, by a little old lady - me. It received all its bruises at our highly skilled garage.



EMIL: Jim, with your British accent and pipe, you would probably be more at home with a Jaguar.

JIM: Jaguars are about as sound as the Pound Sterling.



BEN: Allen my son, you looked much better without the mustache.

ALLEN: So did you, Dad.



TERRI: If I have to get any further from the wheel, I'll have to get longer arms.



DAN: How come we do not see you more often?

LEE: I am always afraid my car will break.



BONNIE: We hope you all come to the Sprints and cheer for team Shapiro.

ROGER: Please do and while you are there make an offer on Whitney so I can purchase more Formula V engines. I go through them faster than Bangert changes cars.



SANDY: Jerry, please show me how to take the curves.

JERRY: With pleasure.



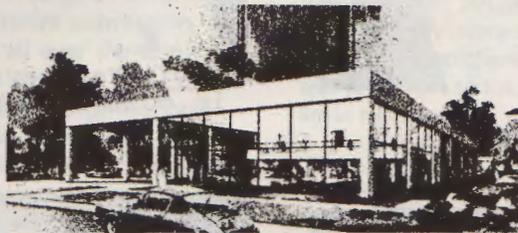
TOM: I only came down here to prove to myself that us architects are not screwing up the Lake front with out magnificent buildings.

BARB: Do you feel all right?



DAN: When you pulled in in the much modified Bartmobile, several students thought it was a new Turbo.

BART: They only thought that because I am so fast and modest.



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**Monday - Friday
Saturday**

**8 A.M. - 5 P.M.
9 A.M. - 1 P.M.**



New member Gwen Bruno (right)



JUDY: You have really gotten your 911 in concours shape.

LARRY: True, it is so good that I no longer can drive it.



LINDA: Todd, now that you are making a living selling Fiats, why can't we get married?

TODD: Give me a year or so to think up an answer to that.



Jerry Meyer receiving much sought after traveling trophy befitting the fact that he was in such of a hurry to instruct a sweet young applicant that he left his van in gear nearly running over applicant's 914/2 liter.

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REARVIEW MIRROR

GRATTAN

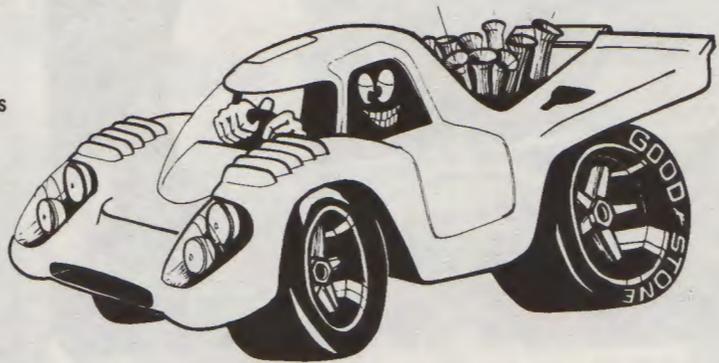
Grattan – off-camber turns, blind corners, a fourth gear straight, and NO RAIN! Things couldn't have been better at Grattan this year: everyone who came learned a lot, drove a lot, and had a good time. Instructors were available at all times for those who wanted to learn or to get new ideas on how to handle the course (and the different theories were as numerous as the drivers). Corner 9 seemed to generate the most discussion; the old adage of following the rubber marks left by previous drivers didn't even work, since there were rubber marks all over the turn!

Black Bart Vander Werff had done all the organizational work, but had to relinquish the reins to Neil Holleb, Bob White, Jerry Meyer, and Dick Gunther at the last minute. It's hard to be humble when it takes four people to fill yours! Actually, everything was laid out so well that the event could almost have run itself. Everything ran smoothly with a minimum number of off-course excursions and no terminal damage to anyone's baby. Using corner workers seems to be an excellent idea on this track, especially with the convenience of CB radios. Working a corner gives you a chance to watch other drivers as well as giving everyone the opportunity to participate in the event.

In the absence of any spectacular goofs, the Traveling Trophy went to Editor Gallagher for an unprecedented fifth time. Seems his Carrera effectively beat Larry Chmura's Speedster on the straight, only to lose a fuel pump on the way back to town. Luckily, one of the several

members from Western Michigan Region was able to get the necessary part that night; and Dan was back on the track the next morning. What would we ever do at events like this without Dave Redszus and his trailer? But has anyone ever noticed that no one breaks down when Dave isn't around?

In addition to our visitors from the Western Michigan Region, there were several members of the Michigan-Indiana Region there to enjoy Grattans charms with us. It was fun to get to know them, and we hope they'll join us again next year.



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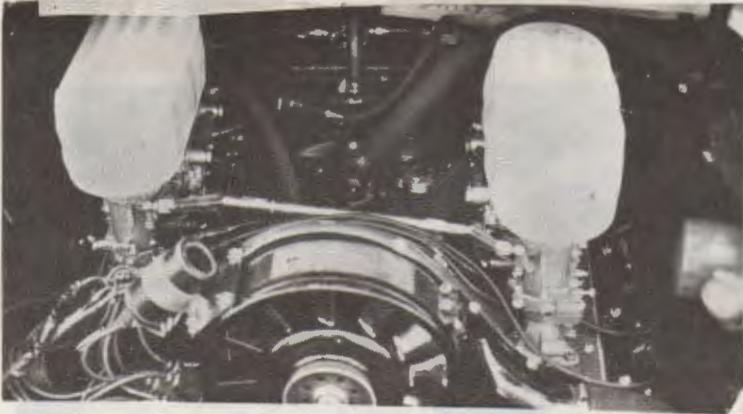




Grid Area - Grattan Gran Prix



Friendly starter Bob White (Socks) and real Porsche



"Stock" 911 S in Steve Zailyk's much modified 911.



New President "The Munster Munchkin" taking late apex into corkscrew.



Old President "Uncle Neil" lifting inside wheel. Yes folks, Uncle Neil can still get it up.



Note weight transfer on friendly 911 as it alights after flight over mogul and brakes at same time.



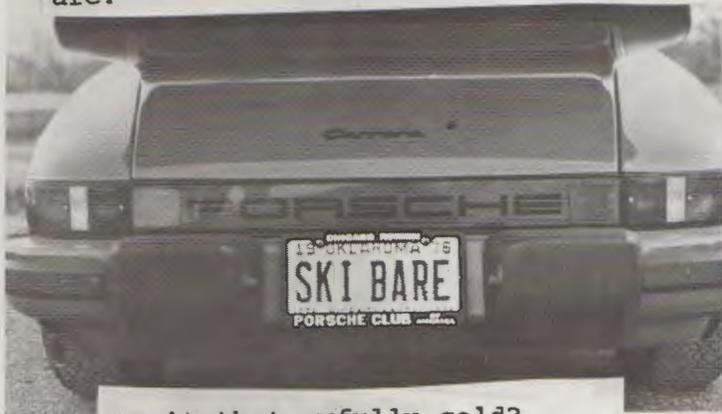
GREG: I couldn't help it, my instructor Larry Chmura told me to drive like he does.



Say Larry, why is your right front wheel not turning when all the others are?



Tom & Barb



Isn't that awfully cold?



Crew chief and real Carrera



BARB: Now please be careful and don't use your new front spoiler as a grass cutter.

DAVE: Would I do that?



BARB: Not only did he cut the grass, but he also picked quite a few wild onions.



TIKE: My dad's 904 - 4 cam is faster than your dad's 4 cam.

SHANNON: It probably is, but at least my dad's runs...most of the time.



SHANNON: Get the net Mike.



Fisherpersons displaying day's catch caught while their parents did dumb things on the track.



HAROLD: Dan that '356 of yours is the fastest '356 I have ever seen.

DAN: It's stock too!

HAROLD: Yep, stock 904!



DIANE: MacKay, you and Pam are at more PCA events than the members, why don't you sell your BMW and get with it?

CHUCK: If I had cubic money I would get a '356 and become a super shoe.



The Hopps Brothers - Applicants



SANDY: What are you pointing for?

DAN: Mecca is in the East and it is time for daily prayers.



WHITE (SOCKS): I just cannot understand why you two of all people would get involved in Saudi Arabia; are you guys aware that you cannot get a cold beer anywhere in the country.

DAN: Sad but true. However, you must look to the bright side. Last time I was there I lost 30 pounds and did penance for 20 years of sinful living.



New member: Gwen Bruno showing off the latest in "sexy" socks.



GREY BART: Dawn I must admit your dowery has its benefits, but it is not the only thing that attracts me to you.

DAWN: Flake off sonny! Now that I am 18 and I'm a full member of PCA, I don't want anything to do with dependent members!



NEIL: Say Diane, do you know that Dan is going to bring Herman out to my shop for a thorough cleaning?

DIANE: That doesn't worry me. What does is that Buckthal will be there too with some beer and with Dan, & Bob plus beer and cars, there is bound to be trouble.



DORIS: I have been to so many drivers schools, you would believe I must belong to the PTA.



HOKEY: Eat your hearts out, you guys who thought the Dozen was too ugly to get any women.



Jeff & Julie put a helmet of Rufus' for his protection. No this dog is not related to Chmuras.



DIANE: Donna we are real happy to have our neighboring regions up here with us, however, we thought you and Harold would bring up some of his pizzas.

DONNA: Harold is planning to bring up an oven and all the fixing to Elkhart.



CHUCK: Hi, I am Chuck Mac Kay from the BMW club, no one knows me here.

JIM: No one knows me either.



SANDY: Terri, why aren't you driving?
TERRI: I cannot fit behind the wheel.



WILMA: Sheri, we want to welcome you to a Chicago event. Tell me as your regions newsletter Editor what do you notice about our region.

SHERI: The people are much the same as your newsletter - different.



Paul Lederer and family - welcome back



RIP: Leed did you see that super drag race between Chmura's stock roadster and Gallagher's stock Carrera?

LEED: It was worth the trip up here just to see it. Neither one of those guys are telling the truth about their cars.



MR. JOHNSON: The weather is great, the company excellent and it sure was exciting to see Alice Graves spin out.



PETE: Don't you dare tell the Tech. inspectors that disc brakes did not come on Speedsters.



SANDY: Say Joe, why are those tech. inspectors looking at your 914/2 liter?

JOE: I think that they are of the opinion that the Solex PII 40's and the reworked heads and cam may make me modified.



GAIL: No you may not have a go-cart of your own. It is not the price of the cart, but the price of a van to haul it around in.



BOB: I understand that you have sent a thank you note to various governmental bodies thanking them for increasing their salt usage for snow removal.

ED: True, without those beautiful salt trucks I and my rustproofing company would be out of business.



JOE: You know I think I could have beat Gallagher and Chmura in my 914/2.

FRIEND: Are you kidding, the way your car was running you are lucky you made it home.



HOKEY: How can they say I look like Charles Manson?
ORISCHA: Well, you are a little nuts.



Mr. & Mrs. Chris Dickens, illustrious shop manager of Brynthesen Porsche/Audi thank you for all your help. It was really appreciated.



MARY: Please act respectfully tonight Terry, You guys in the Dozen should really change your image.
TERRY: OK Mary, I promise no more messing around.



Terry drinking a can of beer while standing on his head.



ARB: You finally did it Steve. You came to a track event and didn't break anything.
STEVE: It took great restraint.



Judy & Steve Dotson didn't bring the kids because they were afraid. the kids would have had nothing to do.



PAM: Larry you don't seem too sad about Gallagher beating you in the great 356 drag race.
LARRY: Why should I be, you didn't see any 356 get around the track faster.
PAM: True, but you must remember all those other guys only have one 356 and if they break that one it is all over.



WENDY: Now that you are 18 and officially an adult has there been any change in your life?
DAWN: Yes, now I can drive at PCA events I expect to beat Mom at the Ms gymkhana.



Diane Gallagher giving husband happy birthday kiss. Note jealous Joyce.



MUNSTER MUNCHKIN: I don't get any respect as President. I want to be recognized as a "big man".
BIG VICE-PRESIDENT: All you little guys have a complex.



Dan Gallagher, winner of the great 356 race, receiving traveling trophy for an unprecedented fifth time, from loser in the great 356 race; befitting the fact that Killer's fuel pump quit shortly after said great race.



Officer Friendly stops Porsche caravan for friendly chat on way home.

ZONE 4 CALENDAR – JUNE 10, 1976

- JULY**
- 3-5 Western Michigan "Holiday on Wheels" (IROC). Craig Paull 616/245-9882.
 - 5 Maumee Valley Picnic. Bill Anderson 419/352-7898.
 - 10 Ohio Valley Reds Baseball. Greg Gandee 513/434-2943.
 - 10 Motor-Stadt Tour to Watkins Glen. Mark 517/393-6968.
 - 10-11 Milwaukee Slalom School & Rally School. Jerry Nissen 414/628-2772.
 - 11 Kentucky Autocross & Concours. Jerry Sanders 502/228-8013.
 - 11 Southeastern Michigan Concours. Ed Kronk 313/642-7324.
 - 11 Northern Ohio Autocross, Painesville Speedway. Hans Wichter 216/449-0008.
 - 18 Lincoln Trail Rally & Picnic. Bill Wegeng 217/586-2851.
 - 18 Chicago Rally. Jerry Meyer 219/838-9232.
 - 24-25 Northern Ohio Drivers' School & Autocross, Mid-Ohio Track (IRAC). R. Jackson 216/237-8151.
 - 28 Chicago Mid-Week Driving School, Blackhawk Farms. Dan Gallagher 312/775-5944.
 - 31 Michigan-Indiana Autocross, Plymouth Speedway (IROC). Harold Teter 219/936-9571.
- AUGUST**
- 1 Ohio Valley Autocross. Greg Gandee 513/434-2943.
 - 8 Northern Ohio Rally. Hans Wichter 216/449-0008.
 - 8 Chicago Potter's Picnic (Concours). Rip Patterson 312/223-5685.
 - 15 Lincoln Trail Concours & Autocross. Bill Wegeng 217/586-2851.
 - 15 Kentucky Picnic. Tom Stinnett 502/935-0600.
 - 15 Milwaukee Slalom. Jack Carini 414/871-4564.
 - 18 Chicago Mid-Week Driving School, Blackhawk Farms. Dan Gallagher 312/775-5944.
 - 21 Ohio Valley Overnight to Natural Bridge, KY. Greg Gandee 513/434-2943.
 - 22-28 21st Porsche Parade, Brainerd, Minnesota.

REAR VIEW MIRROR

FRUSTRATED POETS RALLYE

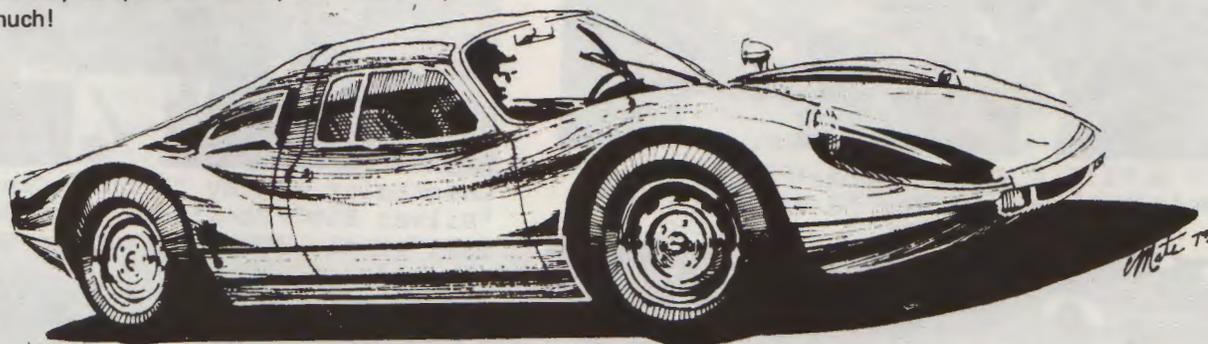
Those of you who have been around the club for a few years will recall that the weather is always perfect for an event at Potter's Farm. In fact it has not rained on Potter's for 15 years. This year was no exception. Several tornadoes hit Chicago causing severe damage and flooding. They did not have any direct effect on us except extremely slow traffic on the way home and our friend Roger Shapiro of Roger Shapiro Racing (RSR) had the roof of his factory rearranged. In spite of all this the weather over Potter's and the rallye route was perfect.

Wayne and John Nelipovich, the rallye masters kept us guessing all day as we had to decipher poems and limericks to find the correct instructions. Naturally everyone was lost for some time or another, but almost everyone completed the rallye and had a lot of fun doing it. The roads were unsurpassed. One, in fact, was so good that a great deal of effort was expended to get you down it again. There were several stops along the way at places of interest, including an old church and graveyard. None were quite as interesting as the cow Diane Gallagher discovered giving birth to her calf along side of the rallye route. Various rallyists including the Shapiros and Bob Ostholthoff and friend stopped to cheer on the cow. Try that on a TSD sometime.

After the rallye it was frosty libation time at the farm. It seems like there was plenty of cold beer for everyone. The company was excellent and food good.

Wayne and Joyn wish to thank Rip & Linda Patterson, John & Jerry Potter, the lucky Buckthals, Sandy Gerow, Jerry & Helga Meyer, Norm Studier & Ray Cuny for all the help they gave.

It was a great way to spend a fun day in the country. Thanks so much!



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RESULTS - FRUSTRATED POETS RALLYE

PORSCHE CLASS

1.	Brian & Susan Allman	15 T
2.	Bob Ostholthoff & friend	25 T
3.	Tom & Barb Masles	35 T
4.	Tom & Phyllis Harwood	45 T
5.	Karstein Koepcke & friend	110 T
6.	Skip & Peggy Davis	130
7.	Maureen Hatton & Augie Harken (app.)	155
8.	Joe Hiller & Family (app.)	215
9.	Rick & Anne Viktora (app.)	215
10.	Bob Hogg & friend	295
11.	Tom Thompson & friend (app.)	DNF
12.	Wally Holtz & friend (app.)	DNF

OTHER

1.	Bob White (Socks) & cast of thousands	5 T
2.	Ed & Debbie Leed	10 T
3.	Dan & Diane Gallagher	20
4.	George & Sarah Milford	30
5.	Todd Johnson & Linda Kaitis	DNF

C.B. CLASS

1.	George & Linda Gutmann	5 T
2.	John & Diane Welda	10 T
3.	Jerry & Helga Meyer	30
4.	Jim & Bonnie Gladish	35
5.	Emil Bohach & friend (app.)	40
6.	Joe Ratschan, Frank Wagner & Beth	50



Friendly registration lady



Unfriendly illustrious event chairman



John Potter thought it would be best to hide in a tree.



Point of interest along rallye route. We enjoyed the tour of this fine example of German Gothic architecture.



Bob & Willie White (Socks) along with Bob's Mother look for headstone.



Checkpoint run by "Frouk" Cuny & Norm "Silver Fox" Studier. Note Cuny's last of the "Great American Convertibles" (SIC).



Checkpoint. Note Rip giving bogus 10-20.



Last checkpoint. Note absence of worker Bob Buckthal who was too busy beer drinking, girl watching and kite flying.



BART: All the girls swoon at my terrific looks, my macho, my fantastic personality, my overpowering sex appeal and my modesty.

HELGA: But, Bart your not short and powerful.

DIANE: I only put up with you because you keep Herman in your garage.



TOM: It sure is nice to be back with the club again!

PHYLLIS: True, but the honeymoon was nice.



NORM: Ray what are you doing in the dinorsorious Cadilliactist?

RAY: That "Eldo Convert" is going to be a collectors item worth at least \$5,000. dollars a couple of years from now.



JIM: It looks like it may rain.

BOB: I understand that it is raining so hard that the underpasses are flooded and buildings collapsing.

ROGER: I am not worried about it, my plant is built so well nothing could hurt it.



DEBBIE: After spending the day in a VW I wish you would get the 356 running.

ED: I finally found a Carrera 2 axel shaft for my limited slip.

DEBBIE: Does that make you modified 4 cyl?

ED: Please, anything but that!



BOB: Look everyone, Sally's shoulder is all better.

SALLY: If they notice my shoulder with this outfit on, I am in big trouble.



DEBBIE: I see you sold the Blue VW square-back.

DIANE: True, John sold it for \$50. more than he paid that dumb Gallagher for it.

DEBBIE: No wonder Dan is so upset.

DIANE: No that's not why, he didn't believe Jack & Jill ever came down the hill!



Wally Holz & friend enjoy the country air.



JOE: I came with Hokey, but you are better looking. Can I buy you a drink?
SWEET YOUNG THING: Sorry, but I came out here looking for someone with a Turbo.
JOE: Anyone with money can get a Turbo, but you have to be accepted into the Dozen.



NORM: Joe, I see you have a BMW now. Are you going to join their club?
JOE: Norm, just going to PCA events and keeping the Dozen out of trouble takes up all my time.



BETH: Frank, don't you think it is about time you asked the big question?
FRANK: Yes I do, where did you put the beer?



MR. WHITE: Willie these people do not look near as crazy as you said. They all look as normal as Bob.
WILLIE: True, the only thing abnormal about Bob is his socks!



GEORGE: Sarah, we have finally found our niche in life.
SARAH: I agree, sitting in the shade and drinking beer suits me just fine.



BART: I hear you and Dan, Grey Bart, the Redszus's, Black Beauty, Herman and Mine plus all the kids are going to Elkhart with the Mercedes Club?
DIANE: Yep, it should be fun! I am sure we will bring home enough silver also!



Tom Thompson & wife, applicant



KATHY: Emil are you going to join the Dirty Dozen?
EMIL: I look the part, but they said my 914 was too ratty, and as weird as they look they're cars are just the opposite.



BOB: How does our physics instructor get into the camping, cross country and ski business?

RAY: Easy, mainly is also a quiet subject; besides I liked the shirts.

BOB: Everything you have is quiet, including your 356.



SHANNON: Lucky my daddy bought me a Porsche medallion.

LISA: My daddy doesn't buy them, he just knocks them off "Tom" when it falls off the Jack stands.



BOB: Honest you are the first girl I have cared enough about to bring to a PCA event.



There once was a man from Gray's Lake,
A rallye he did undertake,
The lymeric did rhyme, the roads were
devine,
So how the hell did I get lost.



LINDA: I just don't understand gimmick rallyes.

SUE: Don't worry about it Linda, after some experience it will be easier.



DICK: I hear you are getting closer to that Turbo.

MARK: Listen after a day of fighting disease, saving lives, and curing the sick, I need an escape.



Maureen Hatton & Augie Hasken, applicants.



RUTH: You know I have sat here under this tree for more years than some of the new members have been alive.

HELEN: Don't worry about it Ruthie, some of our member's kids are now taller than you.

RUTH: So what else is new?



DAN: Let's toast to me. The M-B club believes I am a professional racing car driver in a Mercedes. That put me right up there with Fanzio & Moss.

MARK: Professional Racing Driver, bull. Your not bad, Dan, but you are even as good as Bart & Buckthal.

DAN: So may they be better than Fanzio & Moss!



Karsten Kaepcke and friend - new members



ARLENE: I understand it is raining so hard on the south side that all the roads are closed!

DIANE: That is terrible, it will take the White's till midnight to get home.

WILLIE: Then let's drink enough wine till my nose turns red, then I can sleep all the way home.



Applicants



LINDA: I hear Bob put a new transmission in Tom with gears so short the thing climbs up walls.

SALLY: They are so short that Bob rents "Tom" out to United where they use it to tow 747's.



JOYCE: Did you notice that Dick bought a very nice '69 912?

BRUCE: How could he leave the true faith, the 914?

JOYCE: He didn't sell the 914's, after all, he has so much money in them that he cannot afford to drive them.



FRANK: What's the matter Hokey, doesn't the food look good?

HOKEY: Sure it does, except for the beer you spilled on.



BOB: How do you like to go over to the barn and pitch a little hay?

FRIEND: Only when the sun is shining!



JIM: We finally got the Blue 911E out and running.
BONNIE: It really was nice to drive a Porsche again even if it is the world's only 911 with rust on its roof.



Skip & Peggy Davis are still on their honeymoon.



SUE: Brian do you ever think we will get that black 356 on the street again?
BRIAN: As soon as we get those parts. Darn parts, I am so sick of parts.



Winners - "Other" class



Winners - Porsche class



Winners in FIAT salesman class



Winner - rusty blue 911E class



Winners - C.B. radio class

**THE PAUL REVERE
REVOLUTIONARY RALLYE**

DATE: July 18, 1976

PLACE Westminster Office Machines, Inc.
999 Sherwood Drive
Lake Bluff
($\frac{1}{2}$ mi. S. of intersection of Rte. 43, Waukegan Rd., & Rte. 176.)
From Chicago take Tri-State Greenstamp North, E. on 176 or 41 N. & W. on 176.

TIME: Registration 12:30 p.m.
First Car off 1:30 p.m.

Bob Ostholthoff and his father, Al Ostholthoff, are promising a chance to redeem yourself from the Frustrated Poets Rallye. Bob and Al will be presenting a 100% finishable straight TSD covering the best Porsche type roads in Northern Illinois and Southern Wisconsin. Bob informs us that the CASTs will be high enough to keep the driver interested and tricky enough to keep the navigator happy.

The Revolutionary Rallye will be followed immediately by frost librations and a gourmet German dinner, at Chef Karl's - Edel Weiss Inn in Libertyville.

Don't tread on me. One if by land, two if by sea, there in my Porsche I'll be.

Driver

_____ Member _____ Applicant _____ Guest

Navigator

_____ Member _____ Applicant _____ Guest

Class _____ equipped _____ navigational
_____ aids _____ seat of pants

Pre-registered \$5.00 (\$7.00 at line)

Reserve _____ adult dinner @ \$8.25
(\$9.25 at line)
Duck, steak or fresh fish

Reserve _____ children dinners @ \$3.25.

Make checks payable to:
PCA/CHICAGO

MAIL TO:

Helga Meyer
1101 Oriole Drive
Munster, Indiana 46321

FIFTH ANNUAL 8 HOURS OF BLACKHAWK

DATE: Wednesday, July 28, 1976

PLACE: Blackhawk Farms Race Track
So. Beloit, IL

TIME: Registration and Tech 9-10:30 a.m.

If you enjoyed the Grattan Grand Prix, you will love the 5th Annual Eight Hours of Blackhawk. Once again you will have the opportunity to learn high speed handling and safety techniques in complete safety, and to get in a little practice before the Elkhart weekend.

By virtue of the fact that this is being held on a weekday, the track rental is less expensive and the course should not be crowded. For all of those who missed the weekend event, several well qualified instructors will be present to help you learn proper shifting, braking and cornering techniques.

Because this is a weekday, the concession stand will not be open so we recommend that you pack a picnic lunch but do not bring alcoholic beverages. There will be plenty of time for that later at the cocktail party and dinner that will be held immediately after the track closes at Buffa's restaurant in So. Beloit.

No regional points or trophies will be presented. The event chairman requests that you leave your stingers at home and bring along your helmets.

Dear Diane:
I would not miss this opportunity to polish up my bathtub driving techniques. Sign me up!

Name

_____ Member _____ Applicant _____ Guest

Porsche Model _____ Color _____

\$25.00 pre-registration (pre-registration cut is Monday, July 26). \$27.50 late registration - \$27.50 at line.

Please reserve _____ Adult dinners @ \$5.00 (Prime Rib)
Please reserve _____ Children's Dinners
Prime Rib @ \$3.75 or order off menu

_____ want instruction
_____ know it all

Make checks payable to PCA/ Chicago and mail to:
Diane Gallagher
6710 North Edgebrook Terrace
Chicago, IL 60646
Phone 312/775-5944

COMING EVENTS

POTTERS PICNIC

DATE: Sunday, August 8, 1976

TIME: Concoors engrants may arrive at 11:00 a.m.
Concoors judging at 1:00 p.m. sharp.

PLACE: Potter's Farm
Grayslake, Illinois

Yes, it's time to start thinking about our annual beer, bratwurst and games hash (which incidentally is also a concoors). Once again Wayne Potter has offered us the use of his farm and he and Rip and Linda Patterson are planning to continue the tradition of good weather, good food, and good friends. We will run our usual four concoors classes, so plan to enter the concoors, even if all you do is wash the outside and vacuum the interior. Remember, Class D no longer counts even the trunk, so there's no excuse, Ray Cuny, for not entering. No pre-registration is necessary, but it would be nice to let Linda know if you plan to be there, so she can guess how much food we'll eat.

The family asks that you leave your mini-bikes at home, along with the dogs and cats. There is a large open area where baseball, football, etc. may be played.

Our own expert team of chefs will cook fantastic Wisconsin Bratwurst to perfection. All leftover brats will be sold at our cost. There will be plenty of cold tap beer and pop for the little ones and Bruce Janacek.

DEAR LINDA:

I've already got my chamois in hand and will be there, Q-Tips and all.

NAME _____

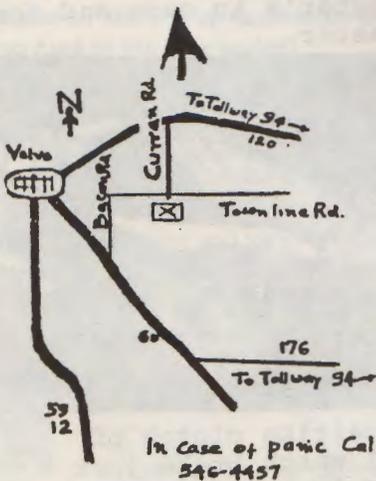
MEMBER _____ APPLICANT _____ GUEST _____

Adult dinner \$5.00 -

Children's dinner \$2.50 -

MAIL TO:

Linda Patterson
1004 Twin Lakes Boulevard
Wilwood, Illinois 60030



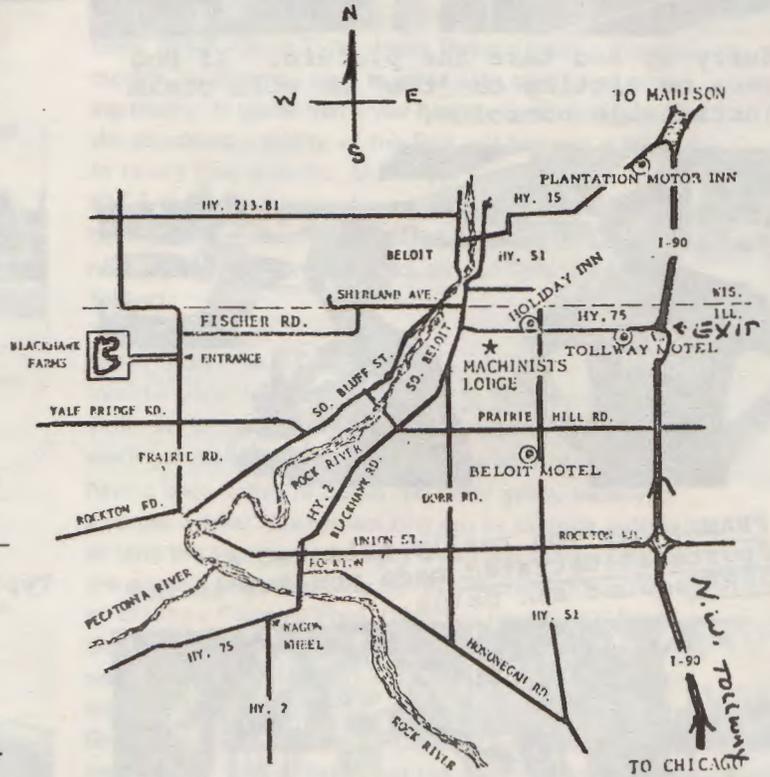
THE 2nd - FIFTH ANNUAL 8 HOURS OF BLACKHAWK

DATE: Wednesday, August 18, 1976

PLACE: Blackhawk Farms Race Track
So. Beloit, IL

TIME: Registration and Tech 9-10:30 a.m.

All the same stuff applies as the Fifth Annual 8 Hours that will be held July 28.



DEAR DIANE:

I would not miss the opportunity to polish up my bathtub driving techniques. Sign me up!

NAME _____

Member _____ Applicant _____ Guest _____

Porsche Model _____ Color _____

\$25.00 pre-registration (pre-registration cut is Monday, August 16). \$27.50 late registration - \$27.50 at line.

Please reserve _____ Adult Dinners @ \$5.00 (Prime Rib)
Please reserve _____ Kids Dinner
Prime Rib @ \$3.75 or order off menu

want instruction
know it all

Make checks payable to PCA/ Chicago and mail to:
Diane Gallagher - 312/775-5944
6710 N. Edgebrook Terrace
Chicago, IL 60646



Hurry up and take the picture. If Bob sees me sitting on "too" he will claim justifiable homicide.



1942 Snell approved Helmet



FRANK: Are you really talented as Sports Illustrated made you out to be?
JERRY: Just ask Helga.



Typical ordinary Chicago Region members



STEVE: What a great day, a super school great site and perfect weather to work on a sun tan.

RICH: Work on a sun tan! I have had one all my life, it's just comes naturally.



PAM: Say Larry, are we going to Grattan?
LARRY: You bet. I am going to challenge that 356 of Gallagher's to once and for all see who is faster.



Friendly newsletter editor getting friendly with friendly Julie



Black Bart repairing clutch of Lee Kass's 911 which broke just as Lee worried it would.

MISCELLANEOUS RAMBLINGS

We are sure that after reading month after month about the black cloud hanging over our friends, the Buckthal's, heads you would believe that we are now ready to report good news, right! Wrong! The Editor's good friends Dan Gallagher and Gray Bart took several of Dan's Mercedes over to Uncle Neil's to make themselves available of Neil's wonderful steam cleaner. Bob Buckthal looked upon this as a perfectly good opportunity to drink some beer with friends and clean up Thunder Blast a/k/a Snappy Tom. After Gallagher finished his 300 SL, Buckthal proceeded to jack up his beloved '59 D. No one will ever know for sure whether it is the beer or Gallagher's harassment but the Roadster did slip off the jack doing minor body damage. Bob was head to explain "That is what I deserve for doing something as stupid as cleaning up the bottom of Tom."

Lady luck did not smile on our friend Richard Graves who bent a valve in his 914 Showroom Stock racer, however he and Alice did enjoy the rest of the weekend. Sue Hoppenwasser, of whom we have seen little of lately, but have not forgotten, used her skills as part of the medical rescue team freeing a trapped driver from his wrecked formula racer.

While on the subject of Convertible "D's", Larry Chmura now has to possess the world's fastest. Unhappy over his recent loss to "Killer Karrera" in "The Great Grattan 356 Drag Race," Larry has now instilled a Turbo-charged much modified SC engine in the silver roadster. If it keeps together they may catch Snappy Tom.

It was very gratifying to read that the 935 Turbo appears to have the Trans Am series locked up. The best kept secret in Stuttgart, the 936 appears to have its act together with victory in the 24 hours of Le Mans.

The Chicago Region recently took home more than their share of "Silver" at Michigan International Speedway, sponsored by the Motor Stadt Region. Bob Ostoholthaff, Chuck Schank and John Gustavson received a clean sweep of class with a 1-2-3 finish. Larry Schmura, who blew an engine on the way up (apparently the loss to Killer was just too hard on the poor engine).

THE MART

'64 - 356C Cabrolet - Body and pan in good condition. Car excellent for restoration project. Some rust. I am returning to school and looking for a good home for car. Asking \$2100. Keith Peters 312-426-4221.

"First you try to tell me it's a sedan, then you try to get me into the back seat!"

MEET OUR NEW MEMBERS

By Ed Leed

We are welcoming four new Chicago Region members this month, two of whom have been around the club longer than most active members. Both Dawn White and Tyler Bangert recently turned 18 and as one would expect of the off-spring of some of our most active members, they joined the club. Dawn's tangerine 914-6 will be carrying her to and from sophomore classes at the University of Illinois. Hopefully her Porsche will spend more time with all four wheels simultaneously on the ground than Tyler's black 914-6. While Tyler shares Dawn's taste in Porsche models, he does not seem to agree with traditional cornering theory. It seems that Tyler had the opportunity to test the structural stability of the 914 roll bar and is pleased to report that it works. Much like a mushroom, Tyler's 914-6 has since sprouted some bulbous protrusions from having spent so much time being planted in the dirt. We all hope that Dawn does not take any of Tyler's advice at Elkhart.

Gwen Bruno fought off incredible adversity in order to join the club; she had to learn how to drive a stick shift car when she bought her 914-2.0 last October. A city-dweller, she'll get plenty of practice. Gwen is an avid racing fan, having been active in SCCA for many years, usually as a corner worker. Corner working can be exciting but sooner or later the fever strikes. It got Gwen and she has begun the process toward getting her SCCA competition license by driving a Formula Ford. Gwen has been to Bill Scott's Driving School and at the Mother's Day and Grattan events seemed to be driving better than a lot of the guys. With this new breed of hotshoe women like Gwen and Alice Graves on the track, many PCA men better start taking notes. Either that or get out of the way!

Chuck and Diane Schank have been around sports cars for a long time, mostly associating themselves with Corvettes and sleds of that ilk. With the purchase of their first Porsche they learned that some automobiles can turn nimbly as well as go quickly. Many times since Chuck and Diane have prostrated themselves upon the alter of the god of oversteer. To further pay penance for these past indiscretions, Chuck recently bought a 1958 356A Carrera coupe to join the chocolate Targa in his Hinsdale garage. He has found it much more spiritually rewarding to cure cancer than patch fiberglass cracks. You can be sure that Diane will be helping all along the way.

We welcome Dawn, Tyler, Gwen, Chuck and Diane and hope you will say hello at your first opportunity.



SORRY YOU MISSED THE BUS!

A REPORT OF THE JUNE SPRINTS 1976

We were lucky this year to have Clif Tute weather for the annual rites of spring commonly known as the June Sprints. Several Chicago Region PCAers were present to cheer on Roger Shapiro, Ted Klint, Jerry Schaub, and Guy Revesz (PCA Chicago Region Past President). Some of those present were Dean and Tyler Bangert, Dave and Barbara Redszus, Bob Ostholthoff and Chuck Schank, Dick Gunther, Julie and Ben Frohlichstein, Mark Smedley, Debby and Ed Leed, and the Beaches. Other Chicago Region PCAers were at the Sprints, but in official capacities: Bonnie Gladish — Chief Registrar and helpers Registrars Bonnie Shapiro and Helga Meyer; Jerry Meyer — Assistant Race Chairman; Gwen Bruno — Corner Workers; Chuck Regan — Press Officer; Laurel Coyne and the Frohlichsteins — Pit and Paddock.

The only cloud in a blue sky was the absence of Dave Morrell. He suffered a heart attack a few weeks ago, was hospitalized and is now resting at home. He was scheduled to be at the Sprints as one of the Assistant Stewards, and his wife Bernie was Bonnie's Co-Registrar until he became ill. He is recovering now and we hope to see him soon, again, around the track.

The most exciting event all weekend was the Porsche Parade Lap led by our own Jerry Meyer, Mr. "Short and Powerful" himself. The Parade Lap was supposed to occur immediately after the Corvettes took their one lap. Well, there were more Corvettes than I've ever seen before in any one place at any one time, and they created quite a mess. One of them stalled on the Parade Lap, and two more became disabled giving the Corner Workers more to do than they had to do all weekend, I'm happy to say. But the Porsches paraded proudly around and without incident, lapping the Corvettes, and showed the crowd of some 30,000 that we Porsche People are "neat" but not gaudy!

The track is faster this year due to the new surface put in last fall, and almost all the existing track records were broken if not during the race itself, then during qualifying. It was quite an exciting weekend, and I'm sorry for those of you who didn't show. The total crowd for the weekend was about 50,000 spectators, and it seemed a lot of them stayed at the Plymouth Rock Campground across the road from the track. They made their presence known two nights in succession by, among other things, burning one car one night, and then three more the following night. On the second night, the fire departments and the police departments involved decided not to set foot in there but to let them all battle it out among themselves — a wise decision.



Roger Shapiro pleased his friends and family by finishing 15th — he had qualified 29th out of 51 in the Formula Vee class. Considering an old and tired engine (the new one not having yet arrived), he was very pleased. Jerry Schaub in his bright orange Lola Super Vee finished second in class, and was very pleased as were we all. Ted Klint had some throttle linkage trouble all weekend, but, finally at race time he seemed to have those problems under control, and took a much earned second place in his yellow ("Yellowbird") C Production Porsche. Guy Revesz was not as lucky as our other PCAers. His Royale Super Vee hit a guardrail and squashed the nose and front suspension. Guy was fine but had to watch the rest of the race from the vantage point of the Corner Worker rather than the driver.

All in all, it was a successful weekend for all of the spectators, and most of the participants. You couldn't ask for better weather, so we all hope to see you up there next year to help celebrate the Rites of Spring, and maybe next year you should all seriously consider the Dan Gallagher Bus Tour!

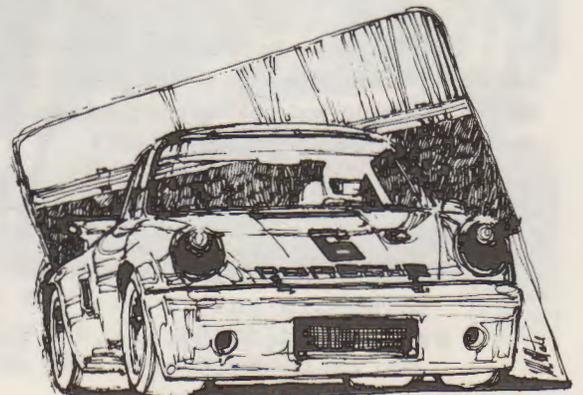
Happily submitted by Bonnie S. Shapiro

CLUB DISCOUNTS ON RADAR DETECTORS

Another discount deal has been arranged for club members. This one is for the Snooper and new Super Snooper model radar detectors. These units have proven very handy in preventing fouled 911 sparkplugs, among other things. The units are described in recent advertisements in Auto-week, Road & Track and other automotive magazines. A special bracket for 911 dashboards is also available. The manufacturer has asked that the special discounted prices being offered to us not be published in the newsletter. Since distributors are in the business to make money, they cannot match these prices. Porsche Club is offering these items as a service to members and does not make a cent on them. If you are interested, I'll be glad to give you the prices over the phone.

The Bill Scott Racing School has offered a reduced tuition plan to Porsche members. Several of our members have already attended and they would like to see more, of course. Also available at discount to club members are the Colgan hood bras, coca mats and other products. Your favorite Chicago-land Porsche-Audi dealer also offers a 10% parts discount. As I have mentioned in the past, I am interested in hearing of other group-order discounts or local auto stores that will honor Porsche Club discounts.

Ed Leed
299-1576



Reprinted from "THE NEWSLETTER"
Newsletter of the Rocky Mountain Region

Team Fazzazarri's mechanics, owners, drivers, and even the water boy were, to say the least, pissed. They had prepared themselves months in advance for last week's "29.32061 Hours of Le Mayonnaise", only to be aced out in the final seconds by the entire Porsche team (one 1968 911 driven by Grady Claypott and Ibbotson Von Roberts). They were furious. What else could they be? They had entered 26 cars co-driven by the world's finest drivers, practiced three solid weeks at the track, imported the entire Woods family from the USA to handle pit stops, and still had not been able to salvage a victory for 11 Commodorette.

The team had been called to a strategy meeting and Ing. Francisco Barretti was now addressing them:

"Boysa, we tink we hava come up wit an idea. Dose gize inna lil Kraut car, day gotta be stoppeda, and dis iza how we gonna do it, OK? Julio, I wan you an bout tenna yous boys to go downna Tango Folio tomorra. I want you should diggadetch."

"Diggadeetch?"

"Si! Dig-ga-deetch, capish? Sheddup an lissen to me. Deesa deetch, she'sa gotta be seex inches wide anna foot deep. She's gotta go alla way froma start to afinish line, an she'sa gotta be smooth onna inside. Deesa deetch gotta be onna race track, capish?"

"Si, bossa. We gonna go righta way."

"Ciao. Alla resta yous boys, come an looka deese plans for da cars . . ."

Two weeks have passed and we are at the site of the famous Tango Folio race. This is the last race of its kind, being held on public roads and run from Genoa to Cotta. All the best racing teams are here: the French Martyras, the British Ascot Martins, Jugulars, and South Salem Salon Saloons, the Italian Fazzazarri, Minestrones, Fandangos, and Feeyats, the German Porsches (one), BFEW's (Black Forest Elfen Werken), and many other independent, lesser known teams. But a cloud of controversy covers the affair, as Team Fazzazarri has refused to let anyone near their cars. Large, surly men surround their pit area, and inquisitive passerbies are seldom heard from again.

Now the call comes for the cars to be placed on the starting grid! The excitement is tremendous as first one, then three, then all the cars and drivers appear before the clamoring throng. And here come the Fazzazarri! The crowd becomes silent; then, as if one voice commands them, the cheer goes up, roaring, soaring, to a crescendo unbearable to all but Italian ears. The populace rises to its feet and its voices add to the cry; soon the air is filled with the sound and garlic of the entire nation of Italy. For you see, Fazzazarri is the local favorite.

But what has Fazzazarri done so differently? The cars look the same and there are no apparent changes. Wait! The front of each car is on a jack and under each car is a small peg, protruding straight down under the chassis! Why, they are slot cars! Slot cars at the famous Tango Folio? Why? But wait! Now we see the multitudes descent from the hills. They are rolling away a tarp from the racetrack and there, under it, is a slot! What foul play! What devilry! What skullduggery! What a good idea!

The other teams are aghast. The English sip tea, the French concede, the Germans squint through their monocles, the Americans call a meeting, and the Japanese start copying, for who has a chance? The Fazzazarri will be held firmly to the road, while the other cars will be flung off while trying to keep up.

The cars are made ready for the start. As each Fazzazarri is brought to the grid, it is dropped into the slot, the red nose of each dropping almost to the ground. The cars are ready. The starter is ready. The crowd is ready. I am ready already. The flag is dropped! The air is shattered by the sound of a million horsepower, screaming tires, fainting women, and as expected, the Fazzazarri take the lead immediately and all the French cars break.

It is now hours later; the race is drawing to a close. The attrition has been atrocious (or has the attrition been atrocious?). Only 30 cars remain in the race: the 29 leading Fazzazarri and the '68 Porsche of Claypott and Von Roberts. Though hopelessly outclassed, the Porsche has been able to stay within striking distance solely because of the superior driving of these two young daredevils who have cast caution to the winds in trying to keep up with their opposition. As they crest the hill just outside Cotta, they see Fazzazarri all over the road! Dodging and swerving, they manage to get by the wreckage.

"That was close, old man. Wonder what happened?"

"In all the excitement, I managed to count 28 of the Fazzaz, so the second place car must have broken down."

"Obviously. Since they were all in the same slot, there was a tremendous shunt."

"Shunt?"

"Crash."

"Oh. Obviously. That means we have but one of the devils to catch . . ."

And so the old Porsche was driven even harder, doing impossible things on the road. It gained on the last Fazzazarri until, with less than a mile to go, Claypot and Von Roberts were right behind it. The finish line was in sight as the Porsche pulled up even with the Fazzazarri. The two drivers' knuckles were white as they strived to beg every ounce of power from the straining engines.

Suddenly, lounging in the road ahead, were six or seven workmen, eating what appeared to be lunch. Picks and shovels lay scattered on the ground about them. As they noticed the oncoming cars, they dropped their lunches, picked up their tools and started feverishly hacking and chopping at the road. The slot wasn't finished! Felatio Andretti, the Italian driver, saw them, but too late. Workmen, spaghetti, salamis, picks, shovels and a Fazzazarri were suddenly bounding down the road. Claypott and Von Roberts were amazed as they crossed the finish line inches ahead of the Fazzazarri's body work, driver, and the workmen, with a lone bottle of Chianti close behind. As their teammates rallied around them, the two young drivers were interviewed on their surprising victory:

"What was the main factor in your win here today, boys?"

"Well, they had their ditch . . ."

"Yes, they were in their slot, all right."

"But we were in the groove."

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most models)

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Autocross Preparation

by Grady Clay & Frank Barrett

Reprinted from "THE NEWSLETTER"

Over a year ago, Grady Clay and Frank Barrett set out to write a short series of articles on autocross preparation of street-driven Porsches. Many hours, many issues, and thousands of words later, they're still not done . . .

If this is the first part of the street autocross preparation series that you've seen, please go back and read all of the earlier parts before wasting your bank account on finely honed German engine components. There are a hell of a lot of more important (and cheaper) things you can do to make your Porsche a better autocrosser without stuffing it full of horsepower and money.

Based on the discussion of torque and horsepower in the March issue of "The Newsletter", the following outline of engine modification priorities is presented:

1. DISPLACEMENT (Volumetric Efficiency)
 - a) Bore
 - b) Stroke
 - c) Number of cylinders
2. COMPRESSION RATIO (Thermal Efficiency)
 - a) Mechanical compression ratio
 - b) Supercharging or turbocharging
3. GAS TRANSFER (Volumetric Efficiency)
 - a) Intake and exhaust cam timing
 - b) Carburetion and fuel injection systems
 - c) Exhaust systems
 - d) Port and manifold size and design
 - e) Port junction matching
4. SECOND ORDER EFFECTS (Combustion Efficiency, Mechanical Efficiency, Thermal Efficiency, and Volumetric Efficiency)
 - a) Internal friction losses (up to 30% of engine output)
 - b) Heat losses
 - 1) minimize HP heat loss
 - 2) effective cooling via air and oil
 - c) Combustion chamber shape (flame/combustion travel)
 - d) Ignition system
 - 1) type and number of spark plugs
 - 2) ignition timing

Individual cases being what they are, the following comments are intended only as a general guide rather than a step by step procedure, which should come from a good workshop manual. Let's start with 356/912 engines . . .

356/912 ENGINE MODIFICATIONS

If you intend to keep your car streetable, be conservative, be careful, and leave it damn near stock. Build your Normal up to Super specs, but stay at 1600 cc. Resist everybody who tells you how good those big inch kits are. They may be fine if you rarely run your engine hard, but they put extra stress on bearings, crankshafts, and cooling systems. Displacement is important, but reliability is critical.

If, on the other hand, you are building yourself a veritable killer engine and have the time and money to rebuild it each season, feel free to have at it. 356/912 displacement is limited by case dimensions; you can go to 1750 cc. without machining. Try the 1750 cc., 9.2:1 compression ratio Jap kit with a counter-balanced SC or 912 crank. Measure compression ratio, valve to piston clearance, piston to head clearance, and ring gap when assembling. Compression ratio should be less than 10:1 unless you gas up at Combs Aviation. Have the heads cc'd to give equal combustion chamber volume on each cylinder.

For a cam, try the stock Super/S90/SC/912. Make sure the valves seat properly so that compression is sealed in. Use the appropriate pushrods (steel or aluminum) for the cylinders you've installed. Steel Porsche cam followers, matched valve springs, and good retainers (Isky or Norris) are preferred. Check valve seating pressure and watch out for spring bind. The old 356 Super piston with four

rings gives excellent sealing. Match the intake and exhaust ports, but do not hog them out. Carbs? Zeniths give good low RPM metering; stay with Solex 40P11's, or go to the small Webers (the 481DA seems to be too big — try the 441DA or smaller). Check carb linkage from accelerator pedal to accelerator pump. The Bursch combination exhaust with removeable muffler is excellent for street/autocross use. Leave the flywheel near stock weight — this'll help at low RPM.

In an all-out engine, you can minimize internal friction losses with a roller crank and synthetic oil, but roller cranks are not for the street in Colorado and synthetic motor oil is still a question mark as far as long term engine wear is concerned and is also expensive. Ignition: stick with the stock Bosch blue sports coil or go to a good CD system (Delta, Speedatron, or Mobelec). Forget the Judson coil. Oh, and J.C. Whitney Fire Injector spark plugs are now the hot setup in California, if that turns you on . . .

Of course, all of the above should be done in conjunction with a thorough engine overhaul, checking the case for cracks and alignment, measuring and properly reconditioning rods as necessary, magnafluxing and grinding the crankshaft (polishing, rehardening, or tufting it are optional extras), checking proper bearing clearances, valve seat angles, installing new valve guides, balancing, etc. For a highly stressed engine a new crankshaft is prudent. Go by the manual for the routine stuff.

Cooling is most important. As horsepower goes up, so does heat — and heat kills engines. The best stock oil cooler setup is the braced 912 unit. Keep the engine clean, the fan unobstructed, and the oil topped up. An external oil cooler is recommended; however, it must be removed or covered in cool weather, as the extra oil may never warm up properly in low temperatures.

Remember that in its initial form the 356 engine puts out 44 HP. Without any drastic design changes, merely updates in materials and minor design revisions, output jumped to 95 DIN HP. Peak power in a 456 racing engine will exceed 130 HP, about the same as a 911T. On the other hand, a 911 engine was designed from the start as a high output unit and is actually understressed in its stock configuration. In turbocharged form they pump out over 500 HP using the same crankshaft as a '67 911! The stock 356/912 is thus closer to the limits of its reliability than is the stock 911; this is reflected in the fact that a 911 engine will usually run for 2-3 times the mileage of its stock four cylinder counterpart, so staying reasonably close to stock is advisable.

914 ENGINE MODIFICATION

The 914 engine is a notably strong unit, much more reliable than the 356/912, and the two liter version amply demonstrates the value of added displacement. If you prefer to remain stock, find a used two liter engine and/or play with the head temperature sensor to control fuel-air mixture (see the May issue of "The Newsletter" for Andy Kraft's article on this). The fuel injection system of the 914 is a limit to its performance, so if you want to go fast and don't mind getting into the modified classes, take off the fuel injection and strap on a set of carburetors, either Solex 40P11's or Webers, connected up to some good linkage. If you have the case open, you might pop in a Super Vee cam and do some work on the heads to allow the engine to breathe. A stroked crankshaft and a set of big pistons and cylinders will give you up to about 2.4 liters. Turbo-charger kits are available too.

The 914's VW lineage is actually a blessing, since there's a wealth of speed equipment available from the California Volkswagen industry. The same comments apply for the 914 as applied for the 356/912 concerning the advisability of a complete, thorough engine overhaul if you get into serious modification. The 914 engine has far more potential for torque and horsepower than does its older brother the 356, but fewer people seem to get into it, at least so far . . .



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