

CHICAGO SCENE

SEPTEMBER

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DATES

September 15, 16, 17

October 21 & 22

Mini-Parade
Elkhart Weekend

Dubuque Fall Frolic



The Chicago Scene is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. PCA dues are \$18.00 annually.

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The weather finally smiled on Marion and Wayne Potter and presented them with a beautiful day for the annual Potter's Picnic. Much thanks to the entire Potter family for allowing us to use their spacious grounds and their swimming pool.

Besides the fabled Porsche camaraderie and just plain having a good time drinking beer in the country air, this year there was an added feature, free of charge. The private air field (about ½ mile from the Potter's back yard) put on an acrobatic show featuring stunt players and old biplanes. We all had great seats. Larry Gross flew in from Iowa and had planned to land right there in Wayne's back yard but the show forced him to land in Waukegan where he was stranded.

The Concours was held on Wayne's back yard (about 5 acres of green grass). Thirty-eight cars entered as compared to the twelve of last year. It appears that the four class concours was well received. All four classes had quite a lot of competition and most importantly enthusiasm. It was surprising how hard everyone worked. Even the Class D cars were very clean, that is all except Ray Cuny's.

Ray is a good sport who believes that when everyone is supposed to enter, everyone does. So he entered what had to be one of the dustiest cars around. The trunk looked like a wastebasket except that there was an open fifth of Seagram's 7 Crown in it. Ray was presented with an empty pop bottle as a trophy for this dubious achievement. The practice of having Class A entrants judge Class B cars, etc., worked well. Everyone seemed to enjoy finding dirt on someone else's car. Thanks to Bob Buckthal and Bob Hubert who spent two hours and forty-five minutes judging the five "A" class cars. Thanks to Dan Gallagher who did a nice job running the concours.

Bob and Jenny Gummow brought their national winning 356 "A" coupe up from the State Fair where they naturally won first place. Harry and Betty Muellich unfortunately got caught in a rain storm outside Dubuque and got their roadster all dirty.

Bob White continued his winning wins by thoroughly beating our friend, Dan Gallagher. Rip and Linda Patterson took an old wedding gift (a vase) and repainted it half Conda Green and half silver. This traveling trophy will be passed back and forth between Bob and Dan,

Chicagoland's

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each of whom has four wins over the other guy.
Expect that trophy to stay in Urbana.

The air show and concours were not the only attractions. Jim Gladish once again dropped his trousers to show off his "Porsche shorts", made by Lynne Isaacson. Keep up the good work, Jim.

Apparently Bud Crout believed what was said for he brought out Laurene's whole family, including her mother.

The "brats" were as good as ever. Our expert cooks, Ruth Cooper and Jenny Gummow, stood by the hot fire all day pouring beer on the "brats" to make them extra good. Thanks!

It was a nice day in the country. The weather was nice, the beer cold, the food excellent, and the company friendly. Thanks to Marion and Wayne for having us once again.

Thanks also to Rip and Linda Patterson. Rip and Linda put a good deal of effort into the picnic and surely deserve our thanks. Good luck on the baby, may he or she be born with a silver 911 in his/her mouth.

RESULTS

CLASS A

1. Robert & Jinny Gummow	301 T
2. Alan & Sue Brooking	251 T
3. Bob & Wilma White	250 T
4. Harry & Betty Muellich	241
5. Dan & Diane Gallagher	215

CLASS B

1. Lee & Ginny Ryan	202 T
2. Wally & Anita Ryback	198 T
3. Harry & Ruth Willwerth	195 T
4. Wally Schrepfer & Son	186
5. Roger Faye	177
6. Roger Shapiro	154
7. Bud Grout	150
8. Joe Marcin	140
9. Mike Vander Werff & Son	138

CLASS C

1. Dan Gerow	168 App.
2. Pat Heigho (Linc. Trails)	165 T
3. Ken Molnar	145 App.
4. Cherikos	143 App.
5. Hursh-Connor-Dyrda	140 T
6. Dick Burcaw	135 T
7. Franklin Dunn	124 T
8. Wayne & Marion Potter	121
9. Bill Paul	114
10. Don Johnson	111
11. Bob Johnson	109

CLASS D

1. Rip & Linda Patterson	115 T
2. Eugene Urban	99 T
3. Norm Studier	94 T
4. Ron Bodinet	91 App.
5. Walter Kappel	90 T
6. Chuck Vischulis	88
7. Chuck Ekstrom	87
8. Gerald Dunn	84
9. Harold & Doris Beach	73
10. Dave Redszus	70
11. Lee Ryan	64
12. Richard Garich	44
13. Ray Cuny	25

WEISS TIRE HOUSE OF RADIALS

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AL 1-5766

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CHICAGO

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VREDESTEIN, GOODRICH, ZETA, DUNLOP, BRIDGESTONE

ALL SIZES — ALL RATINGS



Concours



Marion and Wayne Potter with gift presented by the club.



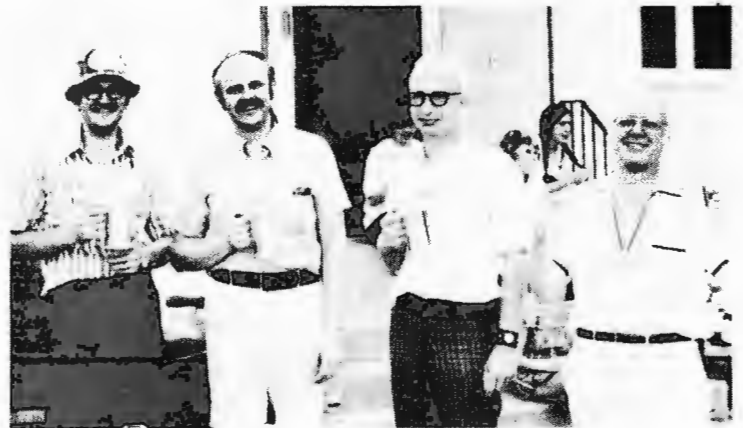
Winners - Class A



Winners - Class B



Winners - Class C



Winners - Class D



Ray Cuny receives empty pop bottle; dubious distinction of having the dirtiest Porsche



The Chicago to Urbana Traveling Trophy



Class A Judges Bob Buckthal and Bob Hubert - a job well done



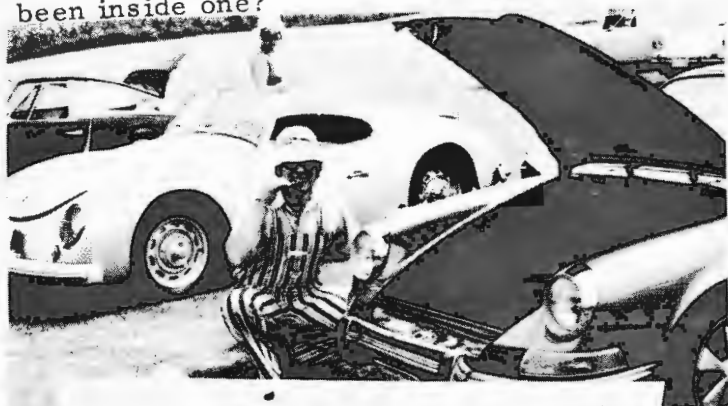
This is so much fun, finding dirt on someone else's car



How can I judge a 356 when I've never even been inside one?



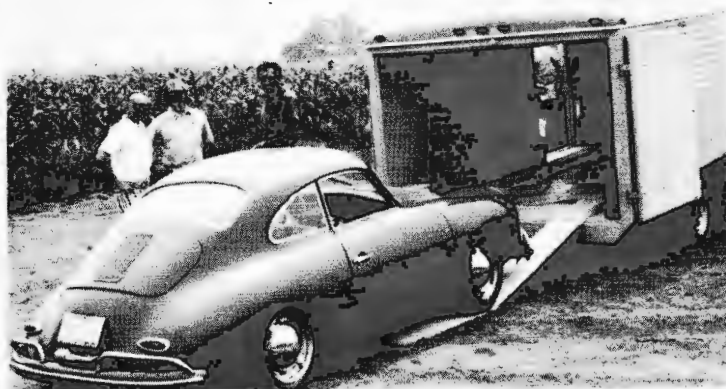
No wonder it is dirty in there; there isn't enough room to possibly clean it.



You got it all wrong, Roger, you're supposed to brush the car with the toothbrush; not your teeth.



You're never too old for concours



First Place Car - Illinois State Fair



1952 America



'Bonnie, don't let your husband get involved in these concours.



You mean you had to land in Waukegan?



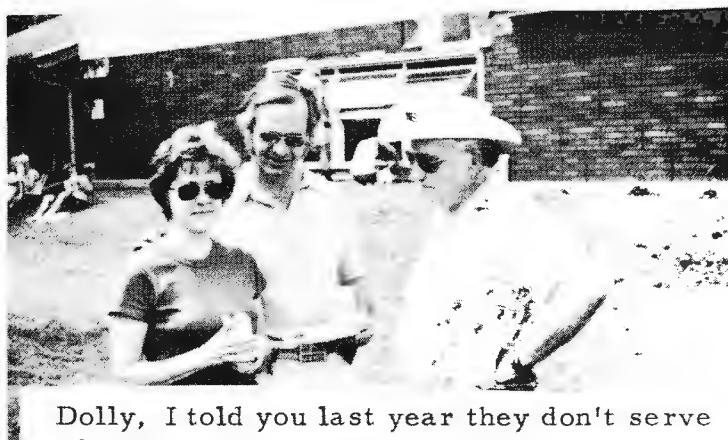
Rip and Linda - a job well done



Kent (Jackie Stewart) Gladish and 1976 914 GT



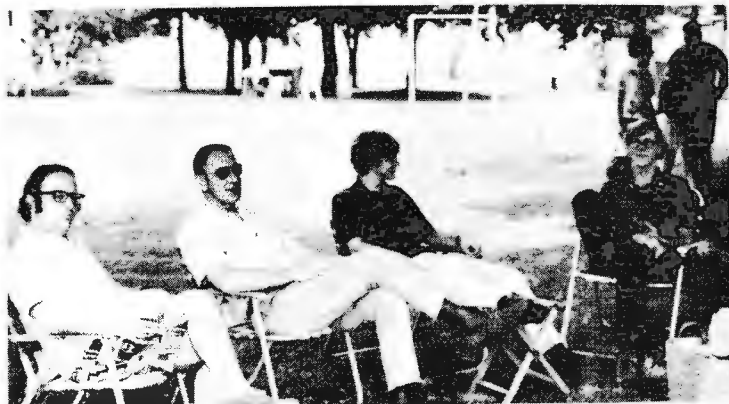
Applicant Members



Dolly, I told you last year they don't serve Chateaubriand at Potter's Picnic; however, the "brats" are a hell of a lot better than that damn spaghetti we get at Alfa events.



This month's inferior import



You know what, Ron, I don't think they ever made good ~~concours~~ ^{SAEs} salesmen



It is true I have been practicing Yoga so I can improve my concentration for Elkhart



Applicant Members



Don't be afraid, little girl, I'm not like my father



Pat Heigho, Lincoln Trails Region, enjoying himself



Three strikes and you're out



Jim Gladish and his Porsche unmentionable (for the man who has everything)



Why is this man smiling:



Bob, you know you are ruining my happy married life; it is getting so I can hardly live with my husband



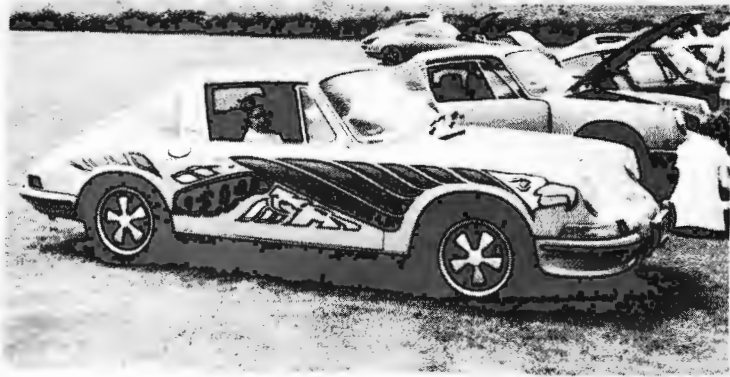
Susie, you really wouldn't mind babysitting for Waldo, Jr., would you?



C. R. U. D.
(Concours Radicals are Unfit Daddies)



Harry Wallwerth - nice seeing you again



Screaming Eagle Porsche - now we know where the blue bird of happiness went



Bernie and the Morrell children



Registration



Our own team of expert chefs



Say, Paul, look at my wife making a monkey out of herself on the kids' swing.



Black Bart has obviously exchanged Brown Licorice for the grape - Baachus would be pleased



Pete has been telling me how nice you people are so I thought I would come out and see for myself



Nothing like a day in the country with the family



Say, Ruth, I understand Ray wants to put on another rallye



That's right, I sold my 906 before Jackie could get her hands on it again at Elkhart



Now that we have a condominium in Lake Geneva, we want to invite everyone up for a swim.



The End

COMING EVENT

SEPTEMBER EVENT: ELKHART'S MOLAR MANIA

Place: Siebken's Resort, Elkhart Lake, Wis.

Date: September 15, 16, 17

Gunther and Rosen Productions announces their Elkhart un-weekend, uncensored and uncanny fun.

The great un-weekend begins at 7 P.M. at Siebken's Resort. This will be an unusual gimmick event that will have you arriving at the Karting Kettle around 8 P.M. Bring your helmet for the Karting Kettle Grand Prix. If you do not have a helmet, stop procrastinating and buy one.

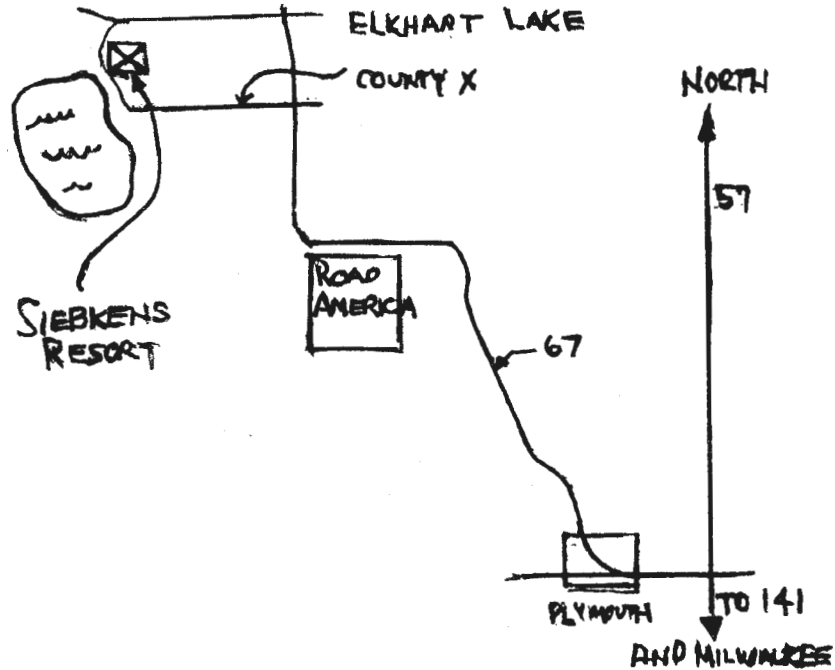
Breakfast will be at 7 A.M., Saturday (if you have never had Siebken's food, you will not believe what you have missed - the food is the real reason for the event).

The Concours will be held in the pit area of Road America, judging to begin at 10 A.M. This will be a class concours, i.e., classes A-D, and no admission fee will be charged. Practice on the track Saturday will be by class. Class times to be published Friday night. You can be a chase car, any time.

This year, in order that more track time will be available, two chase cars will be used. Hopefully, there will be a beer party at the track before dinner at Seibken's. Dinner and the awarding of concours trophies will be held at 7 P.M.

Breakfast will be at 7 A.M. Sunday, with timed runs starting immediately after. All runs will be by class. Sunday afternoon there will be a free Bratwurst lunch. The wrap-up dinner will be back at Siebken's at 5 P.M.

The cost is reasonable considering the quality of food and accommodations. For the paltry sum of \$49.50 (a person - price double accommodations) you get two nights lodging plus two excellent breakfasts and dinners, including tax and tip. Children under 12, one-half price if they sleep in the same room as their parents. Reservations for one night only are \$35.00. Reservations must be made directly with Mrs. Ollie Siebken Moeller, Siebken's, Elkhart Lake, Wisconsin, 53020.



Dear Joyce:

I hear this is the finest weekend of the year. Since rooms are limited, I am rushing my registration to you. (Room reservations must be made directly with Siebken's.)

Registration is for all events.

__pre-registration 30; __one day 20
__late registration 35; __one day 25

Mail to:

Joyce Gunther
5433 W. Suffield Terrace
Skokie, Ill. 60076
966-5195

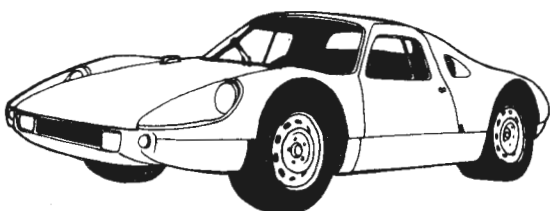
Mrs. Ollie Siebken Moeller
Siebken's Resort
Elkhart Lake, Wisconsin

Dear Mrs. Moeller:

Please reserve __ room(s) for __ people.

Name _____

Address _____



COMING EVENT

DUBUQUE RALLYE

Date: October 21 and 22

Place: Start Saturday, Belvidere Oasis,
N.W. Tollway

The annual migration to the never, never land in Iowa is here once again. The Dubuque contingent of our club, well known for concours cars and fast drivers, wants to prove that they also know how to set up a great rallye weekend.

Our hosts, the Huberts, the Muellichs and the Courseys, plan to start this Fall Frolic Weekend with an economy run from the Belvidere Oasis. You may start any time you want Saturday. Just fill up your tank, sign out in the sheet, and record your odometer mileage, pick up your route instructions and take off. Trophies will be presented for the best mileage within the allotted time. You would do well to call up Neil Holleb and ask "old lead foot" how he achieved an amazing 12 miles a gallon last year.

If you can follow the simple instructions, you will arrive at the Holiday Inn at Dubuque. Bob has reserved thirty rooms for the weekend, but you will have to make confirmations on your own.

Now is the time to have a relaxing dip in the pool; after all, one is going to be tired after pushing your 911 halfway there to break the record 33 MPG.

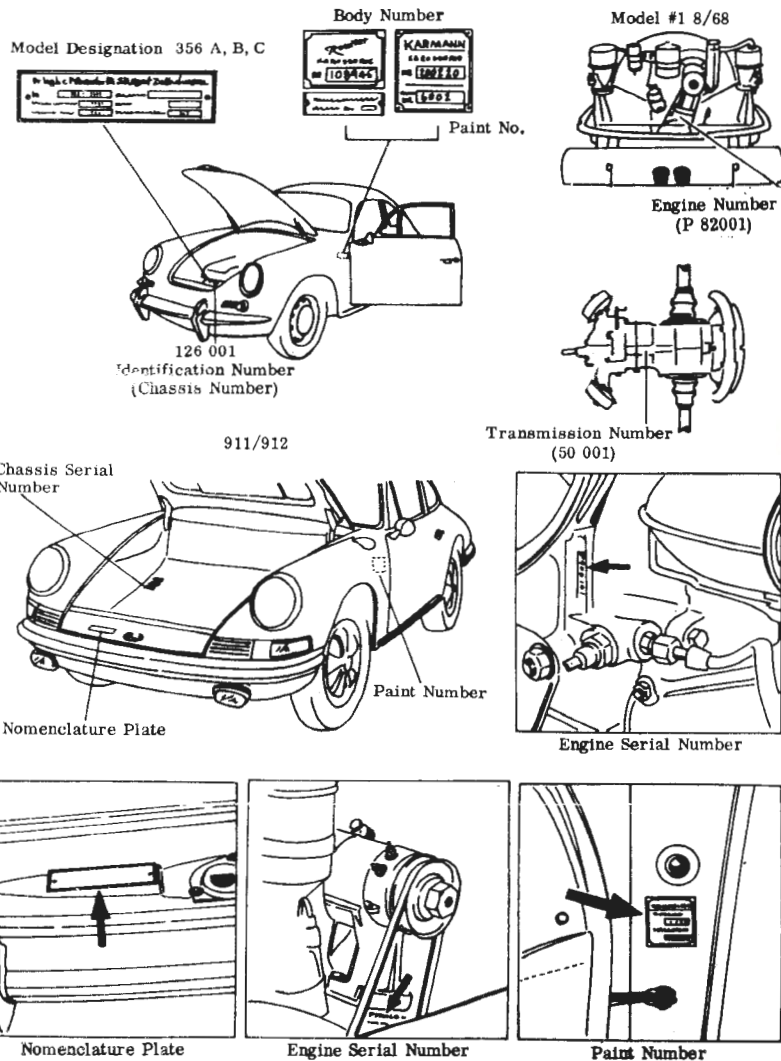
The Dubuque Shooting Society will be our hosts for a free cocktail party and what has to be the greatest prime rib this side of Siebken's. Cocktails will be served from 5:30. Dinner will start at 8:00. I am sure most of our members can remember how great dinner was last year, all except maybe Dave Redszus and Jim Rossi who believe in drinking especially when it's free.

The Fall Frolic will leave the Holiday Inn Sunday morning and will finish in Rockford, Dinner and awards to follow shortly after. Dinner will be free but there will be a cash bar.

Rallyemaster Bob Hubert has laid out an extremely picturesque rallye through the river country with plenty of good hill roads to keep your driving abilities tuned.

The rallye will consist of three classes: equipped, unequipped and "I do not know how to rallye". The beginners' class will "run" the same "route" but the instructions will be simpler.

LOCATION OF IDENTIFICATION PLATES - ALL MODELS



Dear Helen:

I would not miss this weekend for all the corn in Iowa. Sign me up.

Name _____

Member _____

Applicant _____

Guest _____

Entry fee \$5.00 per car (\$7.00 at line)

Reserve _____ dinners at \$12.50 (\$14.50 at line)

- (Includes Saturday's dinner and drinks and Sunday's dinner a bargain.)

Mail to:

Helen Hubert

2605 Fulton Street

Dubuque, Iowa 52007

MISC RAMBLINGS

The families Porsche and Piech, owners of the companies, Dr.-Ing, h.c., F. Porsche KG, Stuttgart, Porsche Konstruktionen KG in Salzburg, have decided to combine their separate organizations. Chairman of this new Porsche group will be: Fran Kommerzialrot, Louise Piech and Herr Dr.-Ing h.c. Ferdinand (Ferry) Porsche. The top management positions of Porsche KG will be assigned to Dr. -Ing Ernst Fuhrmann (Technical) and Heinz Branitzki (Commercial).

A short time ago Commendatore Enzo Ferrari, president of Scuderia Ferrari of Modena announced that Ferrari would withdraw from racing for economic reasons. Maybe Porsche was right when they withdrew from FIA to concentrate on Can-Am.

A "brand-new" Porsche 912 Targa is being built. A new body from the Stuttgart factory is being fitted with new or rebuilt components. Fixed rear window, factory mags, "S" instruments, "S" spoiler and wide rubber trim are just a few of the options. The car will be titled 1967 to pre-date smog requirements. Your choice of color. \$6,000 at POE, duty paid, Dr. Charlton H. Jones, P.O. Box 11582, Atlanta Georgia, 30339. Are you interested, Jerry or Bruce?

Unfortunately, the C.D. in the editor's 2.2 911E packed up and went south during the autocross at the Parade. To make a long story short, it was replaced with a perma-tune unit.

The factory is currently evaluating the unit and Richie Ginther claims the unit to be superior to the standard Bosch unit. Ginther claims "the output of the coil maintains a high, very flat energy response through the RPM range. This results in smoother, low RPM operation, with fast acceleration and without the flat spots and misses at high RPM. The perma-tune does not use a conventional converter, enabling the unit to draw considerably less current. The absence of the converter prevents the build up of heat allowing longer life. They have a three-year, no-mileage guarantee."

I have found no difference in performance with the possible exception of slightly better low end operation; however, the unit is only half as expensive as the Bosch.

With three events remaining until the end of the year, here are the unofficial regional points standings.

1. Dan Gallagher	38
2. Roger Shapiro	31
3. Diane Gallagher	26
4. Helga Meyer	24
5. Wilma White	24
6. Bob White	22
7. Jerry Meyer	21
8. Al Marmalad	19
9. Bob Buckthal	18
Colleen Booth	18
Todd Kaitis	18
Dennis Skidmore	18
Mike Vander Werff	18
10. Jim Gladish	17
Wally Ryback	17
11. Harry Muellich	16
12. Bob Gummow	15

It appears that the rumors about Porsche coming out with a 2.7 litre 911 are true. Both Road and Track and Autoweek have recently reported on it. It will basically be a 911S with a twenty-nine fuel tank and lightweight body panels. The engine will produce 270 DIN in racing form and 240 DIN in "rallye" form. Unfortunately, the production version will not be available in this country, at least not yet.

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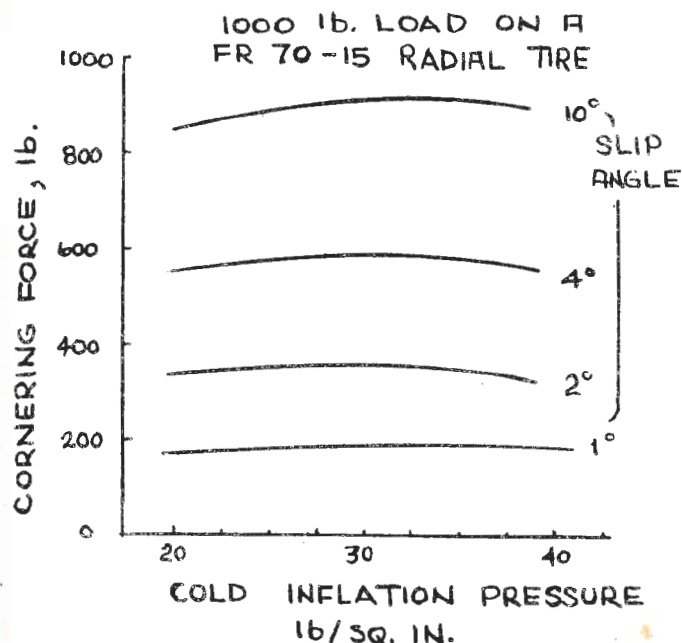
BODY WORK & CUSTOM PAINTING

HOW MUCH IS ENOUGH - OR, WHY CHECK TIRE PRESSURES?

Most people check their tire pressures for obvious reasons, the tires are exhibiting a flat spot on the bottom or some one asks if the tires have been checked lately. By contrast, Porsche owners are seen checking carefully the tire pressure fairly often, particularly at autocrosses where everyone is frantically trying to go faster. Most owners know that the handling of their car suffers if they have the incorrect tire pressures, particularly front to rear. In an earlier article I made a few comments about what your tires are doing and here I would like to expand that slightly to point out the importance of appropriate tire pressure.

Since most Porsche owners are not concerned with comfort as the primary object in their car's performance (or they wouldn't be driving a Porsche in the first place) the discussion here will emphasize cornering effects, rolling resistance or speed and economy, wear, and the change of tire pressure during driving.

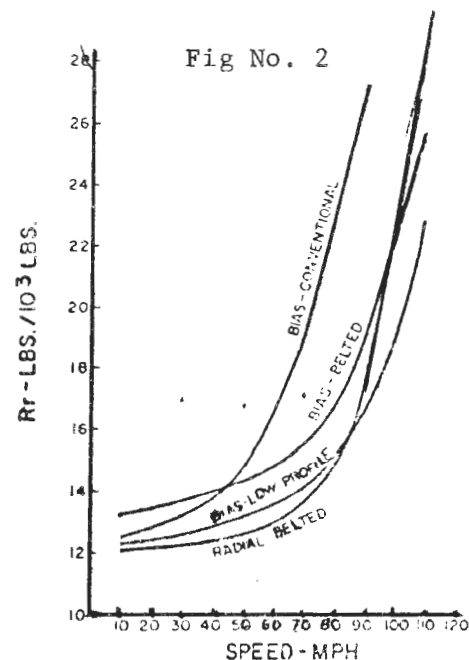
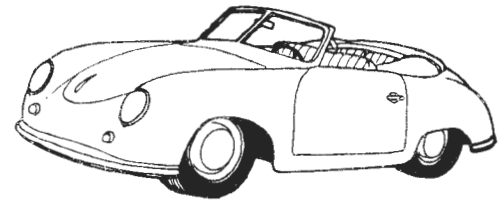
At every driving event the primary topic of discussion is something like, "What tire pressures are you running?" or "Where is the nearest gas station, I have to pump up my tires." In fact, you can go faster, i.e., increase the cornering force, by increasing tire pressures from standard highway values (despite the inference of the tech quiz question at the Parade). This change is not as great as many commonly assume and does not continue to increase, or, more of a good thing is not necessarily better. This is shown in Fig. No. 1 (from References 1 and 2) for a common size of radial tire. You recall that slip angle represents how hard you are cornering. The figure shows that under all circumstances increasing tire pressures first increases cornering force but that over inflation can decrease the cornering force. This is true of



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all sizes, shapes, and types of tire, although the level and maximum point may shift. Note that the maximum is around 35 pounds per square inch and indeed, in Reference 4, giving maximum skid pad results for a 911S the pressures are 32 front, 35 rear! The point here is that too many (particularly Corvette types) tend to over inflate the tires to their own loss.

Coupled with cornering is speed on the straight which is partly related to the rolling resistance of the tires, and partly to aerodynamics, which will be discussed in a later article. The fact remains that for a given car less rolling resistance increases speed, or, for the economy run types, gas mileage. The general form of rolling resistance, pound per 100 pounds of load, is shown in Fig. No. 2, taken from Reference 1. The rolling resistance, depending on tire type, is strongly speed dependent. It should be noted here that particular constructions, for example the Michelin 185/70 VRX, are designed to delay the rapid increase in rolling resistance to higher speeds.



Rolling resistance is also strongly pressure dependent as is seen in Fig. No. 3 for a typical tire. Note that at sufficiently high pressures the rolling resistance is essentially constant and use will be made of this characteristic in a later article dealing with a method of measuring the aerodynamics and rolling resistance of your car. While the high pressures help to reduce the rolling force, remember what it does to cornering force.

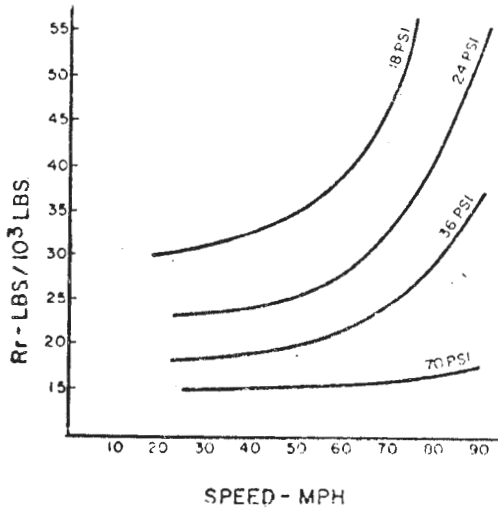


Fig. No. 3

Cornering also affects the rolling resistance and most of us have heard comments on how you can "scuff" off speed in a turn. Indeed, this can be experienced very well with go-karts. Try it at Elkhart Lake at the Friday night event. This effect is seen in Fig. No. 4 where the rolling resistance is seen to double for slip angles of only 2 degrees. For hard cornering such as autocrosses and so forth, the slip angle may raise to 8 - 10 degrees!

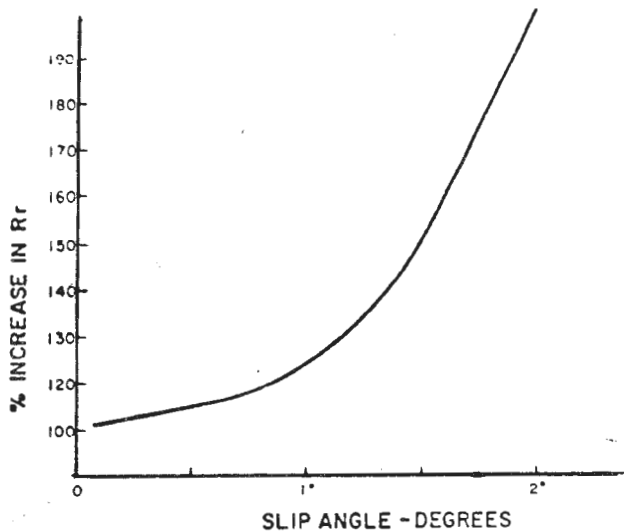


Fig. No. 4

Tire pressures also affect tire wear, as does speed. For a given pressure (in this case, 24psi) the effect of speed on relative tire wear is shown in Fig. No. 5. Note that at 35 mph the tire will last essentially twice as long as at 70 mph. From this you can estimate the effects of cruising on the autobahn at 130 mph!

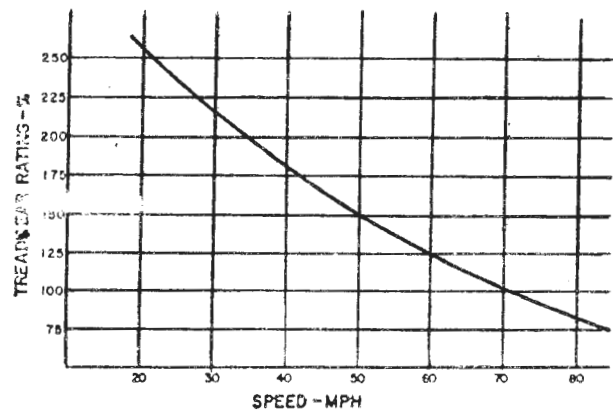


Fig. No. 5

Your Owners' Manual specifies cold inflation pressure. The reason is that the air within the tire is warmed due to friction generated in the tire flexing process and this increases the pressure. For the math types this can be calculated by the equation of state for a constant volume process. This change, of course, depends on tire construction, speed, and road conditions. Fig. No. 6 shows the change in pressure (delta, Δ) for various speed and tire types. Consequently, it is best to check tire pressures under a fixed or controlled condition. This is the so-called cold or undriven condition, that is, the car has been standing for some hours. Note in Fig. No. 6 the relative constant value of pressure increase for radial tires.

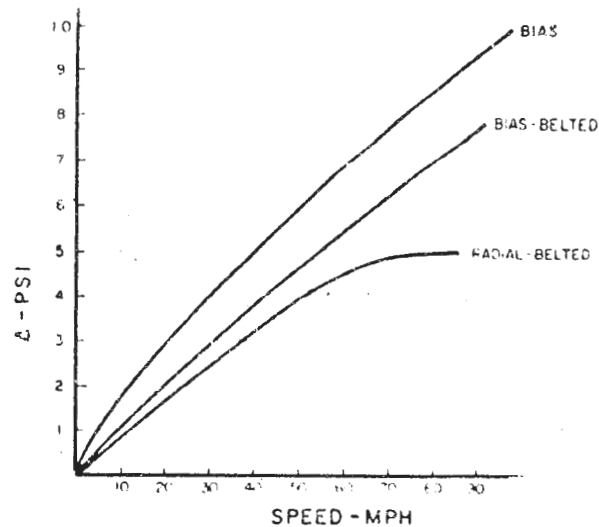
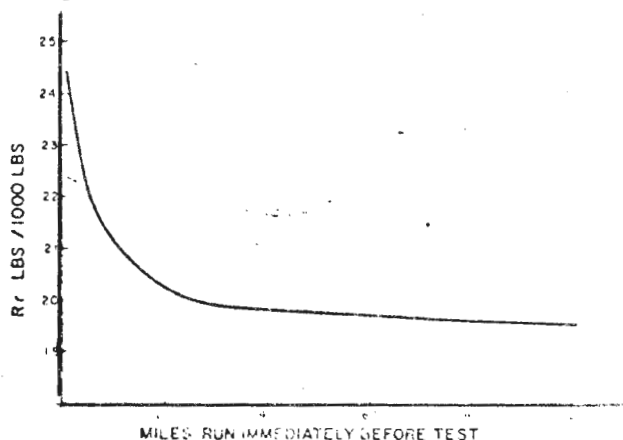


Fig. No. 6

How much is enough? It obviously depends on what you are trying to accomplish. For autocrosses, not too much. For economy runs, as much as the tire and your bottom can stand. For wear, a bit over what is specified, and drive slow! Buy a good pressure gauge and use it.

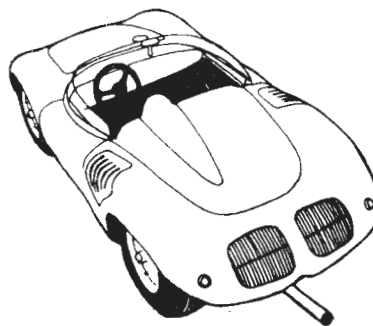
One last hint for the competitors. Rolling resistance also decreases by about 20% as the tires are warmed up. This is shown in Fig. No. 7 where the miles driven immediately before measurement are seen to affect the rolling resistance. Thus it appears worthwhile to warm up those tires.



Bob White

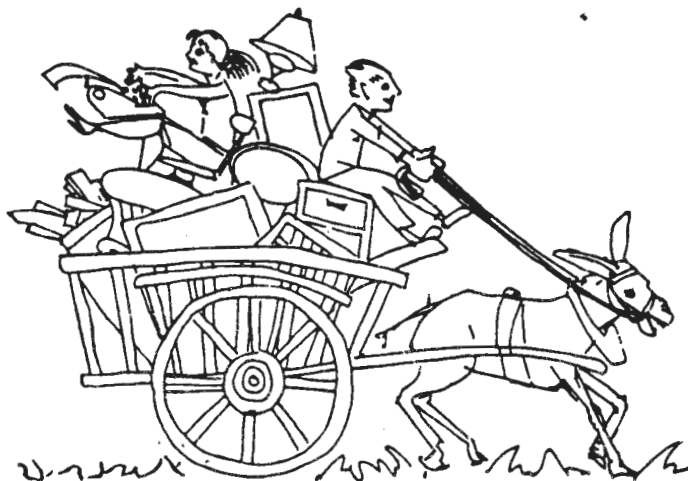
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- 2) Ellis, J. R., Vehicle Dynamics, Business Books Ltd., London, England, 1970. Chapter No. 1.
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We will strive to maintain and improve our service as we have in the past to merit your continued patronage.

Desi Vinczen

RALLYE-LIGHTS

It is almost a universal rule that an experienced Porsche Pusher will change the U.S. required sealed beam headlights and go to the brighter quartz-iodine or quartz-halogen lamps. These lights cast a much longer and more intense beam making it impossible to "over dim" your lights. Any speed over 90 is overdriving with sealed beams.

There are many good units on the market and a thorough testing by the staff of Scene would be impossible. Fortunately, the BMW Club of America has done so for us in the lead article of the Roundel (equivalent to the Panorama) written by Mr. Curt Rich.

"Cibie, Carello, Marchal, and (soon to be introduced in the U.S.) Bosch make comparable twin BULB Quartz-iodine headlamp units. All are excellent units. The Cibie and Carello units fit several wattage bulbs available. Consider 100 watts for high beams and 55 for low beams for competition usage. The British magazines are almost universal in saying the Cibie Biode is the best available. (Cibie is not one of my sponsors.)

Lucas and some others make twin FILAMENT Q.I. lamps. That means one bulb each with two filaments per bulb. The flexibility is less, as is the cost - initially. If one filament burns out, you'll have to buy a new bulb with two - replacing a good one. Considering the outrageous cost of twin bulb units they're worth considering. Twin bulb units are nearly \$60 while twin filaments are about \$40, still ridiculous.

The maximum allowable number of lights is 6, including the headlights, in FIA rallies, and in many states. Choose them carefully, as they cost an arm and a leg. Consider buying one at a time if you're not plush. I'll classify the tested lights I, II, or III, which means:

- I = Ordinary to brisk driving
- II = SCCA type TSD rallies
- III = "Crash-and-burn" rallies - The Press on Regardless, Mexican 24 Hours, etc.

PRICES vary and can be considered approximate. All available in fog and Driving (spot) unless noted.

LUCAS

FLAMETHROWER Q.I. - 55 watt Q.I. bulb (4 amps) in the "old standby" - Spot and fog good beam patterns, available cheap sometimes. I, II \$19.95 (good chrome, etc.)

SQUARE 8 - 55 watt Q.I. bulb (4 amps) - fiat fog beam, little scatter, controlled spot beam, I, II, III - \$29.95 (good chrome, etc.)

SUPER SABER (Fog) and SUPER LANCE (Spot) - 60 watt, 4.5 amp Q.I. bulb - intense, flat fog beam with little stray light, tight spot beam, I, II, III - \$29.95

SEALED BEAM - bulb replacement is expensive (\$16). (good chrome, etc.)

CARELLO

"68" 60 watts (4.5 amps) Q.I. - exceptionally widespread fog beam of even intensity, narrow spot beam. (Unimpressive mount, chrome) Prices vary I, II.

BOSCH

Halogen round - 60 watts, 4.5 amps Q.I. fog beam well defined, even intensity, wide spot - I, II, III Prices not established.

Halogen square - same bulb as round - lamp intended to have blended cut-off but appears to make sharp definitions - not as good, therefore as a cornering lamp as round.

Halogen rectangular - wider fog beam, rectangular - wider fog beam, rectangular spot beam. I, II

MARCHAL (Has contingency award program)

RECTILUX - 55 watts, 4 amps Q.I. - considerable stray light from fog beam, I, II, III (Maybe) Prices vary

SENIOR STARLUX - 60 watts, 4.5 amps, Q.I. - extremely wide fog beam with some stray light above and below horizontal axis, a no-no. I, II, III (Maybe)

CIBIE (Has contingency award program)

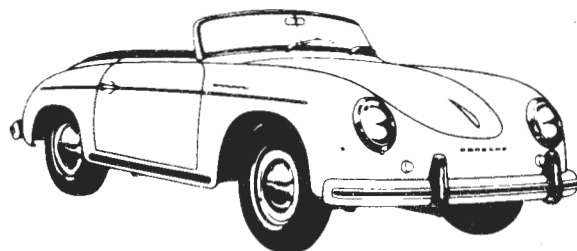
Note: Model 90 was tested, but now replaced by 95, untested, so neither is listed.

35 - (rectangular) 55 watt, 4 amp Q.I. - bright little light for its size. \$26.50, I, II (Good class III reversing lamp).

45 - (Same bulb as 35, code H2.) Lamps using H1 have choice of 55 or 100 watts). With fog beam makes excellent cornering light, 180 degree spread. Spot beam very narrow. I, II, III

180 (OSCAR) - 55 or 100 watt H1 bulb (4.5 or 8.3 amps) - several reflectors available - narrow spot, wide spot, or clear or amber fog, a big mother, fog, best cornering light available - 7" x 4-1/8" deep. I, II, III \$32.50

SUPER OSCAR - Same bulb as OSCAR - 8" x 4" reflector, the biggest available. Two light the road for an entire mile, also available in semi/spread and amber lens. II, III (Only, not recommended for "ordinary" driving) \$39.95 - a fortune; best driving light available."



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Q-tips, and dirty finger nails
Toothbrush, and spilt kerosene pails.

To clean my car, my car to clean
I must beat that silver machine.

I must not drive in rain or snow
For I must win the Elkhart show.

All is fair in love and war
All that is important is the Concours.

Cars Class A through D
The only one who can beat me is Gummow's B.

To win, to win, I forgot my family
That is when my wife called an attorney.

Wilma and ex-friend, Dan
Took me for all I had.

Now my Conda Green Porsche
Is in Chicago, for payment of the fee.

All I have left is a ugly vase and my white socks
Gone is the "S" that rode on Koni shocks.

Dan Gallagher

FROM THE PASSENGER SEAT

Knitting a Porsche sweater

In the September 1961 issue of PORSCHE PANORAMA, Jane Frederick of the Hudson-Champlain Region, wrote an article describing a pattern for a knit sweater.

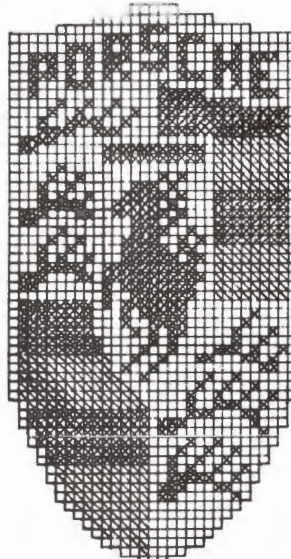
The most difficult feature of this entire project is making the pattern for the emblem. Because most stitch gauges are oblong, rather than square, it is necessary to draw the pattern as though it had been in the middle of a chain accident on the New Jersey Turnpike. The particular gauge that I used was 5 stitches per inch, 8 rows per inch. You'll find it easiest to knit your sweater if you find a knitting book that contains instructions for a sweater using this gauge. However, if you feel ambitious, here is the procedure for making a pattern to fit another gauge.

Using the $\frac{5}{8}$ gauge as a basis for my attempt, the actual dimensions of the escutcheon must be

altered in such a way that 1 square on the graph will represent 1 oblong stitch. Starting from the center point of the design, measure outward both horizontally and vertically. Since the length of our particular design is 4 inches and its width is 3 inches, the dimensions to be plotted on the graph paper will be 32 stitches for height and 15 for width. The points as plotted will not show the actual dimensions of the finished design, but things will right themselves in the knitting.

Finish the design by measuring and plotting all the points that you can, especially the locations of the horse and the vegetation. The rest can then be drawn freehand working from the known points. If you're in doubt, look at the design from an angle to give yourself an idea of the correct proportions. One word of warning: When drawing the design, start by using the lines as they are normally drawn, without regard to the stitches. Then, when the contours satisfy your critical eye, fit the design into the stitch limitations.

The rest is no harder than knitting an argyle sock, so go on and knit.

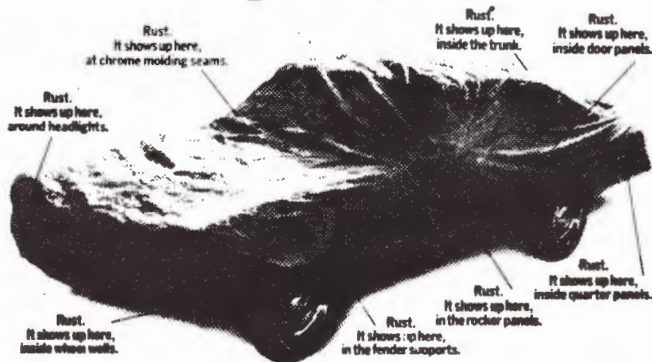


EACH SQUARE = 1 STITCH

GAUGE = 5 STITCHES PER INCH
8 ROWS PER INCH

■ BLACK
■ RED
■ GOLD

They still haven't unveiled the rustproof car.



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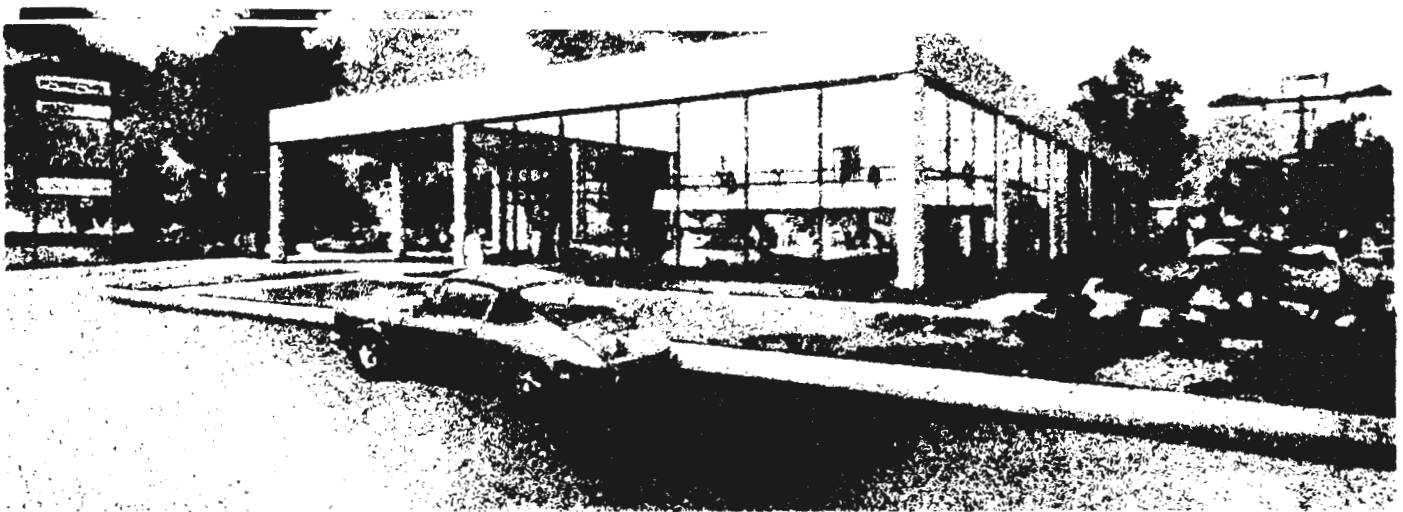
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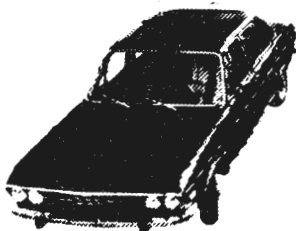
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