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MAY
1972

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DATES

May 21 Rallye

Note Date Change -

June 11 Gymkhana
Union 76, Palatine, Illinois

July 16 - 21

17th Porsche Parade



Sunday, April 16, brought two things. First it was the day of the Brown Licorice Twist and second, it is to be remembered as the wettest, coldest April day in memory. When it rains, it pours. However, sixty cars, including four top concour cars, braved the cold and rain and made it to River Oaks Shopping Center for Mike VanderWerff's gymkhana.

The course was well laid out, slippery and very tight. You can see from the results that the model of Porsche used did not count as much as driver ability. On the course the 911s ran about two seconds faster than the 912s. It is also apparent that the 914/6s are more than a match for the early 911s on a short tight course. Roger Shapiro turned the best time of the day with an excellent 1.315. Congratulations!

While all this was going on, most of the women took advantage of the fact that Fields and a host of specialty stores were right there and made sure that this would be a very expensive gymkhana indeed.

Thanks goes out to June and Dennis Skidmore who got the site and laid out the course.

Thanks also to Steve Hunter, Bonnie Shapiro, Jerry Meyer and many others who stood out in the cold all day starting and timing the cars. One would think that after all the work Mike and Arlene went through, they would order nice weather.

A special thanks to Draper and Kramer, the managing agents of River Oaks, for letting us use their parking lot, and to Tomchaney Porsche Audi who donated the trophies for the event.

After the gymkhana most of us drove over to the Log Restaurant where Al Marmalad was presiding over the dinner preparations. After a few quick trips to the bar, we were warm enough to eat the good roast beef and fried chicken, and enjoy the wonderful Porsche comaraderie.

Mike VanderWerff than presented trophies to the winners and bags of brown licorice to the losers.

Long after the memory of who-won-what is lost, we will remember that cold day in April.... and the Brown Licorice.

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BROWN LICORICE TWIST RESULTS

CLASS 1 - 356

1. Buckthal	1.350	T
2. Wendorf	1.440	T
3. Marmalad	1.580	
4. Silverwood	DNF	

CLASS 2 - 914

1. Kaitis	1.400	T
2. Dryda	1.495	T
3. Gunther	1.500	
4. Leahy	1.565	App.
5. Frohlick	1.680	G.

CLASS 3 - 912

1. Gutmann	1.415	App.
2. D. Redszus	1.425	T
3. Meyer	1.435	T
4. Janecek	1.438	T
5. Gritzmacher	1.440	T
6. Abeles	1.450	
7. Patterson	1.465	
8. Wagner	1.488	App.
9. Studier	1.490	
10. Brown	1.505	App.
11. Hunter	1.510	
12. Brooking	1.550	B.L.A.*
13. Walden	1.750	App.

CLASS 4 (911, 911L, 911T (2.0), 914/6

1. Wheeler	(914/6)	1.395	G
2. Fowler	(914/6)	1.400	T
3. Skidmore	(914/6)	1.421	T
4. Urban	911	1.448	App.
5. Flynn	911	1.465	T
6. Perry	911	1.500	
7. Collins	911	1.510	App.
8. Bangert	911	1.530	B.L.A.*

CLASS 5 - 911T (2.2)

1. Shapiro	1.315	T
2. VanderWerff	1.339	
(Disqualified for engine swap)		
3. Hubert	1.350	T

CLASS 6 - 911E & S (2.2)

1. Gladish	911E	1.360	T
2. Poor	911S	1.390	T
(Lin. Trails)			
3. White	911S	1.400	T
4. Regan	911S	1.410	
5. Gallagher	911E	1.415	
6. Holleb	911S	1.420	
7. Benish	911S	1.435	App.
8. Peppa	911S	1.455	B.L.A.*

CLASS 7 - 911 ALL 2.4

1. VanderWerff	911E	1.330
2. Nicklaus	911T	1.495

CLASS 8 (Competition)

1. Gallagher	1.390	T
2. D. Redszus	1.425	T

CLASS 9 (Ladies 4 cyl.)

1. A. Meyer	912	1.440	T
2. L. Meyer	914	1.550	App.
3. Abels	912	1.560	T
4. Redszus	912	1.565	
5. Wendorf	356	1.730	
6. Hunter	912	1.740	

CLASS 10 (Ladies 6 cyl.)

1. Booth	911	1.430	T
2. Gladish	911E	1.430	T
3. Perry	911	1.490	T
4. White	911S		
	(2.2)	1.510	
5. Peppa	911S	1.560	
6. Shapiro	911T	1.640	
8. Skidmore	914/6	1.685	B.L.A.*

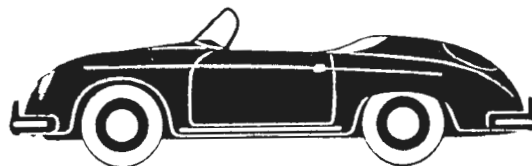
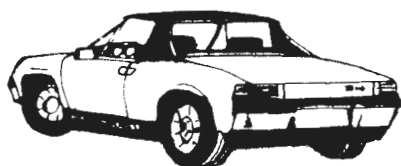
TOP FIVE

1. Shapiro	911T	1.315
2. VanderWerff	911T	1.330
3. Hubert	911T	1.350
4. Buckthal	356	1.350
5. Gladish	911E	1.360

BEST APPLICANT MEMBER

	6 cyl.		
Benish	911S	1.435	T
	4 cyl.		
Gutmann	912	1.415	T

*BROWN LICORICE AWARD





3 5 6



911T (2.2)



9 1 4



9 1 1 E & S (2.2)



9 1 2



ALL 2.4



911, 911L, 911T (2.0), 914/6



Competition

Dan: I think we bought these trophies.

Dave: You're right, but I only paid \$6.00



Ladies' 4 cyl.



Best time of the day



Ladies' 6 cyl.



Best applicant



It's OK Mike. Your instructions are perfectly clear



The Master of Swap--Cowboy "904" Bangert



Right about here you should be in second gear and here is your braking point



Neighbors



You mean you did not win, Bob



Registration



Cold Starters



That's a funny plate number for a 550 RSK



This is nonsense. Let's go shopping.



It's all right, Alex. The john's over there.



Applicant member ~~Bob~~ Wagner



You mean Roger finally beat Dennis



You are right. Those are tears around my eyes
bringing out my concours 912 on a day like this



1975 Federal Safety Standard Ugly Porsches
in a row



We thought it was easy to drive around those
little buckets



We should have stayed home



the family that porsches together
stays together



Young love (by the way, our baby's name is
Jesse, not Evan)



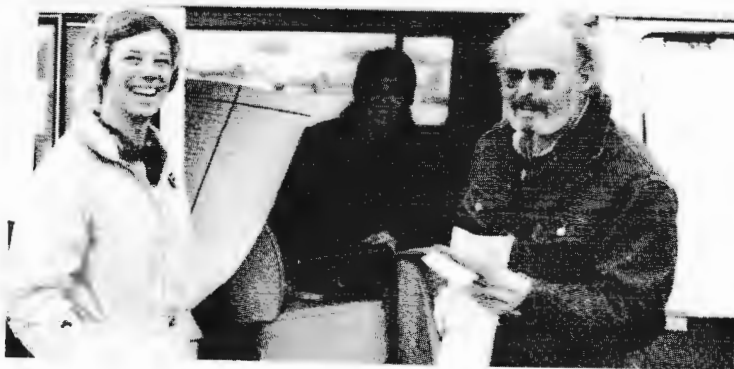
The Hunters taking in the scene and
absorbing the culture



You promised me Chateaubriand but I got Brat-
wurst; you promised me Acapulco but I got the
Sterlingworth; you promised me a Porsche but
I got an Alfa. Why always second best?



Neil Holleb baby sitting



Neil Holleb "baby" sitting



Sara is not a funny name for a girl born on St. Patrick's Day.



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



"We've never been in the newsletter. Will you put us in?"
Answer: If you buy me a beer.



The Perry's observing Al Marmalad's brilliant run



Fastest applicant George Gutmann explains to girl friend Linda the secrets of fast driving.



Local yokels, or the quality of applicant members has deteriorated since Gritzmacher became chairman



Dr. Dyrda and Cindy



Helga's store



Event Chairman at work



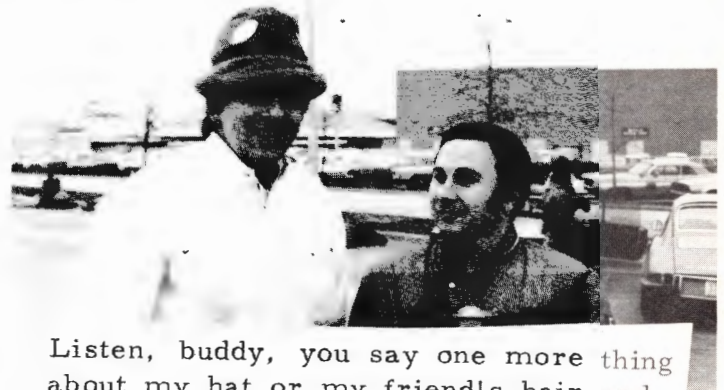
Rew gets it all together



You old devil, Norm



Please don't take my picture



Listen, buddy, you say one more thing about my hat or my friend's hair and we will _____

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COMING EVENT

MAY EVENT

DYRDA'S SPRING FROLIC RALLYE

Date: Sunday, May 21, 1972
Time: Reg. 11:00 A.M.
First Car Off 12:00 Noon
Place: Belvidere Oasis (North Bound Side)
N.W. Tollway (app. 60 miles N.W.
Chicago)

Rallyemaster Dyrda with the help of Ken Lessing has mapped out a great rallye covering parts of scenic Wisconsin that we have not rallyed through. Don assures us that the roads are the most curvacious to be found anywhere and that the scenery is just fabulous. For the concours enthusiasts and others who like to keep their cars nice, no gravel roads will be used.

The rallye will be a straight TSD with absolutely no gimmicks. It will be very similar to the rallye that will be run at the Parade, so here is your chance to practice. As usual, there will be both an equipped and unequipped class. Equipped will consist of any mechanical aid and/or rallye tables. Unequipped is seat of pants plus watch(s). This rallye will be self scoring so that fewer workers will be necessary, allowing more people to participate.

Dinner will be served promptly at 6:00 p.m. at the New Glarus Hotel in New Glarus, Wisc. Cocktails will be served at 5:00 p.m. The hotel is a beautiful Swiss chalet which specializes in beef or cheese fondue. (Beef fondue is \$5.45 while cheese fondue is \$3.70 apiece). If you prefer, you may order off the menu, children's portions are available. However, if you decide on the fondue, you must place your order at the latest before you leave the starting point.

Here is your chance to run a good rallye, over great roads through scenic Wisconsin, with a pot of fondue awaiting you at the finish line. What more could be asked for?

Dear Hester:

Wow, Wisconsin in spring; great roads, good food, and fine friends; sign me up.

NAME _____

____ Member ____ Applicant ____ Guest

Model of Porsche _____
____ Equipped ____ Unequipped

Entry: \$5.00 per car (\$6.00 at line)

Reserve Dinners: ____ Adults ____ Children

Mail to: Dr. Hester Dyrda, 8528 Brookridge
Downers Grove, Ill. 60515

JUNE EVENT

SHAPIRO'S SLIP AND SLIDE GYMKHANA

Date: Sunday, June 11, 1972
Time: Practice 10:00-11:30
Timed runs 11:30 to 4:00
Place: To be determined
Dinner: Yes, at the place to be determined

Roger Shapiro, formerly of Shapiro's Rallye School, presently of gymkhana fame, presents his slide into summer gymkhana. Roger promises an exciting and difficult gymkhana which will challenge both novice and expert.

As of this writing, a location has not yet been arranged, but you can count on Roger to come through with a good one.

There will be an awards dinner after the event, so plan on a full day.

The same class will be run as in the Brown Licorice Twist.



Dear Bonnie:

I have found that Porsche goes into circles very easily. Therefore, I would love to slip and slide, swing and sway into summer. Sign me up and reserve a trophy.

NAME _____

____ Number ____ Applicant ____ Guest

Model of Porsche _____

Entry: \$5.00 per car (\$6.00 at line)

Reserve Dinners: ____ Adults ____ Children

Mail to: Bonnie Shapiro, 2131 N. Hudson
Chicago, Illinois 60614

CONCOURS

Well, it is that time of year again, good old Porsche weather. Now that the salt is finally off the streets and the monsoon season is almost over, it is time to bring out "the old Porsche"!

Here are a few tips I believe are necessary for pleasant summer driving.

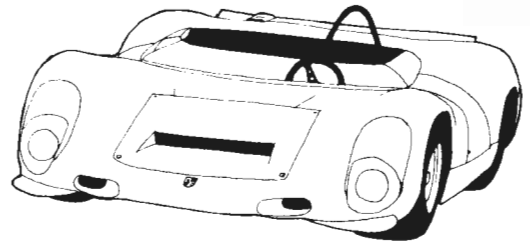
Summer is car washing time and here is the way I believe a car should be washed. First, hose the car off good to get all loose dirt off. The wash water should be lukewarm and use as mild a soap as possible. Use only a clean wash rag, for a dirty one will contain grit that will scratch the car. In fact change your wash rag as often as possible. Only wipe the car in straight lines and then only in the direction that the body flows (i.e., the trunk from the windshield toward the bumpers or the side from left to right). Never, never go against the grain or in circles. No matter how hard you try, there will be grit on your rag or on your car, and it will scratch the finish. The idea is to have the scratches all run the same way with the body so they will be harder to see. Next, take your chamois and throw it away. Chamois pick up water well, however they also hold the dirt. They become dirty fast and are almost impossible to clean. Instead of the several chamois you would buy a year, take the \$14 (\$7 per chamois) and buy a large supply of turkish towels to wash and dry with. For that kind of money you can buy a hell of a lot of towels. Dry your car in the same manner, always with the body and never across or in circles. Change your wash rags often. By the way, make it perfectly clear to your wife, girl friend, or what have you, that those rags are for the Porsche only.

Next, if you are going to wax the car, follow these directions. If you use a cleaner and wax combination, find the one with the smallest amount of cleaner. Some waxes like Vista have a good amount of rubbing compound in them and they could go through the "clear" on a metallic car. I admit you would have to rub long and hard but it can be done. Preferably use a cleaner first, then a 100% carnuba wax like Classic. Regardless which you use, the following rules apply to either. Do not apply the wax in small circles as the wax manufacturers say. There is always dirt on the car, in the rag, or in the wax and in the cleaner waxes, a certain amount of rubbing compound. Apply the wax and/or cleaner only with the flow of the body. Wax only one panel at a time and then wipe off. Apply with a damp cloth and in the shade. You can wax a car in the sun if you want a nice tan, only the wax will streak and is harder to get off.

Next we come to the subject of car covers. I do not recommend them to the ordinary Porsche driver. They are only good if they are absolutely clean and the car is absolutely dust free. Put one on a dirty car just once and it picks up grit. Next time you use it, it will scratch your car. Since most of you are not going to pay any attention to the last bit of advice, I will tell you about further hazards. I have yet to see a cover, mitten, etc., that claims to be waterproof, be so. Oh, yes, it may be when it is brand new. Anyway if your cover is on and it rains hard then the hot sun comes out, as happens in the summer, the water inside will become steam and discolor your paint something awful. A good wax job will restore it, but why work so hard. Forget about a cover unless you keep a concours car and use the cover to keep the dust off.

Last but not least, we come to the good old Porsche "bra". I recommend them. They do a very good job of keeping rock chips off your car with very few drawbacks. The only drawback I know of is do not park your car with the "bra" on in the hot sun. The dark "bra" will absorb heat and cause the paint underneath to become tacky (especially the "clear" on a metallic car, which has a low melting temperature). Other than that, I know of no drawbacks.

Dan Gallagher



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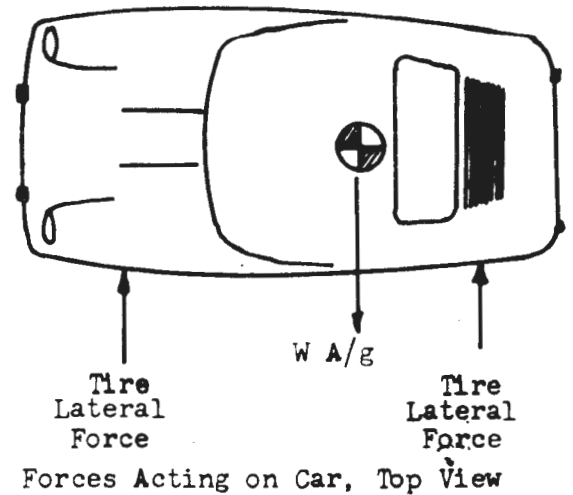
TECH TIPS

TO LOWER OR NOT TO LOWER?

The above is an often raised and much discussed question at every autocross and among many of the club members. Without treating the subjective nature of the effects of lowering the car,..."I think it looks better, don't you?" ..., etc., it can be shown that lowering a Porsche does improve its ability to sustain lateral accelerations, that is, it will corner faster. Admittedly there are other consequences such as increased ride stiffness and the possibility of "bottoming" under heavy loads or on steep ramps. In this short article I want to show what magnitude of cornering improvement can be expected and point out a few features as to how a car "works".

The simple approach that is used here is an extension of one by Engineer Manfred Bantle which appeared in Christophorus, No. 85, February 1970. It is necessary to recognize that a car is basically in equilibrium with the forces applied to it. If there is an unbalance of forces the car will move in the direction the unbalanced force points to. When you attempt to take a corner too fast and the inertial forces exceed those generated by the tires, the car slides sideways and finally spins, i.e., there is an unbalance of forces, and the car, being smarter than the driver in this case, corrects for it.

What are the forces we must consider for cornering? Neglecting geometric effects and aerodynamics, the car appears as in the simplified sketches below.



In these drawings, A is acceleration caused by going around the corner, i.e., that which causes you to feel yourself being forced sideways in the seat. The resistance forces generated by the tires are what keeps you on the road. If you exceed these by very much, the results are obvious, you go off the road. Just ask Mike VanderWerff. How tires generate these forces is an interesting study in itself and will be the subject of a future article on the games tires play. However, for now, using the tire data of the article from Christophorus (which is slightly better than what the Michelin XVR can do) and considering the percentages of the weight at the front and rear as being given by P, one can derive the following equation for the maximum lateral acceleration (read cornering capability):

$$2C_1 P W (A/g)^2 (h/t)^2 + C_2 W + A/g + C_3 = 0$$

where

$$C_1 = 0.0013$$

$$C_2 = P/2 (0.0013)$$

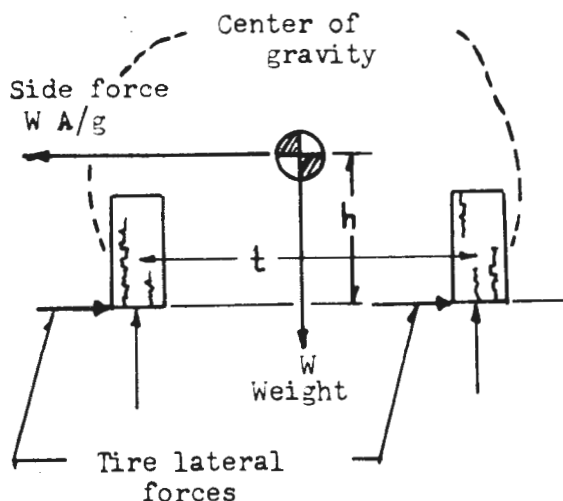
$$C_3 = -1.695$$

P = percentage of weight at front or rear

W = weight of car

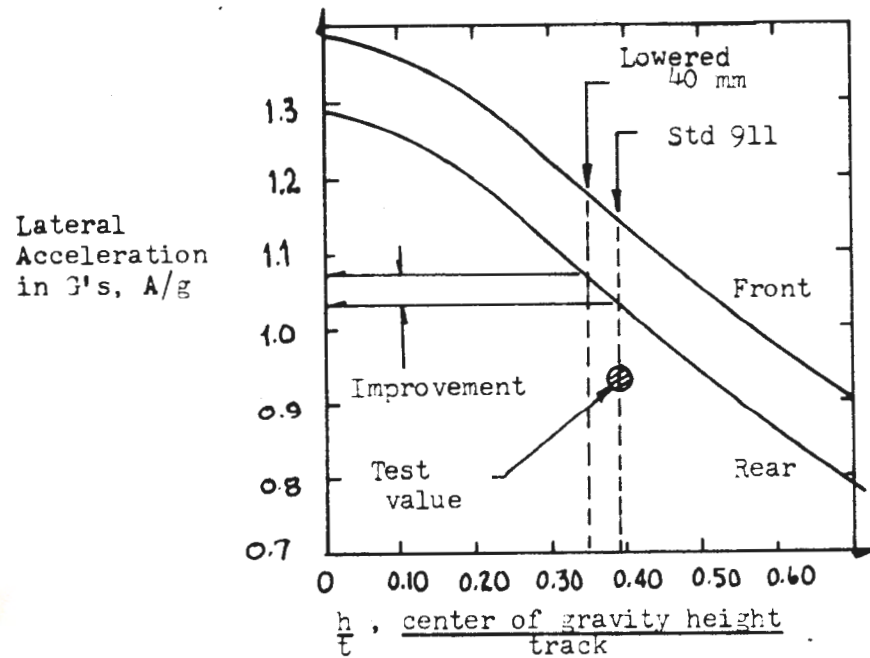
g = acceleration of gravity 32.174 ft/2 sec.

Most of us are lazy, so I have drawn a graph of the equation.



Forces Acting on Car, End View

PORSCHE HISTORY

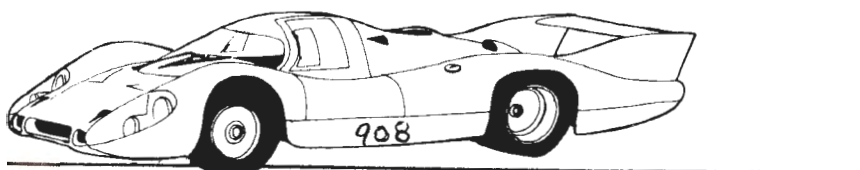


From the figure it can be seen that the front axle can make it around a corner quicker than the rear axle, and this explains why, when one goes too fast, the rear end swings around (oversteers). The actual test value (taken from the article by Engineer H. Bott, *Christophorus*, No. 96, Dec. 1971) shows the simple approximation is not bad, especially when it is recalled that the tire data used is not for the actual road tires as supplied on production cars.

The effects of lowering the car can now be found by merely entering the figure at the proper ratio of h/t , i.e., as we lower the car we decrease h/t . Shown is a line representing a standard 911S as well as one for a car lowered 40mm. It can be seen from the figure that an improvement of 4 to 5% is achieved in maximum cornering ability.

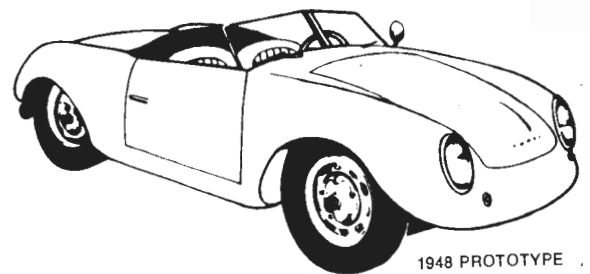
Thus, if you want maximum cornering power and recognize the other side effects, pick a value off the curve and talk to your dealer. A word of warning...you must have the alignment checked after the lowering process.

BOB WHITE



The year was 1948. Ferdinand Porsche was now an old man and his son, Ferry, was in business with him. In rented premises outside Stuttgart the Porsches, father and son, assisted by a mere dozen workers, built a car. The idea had been to produce a sports car version of the VW. The outcome depended largely on Volkswagen components, and the engine was virtually a souped-up version of the VW's.

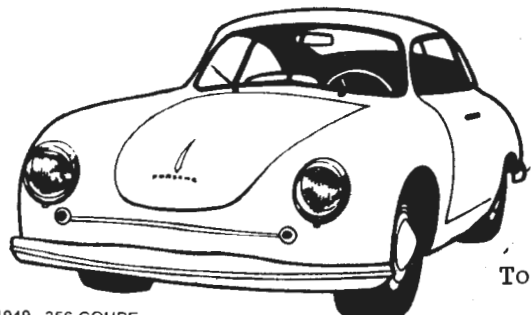
In the spring of 1949, it appeared at the Geneva Motor Show. Somewhat to the elder Porsche's surprise, the orders began to flow in. The car was known as the 356 (the design number given to it by Ferry), and the following year found 100 men working on it. Between them, they produced 298 cars.



The Type 356 prototype, completed in May, 1948, had many features of the 1939 racer. Its steering and braking systems, transmission, suspension, and engine were, with slight modifications, 100% Volkswagen. But those modifications (like dual carbs and special cylinders) plus aerodynamic lines established what the Porsche was to be: a car built for speed.

The first production began during late August, 1948, in the Corinthian village of Gmund, in the south of Austria. Altogether, there were fifty 1949 models produced - each with the engine repositioned behind the rear axle.

Their aluminum bodies were handcrafted on wooden forms, and were, of course, more finished than the prototype, with the addition of chrome trim and hubcaps.



To be cont.

MISC RAMBLINGS

Last month's issue of Road and Track magazine ran an owner's survey based on 50,000 miles in a 914. The article generally has a good deal of praise for the car but picks a few minor trouble spots that may develop on a 914. If you own a 914, you could read the article.

While we are talking about magazines, Car and Driver, in their just concluded readers' poll, voted the 911 the best G.T. (5,000 to 10,000) in the world and the readers gave it 3rd best overall (not bad for a hot rod mag). Road and Track named the 911 the best car in its class about three months ago.

For a long time now, there have been rumors printed and otherwise, about a Wankel engine for the 914 in 1973. Sounds very inviting.

If you want something unusual for that certain someone who has everything, or you just plain want one yourself, Wayne Coursey has a supply of "Porsche" watches. These are watches designed into a black Porsche steering wheel. They are quite attractive and keep good time. Contrary to your expectations that anything with a Porsche crest must be very expensive, they are only \$18.00 from Wayne. Buy it, you'll like it!

For those of you who are interested (and I sometimes wonder if anyone is), we have dropped full page ads (at least for now) and make them into one-half page ads. By doing this, we hope to save \$30.00 per issue bringing the net cost per month of the newsletter to under \$100.

The Central Indiana Region recently played host for a high speed autocross at I.R.P. The following members attended: Al Marmalad, the Brookings, Colleen Booth, the Shapiros, the Whites, Bob Hubert, Vince Morreale, Bud Crout, Jerry Schaub, the Pattersons, the Potters, the Stoneciphers, the VanderWerffs and the Peppas. The region did well: Colleen Booth and Wilma White each took a first and Bob Hubert a third.

I am sure you all know by now that Dr. Ferdinand Porsche, Jr. (Ferry) will be present at the Parade. How's them apples?

Well, no one came forward and announced any engagements, marriages or births this month. Plus, the gossip mill is quiet for a change. Don't go away... I am sure there will be plenty next month.

Treasurer, Neil Holleb, reports that the following members have not paid this year's dues and will be dropped from the newsletter mailing list after this issue (if you no longer own a Porsche or do not wish to belong to the club any longer but wish to continue receiving the newsletter, send \$7 directly to Neil).

Members delinquent in payment of dues:

Dennis M. Amaturio
George Augustin
Michael L. Bono
Floyd Bentz
Byron Bossart
Dick Buckley
Arthur R. Carlson
William M. Churchro
Rucelle L. Consigny III
David Cordes
H. L. S. Cowen
Hamilton Cumming
E. P. Cunningham
Charles B. DeFarkas
Jon T. Doi
Julis Erdi
Edward J. Fleming
John A. Freika
William J. Gilsdorf
Louis L. Goldenberg, M.D.
Richard Gollhofer
J. H. Griffin
Rod Gustafson
H. A. Holzkamper
Roger J. Houdek
Richard J. Jacobs
Bruce Kirkpatrick
Meriele Koenig
Richard J. Landi
Michael Landrum
Bud Mack
Tom Marciniec
Dr. Norbert Metz
R. E. Mooney, Jr.
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Evan J. Morell
Bill Moses
Daniel Y. C. Ng
Theodore Nicklaus
Phil Paradiso
Tom Paradiso
Donald Peterson
A. R. Ramdo
C. D. Read, Jr.
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Jim Silverwood
Howard M. Simon
Lawrence R. Sklamberg
Brian Sonnenschein
Ray Statz
Truman T. Stevens
William Stroh

Lee A. Sturtevant Anthony L. Trendler
Robert W. Trendler Brian Wolfberg

PARADE

What's happening? We're having a Parade in about two months, and the ball is really rollin'. Playboy has but a few rooms left (you don't have to stay at Playboy for the Parade) and your committee chairmen are making those final preparations which are those little items which, as you can well understand, can only be done by the chairman himself. We are approaching that point where people will be brought into the scene and given a good idea how and where they can help (the event chairman has to know all the angles and what he is talking about before instructing all of his helpers). Let's go, gang - when they call, give 'em a hand! You will be able to run all the events while giving your chairman a helping hand during our week at Playboy. Remember - a chance to host a national Parade only comes but once every eight years. Read that April Pano and get involved. This may be your one chance to meet the family from whence the Porsche came - Gee, I didn't know a Parade could be so much fun!

YOUR PARADE COMMITTEE



Wish I had a Porsche!!!

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

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NEW MEMBERS

Membership Chairman Wayne Gritzmacher reports that the following applicant members have been approved for membership by the Board:

Charles 'Chuck' Vischulis 4148 North Ottawa Avenue Norridge, Illinois 60634 Telephone: 453-3622	1967 912 Yellow
Charles 'Chuck' Jung 1120 E. Algonquin Road Apartment 1F Schaumburg, Illinois 60172 Telephone: 397-7843	1970 911T Tangerine
J. 'Dennis' & Linda Green 1110 E. Algonquin Road Schaumburg, Illinois 60172 Telephone: 397-7291	1967 911 Silver
Lawrence 'Larry' & Sue Flynn 2140 N. Lincoln Park West Chicago, Illinois 60614 Telephone: 348-3098	1967 911 Red
Bruce Chandler 415 North Prospect Avenue Park Ridge, Illinois 60068 Telephone: 823-7856	1964 356C Blue
Richard 'Dick' & Maybelle Burcaw 19W060 Avenue Normandy South Oak Brook, Illinois 60521 Telephone: 971-3117	1972 911T Tangerine

10 YEARS AGO

YOU ARE THERE MARCH 1962

A record attendance of 102 friends of Porsche turned out for a Sunday of socializing over cocktails and food, followed by movies, at the Germania Club of Chicago.

Films were supplied by the Golden Gate Region, promoting their upcoming Parade, along with interesting travel movies of Black Forest country.

Frank Rand and Bill Wuesthoff got back just in time to put in an appearance following their 3rd place victory at Sebring.

Bob and Ginny Cumnow

RALLYE

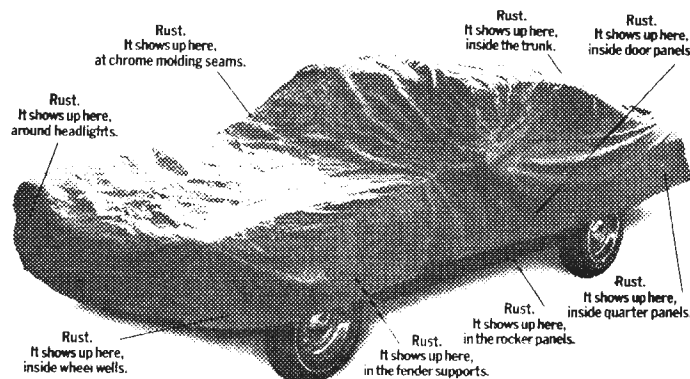
Read the General Instructions carefully to determine how signs will be quoted and where they will appear. If the instructions say that signs will be quoted in their entirety unless otherwise indicated, an instruction reading "Right after 'SPEED LIMIT 50'" could not be executed after a sign that read "STATE SPEED LIMIT 50" or "SPEED LIMIT 50 M.P.H." Similarly, if the instruction read "Left at 'STOP...JA,'" you could not use a simple stop sign but would look for "STOP AHEAD" or similar signs. A favorite trick of rallymasters is to tell you that signs will only be on the right, and then bait you with the biggest possible signs on your left. You know better than to fall for that!

If the General Instructions say that you cannot use dirt roads, then an instruction reading "Turn onto Dirt Road" requires that you find a road with that name.

If you are not calculating during the rally, run 15 to 20% faster than the average speed. This will compensate for stop signs, turns, etc. Very few seat-of-pants cars run early.

...continued next month

They still haven't unveiled the rustproof car.



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DES PLAINES, ILLINOIS
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WEISS TIRE

HOUSE OF RADIALS

534 GREEN BAY ROAD

KENILWORTH

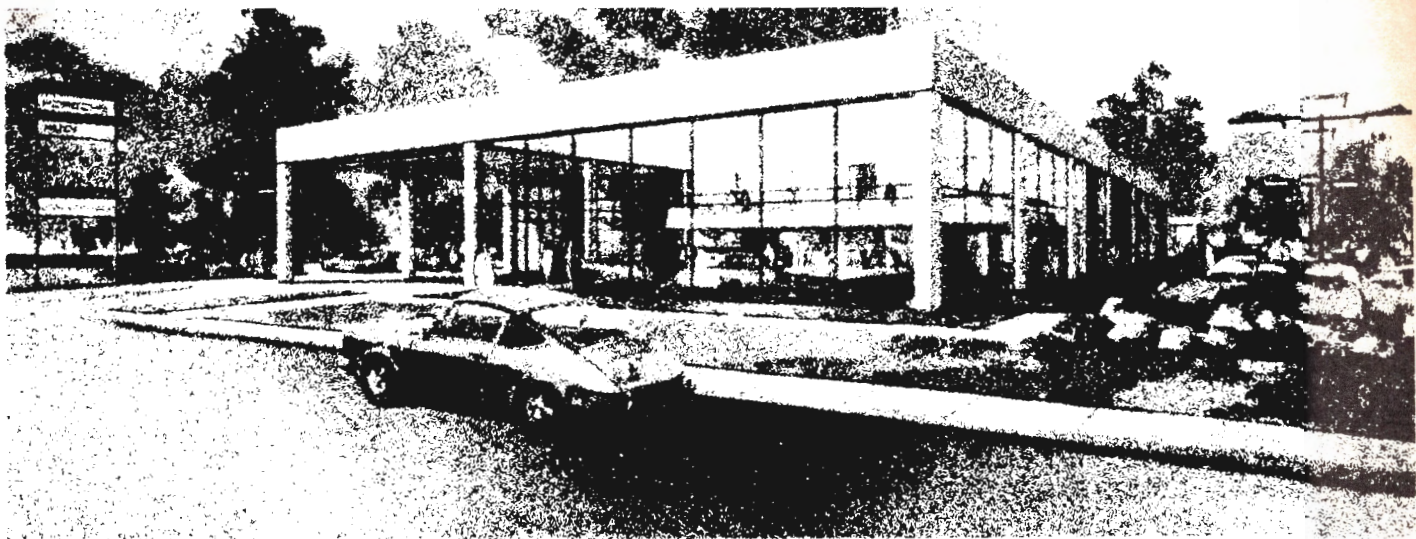
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..... Jim Gladish, 729-4706

1964 356SC Cabriolet (red); AM-FM, leather interior, like new tires, excellent engine and body. \$2700.00.

..... Al Marmalad, 724-9441
or 858-2930

356 engines disassembled but complete. 65760 run without oil but rebuildable - \$85.00.
80012 fair condition/no carbs - \$95.00.
84166 good condition -- \$145.00. 2 ea. 741 transmissions/(356B) - \$75.00 ea. 356A brake set - \$65.00. 5 chrome 4½ J x 15 wheels/fair to good condition - \$50.00 set.
12 volt Delta MK 10 Ign - \$15.00. 6 volt starter 356 B - \$10.00. Will negotiate and/or trade - all F.O.B.

..... Barre Seid, 133 N. Jefferson
Chicago, Ill. 60606 - 312/346-3040

1970 914/6, silver, corduroy interior, low miles, factory mags, new tires, delivery of 911S forces sale. ... Ron Weiss, 944-3197

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AND SO HAVE WE!"**



MOMENT OF TRUTH

After hitting a patch of loose gravel at 90 mph, this sports car skidded 260 feet, tore up 40 feet of fence, flipped five times and finally came to rest, right side

up but totaled. Thanks to safety belts and shoulder harnesses, both the driver and passenger escaped with cuts and a couple of cracked bones, convinced that restraints are, quite literally, "Friends For Life!"