

CHICAGO SCENE

DECEMBER

1973

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DATES —

Dec. 15 ! Dinner Dance

Jan. 20 Ice Gymkhana

**NOTE: This event may be
changed to Saturday!

Feb. 24 Rallye



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.

Material must be received by the *Scene* editor no later than three days after the club's event to be published in the next issue. Contributions will be published on a space available basis. The editor of the *Scene* reserves the right to edit, as necessary, all material submitted for publication.

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THE REAR VIEW MIRROR

OCTOBER EVENT - PUMPKINS & PORSCHE RALLYE

Pumpkins and Porsche it was. Only someone forgot to add rain and fog. For some thirty seven Porsches and the workers this night was one they will long remember.

The Bobby Riggs of the Porsche Club, Harold Beach and Roy Cuny, put on an excellent rallye. They did their homework well and deserved better. The only fault with this rallye was that visibility was so bad that it was easy to miss an instruction or check point. In fact Bob Buckthal, and Roger Shapiro drove right by Bob's station wagon which was a check point, not once but twice. It is our opinion that the reason why the scores were so high was because of the visibility, for the rallye was not too difficult and it was well laid out.

Since it was asked that participants not wear costumes no one did, but Ben and Dolly Hursh did the next best thing they decorated their ORANGE porsche 914 with witches and goblins. Neat!

The first check point was held at an antique aircraft museum, courtesy of Mr. & Mrs. Paul Palidor. We believe the members enjoyed seeing the old planes plus all the knick knacks and memorabilia that was for sale. Thanks for letting us use the facilities.

You may notice that the unequipped class was won by Taylor Bangert and his cousin. This is made even more remarkable by the fact that neither the speedometer or the odometer were working. Typical Detroit Iron. Speaking Detroit Iron, the rain convinced Bob & Wilma White to leave Patrick Porsche at home rather than get his clean undercarriage dirty. Is there a concours trailer (ala Gummow) in the works?

Dinner was held at the Citadel Restaurant in Wheeling. The long cocktail hour and excellent fellowship were welcome after the cold and wet excursion in the country.

Thanks to all the people who helped make this event a success. Thanks to Mr. Herb Lockman of Robert Bosch who allowed us to use the plant for a starting point. Thanks also to all who worked check points, under trying conditions! Weems Huto (Harold's Assistant); Dave Beach; Bob, Helen and Pam Hubert, Jim and Nancy Tober; Bonnie Shapiro, Sally Buckthal; Jim, Bonnie and Kent Gladish; Jerry, Barb and Debbie Ridgeway; Paul Fontaine; Jerry Meyer; and most especially to Harold and Doris, Ray and Betty. It is rumored that Harold & Ray put on over 1500 miles on various automobiles setting up the course! Too bad it rained but we still had an almost perfect evening.

Chicagoland's

1ST



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RESULTS

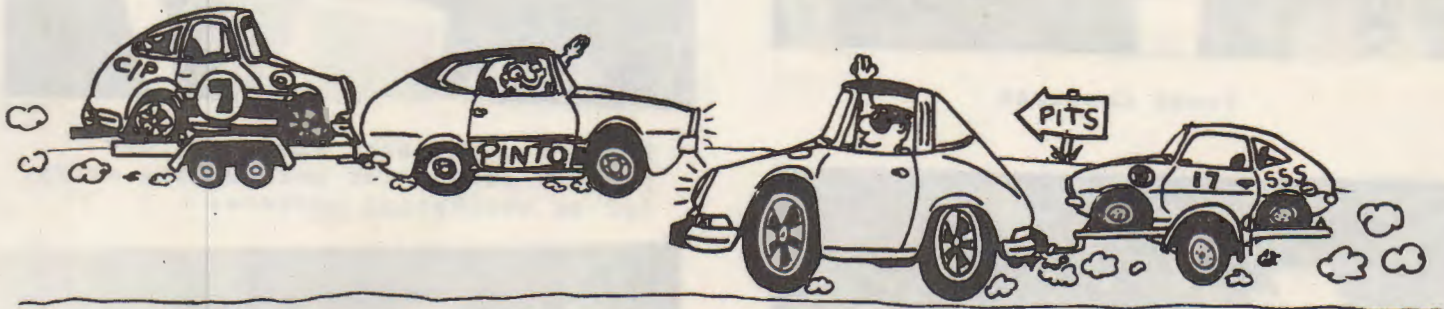
RESULTS-EQUIPPED

George & Linda Gutman	111 T
Dan & Diane Gallagher	172 T
Paul & Virginia Dickenson	1864 T
Mike VanderWerff & Sandy Gerow	1878
Merv Rosen & Guest	1886
Bob Buckthal & Roger Shapiro	1910
Norm & Studier & Guest	DNF
Rew & Florence Godow	DNF

Dean & Millie Bangert	1004 Det.
Todd Kaitis & Linda Johnson	1262 T
Dick & Joyce Gunther	1468 T
Paul & Dale Schechter	1486 T
Larry & Laurel Lesniak	1588 T
Gene & Janet Urban	1628
Bob Geisel & Doris Winkler	1718
Dan Gerow & Arlene VanderWerff	1953
Bruce & Jean Janecek	2051
Fred & Sue Hopenwasser	2285
Ira & Cay Kephart	2381 APP
Mike & Lorraine Van Vekoven	2532 APP
Jim Franzen & Father	2567 APP
Randy Kohler & Guest	3411 APP
Larry & Sue White	3744
Ed Leed & Wife	DNF APP
Lee Kramer & Wife	DNF
Wally & Anita Ryback	DNF
John Ruane & Guest	DNF APP
Frank Wagner & Guest	DNF
Glenn & Linda Russell	DNF APP
Darlette Husom & Jackie Luga	DNF APP

UNEQUIPPED

Tyler Bangert & Dave Grede	402 G
Bob & Wilma White	457 Det.
Skip Davis & Guest	471 T
Horst & Susan Peppia	473 T
Jerry & Helga Meyer	552 T
Ben & Dolly Hursh	981 T
Joe Ratschan & Connie Rogar	994 T



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Bavarian Motor Works



Checkpoint workers



Oh Helen, I am so cold and wet!



Event Chairman



That is right, Bob, you get 1,000 penalty points for not feeling sorry for us checkpoint workers.



Peter Pumpkin Porsche



Be nice to me Kay, and I will make sure you are accepted for membership.



A rare picture!



One thing we have noticed, Todd, is how loyal Linda is to you.



Oh well, you cannot win them all!



Here is where you went wrong Jerry. You were supposed to make a left at the third available after you passed nine "Do not pass" signs and three witches not a left after the third available witch.



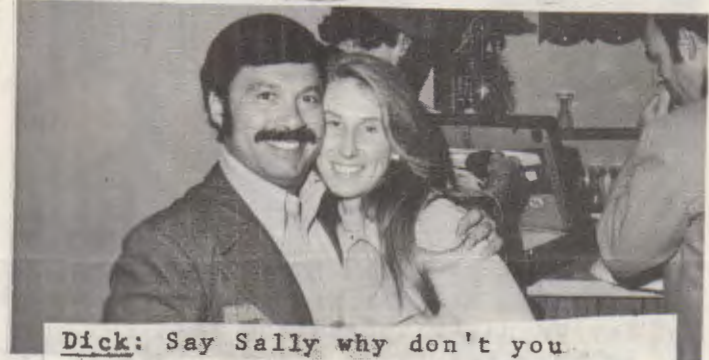
I told you I'd fired my son, the navigator, last month. So I bring my wife out and we win. It just goes to show you, you cannot trust anyone under thirty.



We knew a "rallye" was not a rise in the stock market, but we never knew it was like this either!



Since they removed my apex, every time I go around a corner hard my stomach spins. Boy, is that alot to spin.



Dick: Say Sally why don't you go for me?
Sally: Because I am afraid your hair would fall off!



Peter Porsche can pick a peck of pickled Porsche Pushers..



I never get into any pictures so I grabbed this good looking girl here. I hope this does not create any scandal!



One good thing about being a super shoe is that you attract women. You have to because you have no money left to attract them with. God, but am I good!



Florence, is Bruce really a super shoe?



Larry & Laurel Lesniak



Art Anderson and wife - Where have you been so long?



Say Wayne, I understand that you volunteered to be Dinner Chairman for the nineteenth Parade? You must be nuts!



Mike and Lorraine Van Vekoven, applicant members (we hope they are an improvement over the last Dutchman we let in).



Wilma: Now Bob, you are not going to play Don Green, are you?

Bob: Willie, you know how perfectly normal I am.



I still cannot get over the fact that I once thought you were a good navigator.



Frank, why all these comments about some of 356 class not being stock?



Connie, say your prayers for I may win my first trophy.



We only came out to see Roy Cuny drop his trousers at the checkpoint. Boy, were we disappointed!



Pam, now that you have become a beautiful young woman I want you to remember what I taught you. Stay away from short men who live in Indiana.



Well, Kay, now that we have finally filled all the requirements of membership, are you sure you really want to join this bunch of nuts.



They are going to present "The Bruce Janeczek Memorial Drinking Trophy" at the dinner dance. Make one little mistake and you pay all your life.



Illustrious members calculating the results



Well Betty we did it. The rallye is over and somehow everyone found the restaurant. Now all the credit will go to Harold and Roy, but we know they could not have done it without us!



Today is Debbie's birthday, but she worked so hard at the checkpoint she just could not stay awake at the party.



Winners Equipped



1st and 2nd--unequipped



3rd, 4th and 5th--Unequipped



6th, 7th & 8th--Unequipped



Winners of the Pumpkin Award--Unequipped



Winners of the Pumpkin Award--Equipped



Winners of coveted traveling trophy received in recognition of driving pass the same checkpoint twice.



NOVEMBER EVENT-DEEP PORSCHE TECH SESSION

It appears that the trill of the "deep Porsche Tech Quiz" brought out more people than the 1974 Porsche (sic) did. The tech session was extremely well attended (for a tech session) and produced a very enjoyable day. Bob Bryntesen provided his beautiful facilities for our use and did a lot of leg work so he could have a new Carrera plus a 911 and 914 for our inspection.

Mr. Al Herte, of Porsche/Audi, provided a excellent slide show of the new models and explained all the changes to the model, most of which were for the better, happily. Mr. Herte provided factory films on how the car is produced and tested and recent Can/Am racing films. They were very interesting and informative.

Bob Buckthal and his panel of "experts" comprised of Dean Bangert, Roger Shapiro and George Gutmann then presented the "Deep Porsche Tech Quiz." Dan Gerow had taken pictures of obscure Porsche parts and George's missing apex.

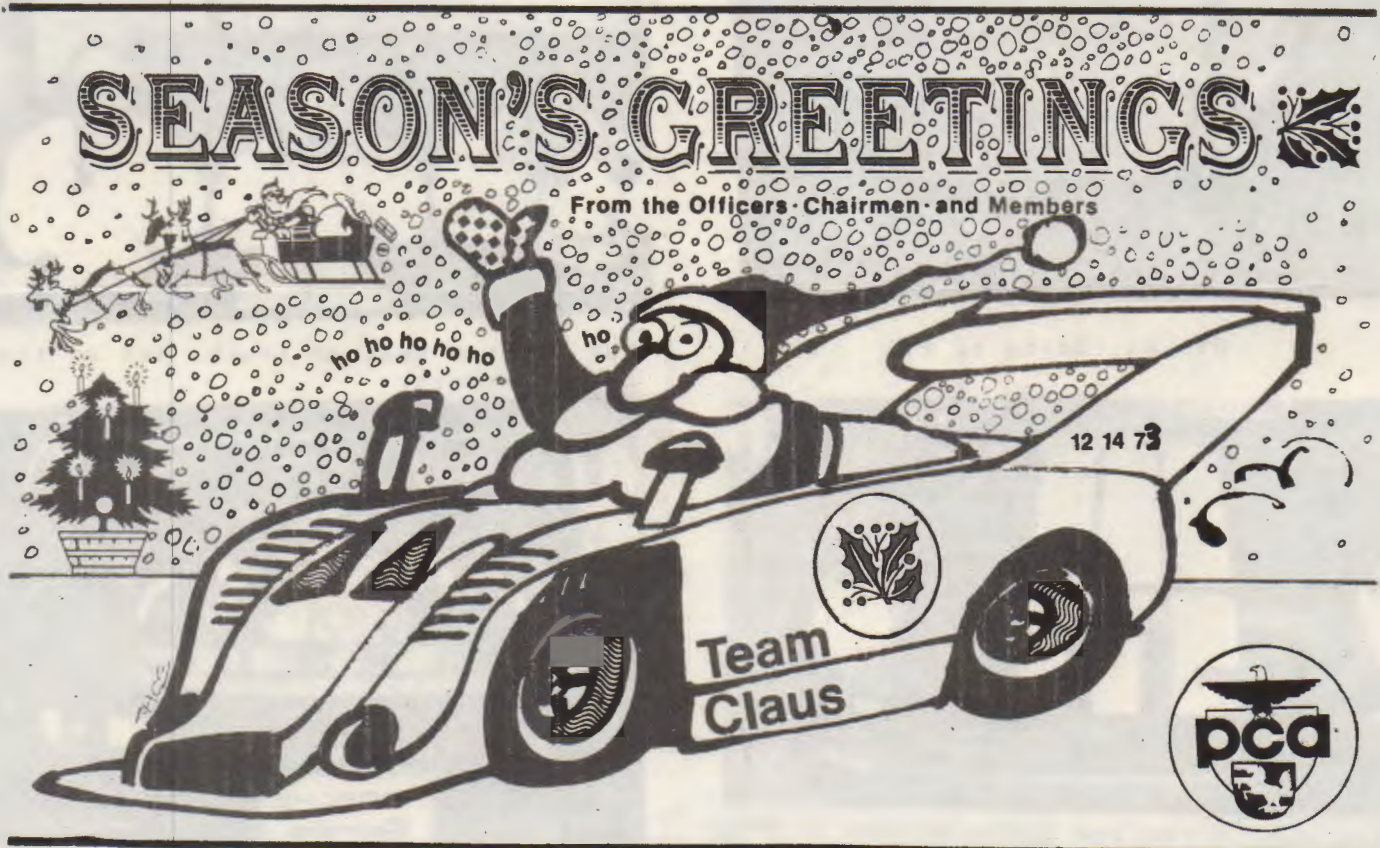
The "experts" then told you what the part was, however, two of them were not telling the truth. The contestant's job was to figure out what "expert" was telling the truth. If he guessed right he received a bottle of wine. This was very well done and very funny.

After the comedy hour, Mr. Bryntesen treated us all to a Bratwurst, Kraut and beer dinner. It was very much appreciated and very enjoyable.

After dinner there was a short rallye to Diane and Dan Gallagher's house where the party went to the early hours of the morning.

Much thanks to Julie and Ben Frohlichstein who were the chairmen and put it all together. Thanks also to Bob Buckthal, Dan Gerow, Roger Shapiro, Dean Bankert and George Gutmann for making us laugh. A big special thanks to Bob Bryntesen for the use of his facilities, all that good food and especially for his friendly attitude.

It was a good day. The new Porsches, movies, a many laughs, good food, cold beer, and excellent company.





The audience.



Our very illustrious event chairman with moustache,



Registration.



Mr. Brynthesen, our host.



Mr. Al Herte of P/A



Our experts hear no truth, see no truth, tell no truth.



You see if you are lucky enough to own me, you want everyone to know what I am, so you put big decals on me so people will know how neat you are!



Need we say more-yes, I know of someone who would like that license plate very much.



Master of ceremonies for the "Deep Porsche Tech Quiz", If you don't believe me just ask Dan Gerow



Did you see the list price on that Carrera--WOW!



Do you really think the Dinner Dance will be as wild as last year. If so, I want to make sure Norm takes me. There is still a lot of flame left in the old furnace.



Dad, why do all these people act so silly?



This is all so interesting



I told you they were all nuts.



There is absolutely no truth to the rumor that Bob has installed a heating and air conditioning system in the concours trailer.



See, it says so right here. Roger owns more Porsches than anyone else in the club, however, I understand that if he doesn't sell the Roadster soon it will be converted into a table..ala Black Bart.



Lookie here, Bob and Bruce with old what's-his-name. All kidding aside it is good to see Guy again.



I have not had too much beer!



You idiot, this is not my friend it is my wife!



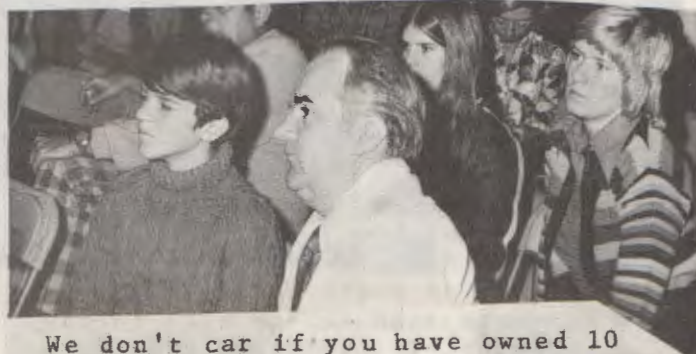
We don't believe any of them has told the truth all day.



You may think I am helping this young damsel pump beer-but you see the annual Diner Dance is next month and that is my moment of glory!



You know Cassie with this fuel shortage it may be tough to get propane for the hot air balloon. However, I think if we put Bangert directly under the gandola.....!



We don't care if you have owned 10 Porsches in the past, you don't own one now, and you just got to have one.



12 Kurt and Eleoner Kalweit of Rockford.



I came here expecting to see "Deep Porsche".
Instead they presented Sesame Street-



Yes, you are right that I am the first
women to hold regional office and I
intend to keep my womanly Decorum,
but don't you S.O.B.'s try to push me
around.



Girls: Mom, do you think Daddy
learned anything today.
Wilma: He had better learned that he
cannot afford a new Porsche!



Say Jerry, that is not a bad looking
car you bought. Too bad those skinnex
tires are not going to allow you to
come even close to me. You see Jerry,
I am the greatest, just ask me.



Bruce, the super shoe Czech insurance
man, and family.



The Gallagher girls



Ever since I won the last rallye Mom
and Dad say I have been impossible
to live with.



Yes, I know Millie and I make quite
an impression at last years dinner
dance by arriving in our Rolls Royce;
however, if it snows this year like
last we are coming in Taylor's snow-
mobile.



Bob: Say White did you see that medallion around the neck of that big ugly Greek next to you?

Larry: Yep, I think he is trying to become the large size Vander Werff!



Linda, you may be asked to identify my missing apex. Please don't make a mistake.



Yes it is true Jack and I have moved to Rockford, You all are welcome to stop in next year after Blackhawk.



I sure hope our daughter is safe at Campaign what with all those nuts down there. You know some of the teachers even wear white socks and silly beards.



Say Dennis and June, is the annual dinner dance really as wild as they say?



Rew: Are you going to the dinner dance?

Harold: Wouldn't miss it for the world. I have been drinking my Gertol every morning.

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BOARD DECISIONS

At the October Board Meeting it was decided to publish the decisions of the Board so that the club will be better informed. This column will appear every month. The major decisions will be underlined.

October Board Meeting

PLACE: Neil Holleb's House

In attendance: Merv Rosen, Bruce Janecek, Neil Holleb, Bob White, Dean Bangert, Dick Gunther, O.J. Meyer, Roy Cuny, Mike Vander Werff and Dan Gallagher. Also present were guests: Dennis Skidmore, Gene Urban, Bonnie Gladish and Harold Beach.

1. Accepted 5 new members
2. An A will be placed on Applicants vehicles at driving events so they will not be confused with guests and we can meet them.
3. The club will pick up the tab of our guests from the P/A division at the dinner dance.
4. Decided to have free champaign at the dinner dance even if the dealers do not donate it.
5. Approved a \$150 door prize for the dinner dance.
6. Approved Basic Calendar for 1974. (See next newsletter for dates.)
7. Approved the purchase of an additional \$300.00 of merchandise for the Goodie Store.
8. Approved the purchase of 3 fire extinguishers for the use at driving events.
9. Approved the purchase of a mobil Citizens Band unit for our trailer (a walkie-talkie speaker system).

November Board Meeting

PLACE: Merv Rosen's

In attendance: Merv Rosen, Bruce Janecek, Neil Holleb, Bob White, O.J. Meyer, Dick Gunther, Roy Cuny, Mike Vander Werff, Dan Gallagher plus guests Harold Beach, Dan Gerow and Bonnie Gladish.

1. Passed a resolution that those members not pre-registered for an event will not be eligible for trophies and regional points. The pre-registration cut off date will be determined by the event chairman.
2. Accepted two new members.
3. In the future pictures of the applicant must be attached to his application.

4. Mens and womans autocross classes are to be the same for 1974.
5. Mens and Women classes are:
 1. All 356
 2. All 912
 3. 914 (1.7 & 1.8)
 4. 914 (2.0) 911 (2.0 except E&S)
 5. 914/6, all 2.4 911, 911 2.0 E
 6. All 2.7 litre, including 2.7 Carrera
 7. All 2.2 911 (T, # & S), plus 911 2.0 "S"
 8. Modified 4 cyl.
 9. Modified 6 cyl.
 10. Competition
6. What is "modified" is to be determined by the P.C.R.'s and board decisions. Such decisions may be on a per car basis.
7. The price of an additional directory (telephone) will be raised to two dollars.
8. A new set of by-laws for the Club were prepared by Bob White and Dan Gallagher. They were presented to the Board. No action taken.
9. A new point system and policy was approved for the over all trophy:
 - a. All events shall rank equal. No more factioing of points to equalize concours, gymkhana, and Rallyes.
 - b. Points for all events shall be 9,6,4,3,2, 1, (first through sixth place) Except for Classes B, C & D in concours competition.
 - c. To be eligible for the overall award the individual must enter and compete in at least one of all three types of events and enter in a Porsche.
 - d. Nine rallye points which will count for overall will be awarded to any individual who works on a Rallye. However, those points can only be achieved once a year.
 - e. One point will be awarded to everyone who works or attends any event including a Rallye. Therefore you would receive 10 points for working your first Rallye but only 1 for your second.
10. Three cars are necessary to make a class. If three cars are not present that class is merged into the class above., etc. until a class is made.
11. Motion passed disallowing a member of a nominating committee from being nominated for office.
12. Approved awarding trophies to the top ten finishers including ties for the overall trophy.
13. Changed event registration to \$5.00 per registered and \$7.00 late registration.



COMING EVENT

DECEMBER ANNUAL DINNER DANCE

DATE: December 15, 1973
 PLACE: Biltmore Country Club-Hwy. 59,
 2 miles north of hwy. 14, right
 on Signal Hill Road-North
 Barrington, Illinois
 TIME: 6:00 PM

Yes, dance fans, it is time to dust off those old dancing shoes, review your crash Arthur Murray course and come out and have a ball.

I am sure that everyone except Bob Hubert and Bruce Janeczek had the best time of their lives at last year's dinner dance. Dennis Skidmore is again the event chairman, so you can bet on one hell of a good time. Dennis has found a band which he claims is even better than last year's-however, it will play some slower music for the older members. By the way, the Biltmore has remodeled-therefore, they will have two rooms for our use, one room will contain the bar and dancing, while the other will be quiet so the "old folks" can chat.

For those of you who have never attended this gala gathering, it also features the annual awards banquet with presentation of the annual overall award plus the gymkhana, rallye and the concours championship trophies.

We have never heard a complaint about the excellent food and free champagne except from Bruce whose only complaint was of too much. The price will be \$25.00 per couple. When you consider the picturesque setting, the great food, dancing, free champagne and the best party you will ever attend, the price is cheap. In fact, the club has priced the event as low as possible (non-profit) so all could attend. Reservations will be LIMITED to the first 75 couples because of limited dining facilities brought about by the remodeling.

Dear June:

Yes, I have dusted off my dancing shoes and lubricated my elbows. I am looking forward to reviewing the events of this fantastic year with the nicest people this side of Elkhart.

Reserve ___ dinners @ \$12.50 each

NAME	MEMBER	APPLICANT	GUEST
	EQUIPPED	REALLY EQUIPPED	WOW

Mail to: June Skidmore
 8526 Barrington Ave.
 Munster, Indiana 46321

JANUARY ICE GYMKHANA

DATE: Sunday, January 20, 1973
 TIME: Registration 11:00 A.M., Start 12 Noon
 PLACE: Sterlingworth Motor Inn, 6 miles north
 of Elkhorn, Wisconsin, on Highway 12.

Contrary to Roy Cuny's opinion that ice is only good when it is mixed with Bourbon it does have other purposes. It makes for a very interesting surface on which to hold a gymkhana.

Yes, it is that time of the year when Porsches will walk on water. Not only will they walk but they will also go in big beautiful circles as they slip and slide across the lake. If you think a gymkhana is fun on the pavement, you just have to try the ice. Not only is it more difficult but if you miss a gate you can spin and spin and never hit anything.

Four classes will be run again this year; men with snow tires, men with regular tires, women with snow tires; and women with street tires. Only one passenger will be allowed, and then only in the front seat!

The actual competition will be limited to Porsches.

The Sterlingworth is a complete winter resort. Snowmobiles are available for those who wish, at reasonable prices. There is a heated pool where you can warm up from your trips across the ice or you can relax on a pair of skates next to your own Janet Lynn. If none of these turns you on there is the ever popular Porschizing at the bar overlooking the lake. Usually several members and their families make a weekend out of it by staying at the Sterlingworth. Make reservations yourself.

Dinner will be held promptly at 5:00 P.M. and is always excellent. This event is always a lot of fun, so bring along your "longies", ice skates, swimming trunks and have a good time.

Dear Wayne:

You cannot believe how well I skate. I am bringing my longies and intend to slip and slide my way to the silver.

NAME	MEMBER	APPLICANT	GUEST
	Entry \$5.00/Car (7.00 at line)		
	Reserve	Dinners at \$	(at line)

Mail to: Wayne Potter
 Rt. 1 Box 26
 Grays Lake, Il.

MISC RAMBLINGS

THE REAR VIEW MIRROR ELKHART WEEKEND
SEPTEMBER, 1977

Oh yes, autocross fans it was a fantastic weekend. Thirteen Porsches from all parts of the midwest came to Road America for our annual weekend. Surprisingly the local officials did not notice us and we all got to the track and under the camouflage nets before anyone saw us. There were some close calls at the train depot where we unloaded our cars, but sure guts prevailed once again. As you are well aware, ever since all forms of automobile competition were banned we have had to be a little sneaky to get our kicks. Bonnie and Roger Shapiro won the best disguised Porsche award once again. If you had not known that the Blue 911 was under the farm produce cart that they pushed from the train station to Road America you would have thought they were just local yokels.

Mike VanderWerff won the event with a fantastic time of 4:34. When you understand that he could not exceed 3,500 R.P.M. to save gas, he was very fast. It looked like there might be a good race but Jim Gladish's new experiment did not work. Jim being a chemist, had mixed some kerosene with nitro to try and duplicate gasoline. However he holed a piston on corner three. Larry White unfortunately ran out of gas on the Canada corner, ending his challenge.

After the trilling event we all decided to take the club treasury and buy an old building where we could store our cars. In the future all club meetings will be held there. There are several map rallyes planned, ten concours, plus every event we will recount the old days and tell lies about how fast we were and how it sounded to hit 7,000 R.P.M.'s with stingers on.

The above is an obvious exaggeration but it could happen and what are we doing about it. We have sat back and watched the idiots legislate our beloved cars into heavy, underpowered, ugly stones without hardly a protest. Now we are faced with the prospect of a national 50 M.P.H. speed limit and gasoline rationing. Did any of us write our congressman

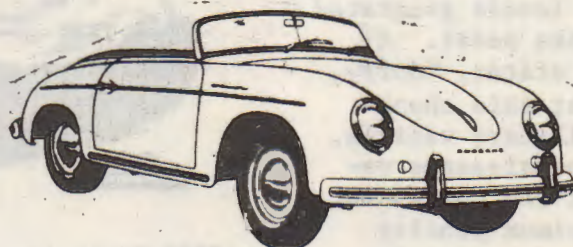
or state legislative to tell them that they should be legislating out of existence 6,000 lb. 8.2 litre monsters. Under pressure from interested groups, they (the legislative) responded for political expedience and produced standards for air pollution that required larger inefficient engines instead of smaller more efficient engines. Did we protest when they said that all cars would have to carry 300 extra pounds of natural resources as bumpers to protect the car from dings. No we all sat around and died.

At the present there are several bills in front of the Illinois legislature to restrict noise from automobiles which would make a racing event impossible and another bill outlawing all forms of automobile competition including ralleyes and gymkhana, etc. Have we once written. No. We are even going to let ourselves be limited to 50 M.P.H. where our engines burn twice as much gas (911E) as they do at 77 M.P.H. in high gear. God they are so damn stupid and they are killing us and we do not even complain. I am so damn mad I could cry!

We have sat around and allowed a few well intended environmental groups stop the Alaskan pipe line; end off shore drilling; required larger, gas guzzeling, inefficient engines; heavier, ugly and airodynamic innefficient cars. All of this has happened. Now we are faced with no gas, (caused mainly by the wasting of it by Detroit Iron), the end of auto racing and the possible end of all rallyes, autocrosses and gymkhanas. If you do not react there will not be a Porsche Club to attend or a Porsche to drive. Write your legislature.

Congratulations to Dave Redszus. He finally got the 904 "together" and won his first SCCA race. Dave entitled B sports/racing at an "Enduro" run at Blackhawk and stay together as the fastest cars brake. Consequently he won.

A new model arrives in Stuttgart. The very



1954 356 SPEEDSTER

latest Porsche was unveiled by none other than Kuni Porsche when she presented her husband, Peter, a son on September 17, 1973. They named him Peter Daniel Porsche (after his father and the newsletter editor). Our best wishes to young Peter and our congratulations to Peter and Kuni. By the way the child was born on Todd Kaitis's birthday.

PORSCHE ON THE SINAI

As you will recall, our hero Don Green had returned from his adventures on Mars in fine shape except for a layer of red dust that covered his beautiful Silver Targa (with-soft-rear-window). We now rejoin our hero.

Don Green had had it. He was fed up with Watergate, tired of high prices and worst of all was sick about a small rock chip he had acquired under the left fog light on the Silver Flash. With this mental anguish and the additional worries about having enough gasoline to run his automobiles, he decided to drive his beloved Targa into the cargo bay of an Israel bound 747. Don had decided that he must get involved. He did not have to prove his courage. It was well known, he had dared to disagree with Bonnie Gladish at the recent board meeting and we all know that takes great courage. No he was really concerned about the oil supply for his beloved Porsches.

Shortly after the plane landed in Tel Aviv, Don was driving out onto the desert. Soon he was hitting 120 M.P.H., while still in third gear. While he knew that his engine was good for 11,300 R.P.M.'s (Ah, the benefits of concours) he was still surprised that he could go that fast here on earth. Then he realized that in preparing for the last concours he had applied 4,269 coats of Classic Airplane Wax. Apparently the wax had reduced aerodynamic drag and friction to a point where they were no longer a factor (ah, the benefits of concours).

Don was still accelerating when he noticed the road was blocked by military vehicles. Bringing the Porsche to a dead stop from 170 M.P.H. on gravel was no easy task but he rose to the occasion. However, on his next trip he had better wear some shoes for his white nomex socks were not built for the extreme stress levels generated by his muscular toes upon the brake pedal. A young officer approached Don and stated, "Sorry, nothing but military vehicles past this checkpoint." Don stated "This is a military vehicle. It is a new ultra high speed reconnaissance vehicle." With that Don drove past the checkpoint and into the desert receiving maximum penalty points for that leg. Don had a bad habit of missing checkpoints.

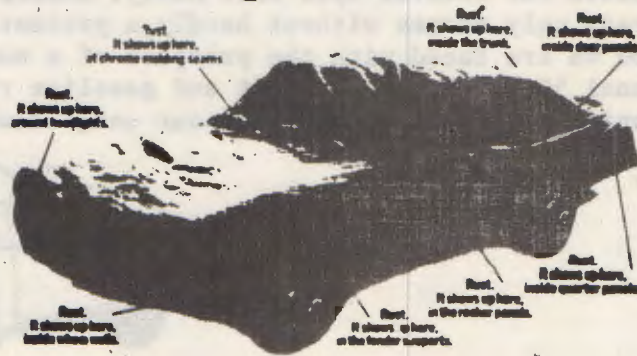
Soon Don was doing over 200 M.P.H. as he streaked across the desert. Suddenly he noticed a SAM 6 rocket was gaining on his rear. Apparently the Arabs had mistaken the streaking Silver Flash for a low flying Phantom F-4. Don's reflexes had been sharpened by years of racing to a point seldom attained by mortal man. With lightening like quickness he executed a quick double/clutch/tbe-heel down-shift and sent the Porsche into a tight arc around a wrecked Arab tank. He noticed a whole line of them stretching for miles into the distance. Remembering Bob Buckthal's advice that smoothness is the secret to fast driving, he danced the Porsche between the line of tanks. Upon reaching the last one he did a great handbrake 180 and started back up the line on the opposite side. Luckily the SAM 6 knew nothing about the handbrake 180's. Consequently the SAM missed the last gate reaching a DNF for the run. Ah, the benefits of Gymkhanas.

As Don reached the end of the line of pylons the Israels troops broke into a wild applause. Don was ushered up to a reviewing stand where he received the first place trophy, a chrome plated can of chicken soup.

Later that evening after a dinner of lox, bagles and chicken livers, Don was asked to deliver the keynote speach. As he arose to address the gathering Don uttered a loud belch!!

The noise awakened Don from his sleep. Yes, his beautiful wife Vilma, was still next to him. She turned to him and said "Damn it Don, would you stop all this so that I, Stormey and Twilight can get a good nights sleep."

They still haven't unveiled the rustproof car.



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(Editor's Note: This article was taken from the "Porsche Post" of the Porsche Club of Great Britain. The article was originally published in 1962).

This little story only concerns those of us who drive real Porsches, which is to say, those with standard fixed coupe bodywork, or classic Porsche. When motoring in the rain we have all noticed how the back window keeps remarkably clear at all speeds above about 15 mph. Even in torrential rain on the Autobahn the rear window keeps clear at 80 mph and to me this has always been one most useful point about the Porsche, for I like to know what is going on behind me at all times. A momentary stop and the window will get rain spots on it, but back to steady high-speed cruising again and the rain drops will dry up and disappear. This view in the mirror of what is happening to the rear window has always intrigued me and I have often given thoughts to the air flow across the Porsche tail, for it is pretty obvious that the aerodynamic flow is of a very high order and that the lack of rain drops at speed indicate that there is little or no turbulence even as far back along the body as the window.

I had often thought of doing some wind tests with wool tufts, but somehow I never got around to it, like so many other good ideas, but one day a phenomena occurred which saved the bother of wool tufts. We were motoring three-up one day with a "boffin" friend of mine in the back seat, all folded up sideways the way you have to be when in the back, so that his face was very close to the rear window. It was a lovely sunny day and we were pressing along until after a traffic-light stop in a town my friend asked if I could see the fly on the rear window. In the mirror I could see this fly, and it was on the outside of the window headed in the direction we were going. As we accelerated away and out on to the open road it stayed there, and my closely observing friend noticed that the fly was bending its legs and getting closer to the glass the faster we went. What was remarkable was that it did not fly away, nor get swept off by the flow of air. At 70mph it was still there, with its wings folded and pressed down on the glass so it was very obvious that whatever the air flow was doing across the back window it certainly was not turbulating or the fly would have been swept away. Equally it seemed pretty certain that there was a thin barrier of still air just above glass, or else the fly had remarkably strong suckers on its feet. Knowing rain does not get on the window I was always of the opinion that there was a band of still air just above the window, by reason of some freak phenomena probably caused by the rubber and

aluminum surrounding. This fly stuck to the rear window so intrigued us that we did some experiments, hoping that the fly would cooperate, which it did splendidly. We gradually decreased speed, by steps of 5 mph while my observer watched closely, and as the speed dropped the fly was seen to rise up to its full height again, and its wings were no longer being pressed firmly down. As soon as we reached this state I accelerated rapidly up to 70 mph again and reports from the back said the fly has been compressed once more, but was still in the same place. We did this experiment twice more, and each time we got down to about 40 mph the load was lifted off the fly, but it did not or rather, could not, go away.

The next step was to see at what point the fly was no longer under a downward pressure and was free to go away, but this would obviously be the end of our experiment, as we could hardly expect it to come back again. We gradually slowed down once more and at just under 30 mph the fly took off and was gone. My friend in the back was fascinated by the whole affair, and said how remarkable it was to see the fly being pressed downwards by a layer of air flowing across the window, but obviously never coming to closer than about one eighth of an inch from the glass at 70 mph. This may sound an unlikely story, but believe me it is perfectly true, and next time you motor in the rain look in the mirror and study the rear window. It is not luck that rain does not fall on the glass it is a fascinating technical phenomena; I am the greatest of Porsche fans, but I would not be so bold as to suggest that the body shape was designed that cleverly, but I do think the Porsche body was designed by someone who knew his job and not by a stylist, like the new Porsche bodies. This phenomena of flow is just a lucky fluke, but a very useful one. I have seen a Porsche with a windscreen wiper fixed to the back window, and it was an early coupe body like mine, but I really do not see what useful purpose it served, unless the owner spent a lot of time parking!

For those of you who drive Speedsters, Hardtops, or Cabriolet models, all of which I do not consider as real Porsches, than I am sorry that you cannot appreciate the satisfaction of knowing that there is a remarkably good air flow over the tail of your car. Mind you, your car won't get flies on it, like the normal ones do.

HIGH POTENTIAL CD IGNITION

As you well know, it takes an electrical spark to ignite the air-fuel mixture in an engine. A hefty spark is necessary for ignition under various starting, and a fuel-rich air-fuel mixture. A hefty spark is not easily generated by a conventional ignition system.

There are two important considerations to an ignition system: 1) output voltage and 2) output energy. The output voltage (or potential) is what causes a spark to jump the gap between the two electrodes of a spark plug. A spark is nothing more than the ionization of a gas so that it will conduct electricity. An air-gasoline mixture needs a much higher potential for ionization than plain air, and the more the vapor-mixture is compressed, the higher the potential required. Thus, a much higher voltage is required to generate a spark in a high compression engine than in air at normal atmospheric pressure.

The energy of the spark across the spark plug electrodes causes the air-fuel mixture to ignite. The amount of energy determines how well the mixture ignites--a low energy or weak spark will ignite only a few molecules of fuel and air, whereas a high energy spark will ignite many more molecules. But, there is a limit--a spark can ignite only those molecules of fuel and air it comes in contact with. More importantly, high energy is required where the air-fuel mixture does not have the optimum ratio of fuel to air, e.g. the fuel-lean mixture of the pollution emission regulated engines and the fuel-rich mixture of the early 911 engines. Furthermore, high energy will cause a spark to jump the electrodes of a fouled spark plug. A fouled spark plug is merely one which has a sufficient amount of carbon on the ceramic insulator to "short-out" the high voltage. But if the energy is high enough, there will be enough energy, even with the short, to have a spark across the spark plug electrodes.

A conventional ignition system stores energy in a high voltage coil (in the form of a magnetic field). When the distributor points open, current stops flowing in the coil and the field collapses. The collapsing field induces a high voltage in the high voltage coil winding. Two problems exist with this system. First, the amount of energy which can be stored. Second, the amount of inductance limits the rate at which the coil to store a large amount of energy, but a long time is required for the magnetic field to build up and to collapse. A small in-

ductance coil will store much less energy, but a much shorter time is required for the magnetic field to build up and collapse. Thus, conventional ignition system must have enough inductance for sufficient energy to ignite the air-fuel mixture, but not so large that the build up and collapse time is longer than that needed for firing each cylinder. In actual practice the output of a conventional ignition system falls off at high rpm's.

A capacitive discharge system stores energy in a capacitor. It charges and discharges in a period of time much shorter than a high voltage coil for the amount of energy stored. This is because molecules of a ferrous material must reorient themselves in a coil, which is a slow process. But, a capacitor deals only with electron flow, which occurs at the speed of light!

The operation of a capacitive discharge system is basically a threestop process. First, the 12 volt battery voltage is converted to voltage between 300-400 volt D.C. This is done by an inverter stage that converts the D.C. battery voltage to A.C. and steps up the voltage through a transformer. (This is the stage that makes the high pitched screeching sound when you turn on the ignition.) The stepped up A.C. is rectified to 300-400 volts D.C. Second, the 300-400 volts D.C. is applied to the capacitor to charge it. Third, a silicon-controlled rectifier (S.C.R.) connects the capacitor to the low voltage terminals of the high voltage coil and the capacitor discharge through the coil. The coil acts as a step up transformer so that the 300-400 volts may be stepped up to 40,000 volts. The coil acts much faster in stepping up the energy than it does in storing it. The Bosch capacitive discharge system uses a special high voltage coil, but many capacitive discharge systems use the conventional high voltage coil.

An electrical network that turns on the s.c.r. is connected to the points and allows only a small fraction of the normal current flow through the points. This network also prevents the s.c.r. from being falsely turned on if the points bounce after they have closed. Consequently, a capacitive discharge unit does not suffer from the problems that afflict a conventional ignition system. Most capacitive discharge systems put out much more energy at a higher voltage than a conventional ignition system. The output voltage does not fall off at high rpm's.

The high voltage does not start instantly, but rather builds up over a period of time, even though only a few milliseconds. This build up time is much shorter for a capacitive discharge system and thus can cause the timing to be advanced several degrees over the setting for a conventional ignition system. For this reason, a word of caution, if you plan to install a capacitive discharge system always check the electrical timing of the engine.

NEW MEMBERS

LETTER TO EDITOR

PCA-CHICAGO

We're still active mentally although stuck in Japan on Business since June. We enjoy the "Scene" and are very homesick - or I should say "Porsche Sick" -- its been 4 months since I've been behind the wheel. Oh the '74 Carrera is for sale in Tokyo - \$7,900,000 yen ----- \$30,152.67. Same in U.S.? We've seen 3 Porsches in four months here - too expensive I guess. Anyway we really miss the events. Congrats to all in California--sounded great.

Dennis & Linda Green

PORSCHE MART

FOR SALE

1966 912 Coupe. Used only on Sundays by a dirty old man. Runs well, however needs work. Cheap - \$1,934.17.

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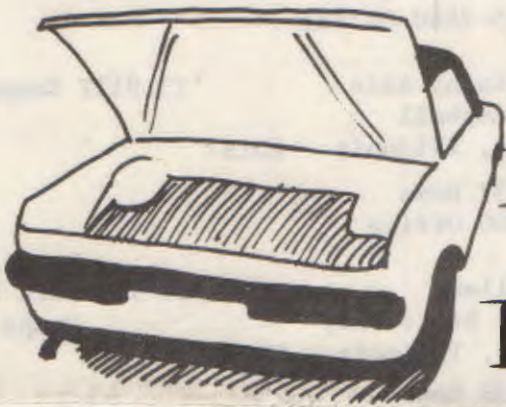


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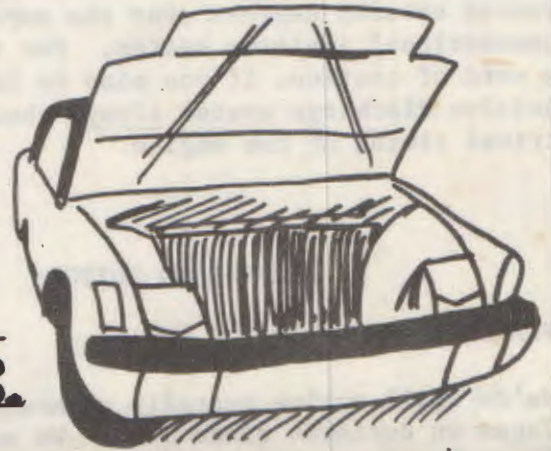
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