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JULY
1972

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DATES

July 16 - 21

17th Porsche Parade

August 20

Potter's Picnic



EAR VIEW MIRROR

PIRO'S SLIP AND SLIDE

tiful
d gave
lip and

Vanderwerff who was second once again, believes that Roger won because he laid out the course. The 914/6 once again proved too much for the 2 litre 911s.

Roger
khana
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Dean Bangert unveiled his latest Porsche, a 904/6. Dean may have had the fastest car there, but we will never know, for Dean was having such a good time he kept running around the course instead of crossing the finish line. Judy Holleb decided to take the big plunge and entered her first driving event. Don't get discouraged, we need more women drivers.

Abeles,
yback,
Rip
the
t so

Dinner was held at Hackney's in Lake Zurich. Everyone enjoyed the truly great hamburgers and fried onion rings. After dinner trophies were presented to the winners and brown licorice to the losers. Even the trophies were better than usual.

on the following page. It is interesting to note that on the longer course the more powerful cars did much better than in the Brown Licorice Twist. Roger Shapiro once again turned the best time of the day. Mike

A really nice event, thanks so much to Roger and Bonnie and everyone else for sliding us into summer.

Chicagoland's

1ST



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RESULTS (TOTAL BEST TWO RUNS)

CLASS I - 356

Bob Buckthal	1.806
Wayne Slahor	1.913
Rip Patterson	1.940
Alan Brooking (Not for points)	1.949
Alex Wendorf	1.974
John Zmolek	2.069

CLASS II - 914

Todd Kaitis	1.863
Ron Rogginger	1.869
Don Dyrda	1.877
Ed Jung (Not for points)	1.930
Al Frohlichstein	2.039
John Towey	2.078
Nick Cardella	DNF
Jim Cottrell	DNF

CLASS III - 912

Jerry Meyer	1.865
Alan Brooking	1.878
Wayne Potter	1.932
Bruce Janecek	1.939
Jim Bulgrin	1.975
Rick Abels	2.001
Norm Studier	2.038
Frank Wagner	2.057

CLASS IV - 911 - 914/6

Dennis Skidmore 914/6	1.969
Dick Gunther 914/6	1.978
Dennis Green	1.996
Rick Collins	2.058
Tony Perry	2.062
Bruce Moser	2.093
Henry Novoselsky	2.107
Wally Ryback	2.223

CLASS V - 2.2 911T

Roger Shapiro	1.750
Ed Jung	1.987
Jim Armstead	DNF

CLASS VI - 911 E & S (EXCEPT 2.4)

Dan Gallagher	1.812
Jim Gladish	1.829
Chuck Regan	1.870
Neil Holleb	1.900
Larry White	1.952

CLASS VII - ALL 2.4 911

Mike Vanderwerff	1.758
Al Marmalad	1.962
John McInnis	2.174

CLASS VIII-Competition, includes racing tires

Dan Gallagher 550RSK	1.808
(not for points)	
Dean Bangert 904/6	1.812
Wayne Gritzmacher 550RSK	1.895
Joe Marcin 911L	1.922

CLASS IX - LADIES' 4 CYL.

Helga Meyer 912	1.951
Sue Bulgrin 912	1.987
Hester Dyrda 914	2.035
Sue Brooking 356	2.078
Julie Frohlichstein 914	2.117
Kathy Abeles 912	2.151
Donna Wendorf 356	2.319
Barb Redszus 914	DNF

CLASS X - LADIES' 6 CYL.

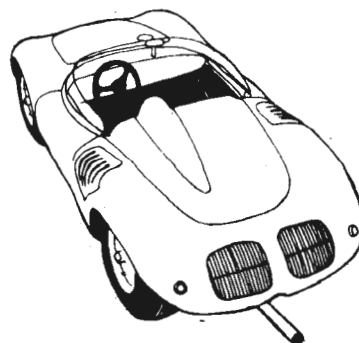
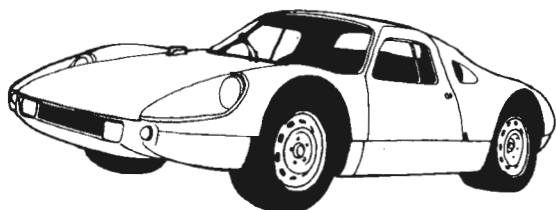
Colleen Booth 911E	1.856
Bonnie Gladish 911E	1.930
Wilma White 911S	2.105
Bonnie Shapiro 911T	2.238
Arlene Vanderwerff 911T	2.279
Judy Holleb 911S	3.505

TEN BEST TIMES

1. Roger Shapiro 911T(2.2)	1.750
2. Mike Vanderwerff 911T(2.4)	1.758
3. Bob Buckthal 356	1.806
4. Dan Gallagher 550 RSK	1.808
5. Dean Bangert 904/6	1.812
6. Dan Gallagher 911E(2.2)	1.812
7. Jim Gladish 911E(2.2)	1.829
8. Colleen Booth 911E(2.2)	1.856
9. Todd Kaitis 914	1.863
10. Jerry Meyer 912	1.865

BEST APPLICANT TIME

Larry White 911S(2.2)	1.952
-----------------------	-------





1st - 914



2nd & 3rd - 914



1st - 912



2nd & 3rd - 912



3rd - 911; 914/6



1st - 911T (2.4)



1st - 911T (2.2)



1st & 2nd - 911 E & S



4 2nd & 3rd - Ladies' 4 cyl.



1st - Ladies' 4 cyl.



1st & 2nd - Ladies' 6 cyl.



REGISTRATION



Our brilliant tech team checking out a radio antenna for modifications



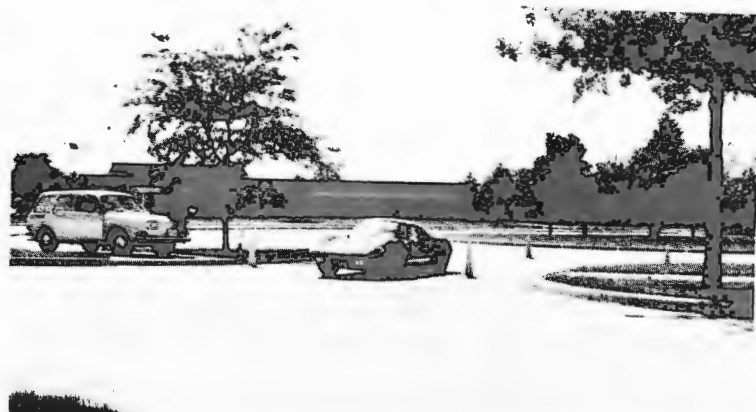
No, this does not mean 4.3 liters



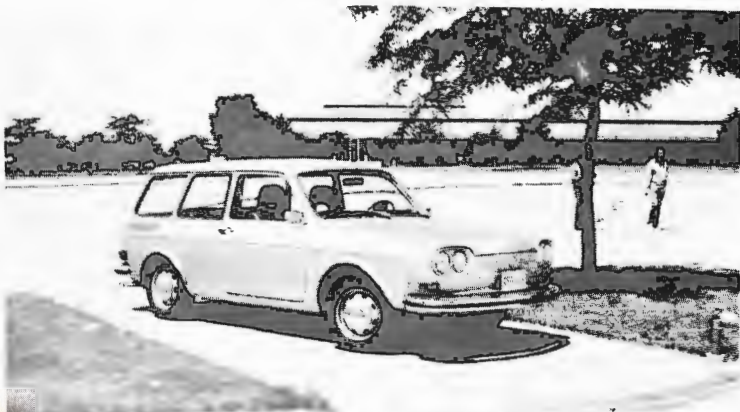
Dennis Skidmore who recently relinquished his "youngest looking old member" title to Alan Brooking



"Juan Fangio" Gritzmacher



904/6 at speed



This month's awfully inferior foreign import



Helga in "The Esses"



Chuck, you cannot win every event.



W. A. P. Club (Wives Against Porsches)



Dave is not here because he has discovered that owning a home is incompatible with owning a 904 - the grass comes first.



Our famous gymkhama team inspect our new pylons



Say Al, we notice that you bought a new strawberry "T" with brown interior.



Hester wins again while Don holds the baby. (Note how the experienced father holds Cindy.)



Say, Wayne, you will never believe the Porsche over there - strawberry with brown interior !!!



Suggest a caption - the best will be printed next month.



Neil waiting to take pictures of Judy, and waiting...and waiting.



You know, Waldo, maybe we went wrong somewhere - I mean we both have concour Porsches. Therefore, you have to drive a Datsun and me a Chevy, gads.



Here is a letter from your father in Stuttgart. He says that the bumpers for the 1973 Porsche are the ugliest thing he has ever seen.



We are anxious to see our old friends from California at the Parade so we can tell them how great the Chicago Region is.



Our own Jerry and friends.



Just because you married my daughter, live next door, are the Event Chairman, drive a Porsche and are a OK guy, don't think the picnic is going to be called Potters and Patter- sons - I still pay the taxes on the farm



This is the silliest thing I have ever seen; grown men driving their silly little cars through some stupid buckets.



The Buckthal children.



Jenny with brother-in-law and niece



Jim, I know you drive well and all that, but that golf hat just does not fit that image.



New members Dr. Pete DeRamos and son; welcome



John Zmolek and family believe that his 1300 normal should not be required to run in the 1600 356 class



By the way Norm, have you seen any clean 912's around lately?

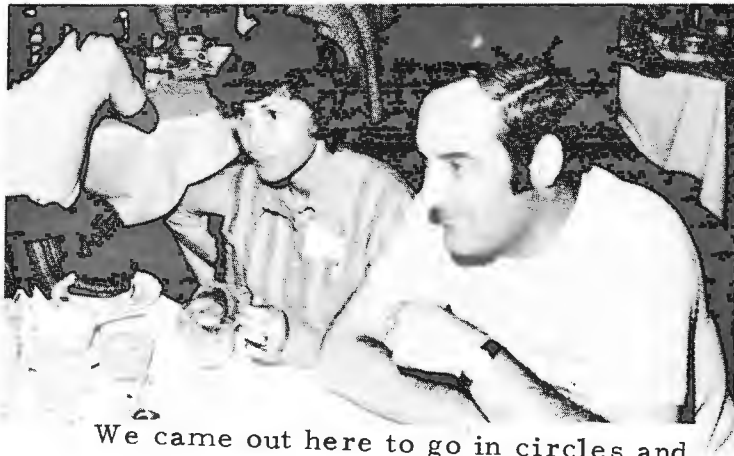
Repent you sinners. The hour of atonement is here. Yea, I say to you there will be fire and eternal damnation upon all those driving alfas!!



CENSORED



It's great when you're a winner.



We came out here to go in circles and go in circles we did. Big beautiful circles.



Say, Wayne, I understand that the region has 100% participation for the Parade, right?



Don't worry, Jerry, I am only moving to Iowa and that is not the end of the world . . . or is it?



Last Month's Suggest a Caption Winner -- "Try It; You'll Like It".

WEISS TIRE

HOUSE OF RADIALS

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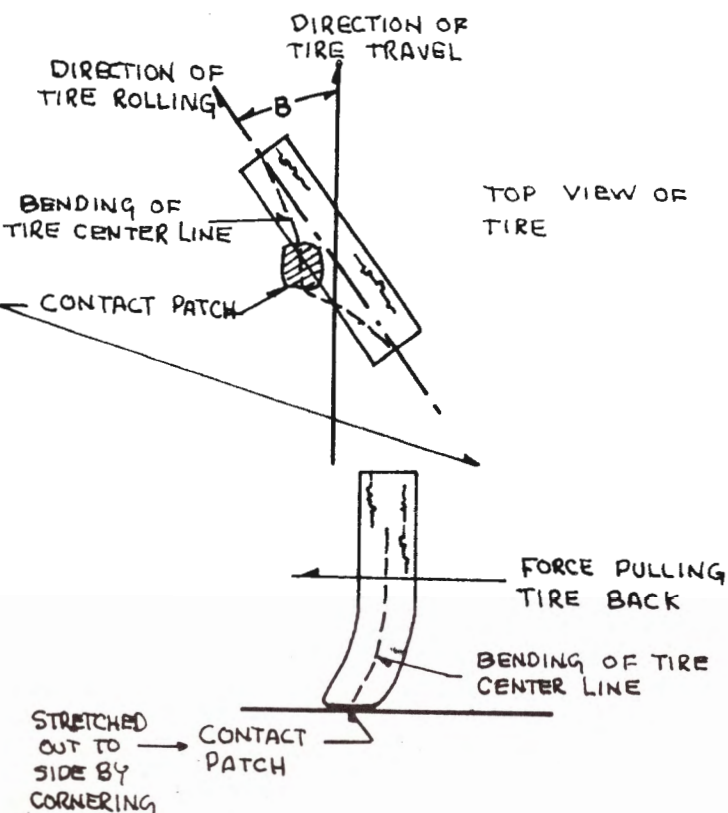
**MICHELIN, SEIMPREIT, CONTINENTAL, METZLER,
VREDESTEIN, GOODRICH, ZETA, DUNLOP, BRIDGESTONE
ALL SIZES – ALL RATINGS**

TECH TIPS

THE GAMES TIRES PLAY

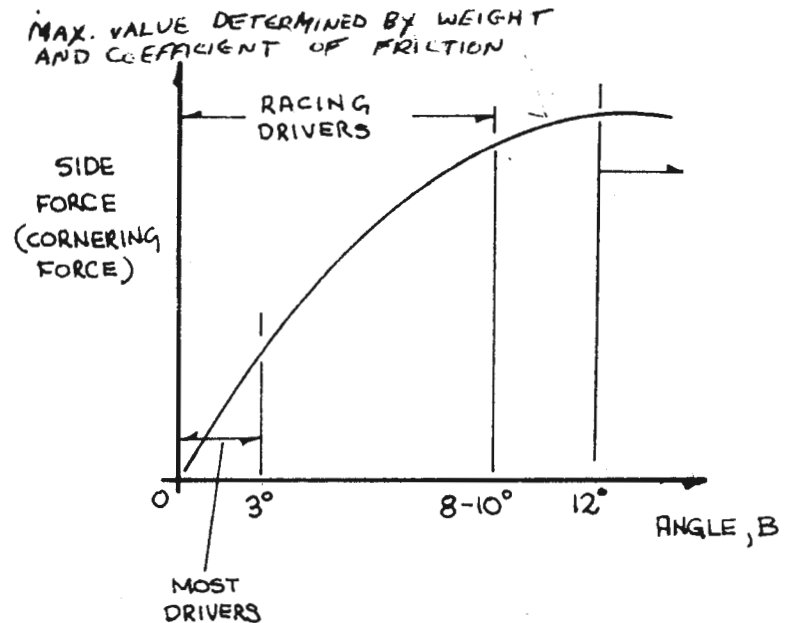
Most drivers tend to take tires for granted until an emergency requiring extreme steering or braking maneuvers reminds them of the fact that their tires are their sole contact with the road. In fact, the total contact area (all four tires) with the road is only about 80 square inches, roughly the size of one page of this newsletter. What occurs within this small area is a fascinating subject. In this short note I would like to look at one aspect of tires that is important to Porsche owners...how and what about a tire affects the cornering.

The first and most important factor one must understand is that tires are a type of spring. All springs have the same characteristic in that unless one deflects (bends, stretches, or what have you) it, no force is involved. The spring only resists change when one tries to change it. It seems obvious, but most people never really think about it. What does this mean to you and your tires? Any time you steer the tire (turn the steering wheel), then the tire is NOT rolling in the direction it is actually moving! That is, it is "bent". In the sketch below, showing a tire from the top and end, this bending is accounted for by the angle B. This stretching like a spring produces a force to try to reduce the stretching and "pulls" the car in that direction.

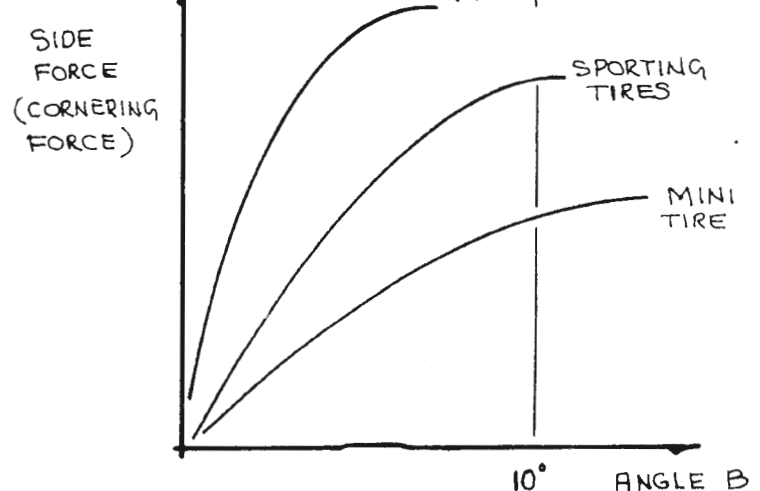


As one drives around a given corner faster and faster the angle B, representing stretching, must become larger (greater stretching) to produce the greater force required.

This angle, called the slip angle, is related to the side force as shown below for typical automobile tires.

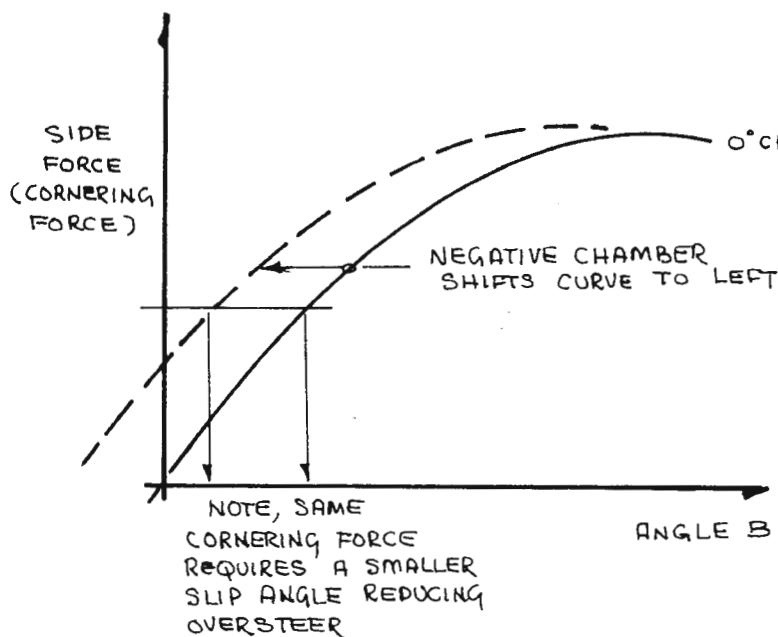
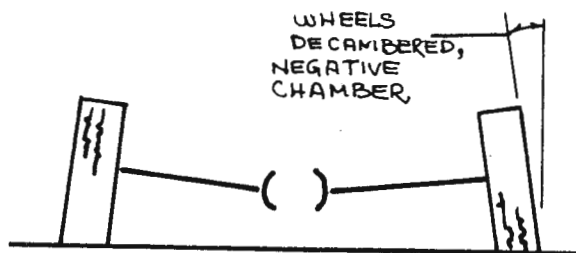


Various types and sizes of tires have varying forms of this same characteristic, as seen in the next sketch. RACING ONLY TIRES



The much steeper rise and the terminal value occurring at lower angles accounts for some people's complaints about early radial tires (before they had much experience with them) that they "stick very well, but when they let go, it's all at once".

Many of us recall the 356 series cars (some even still own one) and the tendency for the rear end to come around under cornering. This is generally referred to as oversteer, but it really means that the rear tires have larger angle B's than the front. The partial cure for this is to decamber the rear axle.



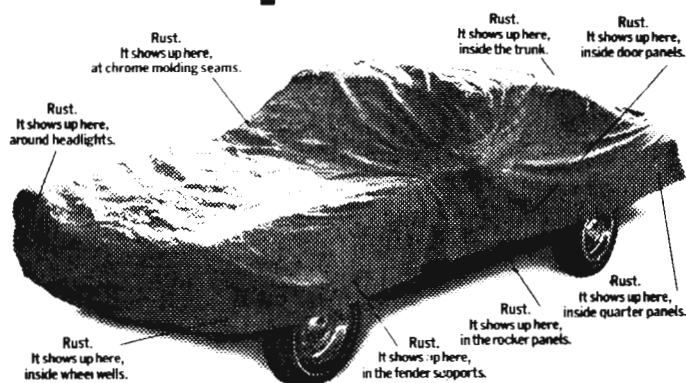
One additional factor should be understood to complete this short introduction to tires. They may be stated as: the total of all forces the tire can generate, that is braking (or accelerating) plus cornering, is limited to a fixed value. What this means is, if one is braking, one has less available force for cornering. To point this out, consider the ice gymkhana. If you have your brakes on and are sliding through a set of pylons and try to steer, nothing happens. You slide straight ahead. In short, you have used up all the available force for braking, leaving nothing for steering. This is also true at Elkhart Lake for the pylons in the carousel and is why you always brake before a turn. Thus we see that those simple, but often expensive, black doughnuts we drive on are really a highly flexible type of "spring". I hope this introduction to tire cornering properties will help you to understand a little better why your car reacts and feels the way it does in cornering. Remember, in general your tires really are not pointing in the direction they are moving!

Bob White

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COMING EVENT

JULY EVENT: 17TH PORSCHE PARADE

Date: July 16-21
Place: LAKE GENEVA, Playboy Club

Well it is finally here. The Seventeenth Porsche Parade. This event has involved a sizable number of club members who have put in a year's hard work.

There have been fantastic hours spent to insure that this will be the best parade ever. Do not let your parade committee down.

If you've ever been to a parade, you know why it's not to be missed. If you haven't, come and find out. The parade is a great experience which is different things to each of us, but previously it is Porsche people together, doing their thing -- enjoying the Porsche and the people who drive them.



AUGUST EVENT: POTTER'S PICNIC

Date: Sunday, August 20th, 1972
Place: Wayne Potter's Farm (See Map)
Time: Concours judging 2:00 p.m.
Entrants may arrive as early as 11 a.m.

Summer is finally here, and that means Potter's Picnic is back. This is one of our truly family gatherings. Members are encouraged to bring the little "nippers", your wife/or girlfriend, even your mother-in-law is welcome.

Wayne's son-in-law, Rip Patterson, has graciously volunteered to serve as event chairman for this gala gathering. Our friend Rip has once again talked Wayne and Marion into letting the club ruin the farm.

Rip informs us that you may bring along anything you wish (games for kids, toys, etc.) and you may cook for yourself.

However, if you do not want to go through all that bother, you can have some really great Wisconsin Bratwurst cooked to perfection by our team of expert chefs. Barrels of cold draft beer will be available for the big people and cold pop for the little nippers.

All left over Bratwurst will be sold for \$1.50 a pound, which is our cost.

Potter's Pool will be available to beat the July heat. The Potters ask that their guests bring swimming suits and towels and that girls (or anyone else with long hair, Norm Studier or Jack Cooper), bring their caps. Please, no mini bikes or dogs, they tend to ruin the corn.

The concours will be held on acres of green grass.

This will be the first attempt at a four class concours. Everyone will be encouraged to enter. No excuse not to unless your car is a total disaster. If your car is too bad for this type of concours it should be pushed over a cliff.

So pack your swimsuits, classic car wax, and little nippers and have a ball.

Dear Bonnie:

Parades only come every ten years. Besides, I hear this one will be the best ever! Send me a registration form.

Name _____

Model of Porsche _____

Mail to: Bonnie Gladish
3814 Rugen Road
Glenview, Illinois

Dear Linda:

I understand that the beer is cold, the Bratwurst is great and the water is fine, therefore, my beautiful Porsche loaded with little nippers will make the big scene in Grayslake.

— Reserve Adults at \$3.50 (5.50 at line) —

— Reserve Children at \$1.50 (1.50 at line) —

I intend to enter my car in class A B C D @ 2.50
(Trophy expense: also 2.50 at line)

Mail to: Linda Patterson
R.R. 1, Box 26
Grayslake, Illinois

CONCOURS

There are various ways in which a concours may be scored. We have adopted Parade Scoring. Following are the point values per area. The only difference is that these would be for A class cars only. However you should be able to get an idea what will be judged if you are a class D car, just look at the interior and exterior trunk sections. Class C & B should also look to the engine section.

INTERIOR	Points
Upholstery of seats, panels and headliner.	12
Dashboard, instruments, underside of dash	10
Pockets, glove box, compartments	3
Condition and cleanliness of carpeting and floor covering including underneath	10
Inside of fender wells housing door hinges	8
All mouldings, trim, hardware and all glass inside of car	7
	<u>50</u>
EXTERIOR	
Condition of paint and finish	20
Condition of trim and mouldings	10
Front and rear bumpers	10
Condition and cleanliness of all glass	5
Antenna, windshield wiper arms and grilles	5
	<u>50</u>
ENGINE	
Cleanliness	20
Condition of paint, wiring, metalwork	15
Engine compartment	10
Underside of compartment lid	5
	<u>50</u>
TRUNK	
Underside of hood and hood latches	5
Overall cleanliness and condition of trunk compartment, walls and tire well, washer unit, fuse box, etc	12
Condition of gas tank, cap, master cylinder reservoir, carpeting and retaining straps	10
Battery, cables and strap	5
Spare tire	5
All tools and jack	7
Condition of all mouldings and stripping	6
	<u>50</u>
UNDERCARRIAGE (Jack mounts forward)	
Undercarriage, fender wells, body panels	12
Suspension, backing plates, brake lines, calipers, etc.	20
Steering gear and arms, torsion bars	13
Wheels and tires, both inner and outer surfaces	5
	<u>50</u>
UNDERCARRIAGE (Jack mounts rearward)	
Undercarriage, rear fender wells, panels	10
Underside of engine and trans, heater boxes and other engine sheet metal.	15
Rear suspension, backing plates, brake and oil lines, calipers, shocks, etc.	15
Hand brake, tach and other cables	5
Wheels and tires, inner and outer surfaces	5
	<u>50</u>

Last month this column stated that the overall concours champion could come from a class other than A. This was in error. The board has decided that the overall concours award can go only to class A. Just goes to show you that you cannot believe everything you read, especially in this rag.

Dan Gallagher 13

MISC RAMBLINGS

Several weekends ago the Chicago Region Corvette Club held an open autocross at Blackhawk farm. They must have been surprised when our applicant member Larry White (911S) took first place in A production closely followed by Mike Vanderwerff (911S) who took second. If that wasn't enough Roger Shapiro took first in B production 911T (2.2). Mike Vanderwerff also took second in this class in his T. Congratulations.

We were sorry to learn of the death of Jo Bonnier at Le Mans this year. He drove for Porsche in the late Fifties and gave Porsche some of the more memorable giant killer victories.

Congratulations are in order for George Gutman & Linda Meyer. The couple recently became husband and wife and also were voted into the club. That gives us another famous husband and wife driving team besides the Gladishs & Meyers.

Mark Donahue and his Can/Am 917/10 broke the track record at Mosport and set his car on the pole for the first of the Can/Am Series. Mark finished second behind Dennis Hulme after turbocharge problems. The 917 was clearly the faster car and the days of McLaren domination are over in the series.

Our friend Dan Gallagher, had a little fire in his 550 RSK on the way home from the slip-and-slide. The only real damage was to his ego and to Wayne Gritzmacher and Joe Marcin who spent the better part of an hour pushing the car to get it restarted. Wayne can stand the exercise.

For those who are interested, the ad revenue is in excess of \$200 per month, bringing the net cost of the newsletter to well under \$100 per month.

The board recently made a decision which will effect us all. Starting at Potter's picnic the price differential between the cost of an event if you pre-register and if you register "at the line" will be raised from one dollar to two. Dinners will also cost two dollars extra apiece for late registration. In the past there has been very little pre-registration and event chairmen consequently have not been able to determine the number of dinners to reserve.

Those of you who attended the slip and slide noticed that the club has acquired a beautiful set of pylons. This is a definitely welcome addition.

Congratulations to Mike Landrum on his first place Formula Ford finish at the June Sprints.

17TH PORSCHE PARADE

The chance to attend a Parade in our area is now and won't be back for a long time. A schedule is shown which contains most of the information you need. There are some details, however, pertinent to our region which follow.

Registration-ONLY AT THE PLAYBOY CLUB. There will be no registration at the event sites. A complete registration fee of \$35.00 is required to run one or all events. Bring your national PCA membership card; it is required.

Playboy Club Hotel-- is totally filled. There are no rooms available.

Regional Points--WILL NOT be given for Parade events. This decision has been reached based on careful consideration of many factors, including: fairness to all Chicago Region members (who may not have midweek free time), relative expense of the Parade vs. normal events, and our region will have the proper number of events during the year to fulfill the points requirements.

Events--

Concours--9:00 A.M. Monday, Playboy Club
Autocross--8:00 A.M., Lake Geneva Dragstrip
Tuesday--911's, 904's, 906's, 908's, 914/6's
Wednesday--4 cylinder cars
Drivers School--8:00 A.M. Blackhawk
Tuesday--4 cylinder cars
Wednesday--911's, 904's, 906's, 908's, 917's, 914/6's
Rallye--8:00 A.M. Thursday; starts at Playboy finish line; it is in Wisconsin about 30 minutes from Playboy.

Tech Presentation and Quiz--8:00 A.M. Friday at Playboy.

Dinner Banquets--are as shown on the schedule. The cost is \$26.00 per person for all three. Tickets are available from Playboy; you must be registered to attend. The Tuesday night banquet is German style. If you have a German costume, wear it.

Help--HELP. The Parade Committee needs your help, help, help, help. The national reputation of the Chicago Region is on the line. We have to make this work.

Wish I had a Porsche!!!

But -- if you've got the Bug see us.
It's just possible we could make it
go so that you wouldn't have to
follow a Porsche!

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SCHEDULE

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
8 9 10 11 12 1 2 3 4 5 6 7 8 9 10	8 9 10 11 12 1 2 3 4 5 6 7 8 9 10	8 9 10 11 12 1 2 3 4 5 6 7 8 9 10	8 9 10 11 12 1 2 3 4 5 6 7 8 9 10	8 9 10 11 12 1 2 3 4 5 6 7 8 9 10	8 9 10 11 12 1 2 3 4 5 6 7 8 9 10
REGISTRATION TECH COCKTAILS FREE	REGISTRATION CONCOURS FREE EVENING	REGISTRATION AUTOCROSS 6 CYL. DRIVERS SCHOOL 4 CYL. GERMAN BEER FEST & CONCOUR AWARDS	AUTOCROSS 4 CYL. DRIVERS SCHOOL 6 CYL. REGISTRATION FREE	RALLYE NAT. MEET. PCA BOARD BANQUET AUTO CROSS AWARDS FREE	Tech Quiz TECH PRESENTATION P.A. Cock Tail Party Victory Banquet Rally Awards Overall Awards



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CanAm

Porsche

At last. The Penske/Donohue Sunoco L&M Porsche/Audi makes an official public appearance. Kept under tight wraps for the past four months while it underwent a concentrated testing and development program, the Porsche turbocharged 917/10 is apparently in final, or nearly final form. Although during testing it sprouted fins in odd places, the current shape is very clean.

COMPETITION PRESS & AUTOWEEK

Profile

PORSCHE '70-2.2T/2.4S and '72-2.4T
(a continuing series)

Nitty, gritty, greasy finger stuff.

Decided to do some mechanical and body work to the '70T coupe last September while at Elkhart Lake. Became involved in putting an "S" front end and brakes, konis, left rear trailing arm, left front fender, front bumper, rear bumpers on "old Silver". While it was in various states of undress for this work, a '72-911S coupe in some disrepair became available. At this point, the '70T had 30,000 miles on it, and although it had a good strong engine, the temptation to pull a swap and have a '72S coupe was too great and besides this would be a natural to beat Bob Hubert in a gynkhana (particularly if he did not know of the swap!)

Had the coupes side by side in the garage. First project was to pull both engines. Standard engine removal procedure.

On the floor, the engines looked identical, except the fuel injection on "S" and the much larger transmission case of the new 5 speed box, and the yellow "T" -- red "S" shrouds. The "S" had a cracked exhaust manifold and punctured muffler, so put on new manifold and thought, well, let's put strait-thru type muffler on, since it needs to be replaced anyway.

Now starts the work. 98% is bolt-in. 2% is modification or adaptation, Porsche doing their usual, superb job of designing have made some subtle changes from '70-71 to '72 to frustrate engine swappers. No order to these modifications as all had to be done at one time or another.

Switch tachs (might just as well put in 00991 mile odometer also).

Since '72 fuel pump is a "puller" instead of "pusher", had to find a spot on upper left rear fender to mount same.

It was then also easier to switch fuel tanks than to modify the fittings.

No problem when switching the "magic black boxes" (C.D. ignition) except a new relay for the fuel pump was installed.

Having just put Koni shocks on the '70, the size of the '72 Konis seemed larger. Indeed they were. Substantially larger. This meant that the bolts at the trailing arm were also larger. Solved this by having sleeves made to fit over original bolt and through Koni sleeve.

Swapped the 5 speed shift linkages. Needed to cut 13mm of length of connection tube to allow proper shift adjustment.

'72 oil lines are all "3/4"?" while '70 lines are "3/4" and 5/8"?. Therefore, the '70 oil reservoir was used and the larger fittings brazed to it. By using the '70 re- 16
servoir, the '72 outside oil filler cover was

not needed on the fender either.

The "S" has the front fender oil cooler which was not installed as yet. No problem there since only sustained high speed driving would raise oil temperature enough to require the cooler.

Last year, had already painted the engine grille black so did not change that. Also left 911T emblem on until after the BLT for Hubert's benefit.

One last story: On one of the first test rides, at night, coming over a hill at about 105, in the middle of "my" road, was poised this big, fat, white GOAT. Just about bought the farm right then! Fortunately she stayed put and quick evasive action was sufficient for the situation.

Next time the coupe to Targa comparison and other assorted chatter.

Mike Vanderwerff

TEN YEARS AGO

JUNE 1962

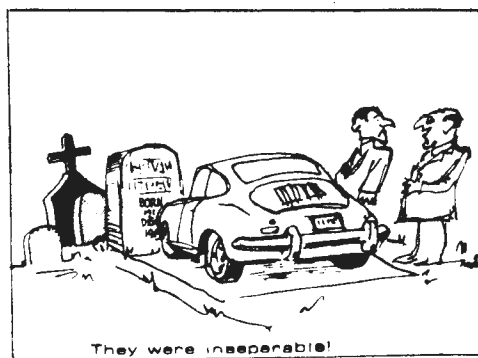
24 Porsches showed up at Wilmot on June 3 for the event they look forward to each year -- the time when the experts show their owners how they were meant to be driven -- Driver's School. Ah, now the dummy knows to quit lugging my engine!!

JULY 1962

July 15, 36 cars attended the Autocross at Meadowdale Raceway in Carpentersville, running most of the day in the rain. Ray Cunyaced out Jack Cooper for 1st place in the A Class; Bill Walsh won Class B (Supers); and Ron Rogginger cleaned up in Class C (Normals).

Jenny Gummow

TRUE LOVE



from Carrera Collage

EDITORIAL

Have you ever considered how your club can best grow within a framework of unity and dedicated enthusiasm emanating from monthly (as well as between the scenes) Porsche events whether competitive or just social? The ways are all too numerous but generally one basic thing could sum them all up: is this person willing to give of himself, in the form of regular event or newsletter participation, for the success of a club dedicated to promoting camaraderie within the world-wide margins of Porsche drivers? If you answer this question sincerely and let it be your guide, there should be little deadwood joining a region such as ours. What are the reasons for joining PCA -- social, technical or that ever popular Porscherizing? Actually, these make little difference as long as the individual exhibits a sincere desire to join. How do you know he is sincere? By making it his responsibility to attend two or more events in succession after which he will decide within a very short time whether or not the activities befit his expectation of a major car club such as PCA.

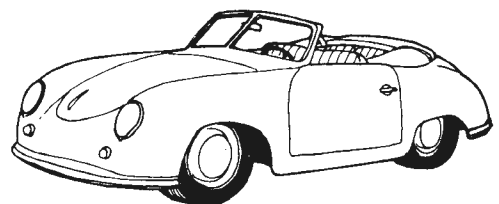
After he joins, then what? A program of varied activities including tech sessions, racing events, gymkhanas, rallyes and anything else that gets a turnout. We have about three of each (or combination thereof) of these events a year, all well attended. However, at each event, an entirely different group of people is in attendance (over and above the real hard-core enthusiasts who do not miss a single event). This is only natural, for interests will vary in any large group. In order to determine what type of events will "go", all must be tried and the successful ones kept on the calendar for the following year, keeping in mind the overall trophy race for concours, special events and rallyes. Variety should be included within the framework of the successful events. At least once each year something new and different should be attempted. Of course, the criteria of a good event are whether or not it was fun, and whether the same people return for another go at it. New ones will also want to have a "go" at it if the events are well received.

New members will always feel somewhat ill-at-ease and reserved. A definite method of breaking down this reserve is to supply every-

one with name badges which are distinct and easily read at a distance. It sure breaks down that awkward feeling. One shouldn't hesitate to speak to another person simply because he can't remember his name -- the name is there for reading. In addition, the new member achieves a sense of "belonging" by wearing a name badge.

Appreciation is a peculiar word when related to PCA activities. A person will "climb the highest mountain" in terms of the effort expended to put on or work at an event. His reward? Certainly not monetary, but a feeling of satisfaction from having done a job well, or contributing to PCA, and last but not least, for the heartfelt thanks of his fellow members who, as we all should do, come up after the commotion and say "Thanks so much, it was a great gymkhana, etc., and we enjoyed ourselves no end." To have someone say this to you, in private, for your ears alone is reward enough. And for you participants -- remember this! A word of thanks and appreciation or offer of help goes a long, long way. It is not hard to say the next event this person directs will find his efforts doubled. It's called getting involved.

The question of finances is always a knotty one. However, on the regional level, the issue is rather clear cut. Each event should be self-sustaining, moneywise (this is where active participation comes in) and not be a load on the treasury. In fact, each event should make a little extra for the kitty, because the refund from National is not sufficient to carry an individual for a year. Additional funds are necessary to make up the deficit. These additional monies should come from excess proceeds from the various events. The important thing to keep in mind is that contact with the membership through a regional newsletter costs money. It has to come from some place other than National, and making the individual events profitable



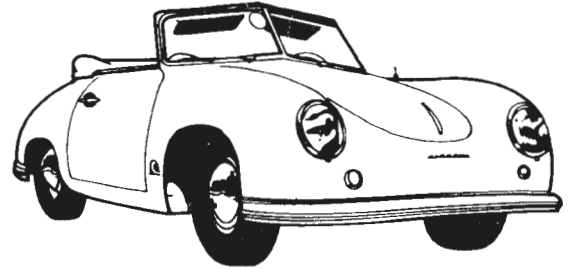
is the easiest method. We should also thank and make every effort to patronize our newsletter advertisers who make a big contribution to the success of the club and our newsletter.

Leadership is perhaps the most important single aspect in the success of the PCA. It is the thing which has activated the region in the first place, and it is the one thing that will keep it going successfully, growing in membership and activities. The spark plug who obtained the original charter and saw our region through its formative stage was a dominant personality, a forceful character. He got the thing off the ground in the first place and kept it going. These leaders' qualities are necessary in a club of this type, or any successful club at that rate. Since a person will usually have definite views on many subjects, some of which may not coincide with yours; however, it must be remembered that this forceful character is the elected head of the club and it is his ability to lead and decipher the feelings of the governing board in order to call the shots as he sees them. Remember, also, he is interested in the club as much as you (probably more so) and that his goal is the same as yours -- more and better PCA. Each successful region has had such a leader; this is no accident. Each region can be likened to a separate small corporation whose head is responsible for its success. When this leadership is weak, its effectiveness is diluted and usually winds up scattering in two or three directions. It is obvious then that the regional president should be a person who will devote the time and has the executive acumen to do the job. To move a person into this responsible job as a reward for long and faithful service is an error and an injustice to him. This job is no reward -- it is a demanding task, usually consuming a great deal of well-organized time. Once elected, the regional leader and his board should have the full confidence of the membership in PCA matters. He will be in a position to get the feeling of the membership on major issues only through constant communication and well attended events. He will only then be able to act in a manner in the best interest of his region. This is true on the national level -- it does without saying it is also true on the regional level.

Wayne Gritzmacher
&
Phil Liautaud

PORSCHE HISTORY

1950 was the first true production year for Porsche, their plant now located in Stuttgart. The '50 models had steel bodies and incorporated VW's hydraulic brakes, instead of mechanical ones. For the first time, a special Porsche engine was built, being identical to the VW's except for lower displacement (1086 cc vs. 1131 cc) and the modifications mentioned earlier.

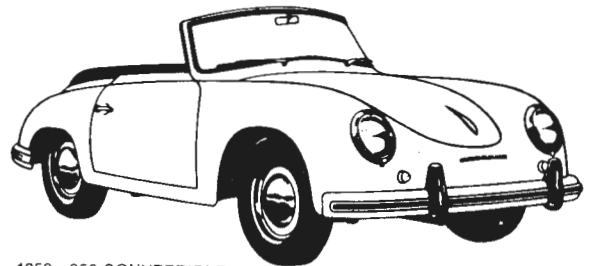


1952 356 CONVERTIBLE

The 356 convertible was introduced in 1952, and in October of that year got the first 1500S (Super) engine, which developed 70 hp. This option, which became available on the coupe in 1953, also came with a beefed-up suspension.

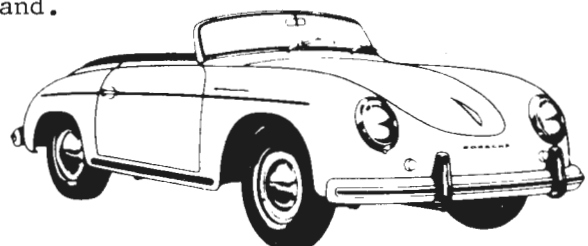
Also introduced in 1952 was Porsche's patented Synchro-lock transmission, a major step forward in shifting ease.

In November, 1953, the 356 got a face lift. New bumpers, which were mounted to bumper brackets, instead of the body. And a new one-piece windshield.



1953 356 CONVERTIBLE

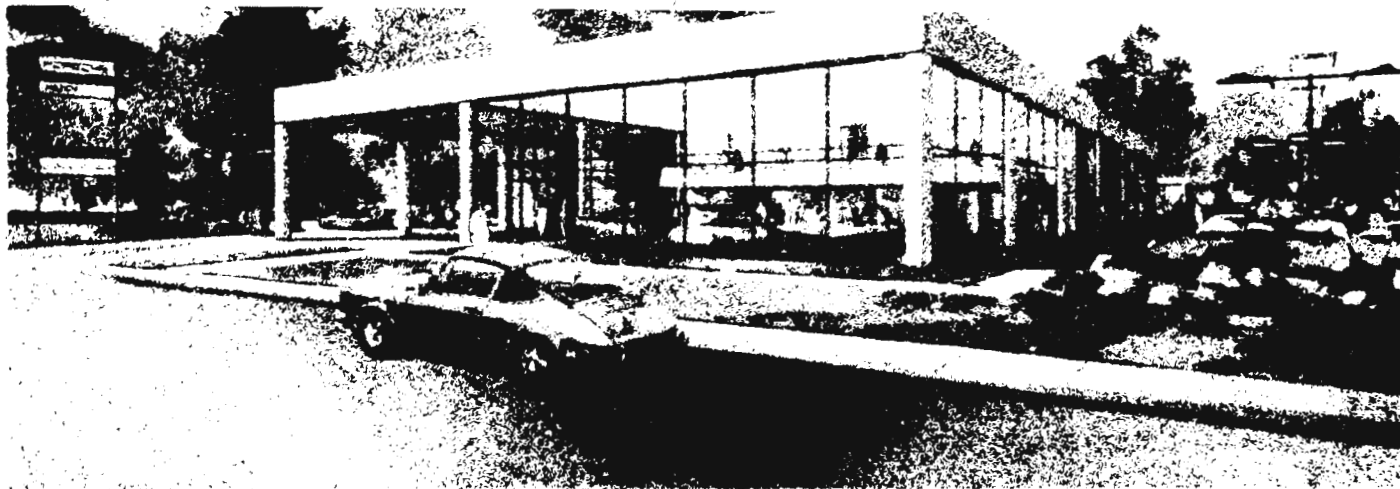
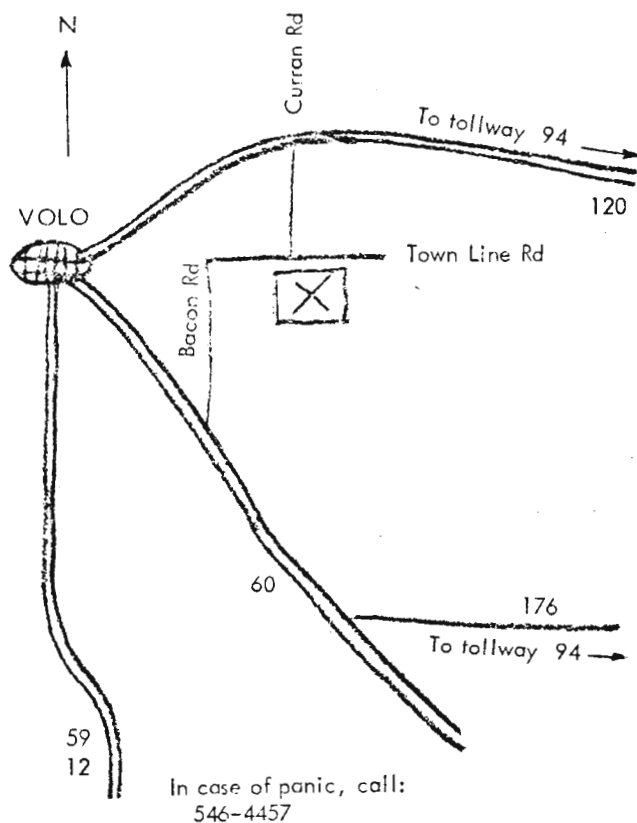
The following year saw the introduction of the Speedster, a spartan, no-nonsense sports car made originally for the California rallye set. Its popularity quickly spread, for reasons only an aficionado could understand.



1954 356 SPEEDSTER

NEW MEMBERS

- | | |
|--|----------------------------|
| 1. Ron & Rose Denny
3844 Soutter Ct. S.E.
Cedar Rapids, Ia. 52403 | 356 Speedster
Red 1956 |
| 2. Dr. "Pete" & Joyce DeRamos
424 So. Yale
Arlington Hghts., Ill. 60005 | 911 T Targa
Red 1970 |
| 3. George Gutmann
1918 W. Diversey Pkwy.
Chicago, Ill. 60614 | 912
Yellow 1967 |
| 4. John & Ellen Benish
2828 Bob-O-Link
Flossmoor, Ill. 60422 | 911S
Red 1971 |
| 5. Jack & Ruth Gullickson
9601 So. Springfield
Evergreen Park, Ill. | 356 A
Silver 1957 |
| 6. John W. McInnis
545 Ridge Road
Kenilworth, Ill. 60043 | 1972 Silver
911 T Targa |
| 7. Ben & Julie Frohlich Stein
4072 Bunker Ln.
Wilmette, Ill. 60091 | 1972 Gold
914-4 |
| 8. Robert & Jean Ann Johanan
1 N. 240 Stacy Court
Glen Ellyn, Ill. 60137 | 1968 Gray
912 |



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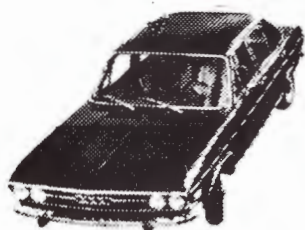
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