

# CHICAGO SCENE

## SEPTEMBER 1974

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### DATES:

Sept. 6, 7, 8 - Elkhart Weekend  
October 6 - Gymkhana  
October 26 & 27 - Tour - Rallye  
November 17 - Tech Session



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

#### AUGUST EVENT – POTTERS PICNIC

Well, it rained everywhere but on Grayslake, Sunday, August 11th. The weather all over the greater Chicago area was either rain or threatening, however, Marion Potter and Linda Patterson refused to let it rain on their picnic. However, the mere threat of such rain kept some of the Concours participants away. Still some 20 cars showed up to run for the silver. It is my observation that the cars, regardless of class, are much better and the competition is close and tough. Ah, the benefits of Concours!

We cannot thank the Potters (Marion and Wayne) and the Pattersons (Rip and Linda) enough for allowing us to use their farm and swimming pool. They contribute so much to our happiness and well-being in the summer. One thing very interesting about the annual affair at Potter's is that you see some "old time" friends and members who you do not see very often.

Potter's Picnic had a new feature this year: fun and games. It seems that our two Dan's: Gerow and Gallagher thought there should be games for the children, there were no losers, all enjoyed the plentiful toys and trophies. The children's games went so well that they presented a water balloon toss for the

adults. Much laughs. Thanks again to the "Ugly Greek" and the president of the "356 Forever Club".

As promised the beer was plentiful and cold. The tap was perfect this year. Thanks, Rip, from all of us beer lovers. Our own team of expert chefs once again did the impossible and cooked hundreds of Brats to perfection. Thanks.

Thanks also to all those who served as judges. George Gutmann, Bob Buckthal, Harold Beach, Paul Fontaine, Roger Shapiro, Ray Stonecipher, Bonnie Shapiro, Dean Bangert, Theresa Russ, Sandy Gerow, Ed Russ, Milly Bangert, Wally Ryback, Harry Muellich, Bruce Janecek, Larry Bobbe and Linda Kaitis and Todd Johnson.

Once again, thanks to Wayne and Marion; Rip and Linda and all the rest of the Potter family for a nice day in the country and for arranging the sunshine.



# Chicagoland's

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### CONCOURS RESULTS

#### CLASS A – 300 pts. Exterior, Interior, Trunk, Engine, Undercarriage

1)	Bob & Ginny Gummow	59	356A	295T
2)	Harry & Betty Muellich	62	356B	282T
3)	Wally & Anita Ryback	55	356	245

#### CLASS B – 300 pts. \* Exterior, Interior, Trunk, Engine, Undercarriage

1)	George & Linda Gutmann	71	911S	249T
2)	Dan & Dandy Gerow	65	356C	247T
3)	Harry Willwerth	64	356C	266

#### CLASS C – 200 pts. Exterior, Interior, Trunk, Engine

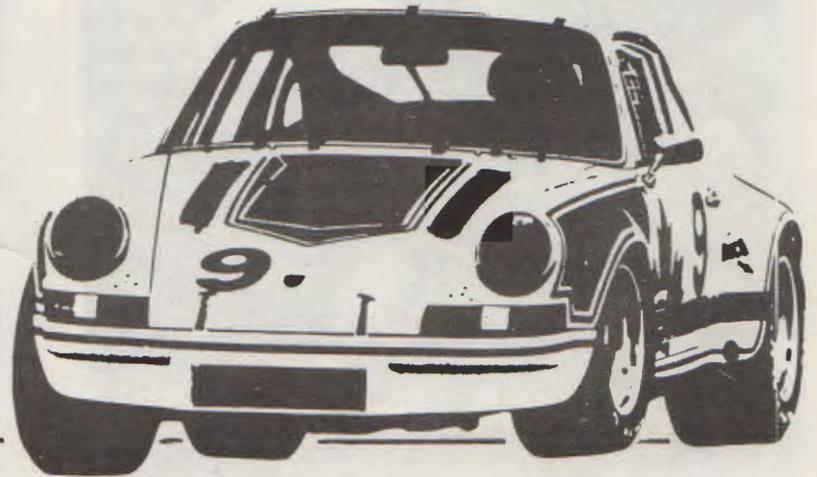
1)	Larry & Judy Bobbe	73	911T	177T
2)	Dan & Diane Gallagher	64	356C	169T
3)	Bruce & Jean Janecek	73	914/2	167

#### CLASS D – 150 pts. Exterior, Interior, Trunk

1)	Ed & Terri Russ	73	914/2	121T
2)	Harold & Doris Beach	73	911T	113T
3)	Dean & Millie Bangert	74	Carrera	112T

4)	Ed and Debbie Leed	64	356C	111T
5)	Norm & Ruth Studier	67	912	95
6)	Dominic Calibrano	72	911T	93 (APP)
7)	Pete & Eve Hackman	72	911T	89
8)	Jerry & Barb Ridgeway	73	914	89
9)	Michael White	73	914	74
10)	George & Claire LaCross	58	356A	73
11)	Marion & Wayne Potter	69	912	51

\*Class "B" is only supposed to be judged on a 50 pt. undercarriage but as this was judged on a 100 pt. undercarriage, it was decided to print the results as they were.



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REGISTRATION by the POTTER FAMILY



BIG BOSS POTTER and OLD FRIEND CUNY



HARRY MUELLICH and AWARD WINNING 356B



CONCOURS ENTERANTS



A bevy of beautiful 356's.



Various children playing in Herr Gummows Concours trailer



Members of the Gerow Concours Team



Out beautiful class A cars.



Gee, what kind of car is that?

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Larry Bobbe - WINNER OF CLASS "B"



Various children playing in Harry Muellich's concours trailer



One of our illustrious concours judges in the act of judging.



"You shall rise again in a new and glorious body".



Our own team of expert chefs



One of the childrens running races.



Finish line of another race



(6)

Now girls make sure you throw those ballons to your husbands accurately.



"Take that you cheap skate'  
Holding your Porsche above your wife.



BOB: Come on Amita, how about a little scandal?

ANITA: Not until I know how you got your hat back.



BOB: Say Ray, I have not seen you and Paul around lately. How come?

RAY: Well my 356 has not seen the light of day for some time and Paul has that inferior French car!



Ed and Terri Russ wondering what they are doing at a picnic.



RUTH: Come on Ruthie, let's enter as a team in the ballon toss.

RUTHIE: Are you sure Norm would approve?



DORIS: I always thought men with beards were sexy and besides I heard Lynne was in Canada this summer.

FRANK: Are you sure Harold would approve?



Norm, we have been coming here for almost 15 years and have not had a bad time yet.



We are sorry we did not name her Portia, but she sure is beautiful anyhow.

(7)



George Gutmann and the women in his life



Come on Frank do you really like that Ferrari or are you just putting on? I love it when it is running, unfortunately this is only on Columbus Day.



PAUL: Say Ginny, where is Bob?  
GINNY: Silly question, why cleaning his car; of course.



Kurt and Eleanor Kalweit, welcome



Who ever started this stupid tipple business?



Well it sure as hell was not me.



There is nothing like a nice day in the country after that ride in the Camaro.



Mr. and Mrs. Joe Ratschan and pet rabbit

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Jack Kettlestrings and family



What more can we say?



Millie: Say Betty did you know Dean cleaned that stupid Carrera for the Concours?  
Betty: What the hell, Harry never quits cleaning his.



We have to admit the beer was cold and the brats excellent.



I told you it was good, really good.



Our old friend Wayne Gritzmacher and Jackie Parker.



Jackie: You know Jim, if you had Hubert's hair you would not be half bad looking.



Debbie: Say are you cute. Would you like to go for a ride in my 356?

Roger: What is a 356?



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Ed: Say Bonnie, do you want to go for a ride in my 356?

Bonnie: The only 356 is a Speedster and I only ride in Speedsters.



Bruce Janecek and family have decided never to again use the word tippie.



WinnersClass "A"



WinnersClass "B"



WinnersClass "C"



WinnersClass "D"



Dan Gerow receiving much sought after traveling trophy for allowing his mother-in-law to dent his hood.

## THE REAR VIEW MIRROR

### AUGUST EVENT – MIDWEEK DRIVING SCHOOL

Once again the weather was absolutely perfect. We have had good luck this year with weather.

The newsletter editor's old friend and event chairman, Dan Gallagher, was once again surprised by the turn-out for this mid-week driving event and school. Some 33 cars and somewhat more drivers showed up to practice their skills.

This was a low-key circulation event featuring all the unrestricted driving you wished. Because of good preparation and excellent work by all concerned, we once again repeated the goal of no bent fenders or harmed machinery.

Everyone who showed up had to work in some capacity, so thanks to them all. Special thanks to Bob White (Socks), Dave Redszus, Mike Vanderwerff, Chuck Regan, Harold Beach, Larry White, and George Gutmann, who served as instructors.

Thanks also to Chuck Vischulis who handled tech and to Diane Gallagher and Wilma White for working registration.

It appears that our kids had more fun than the adults, as they spent all day driving Tike Redszus's Go-Cart.

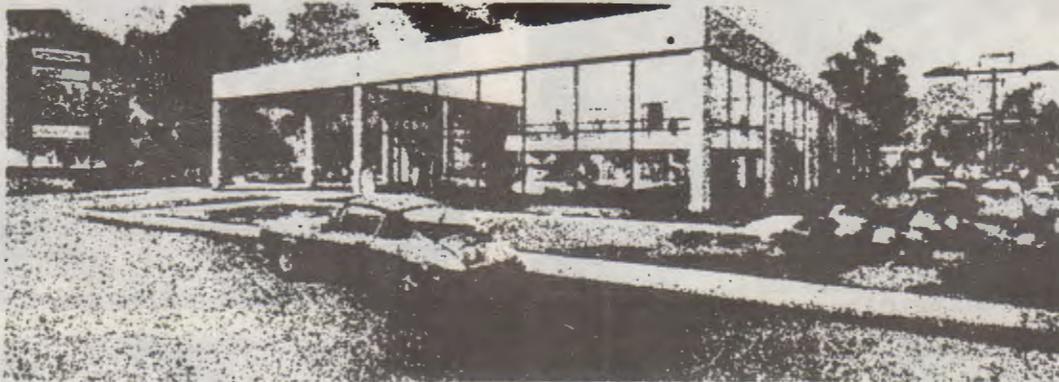
Dinner was held immediately after at Buffa's. Dinner was excellent but the bar was even better after having spent all day outside in the hot sun eating dust. After the dinner, Larry White found his clutch inoperative. It goes without saying that everyone who was left stayed til it was repaired. That is what makes this a great Club.

Chuck McKay of the BMW Club and John Kleen of the Vintage Car Club were our guests. They wanted to learn how to run a high speed event correctly. Not only did they learn a lot but they also did a lot of work.

Thanks once again to Dan Gallagher for a lot of safe fun.



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Chuck Vischulis and young friend tech cars.

Illustrious Event Chairman and Instructors



The Players



Parade Lap



The super shoe of the eight year set (yes, the editor is prejudice)



Chuck McKay of the B.M.W. Club starting. By the way he believes Porsches are really slot cars.



I don't know if you are a Porsche, but you sure as hell are not a Karma Ghia.



Larry White driving corner four backwards.



This months inferior import - for those of you who do not know what it is. . . . it is a '51 Ferrari.



Picnicers at Black Barts bar-b-que.



All of us dentists drive well, right Dick?



Dave: . Larry, I think it is real nice you won a concours, but after you spun in corner 4 even Wayne Potter could beat you now.

Larry: I know, I got the apex confused with the armorall.



Ron Goldberg, applicant



Mark, you dummy, a super shoe is not George Gutmann on racing tires, its Arlene Vander Werff in sandles.



Diane: Doris, I am actually affraid that Dan will buy diapers with a Porsche crest on them for the baby.

Doris: He's crazy, but he would never soil the crest.



Diane Redszus inspecting expensive XWX's for her stroller.



Damn it George, I have theoretical the potential, the fastest, the early and the late apex all mixed up.



Some day I will look back at all this and laugh.



BOB: Ginny, that husband of yours must be crazy to spend all that time cleaning his car. Why is he not normal like me?



Robin Leach and two reporters who are doing a story on the hobbies of some interesting females.



Pete: Why do you really want to be a doctor Steve?

Steve: So I can make enough money to afford a Porsche. Doctors are the only ones who can afford them.



I love Autocrosses



BART: I admit I lowered myself to drive with these mortals, but after all they did teach me to drive and they are my friends.



BOB WHITE (other): Tell me John, what is this vintage club all about?

JOHN: Well unfortunately the only Porsche eligible is the 550.



Well folks here we are again, the same people still drinking. When will they ever learn, when will they ever learn, when . . . . .



**BOB:** Say Dan, what does that shirt say?  
**DAN:** "Bathtubs are Better".  
**BOB:** What is a "bathtub"?



Don't worry Arlene, it is only a piece of Larry's clutch.



Who says I've had too much to drink. I can drink bathtub gin with the best of you, To bad my car cannot. You see it is a tee-totaler.



I do not know if it is good to expose her to this club at such a tender age.



**MIKE:** I'll trade you a 911, a 356 Carrera and a 300 SL for your go-cart.  
**TIKE:** What do you think I am a sucker.



I really don't like being called the other Bob White, can't you call me the younger, Bob White?



You will like this group. Medically speaking they are all normal people.



**Chuck:** Well John are you normal?  
**John:** Hell yes, aren't you?



**Larry:** I'll punch anyone in the nose who calls me normal! Right Julie?

**Julie:** Abnormal yes, normal no.



**LARRY:** Who ever said I was too hard on a car?

**SUE:** Look I drove more laps than anyone else today and my clutch is fine.



George, people just don't understand us.



**Chuck:** Terry, what are you doing?

**Terry:** Praying for guidance through corner three.



**Bart:** Say Bonnie, where is Roger?

**Bonnie:** Working to pay for all this!



Bart and Ben fixing Larry's clutch!  
Ed's note: Bart Jr. did most of the work



Julie looking for the apex.

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COMING EVENTS

OCTOBER EVENT — The G-C Grand Prix

Date: Sunday, October 6, 1974  
Place: Oak Creek Shopping Center  
Corner of 159th (Route 6) and  
Central Avenue  
Oak Forest, Illinois  
Time: Registration and  
10-12 noon  
1st car off 12:30 sharp

The G-C Grand Prix, the last auto cross of the season, will be an event not to miss. The course will be high speed as the parking lot secured by the Event Chairman is huge. It is by far the largest site of the year. The illustrious event chairman, Dan Gerow and Gene Coburn have informed us that a McDonald's is located right across the street from the shopping center.

As in the past, no open exhaust or stingers will be allowed. Helmets will be required.

The site is easy to reach off either the North-South Tollway or I-57 - so do yourself a favor and motor down to the south side for an afternoon of fun, sunshine and speed. For some of the Porsche Pushers, this will be your last chance to burn the carbon out of your machine until Spring. So gather up your family, dust off the machine or take off the car cover and come on out. Classes will be the same as we ran all year.

Dinner will be held immediately afterwards at the Breman House Restaurant located nearby. Mr. Gerow and Mr. Coburn guarantee that the food is excellent.

Dear Sandy,

I would not miss this opportunity to beat the big, ugly Greek. Sign me up.

NAME \_\_\_\_\_  
 Member  Applicant  Guest

If family member is driving:

Name \_\_\_\_\_  
Model of Car \_\_\_\_\_  
Color \_\_\_\_\_  
Engine Type and Size \_\_\_\_\_

Pre-registration: \$5.00 (\$7.00 at line)  
Make checks payable to PCA/Chicago.

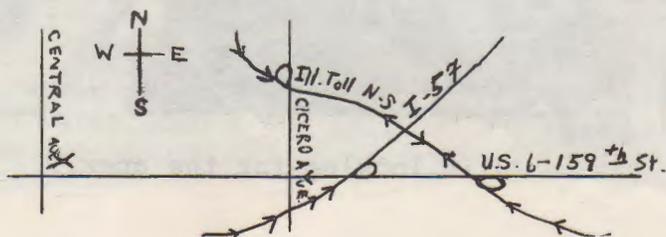
Reserve me adult dinners at \$6.75 each (\$8.75 at line).

Reserve me children dinners at \$3.40 each (\$5.40 at line).

Mail to:

Sandy Gerow  
20648 Corinth Avenue  
Olympia Fields, Illinois 60461  
Ph. 312/748-8677

Pre-registration cut-off will be Thursday, October 3, 1974.



FLAMING FALL TOUR AND RALLYE

The annual two-day tour and rallye has in past years taken the club north to New Glarus, west to Dubuque (Dubuque?), and southeast to Indianapolis. This year we are going to try south through the covered bridge area of Parke County, Indiana and on to famous French Lick, renown for its countryside and fall leaves. This spa is one of the midwest's anachronisms in appearance and history (J.P. Morgan came in his own railroad car and FDR was essentially nominated for president there), yet is up-to-date in facilities and activities. Located in southern Indiana's rolling countryside and winding roads, the hotel is famous for its food, hospitality, and Pluto Water. If you don't recognize the latter, ask any antique bottle collector or your parents. There is golf on either of two challenging courses, swimming in two pools, horseback riding, bowling, bicycling and hiking in over 2,000 acres of land owned by the complex, and many other diversions.

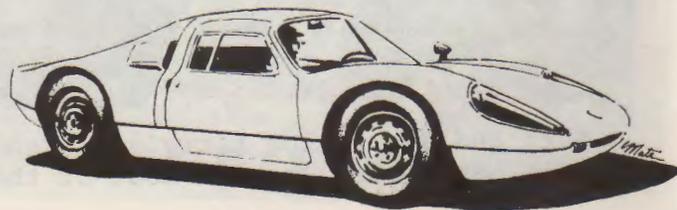
The tour down on Saturday, October 26 and rallye back on Sunday, October 27 will take in some of the many covered bridges for which Parke County is famous, so be prepared for good roads, beautiful fall leaves, and lots of PCA camaraderie. The rallye will be a straight-forward time-speed-distance with a few of Prof. Bob White (Socks) variations on the theme (no college algebra required!) The instructions will be the clearest ever with sketches of intersections, etc., if there is any possible chance of getting lost. If you can see and read, absolutely no one should get lost.

The Lincoln Trail Region is going to assist with the rallye and tour, so it will also be a chance to see some of our regional neighbors.

Get your room reservations in early ... we have a block of rooms being held. The rooms reserved are at a rate of \$52.00 with \$3.96 tax and dining room gratuities added. This is for two people and includes three meals. Since most of you will probably only have two meals at the hotel there will be a reduction in the above price of several dollars. Other slightly less expensive rooms are available, as are more expensive ones, as well as suites.

Room reservations should be made directly with the French Lick-Sheraton Hotel and Country Club, French Lick, Indiana, 47432, telephone 812/935-9381. Send a \$25.00 deposit along. BE SURE TO TELL THEM YOU ARE WITH THE PCA/CHICAGO REGION.

So, set aside October 26-27 and get your reservations made. There will be more details next month.



## POCONO REVISITED – PORSCHE PARADE '74

Thursday afternoon found us off to the Poconos. Of course, it takes a little longer now than it did way back then, what with the speed limits being only 55 (ha, ha). We drove almost to Cleveland, rested for the night, and then off again early the next morning. We arrived at the Pocono Manor Inn on Friday afternoon and got right to work cleaning the little green guy. (Yes, that's what I said, CLEANING the car for the (yechh) Concours.) Slight pause to go to the main part of the Inn to register for the events. The Concours will be Sunday, the rallye will be Monday, the autocross will be Tuesday and Wednesday, the Tech Quiz will be Thursday. Now that we are all signed up and have all our goodies, even a green blanket to match our car, it's back to the Carriage House where most of the Chicago Region is quartered. Isn't it great to see all those people working so hard to get those silly cars clean? That had always been my attitude, and here I was tricked into helping get green guy all prettied up. Something about this being the only way to be eligible to receive any overall awards. Oh well, your car will be better off for it. I guess I must have heard that a few thousand times, every time that I had a complaint about working when I could be swimming or some other nonsense like that. Time for dinner, HURRAH, I get to rest. After dinner, some miniature golfing, and just some general wandering around. It's time to call the jitney (that's their word for a van that takes us back and forth from the Carriage House) to take us back home. Keep your eyes peeled for deer, they're all around the grounds at night. Oh well, no deer tonight.

Saturday finds us up early, cleaning again. I thought we did that before we left, funny what 700 miles will do to a clean car. Send out for lunch and keep working. Armor all the seats, Armor all the dash, Armor all the tires, by this time I'm so full of Armor all, George is afraid to kiss me for fear he'll slide right off. Ah, but your car is better off in the long run. Q-tips, Acrysol, and just some plain old spit and elbow grease, soon we will be ready. Oh but now it's dinner time, time to try to clean my fingernails, boy did I need a manicure by then. Dinner at the Inn again. It's like being at camp. One person at the table counts up how many people at the table want a particular item on the menu. Then they start bringing food; having had a few drinks by then, nobody can remember what he ordered, so if something they bring sounds good, just try to be the first to say your ordered it. Of course, with me doing the counting, everything comes out evenly. Really strange for the place that is supposed to be THE resort in the Poconos. But, what

can you really expect from a place that has very few double beds?? After dinner it's off to bed, tomorrow's the big day.

Sunday, the day we have all been cleaning for. Up at 5 (closer to 6 for me) to put the finishing touches on green guy. (But I thought we did that yesterday). People work from sun to sun, but a concours nuts work is never done! Please let it be 10:00 soon so that we can't do anymore on the car. Fanfare please, the judging is about to begin. We are in the largest class. Some 50 cars for our four judges to go through. You can imagine how they felt about this, when most sets of judges had only 10 to 15 cars to judge. Well anyway, these judges wear white coats, use paper towels to wipe in the weirdest places, but only on the cars. Our car won't win, but we were hoping for 200 points to put us in better position for overall. Unfortunately, we had some pretty tough judges and wound up with only 161 points. Talk about being discouraged, but your car is better off in the long run. And there was that nifty box lunch supplied by Porsche-Audi with your own little bottle of wine in it. I guess that's so you get drunk and don't even notice the hard work you had done. That night was an awards banquet at the Inn. Chicago Region was well represented in the awards department, but not by us. Tomorrow's another day. Early to bed, because it's early to rise and not to be healthy, wealthy or wise, but to start on the rallye.

7:04, that's not an out time, that's a punishment. None-the-less, there we are, in line, ready to go by 6:45. No, I don't believe it either. We're off for a beautiful ride through the Poconos. The rallye had to be on all paved roads, which led to some difficulties for the rallyemaster. He ended up having a 20, 30 or sometimes even 60 minute transit run, then 5 minutes of timing with average speeds, then a check-point, then another transit run. Needless to say, with all the sleep I had had for the past few days, I was dozing off every now and then, much to my driver's dismay. How can you really get going on a rallye when you know there is another transit run just around the corner? To compound our problems, their definition of a transit run was different from the one used around here, a fact which I didn't discover until the middle of the first transit run. That plus our going past a cemetery when all the bodies were out, (how were we to see it then) caused us to max a leg. A few more minor errors later caused us to be seventh in the equipped class. Oh how quickly we forget when we don't run rallyes regularly. We did get trophies though, so I guess all was not lost. Monday night's dinner was a clambake (hechh), but they also had chicken, corn on the cob, and lots of watermelon. Trophy presentation followed.

Tuesday was a free day, as our class wasn't scheduled to run the autocross until Wednesday. Wow, a chance to see some of the sights, or so I thought. After a late breakfast,

it was off to a camera store to see if we could get George's camera fixed. No, we couldn't. All this fun and not a picture to remember it by. Then George wanted to just stop at Pocono International Raceway for just a minute to see how some of our friends who were running today were doing. This minute of course lasted until 4:30 in the afternoon when it was time to go back and clean up for dinner. It was fun to watch some of the cars, especially the 914 that ran into the wall. They were using part of the track, but had only pylons up in three places. The last of these sending you into a hairpin that could only be taken in 1st gear. (I never went from 3 to 1 before, is that strange!) Tuesday night was a banquetless night, so it was just dinner at the Inn (breakfast and dinner were included in the price of the room). Some of us decided that we did not feel like counting that night, so we went out to what was hailed as the best restaurant in the Poconos. I guess we're spoiled by having so many super restaurants in Chicago, I mean it was nice, but not that nice. They did have a nice friendly bartender, unfortunately, George was with. Better luck next time. The food was okay, but the service wasn't. It was an hour and a half before we got our soup and almost three hours before we finished eating. The company was good, and it was better than counting, so why complain?

Wednesday, our day at P.I.R. Unfortunately, my class runs last today, and George's isn't much before that. Maybe it was fortunate after the night before, I guess we'll leave that open to debate, it was a nice course. George said he was going about 120 or 130 back on the carousel. I don't know, it's something about seeing the speedometer go past 100, I just kind of get scared and back off. I do the same thing at Indy, so I guess it must be me. It was mainly 3rd and 4th gears, a short time in 2nd for one decreasing radius turn where the road just seems to disappear, and then the last 1st gear hairpin. George and I each ended up 2nd in our respective classes, and more important than that, we had a ball driving the course. Green guy didn't fail us this time either. Wednesday night was an awards banquet for the autocross, at which time Chicago Region was unofficially declared the noisiest region. (Why is it whatever group we are in ends up being the loudest? I just can't figure it out.) Anyway, we have the most fun.

Thursday morning it's up at 8:00 to take the tech quiz given by Bosch just to show you how much you don't know about your Porsche. At least the test is multiple guess. I guessed at 90% and the other 10% I just didn't know. We were hoping to get one of the beautiful 1st place trophies, a 3-dimensional metal cutout of a Porsche on a plywood covered with cloth backing. Maybe next time. After the tech quiz, we were free to do as we pleased. Many just sat around shooting the breeze about the week's events. I took a nap. Thursday night was the final awards banquet, time for giving out the overall awards. They only announced the first ten, we didn't make it. We did have a fun week though. We renewed some old friendships, made many new friends, and just enjoyed our Porsche pushing.

## JULY BOARD MEETING

Date: July 21, 1974

Place: Neil & Judy Holleb's Summer House  
Racine, Wisconsin

Attending: Neil Holleb, Bob White (Socks), Gene Urban, Harold Beach, Bonnie Gladish, Dan Gerow, Jerry Meyer, Ray Cuny, Dick Gunther, Dan Gallagher and guests Rip Patterson, Jack Cooper, and Gene Coburn.

- 1) Accepted all reports.
- 2) Approved sending a letter of protest to the National Board regarding the fact that all new members of the rules committee are from California, where we feel they should have more geographic representation.
- 3) **Decided to drop the November Rallye because of the close proximity to the two day tour-rallye to French Lick.**
- 4) **Adopted the enclosed CCR's.**
- 5) **Passed a motion to allow competition cars to run open exhaust at Elkhart. Only competition rules may run open exhaust.**
- 6) **January 19, 1975 has been set as the date for the Ice Gymkhana.**
- 7) Selected the nomination committee: It is comprised of Dan Gallagher, (Chairman), Ray Cuny, Dan Gerow, Bonnie Gladish and Julie Forhlicstein.
- 8) Passed a motion to buy two additional photo cells for our timing equipment and a battery charger. This will allow us to time a certain corner or corners at Blackhawk.
- 9) Decided to send our newsletter to all regions in our Zone.

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AL 1-5766

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CHICAGO

Friday morning it was head for home time. Fond farewells and something about "see you in Seattle next Year". I think we'll pass on that one. But your car is better off in the long run!

Linda Gutmann

# 19th PORSCHE PARADE

# PHOTOS BY TED KLINT

19



WINNERS: AUTOCROSS



WINNERS: RALLYE



ROGER and BONNIE accepting trophy Notice: They carried our flag proudly.



The White's relax



Harry Muellich  
-CONGRADULATIONS

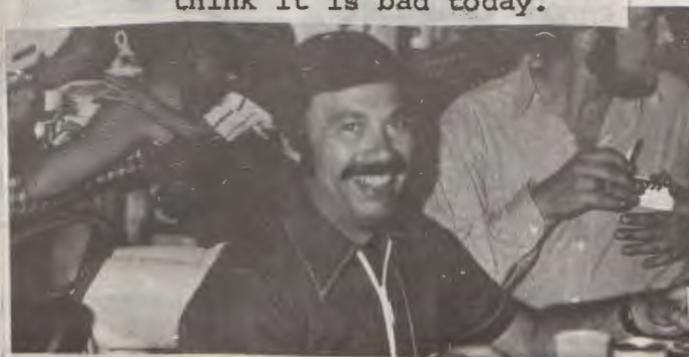


ROGER: This stuff is as bad as my oil pressure.

WENDY: Wait till tomorrow, if you think it is bad today!



WHO IS MISSING???????



Dick Gunither smiling after his fine finish in the Autocross.



Ted's car and Friend

MISCELLANEOUS RAMBLINGS

Our condolences to Bob and Helen Hubert on the passing of Bob's father.

While on sad news, we have been informed that our very good friend, Dennis Skidmore has been transferred to Boston. He and June will be very much missed by all their friends in the region. By the way he is taking his Roadster with him.

Besides being transferred, June has found out that after 10 years of marriage she is going to be a mother for the 1st time. I wonder if they learned how to do that in the Porsche Club.

More sad news, Rick and Kathy Abeles are moving to New Mexico, where Rick will set up a new law practice. They will be missed by their many friends in Chicago and also in the B.M.W. Club.

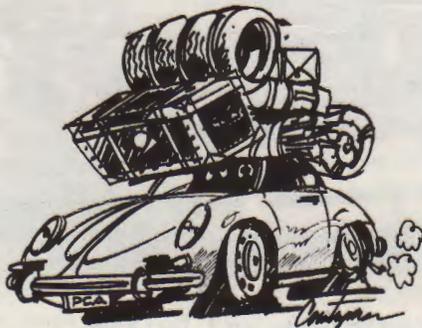
Now for some good news. Old time members Alex and Linda Wendorf are expecting their first in November. They learned from the Gallaghers.

Congratulations to Bob Babbin on his 2nd place finish, in class, in the annual Mackinac Sailboat Race. Unfortunately Merv Rosen and his all PCA crew of Neil Holleb, Hans DeJong, and Bob Bulgrim did not do as well, but finished a respectable 14th.

Congratulations to Mike "Black Bart" Vanderwerff and Mike "Toad" Landrum on the 13th place finish in the 911s at the Elkhart Trans-Am. Mike recently won a C-production race in Mid-West Council and is currently the point leader in this division.

It was nice to see Cassie DeJong up and around after her illness. Hope she continues to recover. She wants to thank all of you who called and wrote.

The shop foreman at one of our dealers stated that the number of burnt valves on 911 Porsche engines has been increasing rapidly due to the fact that the gasoline we receive is not as good as it used to be. Take caution.



REPORT OF THE NOMINATING COMMITTEE

The committee composed of Dan Gallagher (Chairman), Bonnie Gladish, Ray Cuny, Dan Gerow and Julie Frohlicstein, nominates the following for office during 1975.

President: Neil Holleb  
Vice President: O. J. Meyer  
Treasurer: Dr. Robert A. White  
Secretary: Bonnie Shapiro

Director (unexpired term) Bonnie Gladish  
Director (unexpired term) Ray Cuny  
Director (unexpired term) Dan Gerow

Director (2 years) Bob Hubert  
Director (2 years) Harold Beach  
Director (2 years) Mike Vanderwerff

This is to comply with our new By-Laws which require our report to be published in the September issue of the SCENE. This is not a ballot. The ballot will be in the October newsletter.

Nominations may also be made by petition signed by any 10 members in good standing for any office or offices, if received prior to the October newsletter date. The October newsletter will be sent to the printer Monday, the 16th of September.

Respectfully submitted,

Dan Gallagher, Chairman



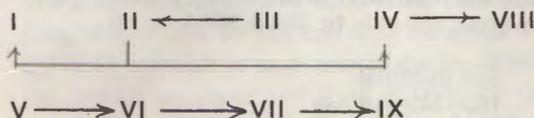
-TIME TRIALS WITH CHASE CAR-

PORSCHE CLUB OF AMERICA – CHICAGO REGION  
SPEED EVENT REGULATIONS

The following Chicago Competition Rules (The CCR's) were written by a committee composed of Roger Shapiro (Chairman), Bob White (Socks), Bonnie Gladish, O. J. Meyer, and Bob Buchthal. They were approved by the Board without modification. These will apply as of January 1, 1975. They do not change our present classes of cars. They only define what exactly "modified" is. We have needed these for years. Much thanks to the committee.

Classes and Class Progression Schedule

Class I	356 (expert Carrera) progresses to Class IV
Class II	912 - progress to Class IV.
Class III	914 1.7 & 1.8 - progresses to Class II
Class IV	914 2.0, all 2.0 911 except E & S. 356 Carrera - progress to Class VIII.
Class V	914/6, 2.0 911E, All 2.4 911 progress to Class VI.
Class VI	2.0 911S, 2.2 911T, 2.2 911E, 2.2 911S
Class VII	All 2.7 911
Class VIII	Modified 4 cyl.
Class IX	Modified 6 cyl.
Class X	Competition



1. CLASSIFICATION OF AUTOMOBILES

1.1 There shall be two basic categories of automobiles:

- Category I - Production
- Category II - Modified

A third category for "specialty" cars may be provided at the discretion of the event chairman. Cars in this category shall not be eligible for regional points or awards.

1.2 Production Category automobiles must compete as they are normally delivered to the public through the manufacturers' sales outlets, except that they may be updated or back-dated within the specifications of their recognized model range as listed in the P.C.R.s, paragraph SPEED EVENT 9.2 and may include the authorized modifications listed in section 1.2.6.

1.2.1 Only those tires which are approved for delivery on the Porsche automobile, or their equivalents, shall be allowed on Production Category automobiles. Specifically not allowed are all racing tires.

1.2.2 An automobile equipped with such racing tires must compete in the Modified Category.

1.2.3 A racing tire shall be any tire manufactured for racing purposes. These tires shall include, but not be limited to the following:

- Continental-Racing
- Dunlop—Racing & "Spot" Series
- Englebert—Racing
- Bridgestone—Racing
- Goodyear— Blue Streak Sports Car Special, Blue Streak Stock Car Special, Blue Streak Speedway Special
- Firestone— Super Sports, Super Sports GP, Indy, Super Sports Indy, Sports Car 200, Stock Car 600, Stock Car 800, Super Stock 500, Super Stock 600

1.2.4 Recapping a tire does not alter its definition.

1.2.5 Additional tires may be added to this list at any time.

1.2.6 The following modifications shall be allowed any automobile:

- a. IGNITION SYSTEM. Any modification provided the original distributor is used; electronic systems or transistors are permitted.
- b. AIR CLEANER. May be modified or removed; velocity stacks are permitted.
- c. CARBURETOR. Jet sizes may be changed. Venturis may not be altered or removed. Factory optional venturis may be used.
- d. FUEL PUMP. Fitting an electric fuel pump is permitted.
- e. SUMP. Any modification, to cars with a "wet sump" lubrication system, designed to provide a constant source of engine lubricant at the oil pick-up pipe, is permitted. Such items as baffling, using a S-90 pick-up system, extending the push-rod tubes, are permitted.
- f. INTERNAL ENGINE PARTS. Such parts may be balanced.
- g. SUSPENSION. Any adjustment of existing suspension components which does not require machining is permitted. Automobiles are to have the suspension lowered by suitable methods.
- h. BUMPERS. Removal of bumpers on 356 series automobiles is permitted.
- i. REMOVABLE TOPS. Such components may be removed.
- j. OFFSET RIMS OR SPACERS. Are permitted provided no other modifications to the car are required by their use.
- k. INTERIOR. Fitting of all accessories, gauges and indicators for the purpose of improving driver and passenger comfort and convenience provided they have no influence whatever on the mechanical performance. Alternate seats may be used and floor mats may be removed. Removal or substitution of any other

components that might be considered as lightening the car is not permitted.

l. SPARE TIRES may be removed.

m. BRAKES. Any 356 series brake components may be used on any 356. Any 911 or 912 aweiwa brake components may be used on any 911 or 912. Pads or linings of any manufacture may be used.

n. AIR SUSPENSION may be removed; this modification is encouraged.

o. SWAY BARS. The installation of any anti-sway bar is permitted as is the addition of any camber compensating device.

p. EXHAUST. Any modification after the head is permitted, except that a muffler or mufflers must be installed.

1.3 Modified Category Automobiles consist of competition cars and production cars which exceed the limits allowed for Production Category Cars.

1.4 Production Automobiles are subject to an upward class progression due to the accumulation of points assigned for certain allowable modifications or equipment. Modifications to any item indicated under 1.4.2 must remain within the limits specified.

1.4.1 Accumulation of six (6) points moves the car up one class in the progression sequence.

1.4.2

	Points
Lightened Flywheel	1
Roller Bearing Crankshaft	1
Modified Venturi	2
Limited Slip Differential	2
4 and 6 cyl. overbore up to and including 0.0472 in. (1.2mm)	2
Rim size as determined by the widest rim on the car:	
356 over 4-1/2 in.	2 (per 1/2")
912, 914/4, and 914/6 over 5-1/2 in.	2 (per 1/2")
911 series over 6 in.	2 (per 1/2")
(Max. allowed for Prod. Category = 1-1/2 in. increase)	
Increased Compression Ratio	2 (per 0.5 ratio)

Any suspension modification accomplished by machining (such as negative front camber on 356 series)

4

The following items automatically place you in the Modified Category: Modification to fuel injection or carburetion systems not otherwise permitted.

Non-standard Gearing. Standard gearing is set forth in the P.C.R. appendix.

4 and 6 cylinder 100cc overstand displacement with stock compression ratio.

Racing Tires shall automatically place you in the Competition Class.

## COMING EVENTS

### NOVEMBER HANDS-ON TECH SESSION & NEW MODEL INTRODUCTION

Date: November 17, 1974  
Place: Jack Cooper Import Motors

This will be a hands-on tech session where you will get to learn your car better. Special classes will be run for the ladies to teach them the fundamentals of driving a Porsche, i.e. how to change a flat without ruining the expensive mag wheels or what to do if a fan belt breaks.

The 1975 Porsche line will also be introduced and changes explained.

See next newsletter for a map and further details.

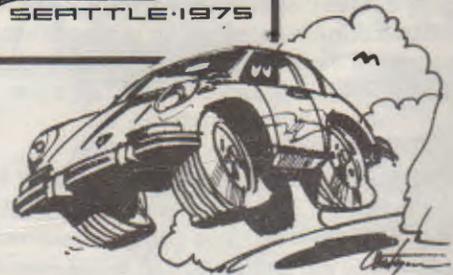
## PORSCHE MART

FOR SALE: 4 - 5-1/2 J Steel Wheels, 5 Lug; \$60 or best offer - John Welda 359-5485

"65" 356C Coupe, yellow, excellent general condition, solid body, some extras. Alex Wendorf 296-5758.

Snappy Tom's wheels, tires and hubcaps. Driven only on Sundays by a little old man. Make offer. 175 Parelli HR 15, 5 1/2 chrome wheels; will only fit 356 & 356A, not B and C.

Bob Buchthal  
1630 Norwell Ave.  
Schaumburg, Illinois  
894-5230

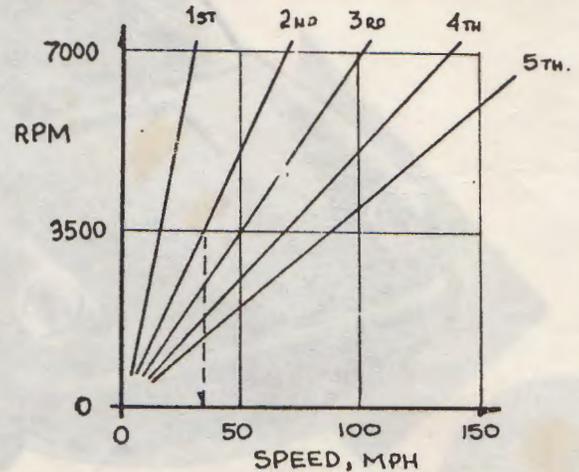
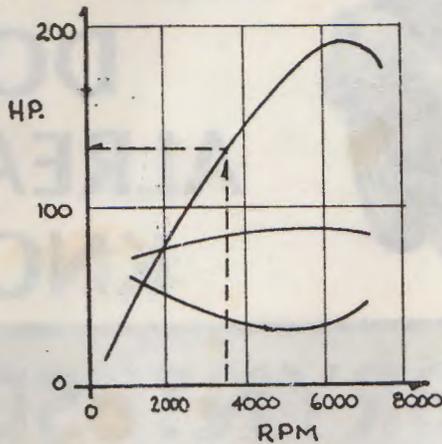


July 27 thru August 1  
Post Parade Salmon Fishing  
August 3, 1975 Westport

### WHEN TO SHIFT – WHY TO SHIFT

Several members have asked about shift points, particularly for events like Elkhart Lake and autocrosses. A rather straightforward determination for your individual car (model, engine type, and transmission) can be made with just the information available in the OWNER'S MANUAL. For those of you so inclined, it is a rather interesting hour's project for one of those evenings when there is nothing else to do, no night baseball, etc. All you require is an OWNER'S MANUAL, a piece of graph paper (the kind of paper with lots of small squares on it), and a pencil.

In the back of the OWNER'S MANUAL there are two curves that appear as shown in the sketches below. These sketches are not to scale.



These two diagrams allow us to relate the horsepower available to speed for each gear. For example, we pick 3500 rpm in the transmission diagram and can read the speed in each gear. From the engine diagram at 3500 rpm we find we have 70 hp (911S-C) available in each gear at the speed indicated, i.e., at 28 mph in second gear. Thus we can make a table as below, filling the appropriate boxes (for 911S or 911T-C). C=2.4 (See Table 1 on the bottom of page.)

The total horsepower required to overcome aerodynamic drag and rolling resistance for a Porsche is known and given approximately, for those interested, by the relation:

$$Hp = \frac{1}{2} \frac{\rho u^3 C_d}{g c 550} + \frac{R_0 u}{550} + \frac{R_1 u^2}{550}$$

This relation, along with the data from the table, is plotted in the last figure.

The difference between the horsepower required to drive the car and that available in any gear is what is available for acceleration. It can now be seen that for maximum acceleration you must be in the gear which gives the largest difference. The approximate shifting points are indicated in the diagram. In those cases where the curves overlap, as with the 911T-C in the upper gears, the best shift point is slightly before the intersection to account for the time it takes to shift.

From the diagram it can be seen that for the 911S-C you must go to the red line (read ignition cutout) in every gear. By contrast, in the 911T-C case this is only true in first gear. In all other gears the optimal point occurs earlier. These points are: 1st (6600 max); 2nd (6500); 3rd (6250); 4th (6100)

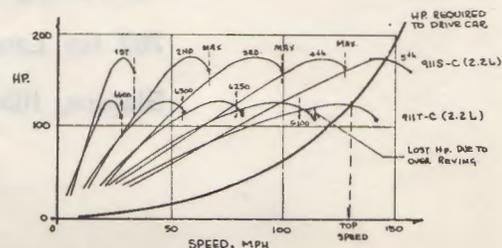
The disadvantage of over-revving is clearly seen for the 911T-C in the 4th-5th shift where revving to the limit results in a loss of 12 horsepower for acceleration purposes. Changing transmission gears, for example the so-called short course gears, tends to emphasize this overlap.

Remember, using the engine to the red line MAY NOT result in maximum performance! Get out your OWNER'S MANUAL and check out YOUR car.

Bob White (Socks)

TABLE NO 1

RPM	1st Gear		2nd Gear		3rd Gear		4th Gear		5th Gear	
	HP	SPEED								
2000	45	11	45	18 1/2	45	27	45	36	45	43
2500	56	13 1/2	56	23 1/2	56	34 1/2	56	45.5	56	53.5
3000	70	16 1/2	70	28	70	41 1/2	70	54 1/2	70	64 1/2
etc 911 S-C										
2000	45	11	45	18 1/2	45	27	45	36	45	43
2500	57	13 1/2	57	23 1/2	59	34 1/2	59	45 1/2	57	53 1/2
3000	73	16 1/2	73	28	73	41 1/2	73	54 1/2	73	64 1/2
etc 911 T-C										





**WHAT CAN WE  
TELL YOU  
THAT YOU  
DON'T  
ALREADY  
KNOW?**

**BRYNTESEN**

**PORSCHE | AUDI**

300 E. OGDEN AVE., HINSDALE, ILL.  
887-1010 Mon.-Fri. 9-9 Sat. 9-5 Closed Sunday

**CHANGE OF ADDRESS**

Name \_\_\_\_\_ Wife's Name \_\_\_\_\_

New Address \_\_\_\_\_

Business Phone \_\_\_\_\_ Home Phone \_\_\_\_\_

**MAIL TO:**

PCA/Chicago Region

767 Ivy Lane

Glencoe, Illinois