

CHICAGO SCENE

FEBRUARY

1974

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NEWSLETTER

Dan Gallagher 312/775-5944

6710 N. Edgebrook Terrace, Chicago, Illinois

DATES:

February 24 — Rallye

March 24 — Bacchus Bash II



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 REAR VIEW MIRROR

**JANUARY EVENT
ICE GYMKHANA**

Porsches did indeed walk on the water; only trouble was most of it was not frozen. Unfortunately a two inch rain Saturday night lay on top of the ice. However, we did not let that interfere with our fun.

The Gymkhana course was well laid out by the Hollebs, the VanderWerff's and the Gallaghers and consisted of a 1/4 mile duplicate of Black Hawk Farms race track. It was really fun to spin around the track while aquaplaning and sliding on the ice, all at the same time.

Because of the weather it was impossible to snowmobile or to ice skate, but a good number of members (particularly the children) availed themselves of the swimming pool. Too bad we did not get another rare glimpse of the Texas Flash (Dan Gerow) on ice skates.

The event chairman, Wayne Potter and Ray Stonecipher did a good job making sure everything went right. There was plenty of hot coffee and chocolate for all the nuts on the ice, and the bar never ran out of the more powerful stuff for those who watched out the picture

windows. Dinner was as excellent as usual. The Sterlingworth always seems to give us good hospitality and food.

Thanks to all the people who helped with the actual running of the event. To applicants John Ruane, John and Diane Welda, Sam Melinsk plus the old standbys of the entire Holleb family, Bob and Wilma White, Dawn White, George Gerk, Norm Studier and Dan Gallagher; you all deserve our thanks. Special thanks to Wayne and Ray for planning the whole thing, checking the ice every day and especially for arranging for gasoline to get us home.

It was a great way to spend a Sunday afternoon. Where else could you learn how to handle a skid when there is absolutely no possibility of damaging the Porsche; go swimming in January; or join Ray Cuny socializing at the bar?

All of us who attended, particularly the twenty or so couples who made a weekend out of it will return next year.

Chicagoland's

1ST



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RESULTS

Fast time of day, Neil Holleb (4 wheel drive truck)
57.867 T

MEN'S REGULAR TIRES

Mike VanderWerff	62.999 T
Bob White (Socks)	63.642 T
Peter Heckman	64.931 APP
Norm Studier	66.138 T
George Gerk	66.902 T
Jack Kettlestrings (V.W.)	67.439 APP
Ted Klint (Pontiac)	68.040
Ed Russ	68.460 T
Sam Melinsk	68.559 APP
Ben Frohlichstein	69.159 T
Kurt Sedlock	71.992 APP
Larry Bobbe	72.418 T
Dave Morrell	72.589 T
Harold Beach	73.134 T
Dan Gallagher	73.223 T
Chuck MacKay (BMW)	74.756 G
Gene Urban	75.774
Lowell Koenig	76.105
Jerry Ridgeway	76.338
Rich Kajin	77.015
John O'Keefe	77.443
Merv Rosen	77.771
Roger Shapiro	78.673
Pat Hemelet (SAAB)	79.684 G
Gene Coburn	80.910 APP
Fred Hoppenwasser	81.051
Chuck Vischulis	81.256
Dan Gerow	82.012
Hugh Ruthbun	82.376 G
Curt Wachta	82.393 G
Ron Rogginger	82.774
Steve Scott	82.936

Jack Fritsch	83.789
Rick Abeles	88.118
Chuck Regan (911)	88.312
Ron Bodinet	88.658
Mike Robbins (V.W.)	91.490
Chuck Ekstrom	91.535
Martin Carver	92.730
John Potter	93.304
Chuck Regan (914)	102.327

LADIES' REGULAR TIRES

Julie Frohlichstein	69.535 T
Robin Leach	79.273 T
Lucy Regan (914)	81.683 T
Shelley Granzin	81.745 APP
Doris Beach	84.602 T
Lucy Regan (911)	85.063
Kathy Abeles	86.084
Sandy Gerow	86.771
Susan Hoppenwasser	87.221
Bonnie Shapiro (V.W.)	92.178

MEN'S STUDDED TIRES

Ben Hursh	60.646 T
Todd Kaitis	68.442
Skip Davis	72.684

LADIES' STUDDED TIRES

Dolly Hursh	67.040 T
Linda Johnson	74.776

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Mercedes and BMW Body work and painting

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The Sterlingworth

(4)



Inferior import splashing through the water.



Starting line



A large box splashing about.



Dan Gerow washing the salt off of beloved 356.



Water, water everywhere!



Chuck Regan in corner six



Kathy & Rich Abeles washing off '68 912.



Two of our hard workers.

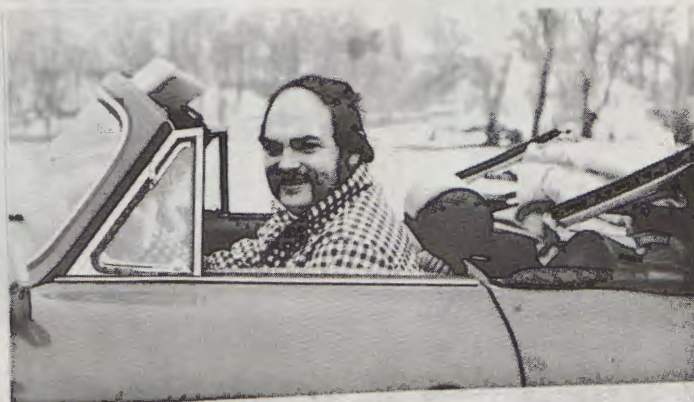
(5)



I came up here to snowmobile. I should have brought my water skies!



Dan Gallagher starting the motor boat race.



The weather here reminds me of Texas, Lousy!



Chuck McKay and Kathy, president of B.M.W. club came up here to see how an event should be run.



Applicant Jack Kettlestrings and family.



Porsches are like kleenex--they are great when its dry.



Uncle Neil and deep throat G.M.C.



Dawn: Why do you guys all wear beards?
Bob & Frank: If you cannot grow hair on your head what else can you do!

(6)



The two most beautiful girls here.



Your right Barb we were going to bring Alfred but if he went through any more salt we are sure the fenders would fall off.



We learned how to do this in Bonnie Gladish's sex and needle point class.



You know Roger Cuny is the only one here with any sense. He never left the bar.



We were going to bring the Ferrari Daytona but as usual it refused to start.



Did you hear the rumor that we are the hottest romance to hit the club since Don Green & Sally Salt?



My daughter is upset since she has never been in a Scene.



(7)

New treasurer, Gene Urban, tells his son that they will be going to Disneyworld after all. It seems they have just come into some money.



Yes, we have the first 76 Porsche, they are calling it a Camero.



Say Judy, we hear you do a great job on picking out restaurants?



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



We are so happy that we brought down the cross country skies.



I understand I had a great time at the dinner dance.



Applicants, John & Diane Weida



You know Chuck I have not seen this much water since I drove my 911 into that River after Elkhart.



Too bad we did not spend the weekend. We heard you people had a real ball!



Well I brought her up here as you said but there was no piano for her to play.



As I said earlier I drove well so that I could win the heart of this fair maiden. We now that I have won it what do I do now?



New father, George Gerck, and applicant Sam Melinck

(8)



Say John I notice by the speedometer that you put in over 200 practice laps when we set up the course Saturday!



Next year Sue, I intend to bring the water wings



There I was just minding my own business when this 40,000 lb. truck knocked me into a guard rail. Boy did I make a mess out of that truck!



Ruthie your a good sport and a good wife to put up with me this long.



Wayne and Marion, the very illustrious event chairman.

(9)



1st and 2nd regular tires.



More winners, Mens regular tires



Still more winners, mens regular tires. Note that the Geritol set won several trophies.



Winner, studded tires.



Winner, ladies regular tires



Harold Beach receives the much sought after traveling trophy befitting the fact that he fell into 4 inches of water.



Uncle Neil (and young friend) received the fastest time of day trophy earned in four wheel drive vehicle.

FEBRUARY EVENT – Gladish's Guarantee Rallye

DATE: Sunday, February 24th
TIME: Registration 1 P.M. ALL Cars off at 2 P.M. SHARP
PLACE: Glenview Country House, 1560 Waukegan Road (1/2 block North of Lake Street)

You may not believe this, but this rallye is not of the non-driving type because of the current energy crisis – no rallye fans - this "slide" rallye was planned all along as a rallye school.

Jim Gladish and company have gone through a great deal of trouble and effort to give you a very challenging rallye on slides. What they have done is take pictures along the entire rallye route, including off course instructions.

The only big difference between this and a rallye driven in a Porsche is that you cannot get speeding tickets and you cannot get lost, for you will never leave the room. Normal rallye instructions will be used as well as equipped and unequipped classes. There will be plenty of speed changes to keep you on your toes. This event will count for regional as well as rallye points and the usual trophies will be given.

As mentioned earlier there will be a thorough rallye school before the actual rallye so you can learn where you make your mistakes. Another benefit is that you need not get your Porsche dirty or full of salt. Also if gasoline rationing is in effect (God forbid) you will not have to use any.

A very pleasant dinner is planned after the event. If you attended the teacher's turnaround you will remember the excellent dinner.

*N. Milwaukee to Glenview Rd. East (ly, kt)
Left at First Intersect (Pflugston)
3-4 BIKES to Ragen, left, second house on Right*

Dear Bonnie:

What a gas! I would not miss an opportunity to keep my Porsche clean, drive 100 M.P.H. and still save gasoline for all the oil in Iran.

NAME _____
 MEMBER APPLICANT GUEST
 EQUIPPED UNEQUIPPED
\$5.00 pre-registered (\$7.00 at line)
I will attend dinner, reserve ____ Adults @ \$6.50 and ____ Children @ \$4.75 (At line \$8.50 and \$6.75). Make check payable to PCA/Chicago and send to:

Bonnie Gladish (or call 964-5093)
3814 Rugen Road
Glenview, Illinois 60614

729-4706

MARCH EVENT – BACCHUS BASH II & SWAPFEST

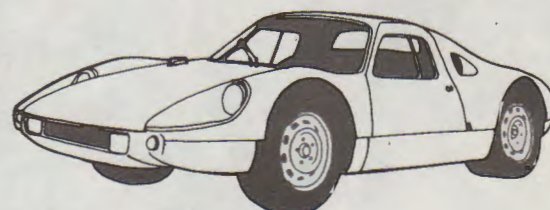
DATE: Sunday, March 24, 1974
PLACE: Shoreline Porsche Audi
80 Greenbay Road, Winnetka
TIME: Concours judging 1 P.M.
Beer Tasting 2 P.M.

Last year's wine tasting and concours was so successful that this year we are going to do it again. This year the law firm of Gallagher and Novoselsky will bring you the best beers from Germany, Holland, Denmark, Czechoslovakia, Japan, Mexico and the United States for you to sample. There will be a short talk about each country and its beer by an expert (no, not the event chairman).

Here also is your opportunity to clean the winter's slop and salt off of the old Porsche and enter the concours. Our now standard four class concours will be used so there is no excuse not to enter.

If all of this is not enough to make you happy, you will also have the opportunity to get rid of all your old Porsche parts and accessories. A separate area will be set off where you may sell these items. Tag each item with your name and the price. Who knows, you may even sell it so you can buy something else?

After the event, dinner will be held at the famous Hackney's Restaurant on Lake Street in Glenview.



Dear Diane:

Would not miss this event for all the foam in Milwaukee. I will attend.

NAME _____
 MEMBER APPLICANT GUEST
Reserve ____ places @ \$4.00 an adult (children free)
\$6.00 at line

I plan to enter the Concours
CLASS A B C D
\$6.00 pre-registered includes the above fee (\$8.00 at line)

Reserve ____ adult dinners @ \$4.25 (\$5.25 at line)
____ children dinners @ \$2.50 (\$3.50 at line)

Make check payable to PCA/Chicago and mail to:
Diane Gallagher, 6710 N. Edgebrook Terrace, Chicago, Illinois 60646 (312/775-5944)

MISCELLANEOUS RAMBLINGS

Our condolences to Wilma and Bob White and family on the recent passing of Wilma's mother.

While we are on the subject of bad news. Our condolences to Steve Scott on the untimely demise of his red 912 Targa. It seems that a large semi decided to jackknife knocking our friend into the guard rail. Steve's 912 was shortened several feet in both the front and rear. Fortunately he was unhurt.

Now for the good news: George and Jeannette Gerk recently had a baby girl. Their first arrived January 17 and weighed in at 6 lbs. 7 oz. Congratulations to George, Jeannette and Jennifer.

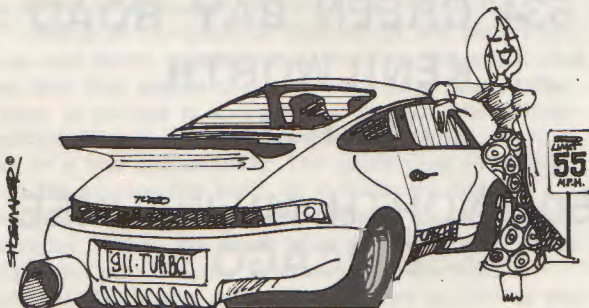
Congratulations to our own Jim Gladish. Jim ended up fourth in the SCCA National Solo II Series, in the A stock class. The nationals were held in Wetzville, Missouri. Three of the top four cars were Porsches.

Best of luck to Jack Cooper. Jack, one of the original members of the Club, recently received the Porsche/Audi and Mercedes franchise for the Rockford area. We all wish him well.

Good luck to Mike Ladrum. Mike recently purchased a 911 IMSA car from Webb Racing and plans to campaign it at Daytona in March.

When is the price of Porsches coming down? Probably never! Last January when the dollar was devalued prices of German cars rose in relation to the dollar/mark exchange fluctuations. Now, one year later, the dollar has risen over 10% in relation to the mark. Have Porsche prices dropped as they rose? Absolutely not!! Nothing is as permanent as a temporary tax or temporary price increase.

Our good friend Bob White (socks) recently wrote several letters to our governmental representatives concerning his solutions to the fuel crisis. His proposal was basically to reduce the weight, engine size and aerodynamic drag of the behemoths manufactured in this country. He received a reply from one of our representatives; U. S. Senator Adlai E. Stevenson. Senator Stevenson's reply was "I would not want to be sitting



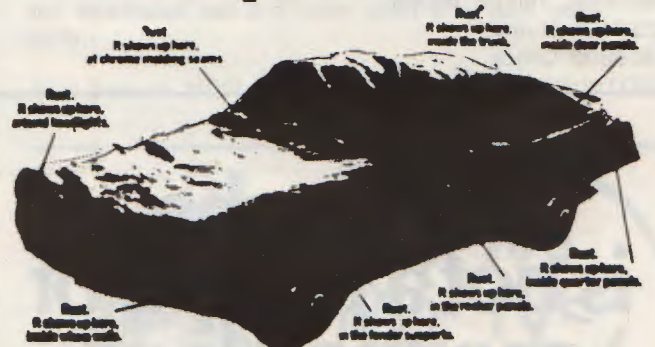
in the front seat of a small car when it has a head-on collision with a bicycle, let alone a truck." Detroit and Madison Avenue have sold the majority of Americans that bigger is better. What a shame.

We notice that insurance rates on automobiles are going up another 6%. It was just two years ago that the insurance companies were crying that if we had bigger bumpers they would cut insurance rates. Now they have found that although the number of claims has dropped, the cost of repairing those bumpers that are involved in over 5 mph accidents is much more expensive. Not only do they add to the cost of a car, but they also add an additional 200 lbs. of weight where it is not needed. And now, we find out that they also will raise insurance rates. If you expect the domestic auto companies to complain you are wrong, for they make more money on the larger bumpers.

The accident statistics nationwide, for the month of December, show a drop in the death rate on our highways in excess of over two percent. Now we can all listen to how safety will be increased with a 55 mph speed limit. No one considers that mileage driven in December dropped 18%. No one bothers with the fact that 90% of injuries occur at speeds below 55 mph.

Best wishes and a speedy recovery to Anita Ryback. The Club's favorite ice skater suffered a bad fall. Fortunately nothing was broken except a few teeth and her pride. Hope to see you as soon as you can eat and drink.

They still haven't unveiled the rustproof car.



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JANUARY BOARD MEETING

DATE: January 11, 1974
PLACE: Dan & Diane Gallagher's

IN ATTENDANCE: Neil Holleb, Bob White, Gene Urban, Harold Beach, Bonnie Gladish, Dick Gunther, Dan Gerow, Jerry Meyer, Mike VanderWerff and Dan Gallagher.

1. Accepted treasurer's report.
2. Accepted four new members. Noted that we accepted 48 new members in 1973.
3. Heard newsletter editor report on newsletter changes and costs.
4. Decided to attempt to standardize trophies in view of the fact of their rapidly increasing costs.
5. Decided to change the March Wine Testing to a Beer Testing.
6. Assigned the April Rallye chairmanship to Dan Gerow.
7. Adjourned and went ice skating.

NEW MEMBERS

Ira & Cay Kephart '73 orange 914/2.0
3421 Summit Avenue
Highland Park, Illinois 60035
433-2437 Home
346-2100 Office

Ralph Potter '69 912 Coupe
R.R. 1 Box 26
Grayslake, Illinois 60030
546-4457 Home

John Potter '69 912 Coupe
1307 Passavant
Round Lake, Illinois
546-6815 Home

Dick & Ester Jacobs '67 912 Coupe Gold
21 N. Victory St.
Waukegan, Illinois 60085
623-5128 Home
336-8800 Office

IN THE BEGINNING GOD CREATED 356 ... Genesis

- 1) The only real Porsche
- 2) Who says?
- 3) Beautiful!
- 4) Bathtub on wheels

The fastest way in the world to lose friends and influence people is to try to calmly discuss the age old question, "What is a Porsche." I will maintain that a Porsche is anything Porsche KG, Stuttgart wishes to attach its name to.

The 356 Series had in its time and still possesses that mystical quality which made it a classic in its own time. Generally, to qualify as a classic, a car must be in limited production, display advanced design, and of course be relatively expensive; in other words, posses a certain snob appeal.

Every Porsche automobile possesses that elusive quality, but none more so than the 356 series. A comparison with other cars of the time will bring home just how advanced it really was. Consider:

- 1) Air Cooling
- 2) Horizontal cylinder layout
- 3) Rear engine mounting
- 4) No transmission hump
- 5) Torsion bar suspension
- 6) Full synchromesh gearbox

From its humble beginning in 1948 as one man's dream through the exotic Carrera, the 356 was and is the classic Porsche. Many Porsche's have come and gone, but in the beginning there was 356. 356 FOREVER!

Bob Tureaud
PORSCHENAUT
Lone Star Region

A Porsche is not a pound of chopped liver.

As a matter of fact, Car & Driver Magazine has named the Porsche 911 the best 5 to \$10,000 sports car/GT car in the world.

Which means, of course, you can't buy it in your neighborhood deli. But, you can buy any model Porsche, have it serviced, race or rallye prepared, fixed, painted and loved by us. And if the salesman is a nice guy, he'll spring for a chopped liver on rye.

**WEISS TIRE
HOUSE OF RADIALS
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KENILWORTH
AL 1-5766
3501 NORTH MILWAUKEE
CHICAGO**

how a distributor distributes *al collins — Potomac Region*

Your distributor gets its set of points changed each 10,000 miles and once in a while you rotate it to set the timing and that is all you care about. Except when moisture condenses on the distributor cap early some morning as you're late for work and the damn car won't start! Actually, the distributor deserves a little more care than that and is quite complex.

First of all, the distributor must act in synchronism with the engine rotation, so a gear is mounted on the end of the distributor shaft and mates with a gear connected to the crankshaft. The crankshaft rotates twice for each rotation of the distributor shaft. The distributor shaft has a cam on it with either six or four lobes, depending upon the number of engine cylinders. The points ride on this cam and the lobes open and close the points, therefore causing the spark to be created. Put simply, when the points are closed, current flows through the ignition coil, setting up a magnetic field within the ignition coil. When the points open, the current flow stops, causing the magnetic field in the coil to collapse. The collapsing magnetic field induces a high voltage in the output winding of the ignition coil, generating more than 20,000 volts. A relatively high voltage, high current signal is reflected back to the points when they open, which could burn them up in a few miles use. A capacitor (sometimes called a condenser) is connected across the points to absorb this high voltage, high current energy and prevent rapid deterioration of the points. Each time the points open, the capacitor charges up with the reflected energy and each time the points close, the capacitor is shorted out and gives off the energy.

Dwell is the angular measurement of the period during which the points are closed. Thus, for a six cylinder engine, each cylinder has a 60° period. During this 60° period, the points are ideally closed for 38° . The importance of all this is to give the ignition coil sufficient time to build up its magnetic field when the engine is running at high r.p.m. Thus, if the dwell is set at 28° , rather than 38° , the ignition coil can't build up a sufficient magnetic field, so that output voltage may not be high enough to fire each cylinder. A too large dwell, e.g. 50° , puts too much energy through the ignition system, causing rapid deterioration of all the components. If the car is equipped with a capacitive-discharge unit, a large change in dwell has little effect on the output voltage, but in all changes of dwell, the electrical timing of the engine is affected.

The electrical timing of the engine is merely the relationship of the physical location of the piston in its up and down movement at the time the spark plug fires. But first realize that the spark plug doesn't fire as soon as voltage is applied to it because the voltage amplitude is low at first and gradually builds up to a peak in a few milliseconds. The spark plug fires only when the voltage has built up sufficiently high to breakdown and ionize the gas between the spark plug electrodes. Thus, the spark plug doesn't fire the same instant the points open. Secondly, the electrical timing of the engine must advance (fire earlier) as the engine r.p.m. increases, i.e., an idling engine should fire somewhere between 0° and 5° after top dead center, an engine at 6,000 r.p.m. should fire 30° - 35°

before top dead center. This advance in electrical timing is needed because the burning rate of the air-fuel mixture is generally the same for a given octane. Maximum power is obtained when the air-fuel mixture is completely burned while the piston is slightly beyond top dead center position. Thus, the faster the engine is turning, the earlier the air-fuel mixture must be ignited.

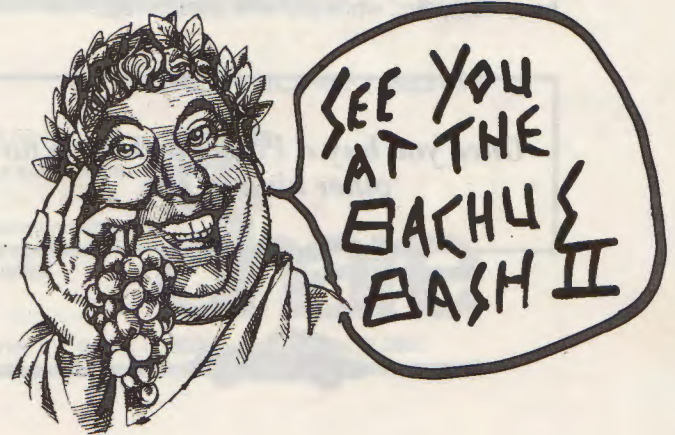
A simple way to achieve the timing advance is to use spring-loaded centrifugal weights to sense the engine r.p.m. and advance the distributor cam correspondingly. The distributors used by Porsche have two centrifugal advance weights. The first weight affects the timing advance in the lower r.p.m. ranges and the second weight is lighter and has a bigger spring so that it affects the timing advance in the high r.p.m. range. For example, the first weight controls the timing advance between zero and 1,250 r.p.m. (2,500 engine r.p.m.). At 1,250 r.p.m. the weight has swung out against a stop and has no further effect on the timing advance. The second weight begins to affect the timing between 2,000 r.p.m. and 3,000 r.p.m., where it also hits a stop. None of the street Porsche engines have any timing advance above 6,000 r.p.m.

A technique Porsche has used in recent years to cope with pollution emission problems is to use a vacuum retard unit. This merely rotates the base that the points are mounted on to retard the timing.

Finally, after the high voltage has been generated and timed, it must be directed to the proper spark plug. The high voltage is applied to the distributor rotor through the center connection in the distributor cap and the rotor applies it to the correct wire, the group of which are connected around the periphery of the distributor cap.

As far as care of the distributor is concerned, each time the points are changed, grease the distributor cam and put a few drops of oil in the oil cup on the side of the distributor, if it has one. After the distributor has run 40,000 miles, check its advance curve on a distributor curve tracer and lubricate the centrifugal advance mechanism. The earlier mentioned starting problem can usually be avoided by replacing the distributor cap and rotor when they look quite dirty.

Now you see HOW THE DISTRIBUTOR DISTRIBUTES!



THE TEN COMMANDMENTS OF A PORSCHE ENTHUSIAST

1. Thy Porsche shall take precedence over all other things. Thou shall not worship other cars.
2. Thou shalt know thy Porsche well and drive it wisely at all times (i.e. not below 3000 R.P.M.s)
3. Thou shalt treat thy Porsche with kindness and devotion each day; and love it as thyself.
4. Thou shalt obey its urging you on, and forget about 55 M.P.H.
5. Thou shalt respect and trust thy Porsche's cornering ability, and learn it better at Elkhart.
6. Thou shalt faithfully attend the meetings and events of the Porsche Club.
7. Thou shalt not steal life from the Porsche by keeping it in disrepair.
8. Thou shalt not buy regular gas, inexpensive tires, or cheap oil, or drive in salt.
9. Thou shalt visit thy dealer occasionally to revere the new Porsches.
10. Thou shalt do all in thy power to maintain thy Porsche in concours condition and enter one once in a while.

THE TEN COMMANDMENTS AS WRITTEN BY THE WIFE OF A PORSCHE NUT

1. Thou shalt remember to bring thy wife and children to Club meetings and flatter her with attention so that she will come again.
2. Thou shalt not show more concern for thy ailing Porsche than for thy neglected family.
3. Thou shalt remember to say "Good Night" to thy wife after thou hast tucked thy Porsche into the garage.
4. Thou shalt love, honor, and cherish thy family as well as thy Porsche.
5. Thou shalt not kill thy marriage by preferring the companionship of thy Porsche.
6. Thou shalt not commit idolatry with thy Porsche.
7. Thou shalt not steal time from thy wife to spend on thy Porsche.
8. Thou shalt not praise the performance and beauty of thy Porsche without praising thy wife.
9. Thou shalt not covet thy dealer's Porsches.
10. Thou shalt not spend thy resources on bigger anti-sway bars, mags, etc., while thy wife goes in rags.

*Once you buy a Porsche, there is no
other kind of car.*



IS IT WET? IS IT RUSTY?

Glenn Mueller - Cascade Region

A friend in the foundry supply business gave us some samples of a new product called "LPS" (that stands for "Lubricates, Penetrates, Stops Rust") which comes in three types. #1 is a greaseless film similar to silicone, but can be used to lubricate precision instruments without changing tolerances, will displace water and then leave a protective coating on electrical parts. My brother, the electronics freak, uses it on his turntable and stereo receiver because it repels dust and will not oxidize at extreme temperatures (flash point 155°F, pour point - 100°F, boiling point 300°F, specific gravity .80). Having to see to believe, I sprayed a little on a red hot stove and got only a strange smell - which my mother was not too happy about.

I have never used #2, but it is a fine oily film (.0001 in. thick) that is advertised to protect all metal parts for one year or more outdoors.

#3 is a heavy oily film (.0002 in. thick) that protects all metals for 2 years or more outdoors. This is billed as an "Anti-seize chain-cable lubricant and for other equipment subject to severe conditions." We use it for all machinery that has to sit outside; it is also good for long storage, and it will dry flooded equipment and machinery such as wet electrical equipment aboard fishing vessels, if that is relevant. (Flash point of dried film 500°F., pour point 0°F., fire point of dried film 550°F.)

All these claims and more are good - I can testify to that. When our one-year-old house in the Bahamas had rusty hinges, LPS took care of every hinge on every window louver of the 80 window house, plus our VW and Diesel generator. I plan to take apart my new 911 and spray everything underneath with No. 3 and everything inside with No. 1, then use the rest on my stereo system.

LPS is presently only sold for industrial purposes, but my friend said he will sell me all I want at his cost. LPS comes in sizes from a 2 oz. spray can to a 55 gallon drum with the 16 oz. spray cans the easiest to use at \$2.25 per can, about \$0.80 below list.

(Spotted in the November issue of Golden Gate Region's NUGGET is the following, written by GGR's President, Bob Garretson.)

Recently, while on a business trip to Munich, I made my annual excursion to "The Factory", for purposes of finding out what I could about new model developments, etc. Having visited the Porsche facilities in Stuttgart on several previous occasions, I was not a totally unfamiliar face. Upon my arrival I was met by some factory people with whom I had dealt with before, and after the usual bench racing amenities, was asked if I'd be interested in viewing a prototype of the new Porsche Speedster. Attempting to assume an air of casualness about the whole thing, I almost twisted off my camera lens while removing the lens cover..

The car sits very low on a version of the standard 911 mag wheels. The particular model tested was of the familiar Bahama Gold, and carried the 911 designation. Patterned after the 914, the new Speedster is a two-seater, but instead of the normal bucket type seats, features a bench seat configuration. Returning to the earlier Speedster concept, the car is Sans roll bar. I was allowed a brief turn at the wheel, and despite my excitement was able to notice a few things which I will now pass on to you. Gear changes were effortless, braking simple, and the car exhibited excellent cornering ability. Unfortunately, I was not given any technical data, or engine specifications, but was told that Porsche expects no difficulty in meeting future U.S. emission control standards.

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Four (4) Panorama binders \$8.00

Walt Sobek
246-1094

FOR SALE

Speedster hardtop and side curtains, top red fiberglass and curtains sliding plexiglass, \$200 or best offer.

Rik Warren — 943-6389

Bursch exhaust for 911, standard street model, absolutely new, have no 911. \$50.00

Rik Warren — 943-6389

STOLEN

1971 911T Targa, green with side letters A.C.; stolen 12/5/73 in old town. #911 111 0660

Mr. Dubroff
297-5320 - Ext. 381 (Office)
751-0793 (Home)

BIG CAR, LITTLE CAR

By Jim McConnell, Rocky Mountain

See the little car. See the little car go fast. See the little car pass the gas station. The little car passes the gas station because it is efficient. It doesn't use much gas when it goes fast. It has an overdrive top gear and a little engine.

See the big, long, shiny car go into the gas station. See the driver of the big car smile. He is successful. He must be successful because he has such a big car. His neighbors are impressed. His friends are impressed. The bigger the car the more successful the man is.

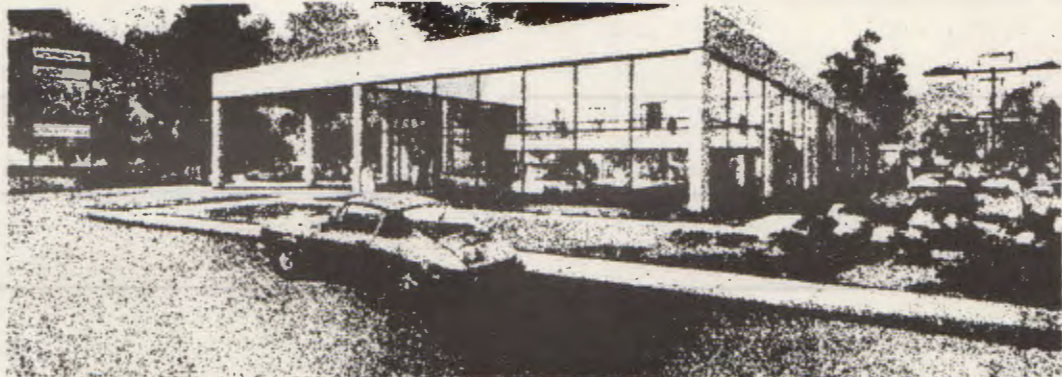
See the man at the gas pumps smile when the big car drives in. He knows he can sell many gallons of gasoline to the man in the big car. This will increase his sales for the year. Last year he increased his sales by 15% and got an award. Maybe next year he can buy a big car to impress his friends.

See the man in the big white house. Sometimes, late at night, he wonders if he is really successful. He says everyone must drive at 50 MPH. They all slow down to 50 MPH because they think the man is successful. He lives in the big white house so he must be a good man. Besides, **SPEED KILLS.**

The man in the big car can't tell the difference between 50 and 70 MPH. His air-conditioning is too noisy. The man in the little car must drive in third gear at 50 MPH. His car is not as efficient in third gear.

See both cars pull into the gas station. But the man at the pumps is not smiling. He has no gas to sell.

See all the grown men cry..




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