

CHICAGO SCENE MARCH 1979

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REAR VIEW MIRROR

ARCTIC ANTICS OBLITERATED by Tom Thompson

The sun was shining brightly as my eyes opened. A little more brightly than usual, but I guess due to the snow predicted overnight. That will mean more work than Sovik and I had thought, clearing the snow off that tricky course we had set up yesterday. The idea of marking the pylons with red dye was a good one so there would be no problem setting them back up. At least with the sun and the predicted high in the 20's, we might see four or five 911's instead of the two or three last year. Perhaps Dean Bangert might even bring the Turbo. With the five 914's and four 924's already registered, we'll have a better Porsche turnout. Of course there will be the usual glut of Detroit Iron. Even all those who volunteered to work, like Erik Severeid, won't have to freeze their bippies off.

Ooooooooh, but my head. The Dozen really can party. I can always tell it was "Firm like a dog" by the amount of headache and trenchmouth I have the next morning. Now if I could just remember the name of that pretty blond waitress. At least this time, the Bomber didn't sweet talk her away. I was never good at remembering names. I think it was Cindy; no, maybe Wendy.....

Sluuuurrrrrp! Hey cat, what are you doing licking my face? You're supposed to be back home, not at Sterlingworth. Oh no, was it all a dream?

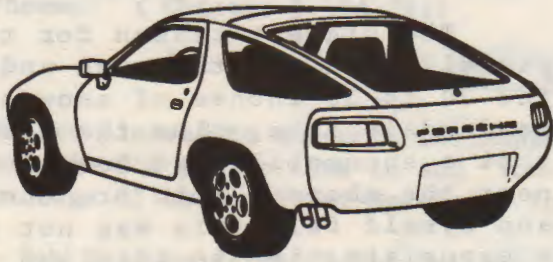
The biggest reason for the cancellation was the mush under the 20 to 30 inches of snow on Lauderdale Lake, plus the fact that a snowmobile had been lost near the shore. Both Dr. Gunther and myself felt this was not an appropriate time to test the water-tight properties of the 924 design.

After the fire last year, the snow this time, I believe there is a curse on the chairman of this event. However, I really began to suspect something when a cryptic note on papyrus fell out of the packet of information I received from the past chairman which said, "kskiuensiulnj, iojulkjs jttajypopoaskj lkjiunc bzdghsbydkjhdnskeioij", which literally translated from ancient Hittite means, "the chairman of the ice gymkhana must remain chairman until an event is successfully run". At least I won't have to worry about trophies!

Well, as you all know by now, it must have been a dream since there was no Ice Gymkhana this past January. My English profs would roll over in their graves for using this dream prop, but look what I had to work with. And with the SCENE editor threatening me to do an article, would you refuse? I don't feel too bad, though. Bonnie Shapiro said this was not the first event ever cancelled in the club. It's the second! Some consolation; at least I came out higher than I do driving my car.



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UP AND COMING

SLIP SLIDE-ING AWAY
SLIDE RALLYE

Date: March 25, 1979
Time: Registration 12-1:00 p.m.
All cars off: 1:00 p.m.
Dinner: 5:00 p.m.

Place: La-Ray's Catering
7225 N. Caldwell
Niles, Ill

So that we don't crash our beautiful Porsches in this rotten weather, the first rallye will be held indoors. It will be a high-speed slide rallye. There will be drinking during the rallye, with extra penalty points for falling off your chair (or should we say slide-ing off?). If you can't imagine how a rallye can be done on slides, come on out and find out. It can and will be done. It should be a lot of fun, perhaps the first time you don't get lost on a rallye.

The entire event will be at La-Ray's in Niles. A family style dinner with main entrees of beef and ham will follow the slide rallye at approximately 5:00 p.m..

For further information or if you have any questions, call the rallyemaster, 'Hokey' at 348-3631.

CHICAGO REGION
1979 CALENDAR OF EVENTS

Rallye	March 25
Gymkhana	April 22
Grattan	May 19-20
Saturday Night Gymkhana	June 16

WATCH THIS SPACE

FOR UPCOMING GYMKHANA APRIL 22
AT THIS MOMENT WE DO NOT HAVE
A FIRM COMMITMENT FOR A SITE.
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LOT OF MAYBES, BUT NO ONE
WANTS TO SAY YES AT THIS POINT.
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HELP!!!

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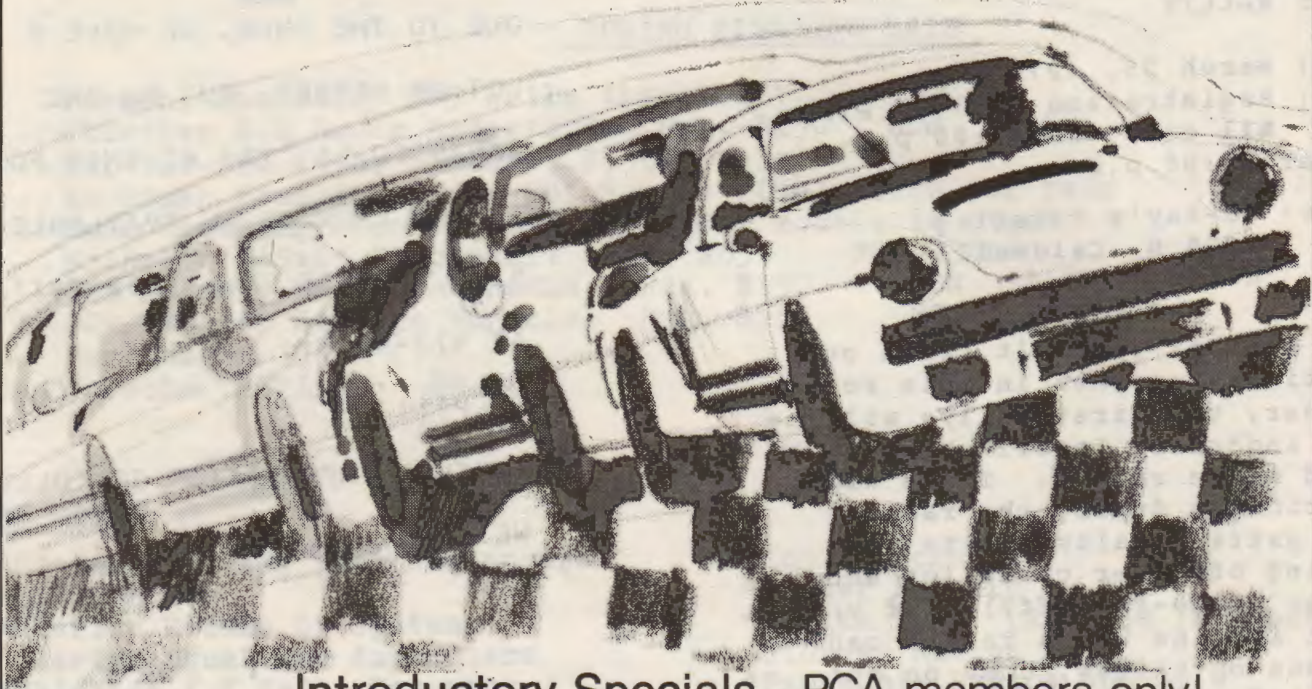
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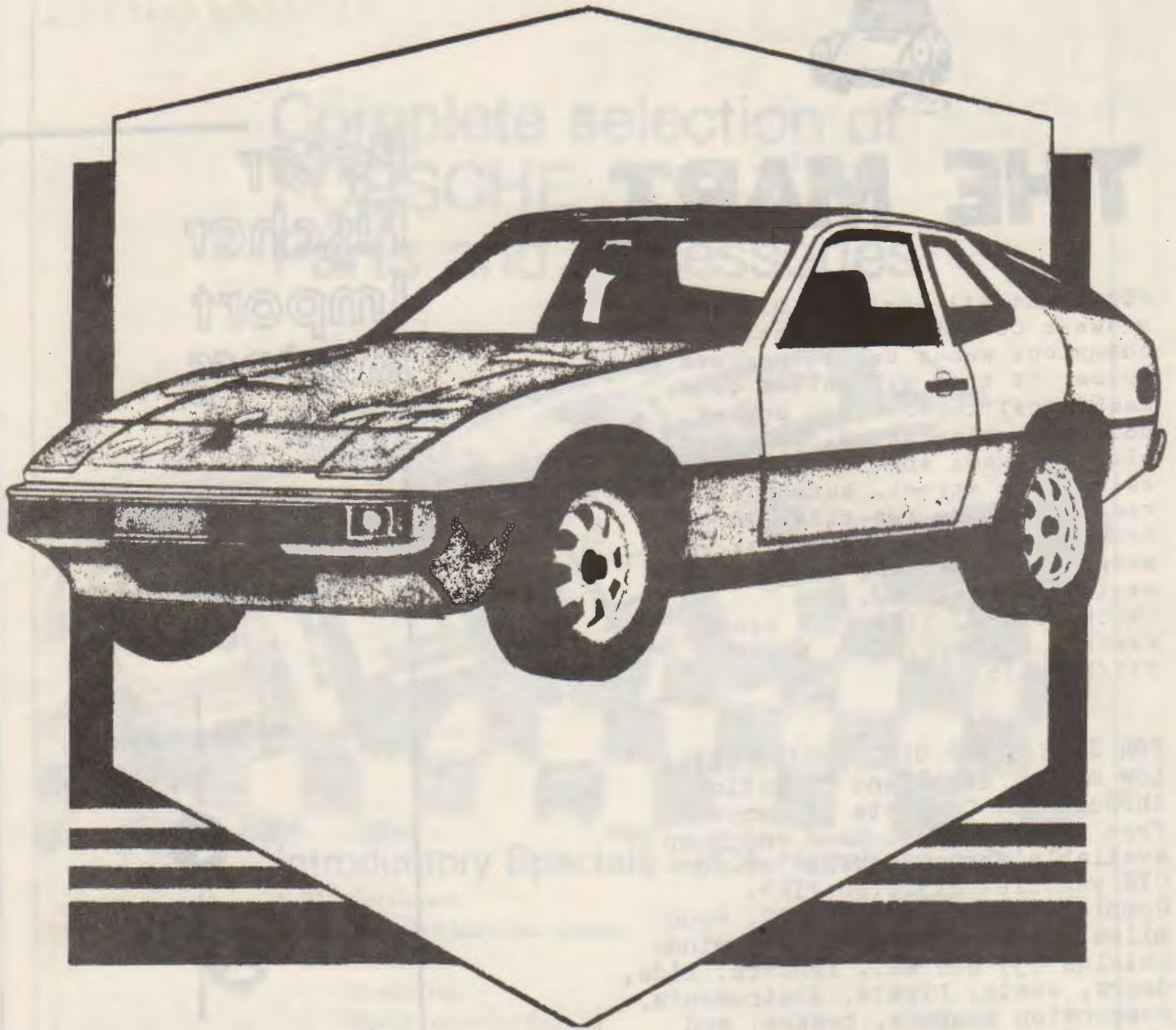
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NATIONAL BOARD MEETING

The National Board met here last February 10, at the O'Hare Marriott. At this meeting we were introduced to our new board. This was the first meeting that Chuck Stoddard presided over in his new capacity as President of PCA. We were introduced to the rest of our board, including a few appointments that are of special interest to our region, namely, our own Dr. Bob White "Socks" is the new National Technical Chairman and a finer, more qualified person I can't imagine. Jerry Meyer was also named as National Membership Chairman for PCA. It does our hearts good to see our region represented nationally. Each of the new boardees spoke of his hopes and expectations for the coming year.

There was some talk of suggestions for the PCR's and a report was given on the 1979 Parade in Virginia and the 1980 Parade in Oregon. Everything is going smoothly of course.

The meeting was well attended by our own region, along with a representative group from the new RAMM Region in Indiana.

Dinner followed that evening with a chance to renew some old friendships with people we normally only see at Parades.

Would the person who borrowed the car from the centerpiece please return it? The owner is quite upset, as are we.

LINDATORIAL

The staff would like to apologize for this month's imbalance of text and ads. Due to circumstances beyond our control, that is, the rotten weather that precipitated our cancelling the Ice Gymkhana, which, by the way, at the rate we are going, may be held in April, we have no results or stories about the event, except of course the one by the supposed-to-be event chairman, Tom Thompson. We also are very sorry that for the second month in a row, we are missing the funnest part of this paper, namely the pictures. However, due to the fact that we had no event at which to take pictures and the ones from the dinner dance have not appeared, we had no choice. Next month look for the return of the infamous Gallagher touch to the pictures, I hope.

We are looking to the coming of spring. We are waiting with baited breath for the snow to disappear so that our Porsches can come out of mothballs and we can once again enjoy Porsche-ing with our fellow club members.

For those who missed Dean's event, let's just say you missed it. Due to a prior commitment to volleyball, we missed the auction, but managed to make it for dinner, which by the way, was delicious. It was great to see some of the people we hadn't seen for a while. Let's hope our turnout improves now that spring is almost here.



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Kurt H. Hipke and James D. Gierke are not among the common run of average mechanics. They specialize in high performance fuel injection cars.

To begin with, not even all of the better enrollees are accepted in the Porsche-Audi Training School. One must qualify academically, win "sponsorship" from a Porsche-Audi dealership, be approved by Porsche-Audi and exceed the national average with regards to previous experience and success in the field.

Kurt and Jim have all this behind them plus certificates to prove they're 100 per cent proficient. Their combined training, knowledge and experience comes from 12 years in the field, 10 of which were with Porsche-Audi and 4 more valuable years of working together as a team.

They've learned the practical, on-the-job basics at Porsche-Audi agencies in the Chicagoland area. They've passed their written, oral and "scholastic" requirements at the Deerfield Training School, Division Headquarters for the Midwest Zone.

Jim completed 19 courses in the Porsche-Audi Specialized Training Center. Kurt needed less than half because he's also a certified Airplane Mechanic. He went to Lewis University to study Aviation Maintenance for 2 years prior to his entrance into the automotive field.

Both are exceptionally qualified to work on even the most sophisticated of fuel injection engines. And they offer this standing and open invitation: Come in...or phone in direct to Norb Kornak's (312-898-8750)...for any reason pertaining to Porsche-Audi or any other high performance fuel injection car.

Jim manages the Porsch service end. Kurt's forte is Audi.

Kurt Kipke is 24. He's married to the former Mary Bèth Leis. The young couple have no children.

Jim Gierke is married to the former Barbara Kozma. They have 2 sons, Pat, 11 and Christian, 7.

Jim and Kurt are even alike in that they have a common hobby. Photography.

Remember, it would please them to have you drop by...or, as we mentioned before...phone and speak to them directly about any Porsche-Audi problem.

Kurt Hipke and Jim Gierke at Norb Kornak Olds-Porsche-Audi in Aurora. They want you on their side.



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Old 6-pak didn't seem worried though. I wish I could say the same for his driver. Thoughts of the powerful Datsun Z cars running out of brakes by the start of the second lap helped a little. Now the problem was going to be that red Targa and gray coupe.

My first run was off and after completing two laps the time was excellent. Little did I know at the time but I had a five second lead over the gray Colorado coupe who was in second.

I lined up for my second run. Robin Boone finally flagged me out to start. God, it was hot in 6-Pak with the windows up and top on to help drag. I pushed her to the limit. Once I almost didn't make the pylons at the end of the main straight. Driving into them too deep, too fast, my heart skipped a beat, as old 6'er had to lock them up in an effort to get through. 6-Pak's experience was the only thing that got us through that set of buckets. The run was really shaping up. You know the type, everything clicked, everything was right, and then it happened. Halfway around lap two I came up on the car running in front of mine. A kindly gentleman not bent as much as I on destroying his 914-6. Well, rerun here I come. The corner workers all called in the fact that I caught the lead car. I knew I wouldn't have a problem getting a rerun. The problem was did I want one? 6-Pak was running pretty hot by now and the brakes weren't exactly cool. Don't get me wrong, 6-Pak would run his oil pump right into the ground for me if I'd let him, but I

didn't believe this was the time. We pulled into the paddock by the timing tower. Sure enough, we could have a rerun. Before I could say "forget it", 6-Pak was off running to the starting line with me in him. How could I argue?

Again Robin sent us out to do battle with the pylons, corners, and long straights. The only difference was this time we had even more room between cars. What can I say? 6-Pak ran like the true marquis that he is. He totally destroyed the competition and took first place by seven seconds. Guess that will show those two 911's how a real Porsche 914 can run.

The final results for trophies ended like this. I took first place in D stock, Jim Sovik took second place in E stock. Terry and Tom didn't finish all that well, but it was their first trip to Brañnerd. At least all the Chicago cars could be driven home afterwards, right, Terry? Lynn Mesnard of Maumee Valley took FTD.

After the autocross was all over I loaded Robin Boone's 2.8 Targa onto my trailer to take home for him. Seems like 3rd gear decided to take a holiday. A small caravan developed when Lynn Mesnard decided to travel with us to Chicago. We dropped Robin's Targa off in Minneapolis and ate dinner. From there it was the long road home.

It was a great weekend. The fast track, the old friends, and the new ones. It all added up to a great time, one that I'd like to do again next year. Hey, Chicago Region, anyone want to join us?

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RICH WARD

the INNER AUTOCROSSER....

....by Dan Williams

THE GRATTAN CONNECTION

Nestled amongst the rolling Michigan countryside, approximately twenty miles North East of Grand Rapids, sets the quaint farm community of Grattan, Michigan. Traditionally, the month of May sets the stage for many racing enthusiasts to spring-up for the staging of a new season of automotive competition. Three weeks into May and this peaceful community is invaded by four Porsche Club Regions. Chicago, Western-Michigan, Motor Stadt and Michigan-Indiana. A heads-up duel in the first leg of a four event IROC autocross season. In 1977, the Chicago Region Porsche Club (which includes my close and unique friends, "The Dirty Dozen") was included in this series, and brought with them this entirely new track for our IROC series.

Grattan is a professionally organized two-day event, with Saturday being open practice and Sunday used for practice and timed runs. In '77, Grattan drew about seventy Porsche competitors to match their driving skills on this demanding two mile road course. The total winning times in class for '77, computed for average speed, resulted in an average speed of 57 mph for one lap!

Through the years, many SCCA wheel-to-wheel racing events have been held at Grattan Raceway. National competitors name Grattan a 'real driver's course' because of the great variety of driving situations. In 1975, SCCA ruled that the course was unsafe for any off-course excursions but, for 1978, many trees and obstructions are being cleared away. It is presumed that resanctioning will bring about resumed activity by SCCA and many other aggressive Clubs. Chicago Region will hold their IROC event at Grattan on May 20th and 21st.

Reflecting back to last years event at Grattan, which was my first acquaintance with the course, I will attempt to describe how I prepared for a very fulfilling and rewarding weekend. Please note, that driving styles, ability and individual cars will vary. Use this analysis of Grattan as food for thought and apply all gathered knowledge to your particular situation.

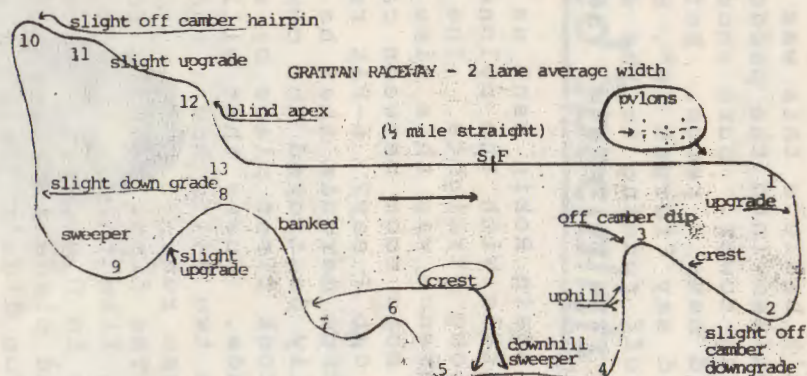
The serious competitor will start preparing months before the competitive season and the actual event. Before we even reach the event, we want to be FIRST - - mentally, physically and mechanically. **MENTAL CONDITIONING** - Memorize the course, know the terrain, contours and whether the course goes right or left. At speed and with the strain of competition, you must know the course. Then, you can concentrate on brake points and a fast line. At speed, there is no room for second thoughts as to what is next! Positive mental exercises are essential for successful autocrossing or really, for any type of competition. Set yearly goals, then convert these goals into obsessions and of course believe in what you are doing. You must have an enormous degree of enthusiasm. You must set your mind so that you can adapt to various situations that arise and always concentrate on how to do better. Read up on the various how-to Autocross and Driving books. Learn about various driving styles, handling characteristics and terminology connected with the Autocrosser. Books that I can recommend are Alan Johnson's, "DRIVING IN COMPETITION" and Piero Taruffi's, "THE TECHNIQUE OF MOTOR RACING".

PHYSICAL CONDITIONING - Autocrossing is a physical sport - It is more strenuous than wheel-to-wheel events in the area of stress. It is a very exacting sport where many trophies are separated by hundreds of a second. A winner will be in top physical shape, feel good, have stamina, a higher level of concentration, a calmness of self, good hand & eye coordination and better reaction times. He will be very concerned about the alcohol intake before events....NONE! In other words, he is dedicated to being first. Deep concentration is a must and believe me, after a two-day event, you will be worn out! Keep in top physical shape, feel good and you will do good.

continued-7

THE INNER AUTOCROSSER, The Grattan Connection, continued

Well, are you ready to take a lap around Grattan? As we head for turn #1, please reference the course map and the definition section (ABC's) so you will properly understand my analysis. Set yourself in my passenger seat with a very tight seat belt. We are in my Phoenix Red 1974 914 2.0 . . . lowered and riding on XWX's.



Onto the long half mile front straight from the start line, we will reach fourth gear before braking. Braking will be hard enough to let us use third gear as we enter the three gate pylon situation. The pylons are placed as a safety precaution for this autocross event. They will lessen the speed going into turn #1 and also put us in a favorable position for the corner. After third gear is obtained before the pylons, apply full throttle through the gate and then brake late and set the car far to the left for entering turn #1. Because of the gate before turn one, this becomes a TYPE I turn. The turn is uphill, creates maximum traction and is very fast. As we drift out of turn #1, stay to the far left and in third gear towards turn #2. The first time I drove into this turn (#2), I thought I was taking it easy. I ended up backwards and off-course. Turn two is tricky - it is a sharp acute right with a severe drop at the apex. Complete your braking early, use a moderately late apex and drive into the turn under hard acceleration with the suspension set. Pretty tough, but a lot of time can be made on this fast corner if done right. Turn #3 is one of the most difficult situations you and your car will find. It is a down-hill left-hand negative camber turn which separates two hills. This turn is a 'faness' or Type III turn - do not try to make up time here. As we drift off of turn #2, set a line heading back to the far right. The braking point before turn #3 is on top of the hill prior to the turn itself. As we come down the hill, use trail braking and as the rear just begins to break loose, accelerate hard to set the suspension, aim for a late apex and hold the car tight to the left. Turn #4 is one of the most critical turns towards achieving a fast lap. It is a down-hill sweeping right hander that is a very fast third gear turn. Use a late apex and because the turn is downhill, your car will be very light and require full throttle to maintain the suspension set and traction. At the bottom of four, shift to fourth gear. This short straight has a slight bend, a slight hump and just prior to corner #5, a sharp hump which will require trail braking. As we motor over the crest between 4 & 5, we are in the middle of the road and angling towards the left in anticipation of using all of the road at turn #5. Upon entering this type I turn, brake late, drop to third gear and using a late apex accelerate to turn #6.

Editor's Note: For all those that are feeling light-headed and nervous, turn #5 is where you start your deep-breathing exercises! Back to the course

Again, turn #6 is a type III turn and do not try to make up time here. Brake very late into this turn and concentrate on setting up for a late apex at turn #7. At this point in #7, we have a crest that causes the

continued

front to be light and to plow. To correct, let off the throttle for an instant. This will lighten the rear and let it slide out and also create traction on the front as the weight shifts. In the instant that this all happens, accelerate hard to plant the suspension and get to the far right to set up for turn #8. This is an important turn for setting a fast lap, as it is a constant radius banked turn and again we use a late apex. Off of turn #8 and all the way back into the hairpin at turn #10 is flat out. Between turn #8 and #10, we have a rolling up & down sweeping section where the car is drifting and will become quite light. The very critical point is in being careful to set a line that allows the car to brake in a perfectly straight line into the hairpin at turn #10. PLEASE NOTE: For efficient braking in all cars, we must be in a straight line and set upon all four tires with equal force. If you don't do this corner with a correct procedure, you will either overshoot the hairpin or create a spin-out or broadside, but, we won't do that, will we? Approaching turn #10, we brake as late as possible and down shift from 4th to 2nd gear. This turn is an off camber, acute right which is another little stinker. Don't let these slow, tough turns work against you. Go into them properly, set your suspension and accelerate out. Don't scrub off speed in a wild display. From #10, we accelerate straight through #11 by using the largest possible radius or all of the road. Turn #12 is a little tricky because of the blind apex caused by the upgrade - memorize this one so you don't have to look for it! The last turn at #13 is a very fast 3rd gear turn which has a very wide flat exit off of the turn and onto the half mile straight. Continue as straight as possible with full acceleration until you cross the finish line. Now, your run is completed but stay alert for other cars, let your car cool down and proceed to the track exit area. Recap in your mind the errors and the correct points in your run just completed. You can go faster, next time, RIGHT!?

Well, after a lap on Grattan Raceway, I am sure that you now understand why this has been dubbed, "A real driver's course!" I walked many, many miles around this course and gathered many rides and much advice from other drivers. I managed a 1st place trophy - A rewarding experience and a lot of dedication rewarded. My impression of the event and the course

- It is excellent for spectators with many great vantage points
- Chicago Region runs a very well-organized event
- Practice is unlimited
- Passengers are allowed in all cars other than timed runs.
- Rookie drivers can compete at their own pace and learn in a safe and graduated manner.

Come all, you can learn and practice and compete as you never have before. I will hopefully see you at GRATTAN RACEWAY in May and next month in PORSCHESTRASSEN for Motor Stadt's event at MICHIGAN INTERNATIONAL SPEEDWAY.

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Steve Breitwiser BSME
20 Years Experience in Cars
and Instrumentation.



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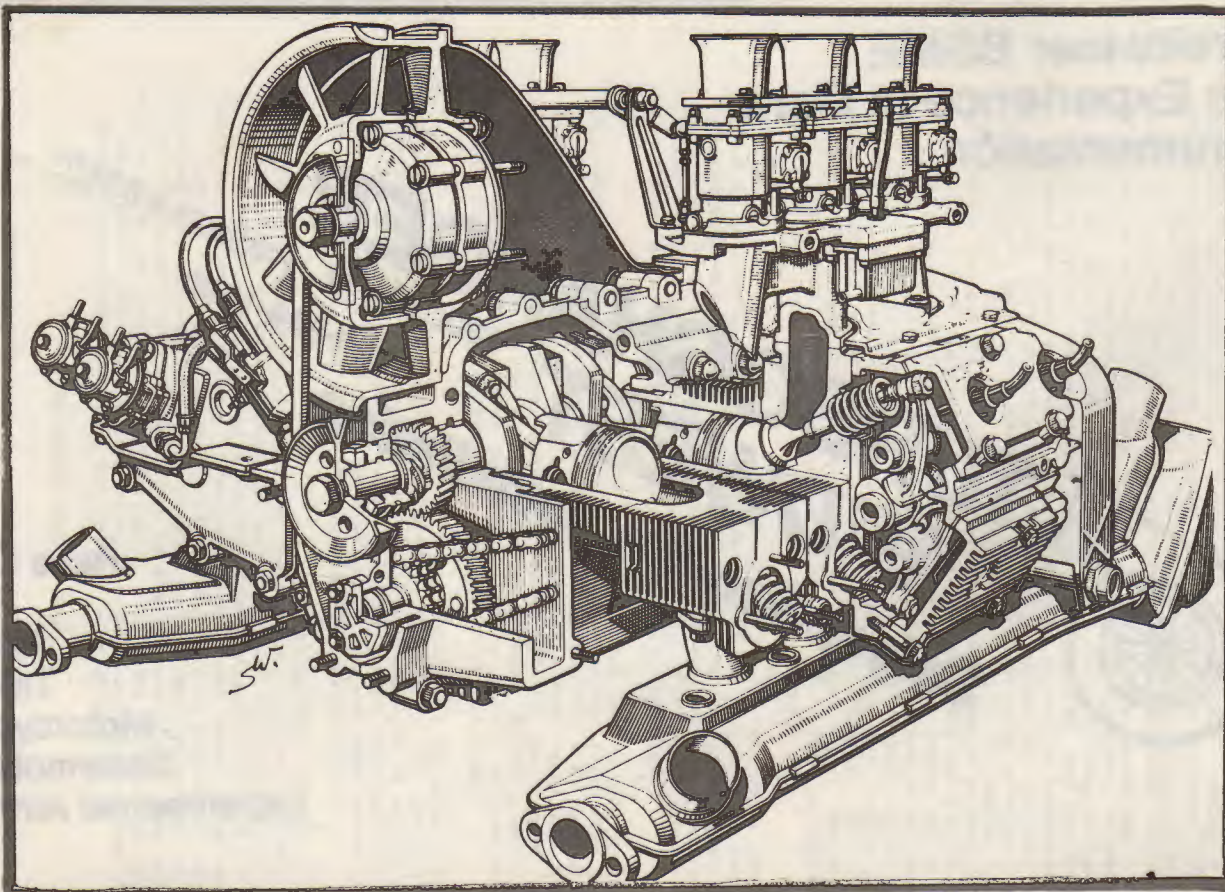
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REGISTRATION FORM
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Class: Equipped _____ Unequipped _____

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GRATTAN REGISTRATION

Name _____ 2nd Driver _____

Member _____ Appl _____ Guest _____ Member _____ Appl _____ Guest _____

Cost: \$42, 2 days, 1 driver; \$47, 2 days, 2nd driver (family member)
\$27, 1 day, 1 driver; \$32, 1 day, 2nd driver (family member)

Information needed for preregistration: 1. Class by 1979 PCR's;

2. List of modifications; 3. Type of car (911, 914 2.0, etc)

4. Year of car; 5. Color of car; 6. PCA region

Registrations postmarked later than May 11, 1979 will be considered late registrations.

Additional fee for late registration at gate.

Enclosed is check for _____ for _____ driver(s) for _____ day(s)

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