

CHICAGO SCENE

AUGUST

1973

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DATES:

August 5 Potter's Picnic

August 19 Rallye

Sept. 14, 15 & 16 Elkhart Weekend



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THE REAR VIEW MIRROR

JULY EVENT -- WEEKDAY DRIVING SCHOOL

It came as a complete surprise. Thirty-eight cars showed up for a weekday driving school and autocross. No one was more surprised than Dan Gallagher who was the event chairman. Apparently driving events are popular no matter when they are held.

The weather which was threatening early in the morning turned into a perfect day. No one could have asked for better. The following served as instructors: Bob White, George Gutmann, Larry White, Bruce Janecek and Dan Gallagher.

Apparently they did their job well for times improved drastically and no one scraped any fenders. Dinner was held afterwards at Buffa's Restaurant located in South Beloit. The food was good and plentiful.

Thanks to the Whites, Hollebs and especially the Gallaghers for all their efforts.

As this was a weekday event, it was decided that regional points would not go to any winners, however, the trophies were very nice and were well received.



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RESULTS

CLASS I-356

Alex Wendorf	110.00 T
Rip Patterson	110.35
Paul Dailie	123.24 APP

CLASS II-912

John Potter	106.73 APP
Tom Ficho	112.31 T
Steve Scott	116.43 A 116.43 APP

CLASS III-914 1.7 & 2.0

Bruce Janecek	104.85 T
Guy Coustney	110.55 APP
Ed Russ	111.15 APP
Mike Scussel	111.52 APP
Jim Peterson	112.03 APP
Jeff Halven	114.27 APP

CLASS IV 2.0 911, 914/6, 356 CARRERA

Dan Gallagher	103.01 T
Stan Rubel	106.05
Mike Pristor	115.00 APP

CLASS V 2.2 E & S

Larry White	96.44 T
Bob White	98.66 T
Dan Gallagher	100.02
Glen Poor	100.68 T
Bill Boy	101.31
John Benish	102.95
Lee Stohl	104.59
Neil Holleb	106.15

CLASS VI All 2.4

Mark Leuzinger	100.96 T
Bob Babbin	106.92 T
Bob Giesel	107.70
Frank Dunn	108.20
Pete De Ramos	115.28

CLASS VII Competition

George Gutmann	911S	96.11 T
Dean Bangert	904	100.47
Cassie DeJong	2.5 911	104.24 APP
Marie Miller	2.5 911	110.65 APP

CLASS VIII Ladies 4 cyl.

Robin Leach	113.69 APP
Karen Maleck	117.73 APP
Cheryl Cornett	118.00 APP
Diane Gallagher	119.32 T

CLASS IX Ladies 6 cyl.

Bonnie Leuzinger	106.93 T
Wilma White	108.50 T
Doris Winkler	110.17
Diane Gallagher	121.38
Sylvia Babbin	129.77

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Registration



Our brilliant tech team trying to locate engine on 914.



Timing stand



Dick Gunther just took the students out to corner 3A to show them the proper line.



I always check everything very carefully, except my oil.



Pit area



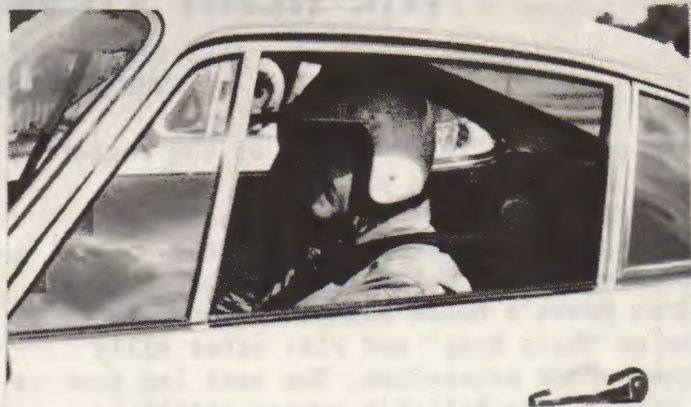
I do not know if I can stand it any more. It seems like every weekend is devoted to the car, and now the weekdays too.



Students



"Ich"



Frank Dunn, old time member



Robin, " I think this club is made up of male chavist"



You see since the engine is in the middle it reduces unspring weight allowing the tail to take a later apex down the main straight.



New member Steve Scott explaining that "the apex" is not really a pants store in old town but is really a unisex store on Halsted Street.



Dean Bangert and Gene Bussian noting that Bob Babbın has lost 25 lbs.



Bob White displaying his concours trunk after off track excusion through the wheat field.



It is a good thing that Don Green finally got religion. If he hadn't I would have broken his neck.

5

THE REAR VIEW MIRROR-CONT.

JULY EVENT -- TRUST ME REGARDLESS OR
THE FERRY PORSCHE RALLYE

As promised, this was one of the better events this club has put on.

We started out Saturday on a gymnick rallye put on by George and Gutmann. The rallye which was a lot of fun took us first to Mew Rosen's house where the VanderWerff's made us "Hula Hoop" and play other silly games before proceeding. The next leg took us to Neil & Judy Holleb's summer resort in Racine where more games and comaradarie awaited us. The third leg took us to a park near Milwaukee where the Bulgrius made us play word games. Thence, we made our way to the Red Carpet Inn where swimming, good drinks, an excellent dinner and a comedy act by Bob Babbins and Mike VanderWerff awaited us. After all this, we proceeded to the Ferry. After a short delay, our own team of expert parkers took our prized Porsches on board and we were off.

I believe everyone had a good time on the ship. The crossing was very smooth and the rooms better than expected.

There was plenty of socializing and with Marion Potter tending bar, we had a blast. In fact, the captain was kept quite busy performing marriages.

After our beloved car parkers had taken off our cars at 4:30 (they deserve a big hand --you have never seen a sorrier looking lot) we got off around 7 A.M. and proceeded to have a fantastic breakfast.

The TSD rallye covered some 220 miles of the prettiest, twistiest roads in Michigan. The rallye itself was just great. Excellent scenery and roads. The checkpoints were manned by the VanderWerff's, the Gunthers and the Babbins.

After the rallye, we proceeded to the Sleepy Hollow Resort where more swimming, cold drinks and excellent company awaited us, along with Ken Lessing who was in charge of the resort.

Dinner was excellent but the high point of the event was Babbins Comedy Hour during the awards presentation.

We cannot thank the Babbins enough and their committee for this event. It involved many long trips through Michigan checking out roads, etc.

Thanks also to the previously mentioned people, the Gutmanns, Hollebs, Bulguns, VanderWerffs, Gunthers, Ken Lessin, Larry and Sue White, and the Meyers and Gladis who practice ran the rallye several weeks before.

It was a blast. Much thanks, once again-- especially to the Babbins, the Gunthers and the Gutmanns.

RESULTS

EQUIPPED

Roger & Bonnie Shapiro**	264**
Bob & Helen Hubert**	
Bob & Sally Buckthal**	
George & Linda Gutmann	394 T
Bob & Wilma White	600 T
Nick De Luce & Jane Matheson	705 G
Dan & Diane Gallagher	766 T
Harold & Doris Beach	1023
Wayne & Marion Potter	1112
Dean & Millie Bangert	1448
Rew & Florence Godow	1570

**Disqualified for too many navigators.

UNEQUIPPED

Dave & Barb Redszus	790 T
Larry & Sue White	882 T
Mike & Linda Scussel	962 APP
Horst & Sue Peppa	1050 T
Bruce & Jean Janecek	1262 T
Skip & Annette Godow	1266 T

Paul & Dale Schechter	1269 T
John & Judy Swartz	1302
Jerry & Linda Schain	1319 G
Bob Garuin & Linda Leppla	1428 APP
Carl & Ronnie Gerster	1491
Hans & Cass De Jong	1856 APP
Neil & Judy Holleb	2068
Dan & Sandy Gerow	2207
Alex Wendorf & Linda	2790*
Bob Giesel & Doris Winkler	2755
Milton & Linda Zale	2940 APP
Mickey & Rae Putlack	3030 G
Dick & Marie Miller	3472 APP
Todd & Linda Johnson	DNF
Wally & Anita Ryback	DNF
Merv Rosen & Jackie Parker	DNF
Richard & Ruth Gollhofer	DNF
Cheryl Ornett & Marie Knuz	DNF
Gene & Ray Urban	DNF

*Toilet seat award



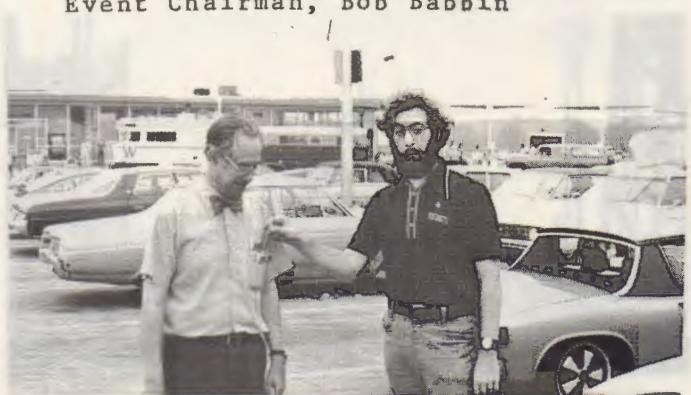
Registration



Sally Salt explaining to Don Green that she preferred him all along to Black Bart.



Event Chairman, Bob Babbin



Son Skip relieving dear old dad of a choice Havana



I am the fellow who is in charge of making the bed checks on the boat. We want to make sure that no one went over-board.



President Mew's place. Site of the first check point on Saturdays gymick rallye.



The very illustrious newsletter editor, creator of such memorable creatures as Sally Salt and Don Green showing off his form.



Navigator playing childrens games while the driver "Hula Hoops"



Mike required all rallist to try their hand at his test of skill



Check point #2-Neil Hollebs summer home in Racine.



The boat commeth



Anxious members waiting to board.



Now we know why the railroads are losing money.



The captain marrying one of our couples



Bridge game complete with Kibbutzer



Dick and Marie Miller, applicant members



W.A.P. Club, (Wifes against Porsches)



Some of our more distinguished members



Sorry, you are only allowed one girl for this trip.



Do you real think Bondurant is going to teach an old dog like yourself any new tricks



At last, peace and tranquility. A beautiful women, a good drink, a new Porsche, the sea air; what more could a man ask for.



California never was like this



Doris Winkler and Bob Giesel are happy they came.



Someone just said that Al Marmalad just fell overboard.



George and Linda reading the results



Gymnick Rallye Winners (note the quality of the trophies).



More winners



Rallyemaster Babbin informing us that he lied.



"Vehiele" which carried the winning teams plus many frosty libations. Unfortunately the club considered five navigators a bit too many and disqualified the team.



Ken Lessing welcoming the rallyist to the Sleepy Hollow Resort



We feel that we should not have been disqualified for there was so much confusion in here that we could hardly find the ice chest. /0



Several months ago I proclaimed my brother a brilliant navigator. Boy was I wrong; DNF on all three legs and a DNF on the Ferry.



I tell you something John, that sure was a big Ferry!



Alex Wendorf receiving traveling trophy befitting his rallying skill.



Thankfully this event was not near as expensive as driving school. Man those cranks cost a bundle.



Dick Gunther receiving award for all his hard work and for his memorable performance at driving school.



Members of disqualified team



Winner unequipped



1st, 2nd, & 3rd unequipped



Winners equipped

COMING EVENT

WEISSE SOCKEN WOCHENENDE
(WHITE SOX WEEKEND)

DATE: September 14-16, 1973
PLACE: Road America and Siebken's Resort
Elkhart Lake, Wisconsin

Traditionally, this event caps the great summer schedule with the best driving (where else but the four great miles of Road America), best food, (the great Siebken's fabulous breakfasts and indescribable dinners), and best carousing (at Siebken's tavern with the diet destroying sandwiches, beer and camaraderie). Pack all this into two and one half days with the Chicago gang and it's an event you shouldn't-- rather can't, miss!

As usual, the proceedings begin Friday night at 8 p.m. with the Karting Kettle Grand Prix. This year, your "Hosts" Bob White (Socks) and Jim (Glad Bags) Gladish intend to have some unusual class twists here, so bring your helmet and be prepared. Afterwards, it's back to Siebken's for some of that carousing mentioned above (or sleep for the serious set).

Bright and early Saturday it's a fabulous Siebken's breakfast starting at 7 a.m. and then out to the track. First order of business will be tech inspection and the concours. Judging will be at 10 a.m. so there will be plenty of track time for those entering the concours. A special tech inspection line will be set up to expedite teching those cars entering the concours, thus giving maximum time for last-minute preparations. This will be the Chicago four class concours with a place for everyone! Let's see a record participation this year. Recall the benefits of concours preparation on the car's speed, reference tech article by Don Green in the July Scene.

Autocross practice will begin at 10 a.m. and we will again run two chase cars so that everyone will get all the track time they desire. (Remember, it's four miles per lap.) Saturday night dinner at Siebken's will be at 7 p.m. with the concours trophies being awarded afterwards. And the carousing until.....

Sunday will be another of those breakfasts at 7 a.m., with timed runs starting around 9 a.m. All participants not wearing white socks or Glad-Bags will be penalized two seconds per run, one for each foot! The wrap-up, of course, is the dinner and trophies at Siebken's at about 5 p.m. What a weekend...what an event!

The cost...what talks about cost with such an event? Regardless, it's reasonable for both registration and Siebken's. Registration fee is \$25.00 for pre-registration and \$30.00 at the track. Siebken's great food and lodging

for the weekend is \$60.00 per person, including tax and tips, based on double occupancy, and \$69.00 for single occupancy. Children under 12 are half-price when sharing a room with their parents. For Saturday night only, including dinner Saturday and both Sunday meals, the rate is \$45.00. Make your reservations for Siebken's directly with Mrs. Ollie S. Moeller, Siebken's resort, Elkhart Lake, Wisconsin 53020. A \$25.00 deposit is requested. Do it now! Mrs. Moeller opens special just for us on this weekend and has to make provisions in case of the typical overflow!

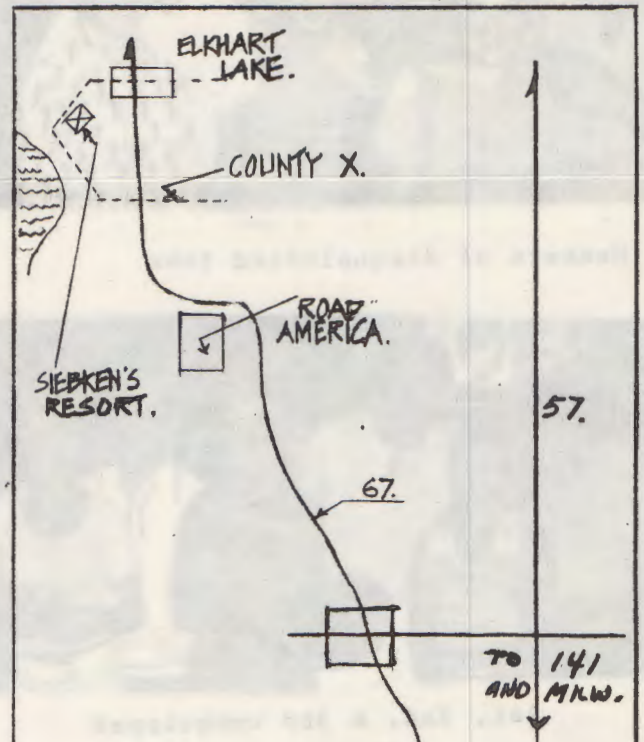
Dear Wilma:

Yes, I am bringing my white socks, my Porsche and my wife (girl friend, etc.)

Name _____
_____ Member _____ Applicant
Porsche Type _____ Color _____
I am entering concours class--
_____ A _____ B _____ C _____ D

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Urbana, Illinois 61801



WHO ASKED YOU?

I haven't been asked and I am not sure how many really want to know, but there comes a time, and it appears to be now, when it's reasonable to take stock and comment on the various Porsche models. What I have to say will no doubt rankle a few and for that I will not apologize, but only comment that this is how I see it. My qualifications? Well, I have owned a cross section of the marque, i.e., a 1957 normal, 1961 super, 1960 Abarth Carrera, 1964 SC, 1968 911L, and 1971 911S. I have driven Porsche models as early as the 1953 coupe and as late as a 1973 911T with the new fuel injection, ridden in the 917K and driven a prototype 2.7 911 Carrera. I made factory visits in 1960, 1961, 1963, 1964, 1968, 1971 (twice) and 1972 (twice), and am a mechanical engineer who is a Porsche fanatic. Enough.

To start the argument (or, should I say -- to set the stage), I will say at the start that my 1971 911S is the best Porsche that's been made through the years and models I have owned. I can't at this point rank the later models completely so that will have to wait, although I will comment that the Carrera prototype was a fantastic machine. Let me clarify why my 1971 is best. Starting with the obvious and progressing to details, it's faster, accelerates better, corners and handles better and will carry a greater load. It is just as rattle-free, has just as good a paint job and workmanship of any model built and less prone to rust; it's more forgiving of mistakes of the driver, and engine access does not require an arm with two elbows or the services of a midget. In sum, it's a better car.

Don't get me wrong...I am in favor of the nostalgia and 356 revival and even considered a 356 concours project myself. But myths notwithstanding, the late cars are great cars, as were the 356's in their day. But this is 1973 - not 1959, and the swing axle and continuous worries about whether the rear end was about to pass the front has had their day. Some people like to speak of "this was or that was a vintage year." In some ways that is true, but the continued progression and development have gone on, leaving the vintage vehicle just that. Porsche has built some good cars and some that were, being polite, a mistake. The speedsters were among the great, the fixed roof Karmann coupes among the mistakes.

Let's take a minute to look at a few of the myths and facts. To put things in perspective it should be noted that Porsche is essentially an assembled car that is, a large percent of the components are purchased from outside suppliers, although to Porsche specs, and

assembled into the Porsche. For example, the the carosserie has only been manufactured by Porsche itself since they bought out Reutter in 1964-65. Actually, bodies have been made by Reutter, Drauz, D'Iteren, Karmann, and Porsche. Consequently, over the years, the famous Porsche paint job has been highly variable, some years good-- some years bad. The early 1950's were marginal, the late very good, the middle 1960's weak, the late very good. Facts are facts. Rust problems.... surely the early 900 series were highly susceptible, and many a 356 owner has so said. Those same 356 owners seem to have forgotten how we worried about those almost certain bulges of rust in front of and behind the doors and how, oh how, could it be stopped!

Workmanship? I remember succinctly picking up my first Porsche at the factory in 1960 and making the factory tour. They built 7200 cars that year, such care. I equally well remember 1971 (and other visits) and that tour. They built 10,000 cars in 1971 (not exactly a horrendous growth rate in eleven years), such care. In addition, however, they were now using electrophoretic priming, galvanized iron in the under pan, PVC undercoating, plus tectyl; and still taking such great care.

I remember well an occurrence in my 1600S in 1961 when, in convoy with the 1959 1600 super, we had a little joust with a Plymouth Fury. He blew us off at our 109 mph top speed. Admittedly, there were no turns, but let's face it-- highways have more straights than turns. That hasn't happened in my '71 911S and frankly, I don't think it will! Porsche has progressed from a good little sport car to one of the truly great GT cars the world has seen. It's better today in a tougher and more competitive market. The rock hard suspension of the competition ten years ago is gone and they too have learned about independent suspension, wheel travel, and radial tires.

A story published a few years ago after Porsche won at Sebring had a title which in some ways summarizes what Porsche stands for. It said, "The Little Car That Could." That "little car" has gotten better with time and hopefully will continue to do so.

My 1971 911S is the best I have owned or experienced...after all, it was a vintage year!

Bob White (Socks)

MISC RAMBLINGS

Congratulations and best wishes to Dolly Connors and Ben Hursh who finally decided to get married. All kidding aside-- now that Alfred, the Alfa has rusted away, Dolly is welcome to become a family member.

Old friend, Al Marmaled, has written and says he is alive and well with his family and has sold his Pink Porsche with the brown upholstery. He has acquired his sixth 911 in 2½ years. Al is enjoying the South East Michigan Region (probably trying to run everything) and will attend Elkhart. The board has moved to make membership in the club more meaningful.

Applicant members will now be required to attend the dinner after our events (so we can get to know them) and the numbers of meetings to be attended has been increased to four - up from two. The board also approved the donation of \$25.00 to be used as a door prize for the Monterey Parade.

We also must announce the resignation of old friend Jim Bulgrin from the board of directors. Jim now lives in Racine. His judgement and experience will be missed. No replacement has yet been announced.

For 1974 Porsche has decided to drop the "E" from the lineup. Available for 1974 will be the "T", "S" and the Carrera. All street models will be using the C.I. (continuous injection system).

We understand that the Meyers and the Gladishes had a great time in Europe after picking up a new "T" Targa for Jerry at the factory. The couples covered some 4,500 miles around Europe, and even had time for a few laps around Nurburgring. Four adults (sorry, 3 adults, 1 short adult), 4,500 miles in a Targa must be "Fun?"

Best of luck to the Shapiros, the Gutmanns, the VanderWerffs, the Whites and the Bangerts at the Parade. Hope you do well and bring home a lot of that California silver. Dave Redszus has quietly slipped out to California to attend Bob Bondurant School of High Performance Driving. Dave drove well before-- now he wants to become the next Jackie Stewart.

The Fifth Annual Rebel Rennfest will be held August 31 through September 2. Registration to Judy Keating, 3304 Indian Valley Tr., Atlanta, Georgia 30341. Send in your \$30.00 and join the Meyers, Gladish and Potters and Gummows for a very enjoyable mini-parade weekend.

Congratulations to Gruppe 356 on the successful completion of their first bi-monthly lie in. This club is composed of old time members who have social events where they bend their elbows and tell lies about the good old days.

We have heard from Colleen Booth. She is living about 20 minutes from Frankfort and is taking German lessons. She has reactivated the German PCA Region, and is serving as its secretary. Colleen is enjoying driving her "S" on the autobahn. Colleen's address is 6368 Bad Vilbel, Germany - Berliner Strasse 18.

The following tech tip was received from George Gutmann. If you plan to do a lot of driving at Elkhart, make sure you use a heavier oil. He recommends a 40 wt. racing oil.

Congratulations are in order for Merv Rosen and Bob Babbin. Merv, with some help from Neil Holleb, took 26th overall in the annual Mackinac Race. Bob Babbin, while not finishing so high, took a second in the small boat class, thereby receiving a rather large trophy.

NEW MEMBERS

Stan & Sue Rubel 367 Woodlawn Glencoe, Illinois 60022 835-1236 Home 641-0922 Office	69 911T Targa
Steve Scott 500 E. 33rd St., Apt. 2102 Chicago, Illinois 60616 225-4935 Home 947-5700 Office	69 912 Targa
Larry Chmura 3548 N. Pulaski Chicago, Illinois 60641 283-6296 Home 595-8885 Office	60' 590 Roadster
Keith Tanaka 1245 West Foster Chicago, Illinois 60640 728-7093 Home 467-1941 Office	69 912 Coupe
Jim Peterson 4112 Highland Downers Grove, Illinois 60515 968-7164 Home 469-6163 Office	71 914 Blue



Dean Bangert with hair.



Jerry and Helga



Linda Potter and Rip Patterson announce their engagement



Jack Cooper goes topless



Bob White congratulating Dan Gallagher for winning Concours - my how times have changed



Dave Korinski (no - he still has not bought a drink)



Jim Gladish & Lynne Isaacson



Wayne Potter with hair

TECH TIPS

Reprinted from DER AUSPUFF, Santa Barbara Region, PCA

Do you like your Porsche? Do you, every now and then, walk by and give it loving glances? Well, other people probably do, too, and one of these days some nasty guy is going to decide that he likes it better than you do.

According to insurance companies, hot car artists rate Porsche tops on the "steel list" with Corvette in second place. And, despite the best efforts of auto engineers, car thefts have doubled in the last ten years.

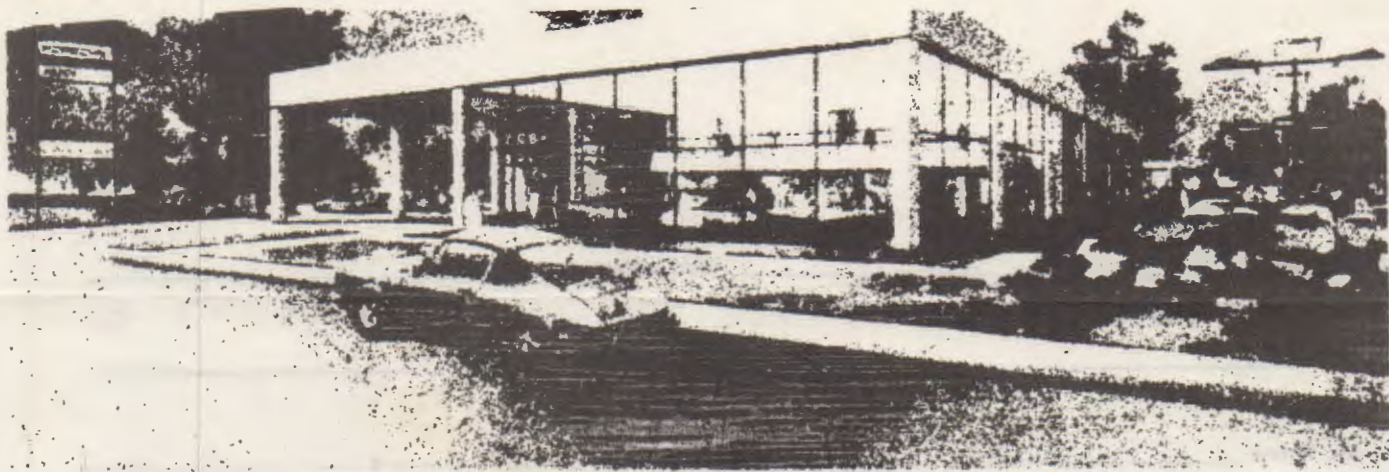
What can you do about it? First of all, try to think like a car thief. Forget about locks. A bent wiper arm slipped through the rubber around a window lifts a locking button so quickly and easily you just wouldn't believe it. Electrical cutoffs won't make it either, as a hot wire to the coil will energize the ignition system long enough to get the car gone. No, any car thief worthy of the name can get into any car, wipe out any locking and alarm system, and get power to the spark plugs, because any good car thief (if there is such a thing) is a professional, and has the tools and know-how to prove it.

The biggest chink in the thief's armor is TIME-- when he makes his move, he can't afford to hang around a hot car playing mechanic. He either gets the car or he doesn't, and he can't take long finding out which it will be. And there lies the answer--make the car so it won't run, but be sneaky about it-- and Porsches are just made for this kind of action. They have electric fuel pumps!

By simply interrupting the flow of electric current to the fuel pump, you fix it so your car doesn't get gas, and thus won't go. One of the beautiful parts about this is that the car will start, so the thief knows the problem is in the mechanical department. Not being able to take the chance of trying to find the problem and fix a hot car near where it was pinched, he'll abandon it. And so the story has a happy ending after all.

How far will a Porsche go with the fuel pump shut off? Not very. If it's carbuerated, it will make three or four blocks on the reserve in the bowl. If it's fuel injected, it won't go 500 feet. But, in either case, the

(over)



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TECH TIPS - Cont.

car is where the thief doesn't want it and can't work on it, so he must leave it before the wrong guy comes along and wonders what he's up to.

Installing a hidden fuel pump cutoff switch in your Porsche is a cinch.. I did mine in about one hour, and it took just a switch, twenty feet of wire, and some electrical tape. Total cost- less than three bucks. If your car has the Bendix or Hardi fuel pump, just the single wire needs to be interrupted. Later models with the fuel pump tucked under the body have two wires going to the engine compartment, and only the blue (hot) one needs to be cut. In either case, the basic idea is to cut the lead and then wire it through a hidden switch. As a suggestion, you might put a pressure operated switch under a floor mat and nobody could ever find it. Or a toggle-type switch under the seat or behind the ashtray. There are all kinds of switches you can use, the wiring is simple, and the number of hiding places is limited only by your imagination and the accessibility of

the place you like. The fuel pump wire is usually 16-gauge, so go one size heavier - 14 gauge - to take care of voltage drop through the additional wiring.

Having done this, you can bet that the time will come when you'll get into your little bomb and drive away, forgetting to flip the switch. The car will soon begin to sputter and die, but it will immediately hit you that you goofed, and a flip of the switch will set things right in a jiff. But this minor embarrassment is well worth the beautiful feeling you'll get each time you turn off the switch and leave your pride and joy, knowing you've been so clever in making sure it will be there when you get back.

On the 1969-and-up-models, or on any models with CD ignition, the cutoff and re-wiring should not be done near the coil or the distributor. This would cause an electrical short with probable damage to the ignition box which would cost many, many pennies to replace.

CHANGE OF ADDRESS

Name _____ Wife's Name _____

New Address _____

Business Phone _____ Home Phone _____

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767 Ivy Lane

Glencoe, Illinois