

CHICAGO SCENE

NOVEMBER

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DATES

November 19

Tech Session

December 9

Dinner Dance



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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Statements appearing in the Scene are those of the editor, and do not constitute an opinion of the Porsche Club of America, Chicago Region, its Board of Directors or the Parade personnel.

THE REAR VIEW MIRROR

The annual migration to the never, never land of Dubuque took place in spite of the ever present rain and fog. The good weather we had at the last several events went south with the ducks. It rained, and it rained, and it rained. Thankfully, all this inclement weather failed to dampen the spirit of our Dubuque contingent (plus the Gummows of Rockton) or the forty-two "Porsche Families" who traveled the yellow brick road to the magic kingdom located upon the seven hills.

This great weekend started off with an economy run from the Belvidere Oasis to Holiday Inn in Dubuque. The "Course" covered 131 miles of highway and secondary roads. The results were about as expected with 914/4s and 6s plus the earlier 4 bangers averaging better mileage than the "hot" 911s. The earlier 911s (pre 1972) got much better mileage than the 1972 models and on the whole averaged a very respectable 21 mpg.

After arriving, we all headed down to the Dubuque Shooting Society. Dinner was as good as promised, truly excellent. We wish to thank Mr. & Mrs. Bill Kruse (Harry Muellich's friendly banker) for inviting us to their club. I am sure that no one could complain that the cocktail party was too short or that they did not get their money's worth. Afterwards, in wee, wee hours, many members were observed at

the go-go bar in the motel.

The next morning came much too early for everyone. After several aspirins most people noticed that it was still raining out. Rain or no rain, forty-two cars, in three different classes, started off along the scenic river valley section of Iowa. Too bad you could see only about forty feet through the fog and rain. Weather notwithstanding, everyone enjoyed the rallye and most everyone finished. Surprisingly there were seven outstanding finishes of less than a minute total error. A spectacular finish of 6 penalty points was achieved by the Dolians who had no previous rallye experience. Much thanks to our Dubuquers', the Muellichs, the Huberts, and the Courseys, plus some of their friends who handled the Iowa end of things. Thanks also to the Gummows for running the check point (located on their dairy farm - where else) with the able assistance from their nephews, and Jim Gladish and Helga Meyer.

Dinner was held in Rockford where everyone swapped rallye stories. Most of the DNF's made it to the dinner but some who never got out of Dixon, Illinois were Jack Cooper, Ray Cuny and Harold Beach, whose crews were lost.

Trophies were presented to the rallye winners and the economy run winners. The economy run winners were given beautiful hand made wooden Porsche desk sets made by Harry

Chicagoland's

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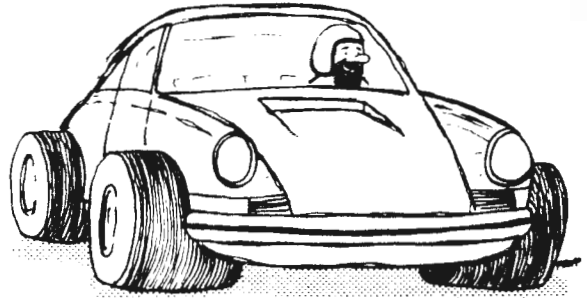
Suburbs call:
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THE REAR VIEW MIRROR - Cont.

Muellich's neighbor and the Huberts. Now if they would only take orders for them. Bob and Fay Witz were presented with one of these gems for the unselfish act of aiding Julius Erdei's stricken 911. Being a good neighbor can pay off.

This was the first attempt we had run of a three-class rallye, i.e., Equipped, Unequipped, and Novice. Everyone ran the same route but the novice instructions were much easier. In our opinion, it was successful.

Well, we had our annual migration to the home of some of our finest members. It was their show and they did their usual excellent job of entertaining us. Thanks once again to the Muellich's, the Courseys, the Gummows and the Huberts.



WEISS TIRE
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VREDESTEIN, GOODRICH, ZETA, DUNLOP, BRIDGESTONE
ALL SIZES — ALL RATINGS

Economy Run

RESULTS

Rallye

356 Charles Conway	29.54
Kurt Kalweit	25.53
Rip & Linda Patterson	25.12

912 Al & Sue Brooking	31.50 T(4 cyl)
Bruce & Jean Janeczek	30.03
Norm & Ruth Studier	28.91
Jerry & Barb Ridgeway	28.53
Wayne & Marion Potter	25.53
George & Linda Gutmann	24.44

914/4 Skip Davis	37.85 (App.)
Rick Krejsa	30.87
Ron Bodinet	30.62

914/6 Mike Meyers	29.30 (App.)
Dick & Joyce Gunther	22.38

911 Bob & Mary Koehler	25.35 T(6 cyl)
Wally & Anita Ryback	25.23
Bob & Wilma White	25.23
Roger & Bonnie Shapiro	24.66
Julius & Kathy Erdei	24.17
John & Ann Kern	23.64
Ray & Betty Cuny	23.44
John & Joan Dolian	23.19
Merv Rosen & Jackie Parker	21.98
Dean & Millie Bangert	21.76
Gene Urbana	21.46
Dan & Diane Gallagher	21.04
Harold & Doris Beach	20.96
Vince Morreale	20.11
Jack Gullickson	19.93
Neil (Heavy Foot) Holleb & Judy	19.02
Horst & Susan Peppa	18.73
Bob Wirtz	18.26 (App.)
Jack & Carolyn Cooper	17.99
John O'Keefe	17.17

Norm & Mike Studier	DNF
Wayne & Marion Potter	DNF
Mike & Arlene VanderWerff & Kids	DNF

UNEQUIPPED CLASS

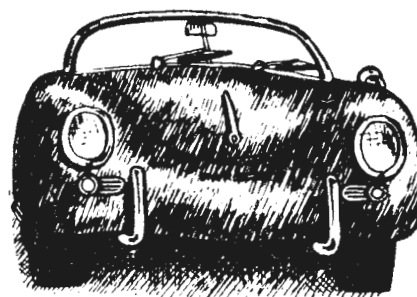
1. John & Joan Dolian	6 T
2. Jerry & Barb Ridgeway	14 T
3. Dick & Joyce Gunther	61 T
4. Dean & Millie Bangert	153 T
5. Todd Kaitis & Linda Johnson	174 T
6. Wally & Anita Ryback	495 T
7. Horst & Susan Peppa	565
8. Vince Morreale & Girlfriend Barbaral	1030
9. Bruce & Jean Janacek	1221
10. Jack & Carolyn Cooper	1962
11. Richard Krejsa & Nancy Hocking	2452
12. Gene & Ray Urban	6072
13. Ray & Betty Cuny	DNF
14. Hank & Debbie Novoselsky - Went Sight Seeing	

NOVICE CLASS

1. Mike & Judy Meyers	94 T
2. Skip Davis & Robin Render (App.)	214
3. John & Ann Kern	436 T
4. Jack & Ruth Gullicksen	765
5. Charles & Olive Conway	1586
6. Nick Goodman & Sue Sweeney(G)	1714
7. Bob & Mary Koehler	3003
8. Kurt & Eleanor Kalweit	4684
9. Ruth & Julie Studier	6842
10. Bob & Fay Witz	13,191
11. Julius & Kathy Erdei	DNF
12. Kevin Kane & Jackie Weher (G)	DNF
13. Wayne Zawila & John O'Keefe (App.)	DNF

EQUIPPED CLASS

1. Dan Gallagher & Bob White	17 T
2. Jim Gladish & Helga Meyer	20 T
3. Ron Bodinet & Chuck Vischulis	66 T
4. Al Brooking & Roger Shapiro	138 T
5. Harold & Doris Beach	287 T
6. George & Linda Gutmann	475 T
7. Susan Brooking & Bonnie Shapiro	508
8. Rip & Linda Patterson	1109
9. Wilma White & Diane Gallagher	1600
10. Neil & Judy Holleb	DNF
Merv Rosen & Jackie Parker	DNF





Registration Personnel at Starting Point



Tank topping off supervised by our Board of Experts



This month's inferior import next to '57 Porsche with 9,000 actual miles



4 cylinder and 6 cylinder class economy run winners



Marion, you're so damn proud of that baby, you would think it was yours



Now that I am president, the next Dubuque dinner will be held in a Kosher Deli



The nerve of that guy, to say that I was receiving instructions from Harold Beach. Hell, I was giving instructions to Harold Beach



Helen: Bob, I am getting tired of the members referring to Dubuque as the sticks. Why, do you know it is built on 7 hills like classical Rome?

S Bob: What the hell, it is still the sticks.



We did not have one cross word on this rallye... we just refused to talk to each other.



Barbara, honestly, you're the first girl I have thought enough of to bring to a PCA event.



Juli and Cathy Erdei, the club's other set of mad Hungarians.



You guys laugh at my white socks, but I tell you they really do attract the women.



The reason we are so happy is that no one took us up on our open house offer.



Mr. and Mrs. Bill Kruse



Worst half Porsche Audi O'Hara Rallye Team



See, you can see that Susan is greatly attracted to me and God knows it can't be my looks, money, or startling personality; therefore, it must be the socks



Who said that we're poor losers.



Welcome to Dubuque, Land of Sunshine



Carolyn, how do you think I would look in long hair and sideburns?



We thought a rallye was a rise in the stock market



Golden-throated bass, recently released by the Metropolitan, singing Some Enchanted Evening



Herr Gummow, Wehrmacht, working check points



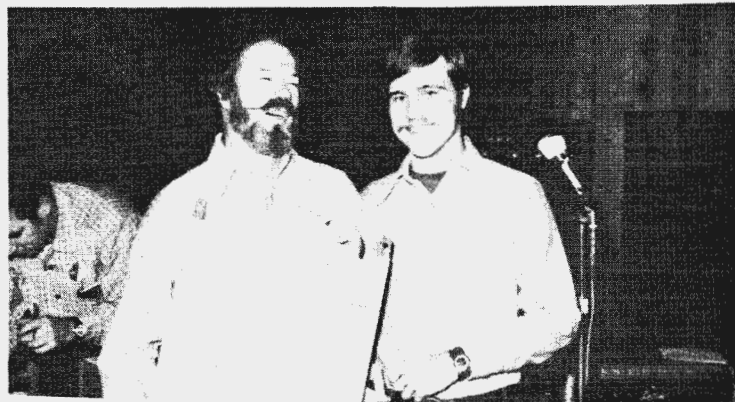
Diane, anyone who says that I am putting on weight is wrong, dead wrong.



Debbie, you mean to tell me that you navigated your husband right into Galena so you could go shopping?



Winners, Novice Class



Todd Kaitis presents Sticky Fingers Bangert with plaque Bangert borrowed from his Holiday Inn room



Second and First, Unequipped Class



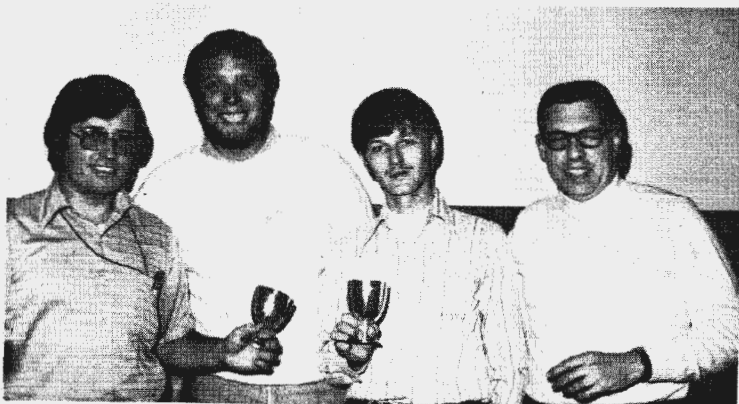
Third and Fourth, Unequipped Class



Fifth and Sixth, Unequipped Class



Robert White receiving victory kiss for brilliant job of navigating incompetent driver



Third & Fourth, Equipped Class



Fifth & Sixth, Equipped Class



Good Neighbor Award received by Bob Witz, given in recognition of aid rendered to another stricken Porsche, thereby accumulating 13,191 penalty points



Several months ago, I proclaimed you the world's greatest navigator; hindsight shows that actually you stink



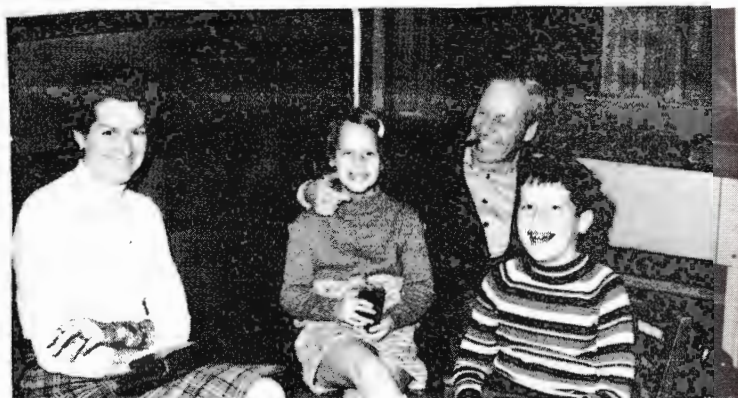
Bonnie and Susan celebrating their victory over the other all-girl team; long live women's lib



Bonnie, we should have stayed home.



Award presented to youngest navigator



The Kurt Kalweit Family of Rockford



You're all nuts, following a bunch of silly instructions driving down all those cow paths; for what?



I can hardly believe it, we did not have any stop watch or any equipment, got lost, did not know where we were; yet we crossed the finish line only six hundredths of a minute off. I didn't know I had that much skill



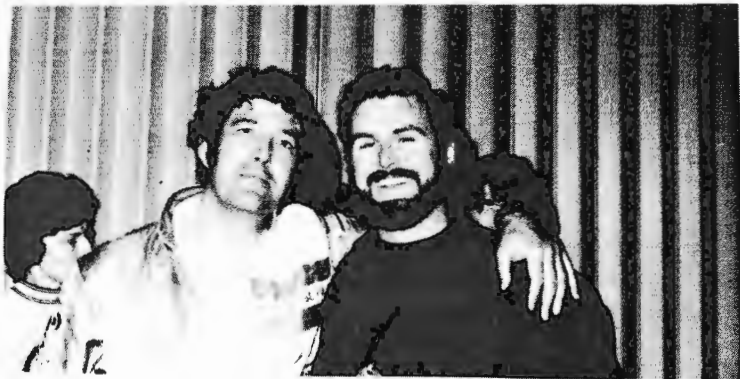
You know, Wayne, I have noticed that the girls pay more attention to the younger members. What do you think we can do about it?



I have seen some sorry losers but to lay on the ground and bawl is a little too much.



I'm just thrilled, 6842 points - that is more than almost anybody else



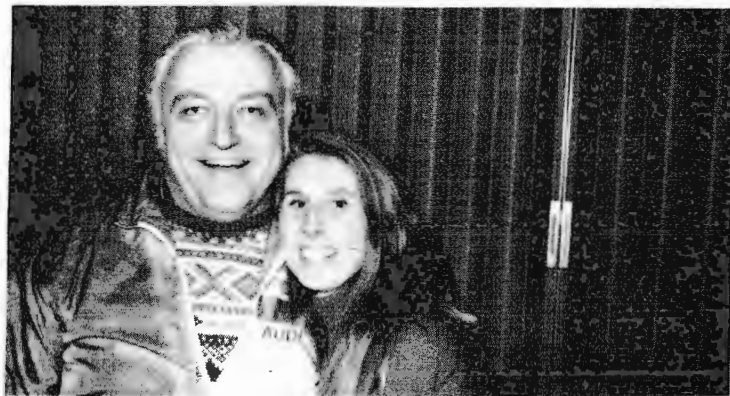
Suggest a caption, the best will be printed next month.



Roger, I loved your rallye article but who was Auf and who was Zu?



Ron Rogginger with sweet young thing



I found the answer. I put on a pair of White's white socks and, presto, beautiful girls appeared out of the woodwork.

COMING EVENT

ANNUAL DINNER DANCE

Date: December 9, 1972
Place: Biltmore Country Club
Barrington, Illinois
(Exit N.W. Tollway on Barrington
Road (59), North through Barrington
Take first right (Signal Hill Road)
After Intersection of Hwy. 59 and
Hwy. 12)
Time: Cocktails 6:30 to 8
Dinner 8 sharp
Dancing 9:30 to 12:30

It is that time of year again, folks.
Time to dress up in your finest, dust off the
old dancing shoes, let your hair down and have
a pleasant evening reviewing the past year's
events and looking forward to the new one.

This year we are returning to the old
standby, Biltmore Country Club. This is a
very nice place; we will be the only group
present, set in rural Barrington Hills.

Dinner will consist of an excellent
prime rib plus all the trimmings. Reservations
are limited to the first ninety couples, so
hurry and get yours in. Music will be provided
by "The Clear Light" a group which the event
chairman, Dennis Skidmore, has auditioned. The
group plays all kinds of music from contemporary
(for the younger set) to South American and
Fox Trot.

This is our only pure social event of the
year and is always a good one. During this
function, new officers and board will be intro-
duced, the old ones applauded, and the annual
Concours, Rallye, Gymkhana, and Overall Cham-
pion presented.

A night out on the town of dinner and
dancing would cost you many times the paltry
\$10.00 a piece charge, besides where else can
you have such fine company?

Dear June:

I have just completed Arthur Murray's
crash course and want to show off my skills;
besides the company is great and the price
is right.

Name _____

Reserve ___ dinners @\$10.00(\$12.00 at line,
if space is available.)

Mail to: June Skidmore
8526 Baring Avenue
Munster, Indiana 46321

PLEASE NOTE.....DATE AND LOCATION CHANGE

TECH SESSION

Date: November 19, 1972
Place: Scala - O'Brien Porsche Audi
2705 Lawrence Avenue
Chicago, Illinois
Time: Doors open at 1:00
Program begins at 2:00



This will be a sociable tech session.
Mrs. Al Hurte and Hans Gunther of the Porsche
Audi Division will explain and introduce the
1973 models from Stuttgart. Please prepare
any tech questions you may have for Mrs. Hurte
and Mr. Gunther before time in writing.
Porsche Audi is also providing movies of 1971
and parts of the 1972 Racing Season.

The dealership will provide coffee and
doughnuts, beer and pop to ensure a pleasant
afternoon.

After the tech session, there will be an
informal dinner for all those who wish to attend
at a nearby restaurant. Reservations will be
made during the tech session. Yes, there will
be a private room at the restaurant set aside
for us.

So come out and see some movies, many
friends, and the 1973 Porsche.

NOTE: THERE WILL BE NO NEWS LETTER BEFORE
THE ANNUAL DINNER DANCE. THIS IS
THE ONLY RESERVATION FORM YOU WILL
RECEIVE.

TECH TIPS

914 SOUND DEADENING

When I recently acquired my '71 914, I went through all of my old PANOS, reading articles and technical tips related to the 914. The December '71 issue, in particular, caught my eye because of the article on soundproofing a 914-6. I felt the noise in my 914 was excessive, especially on the freeway, so I began giving thought to the project of soundproofing. However, I was not moved to act until the headliner fell on me and my annoyance with the inadequate length of the seatbelt buckle strap coincided! Since removing the seatbelts necessitated disassembling a goodly portion of the passenger's seat, I decided to proceed with the soundproofing as well. If you have read this far, what follows are the steps I took and some pitfalls I encountered that you might steer clear of in your attempt.

Disassembling is not difficult. The passenger seat cushion lifts out by grabbing it at the back and pulling up. The base of the seat unbolts and the back cushions slide down when the two screws at the bottom are removed.

What remains is the junk tray or cushion in the middle. Remove the tray or cushion and you're ready to tackle the one piece back interior. Undo the four large screws across the bottom, remove the cover to the emergency brake cables, take out the bottom left side of the driver's seatbelt, unscrew the engine deck release knob and using the U-shaped hub cap removing tool, undo the black plastic base of the deck release knob because it is fastened to the firewall. Now the back piece will come out if you pull out across the bottom and pull down to disengage the four fasteners across the top. Unsnap the wires to the interior light and the whole piece can be removed from the car.

If you read the December '71 PANO article, you'll notice he calls for some pretty exotic stuff to soundproof with! Instead of using sandwiched foil from a Boeing 737 to go between the firewall and the one piece back interior, I substituted aerocore insulation material at 22¢ a foot. You will need 5 feet and it's 24 inches wide, which is just right. I cut the aerocore to fit snug without glue so it would seek the best contours. Then the back goes on in reverse order. Just be sure to tighten the deck release knob base fully, otherwise the release cable will be extended and the deck lid will pop up at every railroad crossing or pot hole.

Under the passenger's seat is a sloping cavity that I filled with 1" thick foam rubber, double layered in front to accommodate the slope. A 20 X 27" piece will do nicely.

Another note of CAUTION: if you've removed the seat belts on the buckle side to have them shortened, put washers on the bolt next to the tunnel because if the bolt is tightened too snug, it will interfere with the shift rod that passed through the tunnel. Most upholstery shops should be able to shorten the belt for a minimal charge. I took mine to Al's.

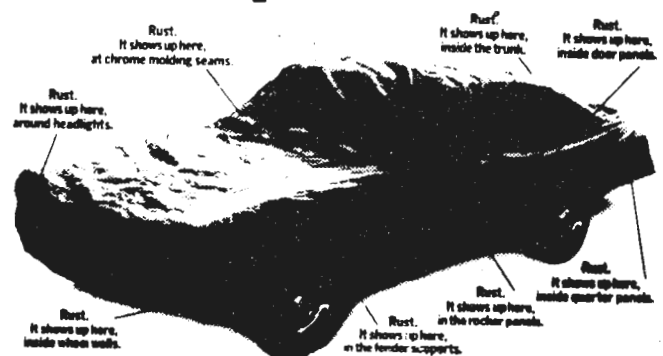
Under the floor mats, I put waffled rubber carpet padding, including the area under the driver's seat and down the tunnel. Be sure to use the waffled pad because the solid pad doesn't have the sound deadening capacity. Also, the waffling comes in various thicknesses. I chose a medium thickness. It should be installed waffle side down.

That only leaves the top, which I have yet to tackle. I suspect I'll use some heavy padding, some sort of headliner glued over the padding.

Is it worth it? It was for me! There is a noticeable decrease in noise and vibration and the investment of time and money is low.

By Jack Norman
Porsche Ausduff
Cascade Region

They still haven't unveiled the rustproof car.



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ANNUAL ELECTION

The Board of Directors special nominating committee has recommended the following slate of officers and directors for the coming year.

WRITE-IN CANDIDATE

President: _____ Merv Rosen

Vice-President: _____ Bruce Janecek

Secretary: _____ Bob White

Treasurer: _____ Neil Holleb

Directors: _____ Wayne Gritzmacher
_____ Dick Gunther
_____ Jerry Meyer

Unexpired Term: _____ Dean Bangert) no election for these two directors
_____ Jim Bulgrin)

Appointed:

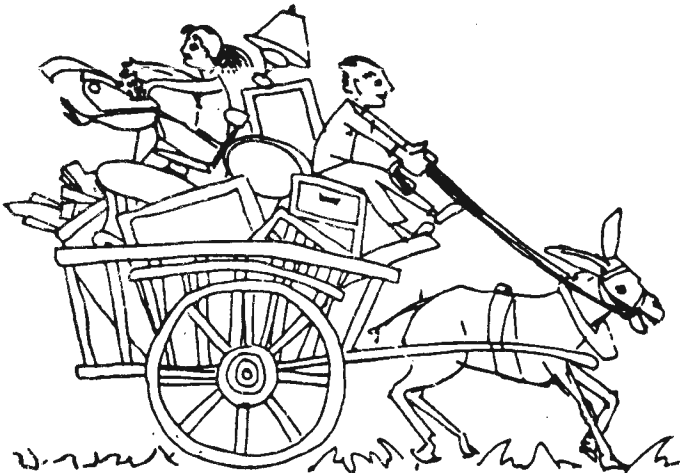
Membership: _____ Mike Vander Werff

Newsletter: _____ Dan Gallagher

Mail to: Dean Bangert
22 Woodland Trail, So., Palos Park, Ill. 60464

Autohaus Body Shop

We are Moving to Larger Quarters

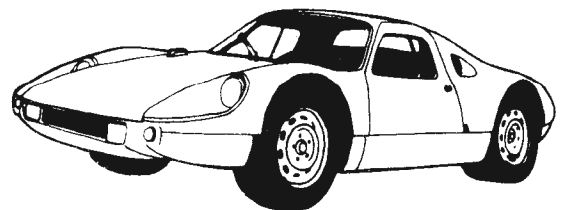
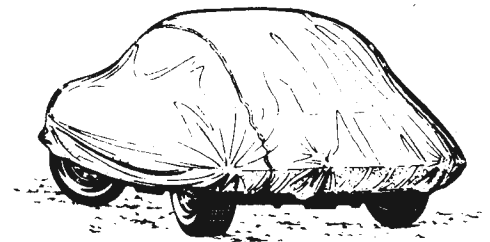


Our new name and location:

Body Werks of Barrington

126 Cook St.
Barrington Illinois 60010

312-381-9144



Stuttgart Tales

When the sweet showers of April shoot
Making all things clean from head to foot,
The crazy Porsche Pusher sniffs the air
And says, "By St. Chris I'm off over there
For a brand new '73 creation
Called a Porsche, made in the German nation."
The journey of two such I would mark,
One whose concours bite was less than his bark
The other who said to his kids and his wife,
"I'll stop making concours my entire life
After I polish the fan once again
And stop to think twice more about it then."
"Tis then of these two merry men I would speak,
of their trip there and time in Stuttgart, a week."

Dan is a tall, dark, cigar-smoking man
Whose concouring, I've heard, tries the patience
of Diane
From the Department of Mental Health hails he
I'm afraid his mental balance is quite frail, see.
He has a great talent for purchasing carpets
And has always avoided like leprosy tar strips.
Bob is bearded, mustachioed, and
Crazy enough for a concours fan.
He is a professor at ye olde alma mater
His kids hope they get no weirdness from "pater."
Bob's special pet as we know is his fan
It's here he gets back at the carpets of Dan.
Wilma and Diane of necessity are
Expert at cleaning inside of a car.
Patrick and Targa share a similar plight
From staying inside, a young life's blight.
But neither, I hope, are afraid of the dark
They always wear covers when sitting there parked.
But neither owner has much fidelity
(Indeed, I deplore, their stereos, have more)
"After Stuttgart," their cars moan, "what will
happen to me?"

When in Stuttgart they finally descend
Bob and Dan are expectant, no end.
Straightaway to the factory go they
To pick up the stunners of next month's PCA.
Their cars they see, then gag and choke
They look and cry, "Please say it's a joke!"
A clerk they spy and by her arm snatch 'er
"A bumper!" they cry, "that's called a
cow-catcher!"
And so in Stuttgart these two only stay
Instead of a week, but one short day.
And when they return once more to their houses
To be greeted by glad but surprised spouses
And say to their mates, "We've come back to ours!"
However, their wives, they find, have sold their
cars.

By Dawn White
Age 14

-14-

PORSCHE MART

For Sale --

1967 5-speed transmission, regular gears
12,000 miles.

Bob Hubert
297-2880

1970 911T, Silver 5-speed, S equipped,
T engine, S suspension.

Bob Hubert
297-2880

1970 B.R.G. 914/4, low miles, excellent
condition.

Dick Gunther
966-5195

1969 911S Targa, Metallic Silver, 47,000
miles; all service record; reason for
sale - getting married. Best Offer.

Bill Helfrick
1421 Vincennes Avenue
Chicago Heights, Ill.
312-754-1637

914/6 leather wheel and horn rim fits
911, 912 and 914. Like new. \$100.00.

Craig Ritchie
446-9595

5 EMPI chrome wheels, 5½" x 15", stock
appearance, fit 911-2 or 356C, still in
box, \$160. Reason for sale: do not fit
my 914-6.

VDO ammeter, voltmeter, & oil pressure
gauge & senders for 6 cyl. Porsche, \$50.
Reason for sale: dealer wanted "over
\$100" to install them and said do-it-
yourself would void car warranty.

(312)529-5566 Bruce A. Bristow
(home) 315 Lakeside Drive
(321)265-2479 Roselle, Ill. 60172
(office)

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LITTLE LARGER"**

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Moter Werks of Barrington
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Barrington, Ill. 60010**

**CHUCK EDWARDS
Ten Years with Porsche**

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MISCELLANEOUS RAMBLINGS

Our best wishes to one of our favorite people, Florence Godow. Florence has been hospitalized recently with a minor illness. We all wish her good health soon and hope to see her ever-smiling face in December.

There are rumors to the effect that the Porsche three-year plan with Roger Penske calls for an Indianapolis car in 1973 and a Formula 1 effort in 1974.

Both Penske Porsche Turbo 917/10Ks have been sold to private customers. The reason the Can-Am Porsches have been sold is that next year's car will have its turbos water cooled. This is supposed to add another 150 hp which will bring the total output to around 1100 hp in the 1400 lb. car. WOW!

Speaking of the Can-Am, Mark Donohue let George Follmer pass him and take the win at the Laguna Seca. This gave Porsche the championship in the SCCA challenge cup. Milt Minter from Vasek Polak, driving an unturbo 917, was third overall; Mark Donohue in the 917/10 was fifth overall (he missed several races because of injury) and Florida PCA'er Peter Gregg was eighth overall in his 917. Obviously Porsche has replaced McLaren ownership of the series.

Stuttgart has officially introduced the 911 Carrera we have talked about in the past. Five hundred or so of the 230 DIN horsepower, rear spoiler (that is right-rear spoiler) cars will be built. In case you cannot afford the Carrera, there is a new two litre 914S with a 0 to 60 time of around 10 seconds.

The British magazine CAR recently ran an interview with Dr.-Ing. Ernst Fuhrmann, who is either Managing Director or Chief of Technical Development at Porsche (CAR says one, CHRISTOPHORUS says the other). Anyway, I thought you might be interested in some of the remarks attributed to Dr. Fuhrmann:

Dr. Fuhrmann no longer wants to expand. Porsche production will remain at around 14,000 units a year: to build more would be to endanger the marque's exclusibility, as well as to dilute its appeal in the way that the Sportomatic did.

He is not wedded, as the Porsche family were, to the air cooled rear engine.

His goal is to go on building a single product of essentially sporting character, and to build it so well and in such numbers that people will be happy to pay a premium price for it.

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!

L. A. STURTEVANT CO.

IS NOW

MOTOR SPORTS INC.
442 West Lake
Elmhurst

VW & PORSCHE ENGINE SPECIALISTS

BMC & FORMULA CARS

BODY WORK & CUSTOM PAINTING

ED FLEMING'S



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"EVERYTHING IN SIGHT & SOUND"

DEALERS FOR:

RADIOS • TV's • TAPES • STEREO EQUIPMENT

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• MCINTOSH
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• DYNACO
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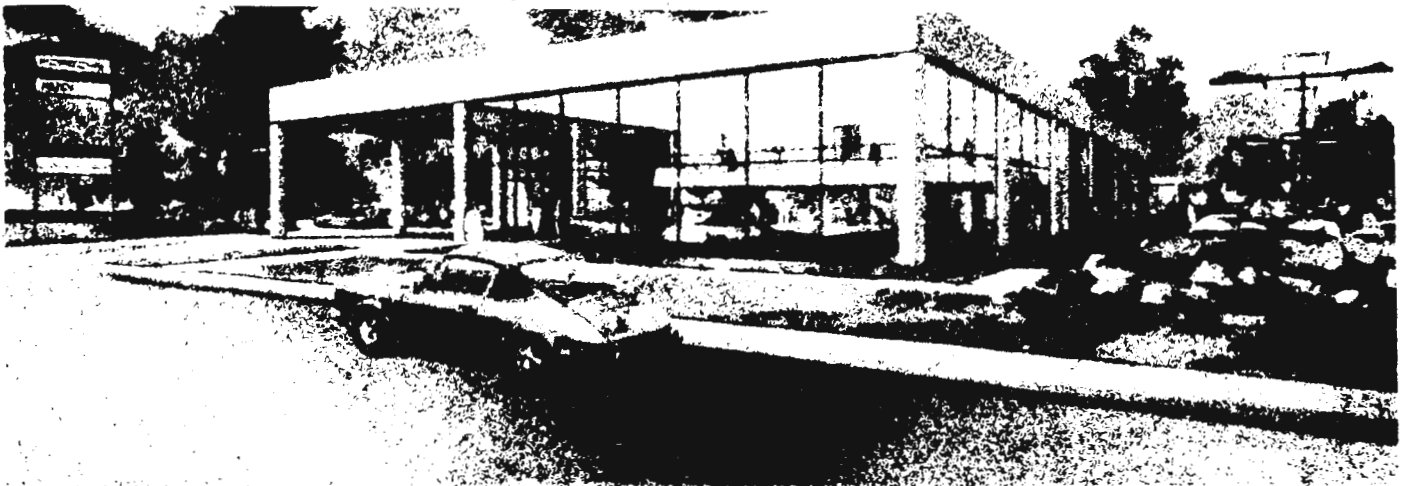
MISC RAMBLINGS CONT

(In response to whether Porsche can meet the proposed U. S. legislation on bumper height, headlamp height, distance between driver and windshield, roof impact, side impact, etc.) We are sure we have to do all these things to our car. We are also sure that our car will weigh 200 lb. more at the end of it. We will not even need a completely new car: we can do it by modifying our present design, at least up to '75 or '76. By then our car will be 12 years old already, or is it 13? By then we will be considering changing it anyway.

Nobody discusses the exact time to change the model, but I will say that this car will be better in every direction -- in performance, in handling, and more comfortable. Otherwise we couldn't sell it. But it will be heavier. Not bigger in dimensions, just heavier by about 10 or even 15 percent, so we have to make it more powerful and this in turn makes it use more fuel and is less efficient, which is sad but true for every car. Already with our 2.4 we are down to 15 or even 14 mpg and we started off with 22 to 28. This is partly because of an increase in weight and partly because of a decrease in efficiency. The 2.4 is a wonderful engine to drive, but it isn't

economical anymore -- even when you take into account the low-octane gasoline.

(On the mid-engine configuration) we found with the 914 that this is a good solution for a two-seater sports car, but it's no good if you want a car for four people with lots of luggage room. It's difficult to reach the engine for servicing, and it's an inflexible layout. From a marketing viewpoint, I can only say it has less attraction to use for quantity production, largely because of the inability to make a 2+2. This is very important in the sports car market -- to have extra seats. The 914 has shown us just how important. It is lauded for its wonderful road-holding, performance, feel. But still people who own it feel they don't have enough space. A 2+2 (though) is very frustrating for the designer, because it can have most of the disadvantages of a four-seater and none of the benefits of a two-seater. Perhaps the ideal is a two-seater with two little seats.



Sale of new and used cars

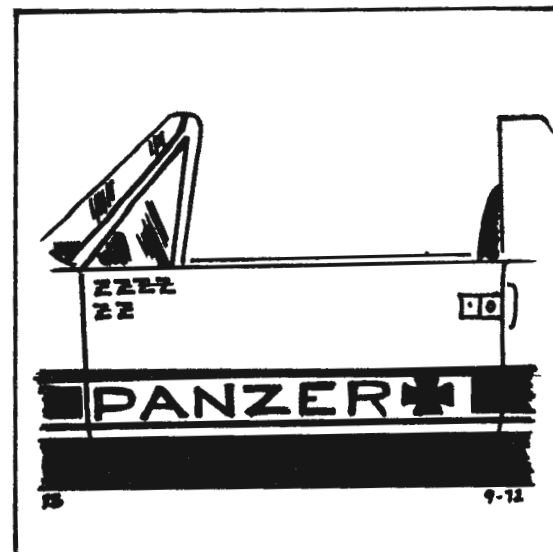
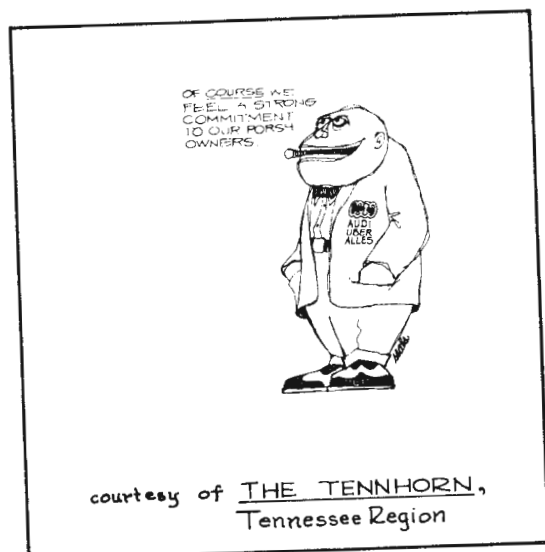
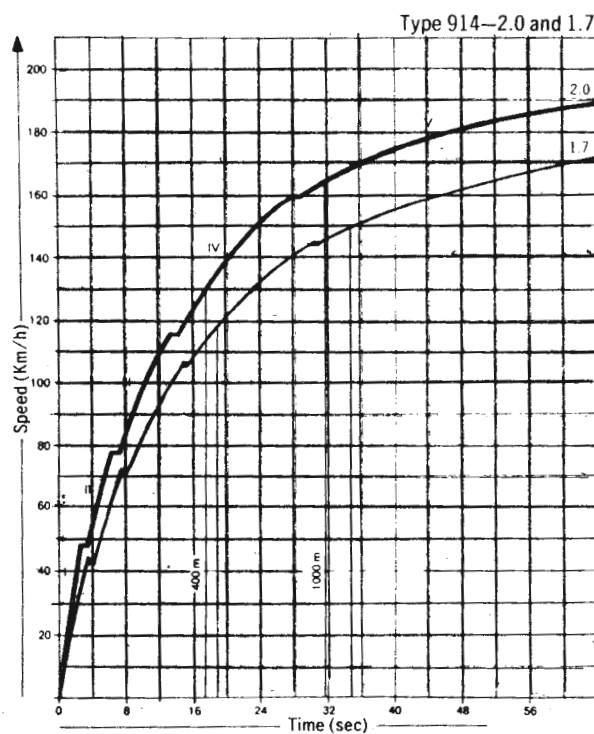
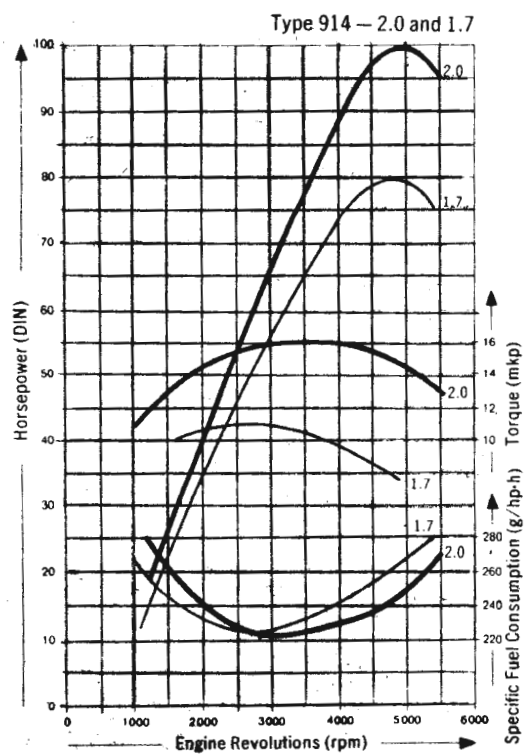
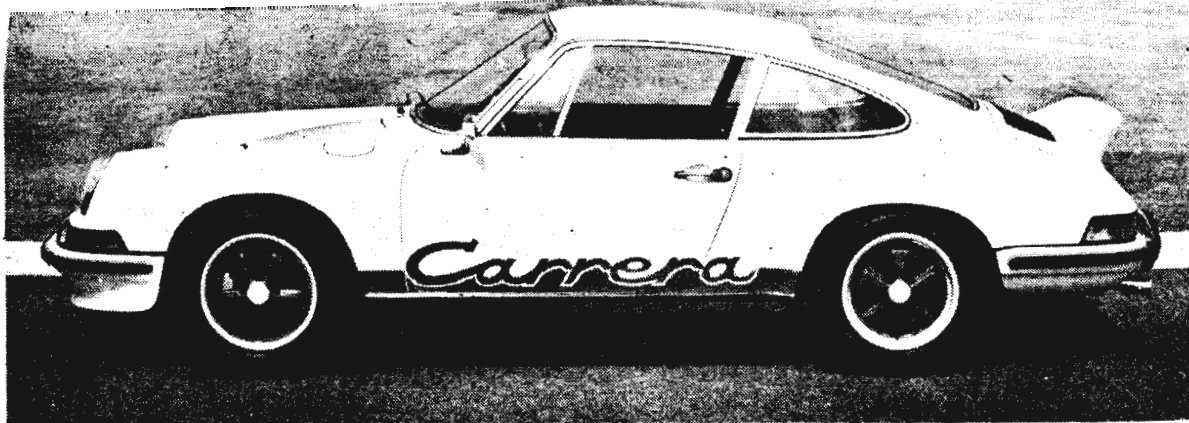
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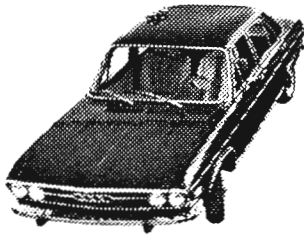
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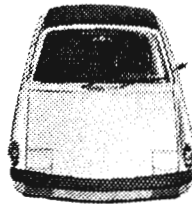
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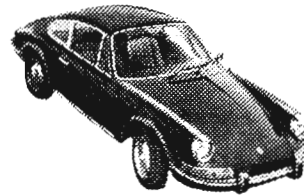
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