

**CHICAGO  
SCENE**

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**FEBRUARY  
1978**

**PORSCHE**



**THE CHICAGO REGION PORSCHE CLUB OF AMERICA MONTHLY PUBLICATION**

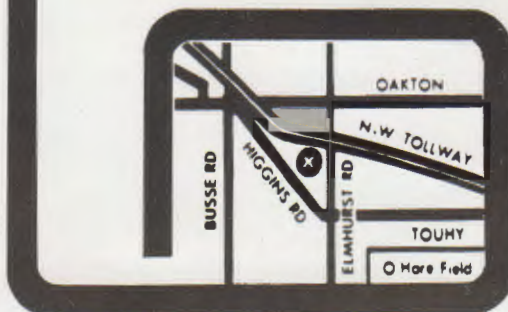


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to excellence and  
are equipped to  
meet your needs.*

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# The Editors Emporium

By Jeff Thurmond

By now all of you have received the January issue of the *Scene*. It was late . . . very late. Paula and Tom Lynch, who do the layout on the *Scene*, came down with an immobilizing case of the "FLU". Their Christmas dinner consisted of a cold chicken leg and 14 cartons of 7-UP. Therefore, the pested layout didn't get to the printers until January 6th. (NOTE: from the Lynchs — sorry we didn't get the *Scene* out in time, but, some things can't be helped). At least you have been duly advised as to why your *Scene* ween't in the mail on time.

In looking back over the last year some things stand out in mind more than others. The most important was getting used to the club and it's members (read: *Accepted*). I also want to note the other highlights of mine: I finally got my Porsche repainted and rust problem cured. Masles got me involved in concours, so now I never drive my Porsche.

I, like others who attended, froze their butts off last January at the H&H Icekhana, but had a super time. The Arts & Crafts show really showed me all of the talent in the club. Grattan was good as usual, but I hate the drive to and from. Maybe a rallye up and back would make it better. The Oh My Papa rallye was great . . . I worked a corner and got to see what goes into an event of this type — and working is just as much fun as the event driving.

The annual Potters picnic was good, very good. Should do that twice a year. The overnight rallye was the best event for Julie and I. Really enjoyed that.

I know there are half a dozen events I've not mentioned. They were all good, fun, and enjoyable. But one series of events that seldom gets noted is the monthly Board Meetings . . . those are great. A little long at times, but still worth it.

This year should be even better. All the events are already planned out, except maybe Elkhart. Grandpa Dick Gunther has lots of spirit and I expect good things to happen. Even Bob O. is cleaning his car.

## HOW TO WEAR A HELMET AND LOOK COOL

by Rufus

Ed Russ and Bob O. have relented on their frustrations and consented to put on this years Drivers School and Gymkhana combo event. Since both are OK hot shoes they are well qualified. Also, both are very safety minded and that's an issue that will be covered also.

Event is set for April 16, 1978. More detail on the "How to Wear a Helmet and Look Cool" is provided in the article by Bob O. elsewhere in this *Scene*.

## SPLINTERS FROM THE BOARD

### PCA BOARD MEETING CHICAGO REGION

Date: Friday, January 13, 1978

Place: Residence of Roger & Bonnie Shapiro

Those attending were: Dick Gunther, Mark Smedley, John Gustavson & Gail, Tom Masles, Ed Leed, Jeff Thurmond, Bob "O", Bob White & Wilma, O.J. Meyer & Helga, Dan Gallagher, Bonnie & Jim Gladish, Ed Russ & Terri, Bonnie Shapiro and Chuck Vischulis

The meeting was called to order at 9:00 PM. Discussion started with review of the minutes and profit and loss statements. The November event netted \$231.15 profit (Yeal). The December dinner dance netted a \$488.03 loss (Ech).

The Treasurer's report was accepted as was the V.P. report.

The President's discussion focused upon insurance procedures. Insurance must be applied for two weeks minimum before each event. The procedures are outlined in "Pano" and event chairman must initiate compliance for his event.

PCR classes and regulations will be reviewed and evaluated by Bob "White Sox". He will interpret those at some future date.

Air bag legislation and minimum fuel requirements were discussed. Air bags were a controversial topic. Dr. Mark Smedley will inform PCA members through a newsletter article advocating them. A Bob Rassa letter will also be published anti air bags. Take your choice!

Mailing of calendars was reviewed. Rates were established as follows:

|           |        |
|-----------|--------|
| 1st Class | \$1.23 |
| 2nd Class | \$ .66 |
| UPS       | \$ .77 |

It was decided that they would be mailed at the cheapest rate. (Bulk Rate.)

New members, Dean Becker, Tom Beverly and John Bolander were voted in.

Bulletin boards took Chicago area Porsche dealers advertising PCA were voted upon and passed at an expense of \$100.00.

Future events were discussed. Principally an emergency vehicle (ambulance) for Grattan was voted upon and passed along with fire extinguishers.

Bob "O" suggested a new logo for the region be reviewed. The replacement of the old logo was voted upon and defeated.

Chuck Vischulis reported on the Safety Committee Meeting and recommended regulations outlined in the attached Exhibit I.

Ed Russ has volunteered to account for overall trophy regional points.

The meeting was adjourned at 11:00 PM. The next meeting will be held at Dan Gallagher's home. Bring your skates! February 10, 1978.

These minutes respectfully submitted.

Thomas D. Masles  
Secretary

# COMING



By Rufus

## YOU CAN'T GET THERE FROM HERE

The hell you say. I can always get there from here. No, I can't read a map. But, if I need to go outside I just let Julie and/or Jeff know. I know how to get to all of the good spots to pee. I know where all the bones are buried. I always find my way to my dog dish. I just couldn't understand why people have problems. And map reading . . . ugh! What a waste. Just look around, sniff the air, paw the dirt a little, and you'll always get there.

But if you're determined to go on a rallye event, the Gutmann's want to help you not get lost. The event will be held on February 19, 1978 at "LaRay's", 7225 North Caldwell, Niles, Ill. Since the rallye is indoors, the

first beer on the table and pen on the map will be at noon. Please note that LaRay's Bar will be check point plus-one at 11:30 AM. Entry fee is \$6.00, and includes a copy of the Chicago Tribune Area Map.

If you don't get lost during the rallye, dinner will follow . . . also at LaRay's. People food is limited to either Roast Sirloin of Beef, or broiled Whitefish w/lemon butter. Doggie Bags are available, so order lots and eat little and bring some home to your four pawed roomie; or give yours to Julie & Jeff to bring home to me. Dinner cost is \$7.50 per adult and \$.50 per child.

Please register by Feb. 10th so we can select good cattle and fish.

## SIGN ME UP FOR A SPOT IN THE "YOU CAN'T GET THERE FROM HERE" RALLYE

Driver \_\_\_\_\_ Navigator \_\_\_\_\_

Type of pen/pencil entered \_\_\_\_\_

I'll need the following food selection for dinner:

Roast Sirloin \_\_\_\_\_ (number) at \$7.50

Broiled White Fish \_\_\_\_\_ (number) at \$7.50

Children's dinners:

Roast Sirloin \_\_\_\_\_ (number at \$5.50)

Broiled White Fish \_\_\_\_\_ (number at \$5.50)

Send registration to - Linda Gutmann  
6116 North Lander - Chicago, IL 60646  
Make Checks to - PCA Chicago Region

## SECOND ANNUAL PORSCHE PIPEDREAMS AND PASTIMES CRAFTS SHOW AND OUT DAMNED SPOT CONOURS

This PCA Region has a reputation for beer drinking, fast hot shoes, laid back members as well as snobs, and two other items. One of these "other two" is doing things up the proper way, with class. The other is that members of the club are a very talented bunch.

Evidence of both of these was demonstrated last year at Messrs Masles and Thurmond's Arts & Crafts Show and Conours. Well prepared conours Porsches and super works of art.

This will be the "Second Annual" of that event. Being held on March 19, 1978, no one will have bad weather as an excuse for not entering a conours class of Arts/Crafts show or both. The event will be held at Barrington Motor Works starting at 11:30 AM. Conours judging will be from 1:30 to 2:45 PM and Arts/Crafts judging will be from 1:00PM to 3:00PM. Dinner will

follow the event. Attitude adjustment hour will be from 4:30 to 5:30 PM and dinner at 5:45 PM.

The usual 4 classes of conours will be in effect. The classes for the Arts/Crafts show are: (1) the bast crafted, (2) the most artistic, (3) most original (4) best use of Porsche parts/logo/image and (5) the craziest. Prizes will be awarded for each class of both the conours and arts/crafts.

Open exhausts are ok. No helmets are required. Bring white gloves to wear in conours area.

Costs are given in registration form below. You've all been given plenty of notice time . . . so get those arts/crafts projects ready. Oh, good ol' Elegant Simplicity will actually drive his Great Pumpkin to the event. And most important, and justification enough in itself to come, Bob O. is said to be getting his dirty 911 coupe ready for the conours . . . this we've all got to see.

## YES - I WILL ATTEND THE SECOND ANNUAL PORSCHE PIPEDREAMS AND PASTIMES CRAFTS SHOW AND OUT DAMNED SPOT CONOURS

NAME \_\_\_\_\_

Enclosed is \$6.00 for Conours \_\_\_\_\_ Conours Class: A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_  
(if you don't know which class, call either Jeff or Tom)

Dinner @\$7.50 each \_\_\_\_\_ (number) Type of Arts/Crafts (i.e. photo, leather, whatever) \_\_\_\_\_

Send registration to Jeff Thurmond, 446 Lageschulte Rd., Barrington, IL 60010. Checks payable to PCA Chicago Region

# IN ANSWER TO YOUR NEEDS

By Jeff Thurmond

Porsche has long been known as the forerunner in innovating design and application of sound principles in responding to the public's needs. The public once needed a basic sports vehicle, and Porsche responded with the 356. John Q. Public then needed a bit more power with body to match. Porsche offered the 901 cum 911/912. Less cost and mid engine: up popped the 914. Less exhaust problems for us to inhale and at the same time keeping cost down and power up with new body shell . . . the public needed the 924. The public also needed a machine to uphold the image they wanted Porsche to reflect to one and all. So, we got the 930 Turbo. Then ole Ralph W. Public saw his neighbors' new Merc. 450 SL and his need turned to creative comforts. Now Ralph Public can order a 928.

What next? Well, everyone knows that price is an issue. Not too many of the people who bought 356's or early 911's can afford a 930 or 928. And if you had one you most likely wouldn't drive it unless the temperature was all right at 72°F, humidity between 20 and 64%, sun with some cloud cover, spotless roads, and assurance of no traffic or police. Also, the public is getting more into utility vehicles, like pick-ups, 4 wheel and the like.

Porsche now has what you need. They have combined experience with proven technology. German quality with Far East production knowhow and practicality. You can now get 4 wheel drive, 11 inch ground clearance "hi" and "lo" transfer case, 4 speed trans, 40 MPG in town and on the highway, covered utility area, bucket seats, and all of the usual things one expects in a road going machine. Remember, you read it first in the *Scene*. We present you with the Porsuzuki (pronounced poor-shu-ke).

As one slides into the hand fitted and quality covered bucket seat, you instantly know this is a machine built for easy driving over all types of surfaces. The steering wheel is a perfect 14-7/32 diameter, two spoke. All instruments are large and easy to read; traditional white on black dials. The turn signal stalk also operates the hi-lo beams, and is on the right side of the wheel where it should be . . . giving you a free left hand to wave at others out the window.

The window cranks are a cream to operate, with only a quick three turns to lower or raise the glass. Two-speed wipers and powerful washers are standard. Both the 4 speed shifter and the two speed hi-lo transfer case shifters fall readily to hand. The brake, clutch and gas pedals are all located just right; directly at the bottom of your feet. The windshield is a manual of modern science; clear glass and designed to break the oncoming wind and bugs.

A flick of the key brings the technologically advanced power plant to life, signified by a gentle hum and a pleasant exhaust note. A top of the gas and engine winds effortlessly. Syncro on all four speeds, the gear shift glides from one gear to the next. And no need to get out of the vehicle to change front wheel hubs for 4 wheel drive. Just shift the transfer case in the convenience of the plush interior. Once on the road, or snow, or sand, or mountain side, the engine revs quickly to redline and you have to shift fast to keep up. If you're in 4 wheel hi, the gear ratios are the same as 2 wheel. In lo, the engine peaks almost faster than you can shift.

The brakes are super. No premature locking, just super fast and sure action. The hand brake operates on the drive shaft and will hold on any hill.

Suspension seems soft with body roll on normal paved roads, but once off-road or over ice/snow piles the suspension is just right. Jeep and Scout should take note.

All in all, a real performer. Great for around town errands, cross country, in foul weather, anywhere and any time. The Porsuzuki is one vehicle that, once you drive in various conditions, you will know your need.

## PRICE

|  |         |
|--|---------|
| List Price . . . . .   | \$3,270 |
| Price as tested . . . . .  | \$3,340 |
| (includes rear stereo speakers, and 16" and 14" dual chrome high-output truck horns) |         |

## GENERAL

|  |                               |
|--|-------------------------------|
| Curb weight, lbs . . . . .               | 1290 (586 kg)                 |
| Weight distribution (w/driver) . . . . . | 52/48                         |
| Wheel base, inches . . . . .             | 76.0 (1,930 mm)               |
| Treck, ft/rear . . . . .                 | 43.0/43.3 (1,090 mm/1,100 mm) |
| Length . . . . .                         | 117.9 (2,995 mm)              |
| Width . . . . .                          | 51.0 (1,295 mm)               |
| Height . . . . .                         | 64.8 (1,645 mm)               |
| Wheelbase . . . . .                      | 76.0 (1,930 mm)               |
| Road Clearance (at diff.) . . . . .      | 9.3 (235 mm)                  |
| Fuel capacity . . . . .                  | 26 Hr. (6.9 U.S. gal)         |

## CHASSIS and BODY

|                          |   |
|--------------------------|---|
| Body frame . . . . .     | Unit steel  |
| Brake system . . . . .   | Foot operated, hydraulic, four wheels; drums, ft.: two leading shoes rear: Leading & trailing shoes — Hand operated emergency, mechanical on propeller shaft. |
| Wheels . . . . .         | O.E.M. Porsuzuki; 4x15 (4x16 optional)  |
| Tires . . . . .          | 600x15 Goodyear Mud and Snow, tubeless  |
| Steering type . . . . .  | by hand with steering wheel, ball screw nut type  |
| Steering angle . . . . . | 33° inner, 28° outer  |
| King pin angle . . . . . | 9°  |
| Turning radius . . . . . | 4,400 mm (14.4 ft.)   |
| Suspension . . . . .     | Semi-elliptic, leaf spring on front and rear; double action telescopic shocks on all 4 wheels   |

## ENGINE and DRIVETRAIN

|                                 |   |
|---------------------------------|---|
| Type . . . . .                  | 2-cycle, water cooled   |
| Bore x stroke . . . . .         | 61x61.5 mm  |
| Displacement . . . . .          | 359 cc  |
| Cylinders . . . . .             | 2, in-line  |
| Compression ratio . . . . .     | 7.3:1   |
| Bhp @ rpm . . . . .             | 32 @ 9000   |
| Torque @ rpm . . . . .          | 3.7 Kgm @ 5000  |
| Fuel needs . . . . .            | .91 oct   |
| Transmission . . . . .          | 4-sp manual   |
| Clutch . . . . .                | Dry, single disk  |
| Transfer case . . . . .         | 2 wheel, 4 wheel in hi and lo range   |
| Gear ratio . . . . .            | low: 3.967:1<br>Second: 2.388:1<br>Third: 1.527:1<br>Top: 1.000:1<br>Rearward 3.967:1 |
| Final reduction ratio . . . . . | 5.667:1   |
| Transfer case . . . . .         | high 1.714:1<br>low 3.013   |

## PERFORMANCE

|                                  |                                |
|----------------------------------|--------------------------------|
| Max speed . . . . .              | 59.0976 MPH                    |
| Max climbing . . . . .           | 47.3o slant                    |
| Brake distance . . . . .         | 7 m @ 35 kph                   |
| Fuel consumption . . . . .       | 40 mpg                         |
| Time to distance . . . . .       | (in hi, 4 wheel on snow)       |
| 0-100 ft. . . . .                | 5.3 sec.                       |
| 0-500 ft. . . . .                | 10.7 sec.                      |
| 0-1320 ft. . . . .               | 30.9 sec.                      |
| Speed at end of 1320 ft. . . . . | 47.3 mph                       |
| Time to speed . . . . .          | (in lo range, 4 wheel on snow) |
| 0-3 . . . . .                    | 1.2 sec.                       |
| 0-7 . . . . .                    | 3.2 sec.                       |

Continued on page 10

## DRIVERS' SCHOOL/GYMKHANA BEGINS TODAY!

By Bob Ostholthoff

Ed Russ and I will be co-chairing this year's Chicago Region drivers' school/gymkhana April 16th. Preparation has already begun so that we can present as fine an event as possible for all our participants.

This year, through the *Scene*, we hope to try and prepare all of you for the school before you actually arrive.

Those of you have attended past drivers' schools are familiar with the general format — approximately 2 hours of classroom time and maybe 4 hours of driving time, all this while trying to read the provided booklet containing technical and practical driving tips.

This year, Ed and I would like to eliminate that "cramming for a test" feeling. We hope that when you arrive Sunday morning you'll be ready to learn behind the wheel. The best way to do that is to get as much classroom out of the way as possible. There's no time like the present, so let's begin.

We'd like to cover two of the more sophisticated techniques of high-speed driving. The reason is twofold; first, you will have more time to practice between now and April; and, second, the other techniques (braking, accelerating, correct lines, etc.) are more easily learned and require less explanation, so they can be covered later.

We'd like to cover toe-heeling and double declutching. We'll cover them one at a time and then combine them, as they eventually work hand-in-hand, er, uh, foot-in-foot, if you'll pardon the pun. Both of these maneuvers easily can be practiced on public roads and in any manual transmission car.

Let's go through the motions of toe-heeling. The object is to operate the brake and accelerator pedals with one foot (the right). You can practice this while standing still or moving. Have the engine running (let's try it standing still first) and depress the clutch pedal with your left foot. Now, depress the brake with the toe or ball of your right foot. Your foot should be at about a 45° angle with the right heel of the lower portion of the accelerator (Diagram A). As you press on the brake, press your heel forward and press the gas. You should be able to "blip" the engine up to about 4-5,000 rpm.

If you have a wider foot, you may be able to keep your foot straight on the pedals (Diagram B). Press the brake with the left side of your right foot and "roll" the right side of your foot onto the accelerator and "blip" the gas in the same manner.

In either case, when you "blip" the engine it should be a short, strong punch.

This feeling is very awkward initially. Once on the road, things start feeling better. The reason for this is that the distance of the brake and accelerator from the driver improve while braking. In a standing position, the brake pedal is much closer to the driver than the accelerator. Now get on the road and begin braking firmly. The brake pedal is pushed further toward the floor and, consequently, closer to the accelerator. The harder you brake, the less awkward your foot feels when pressing the accelerator. Under extreme braking conditions (autocross and gymkhana) toe-heeling is downright comfortable.

Don't forget, as you brake, the car should be in neutral (clutch pedal depressed) before you toe-heel.

Now let's get more to double declutching, or double clutching as it is commonly called. The purpose of double clutching is to make downshifting very smooth. This takes strain off your transmission and reduces, and if done well eliminates, the downshifting jerk that creates unstable suspension movement.

We won't get into all the technical talk about transmissions, we just want to teach you how first. Any open road is a good place to begin practicing. You want a place where you can coast for awhile because practicing this technique takes quite some time to complete from beginning to end. Leave plenty of room for yourself so you can take your time and think through it.

This seems complicated as hell on paper, so bear with us. We'll try it in steps: (We recommend trying this while downshifting from 4th to 3rd gears as they are closer in ratio and will cause less strain if you make a few mistakes early on.)

1. Push in clutch pedal (left foot)
2. Pull shift lever from 4th to Neutral
3. Let out clutch pedal and "blip" the accelerator with right foot simultaneously
4. Push in clutch pedal
5. Pull shift lever into 3rd gear
6. Let out clutch pedal

The important step here is #3. As the clutch is released, the gears are being driven in neutral from the engine. When you "blip" the engine, the gears spin faster and when you shift back into a lower gear, the gears have "caught up," to the higher engine speed and will shift more smoothly.

Obviously, the hard part is to double clutch fast. You can become very quick at this continual practice. Just start out slow and progress.

*continued on page 8*

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RICH WARD



# IROC Invades Plymouth

"FOURTH IN A SERIES"

By Frank Wagner

I seriously doubt if the small Indiana town of Plymouth will ever be the same. Last August 6th brought hundreds of Porsches down there to race at their speedway, (would you believe 50 Porsches?).

Plymouth has two very large attractions to present to tourists. First there is Plymouth International Speedway, the largest oval speedway within ten miles of beautiful downtown Plymouth. The other attraction is "Harold's Pizzeria". You can't count Fly-By-Night headquarters because that's outside of town some distance and besides you need rally instructions to find it.

Fly-By-Nite Racing Headquarters is Harold & Donna Teters garage located on 18 acres of timbered land with a beautiful natural looking home detached.

The weekend started out on the gloomy side with dark clouds and intermediate rain. The Teters were nice enough to offer their land for campsites for those who wished. You can believe that part of the Dirty Dozen wished. Jim Sovik, Terry Baumhardt, Beth, Mary Brown and myself decided that camping at the after-event-meeting-place should work out well.

Timed runs were scheduled for after sunset on Saturday, with practice during the light hours. As the day progressed it was obvious that the weather was not going to cooperate. A decision was made and timed runs were pushed ahead. This was a choice decision for two reasons. The first reason was the weather naturally. At the time, the track had dried out somewhat but rain was going to be inevitable. So why not run in the dry? Right? Right! The second reason was everyone wanted to start partying as soon as possible. Any of you ever try to keep Dirty Dozen members from free beer after dark?

This particular event proved quite interesting. Several class overall finishes were in the outcome. Owen Johnson, Ed Russ, Terry Baumhardt, Joe Ratachan, both Julie & Jerry Quebe and myself had something hanging on this event . . . As in the past I.R.O.C. events, competition was extremely close in each class. The outcome of this autocross will be kept confidential to prevent embarrassing the innocent (right, Terry?).

The track itself was interesting with its banked turns at each end and pylons setup strategically. This provided quick turning exercise with acceleration making this an autocross and gymkhana type course. Things ran very smoothly and everyone got one timed run in before it started to rain hard. For all practical purposes this finished off the day. No one ran faster in the wet so your first time naturally would be your best.

After the event closed down, everyone scrambled to Fly-By-Nite for the get together, and get together we did. What a party — beer, beer, and more beer — what more could you ask for? Hand made wooden trophies were given out to the winners of each class, compliments of Harold Teter's workshop. Carousing went till all hours of the morning with everyone enjoying the event and the party. I might add that the rain stopped for the party. My deduction from this is "if you can't drive in the rain, then party, it might even stop raining."

In the next issue we'll tell you about the I.R.O.C. dinner-dance. See you then . . .

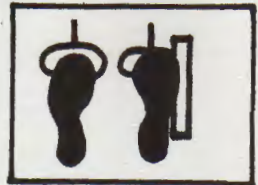
Continued from page 7

Now we combine the two operations. The advantage is that you now have the knowledge to downshift and brake simultaneously! This is a tremendous asset in speed events where 100th of a second can mean 1st place or only 4th.

All you have to do is start braking (positioning your foot in the toe-heel manner) and then begin the double clutch steps. It is during step #3 that you use your toe-heeling to "blip" the engine. You see, a 3 legged man didn't invent the Porsche after all (however, you will need a third leg if you want to use the dead pedal at the same time).



A.



B.

Please start practicing these techniques if you don't already know them. If you do know them, it never hurts to brush up. Ed and I will keep working on our preparations. We hope you will, too.

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| Porsche Key Fobs . . . . .                       | 1.75          |
| Porsche Stick Pins . . . . .                     | .75           |
| Porsche Cars . . . . .                           | 3.00 to 22.00 |
| Porsche Swiss Army Knife . . . . .               | 17.50         |
| Porsche Tripartite Knife . . . . .               | 4.00          |
| Porsche Patches . . . . .                        | 2.00          |
| Germany Patches . . . . .                        | 1.00          |

# Overall Award

By Ed Russ

After a brief (two year) hiatus, overall trophies have been reinstated for 1978. Those Chicago Region PCA members accumulating the most points will be eligible for trophies in the following event categories.

#### Concours

Autocross/Gymkhana

Rally

Overall (combination of points over all of the above)

In order to be eligible for Overall, you must attend at least one event of each type during the year.

No points will be awarded for overall trophies for the Ice Gymkhana, Drivers' Schools, Tech Session or the Arts & Crafts Show.

Equal points will be awarded to winning drivers and navigators in rallies, and to partners in grime in concours.

Points will be accumulated for each event you attend during the year generally as follows:

|                     |          |
|---------------------|----------|
| First Place —       | 9 points |
| Second Place —      | 6 points |
| Third Place —       | 4 points |
| Fourth Place —      | 3 points |
| Fifth Place —       | 2 points |
| Entering an event — | 1 point  |

At the December '78 Dinner Dance, we'll announce overall winners. We anticipate awarding one trophy in each event category except Overall where, historically, we've gone ten deep.

Attending as many events as possible is by far the most important factor in your overall performance. And you'll find that the more events you enter, the more you'll enjoy each one.

More details on overall awards will appear in future issues of the *Scene*.

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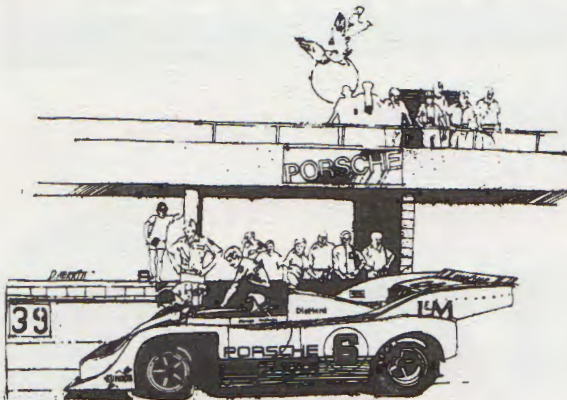
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# Porsche Language !!!#@ =

By Jeff Thurmond

Ever thought about the way we talk at events, or to each other about cars? An outsider would be lost.

"Did you see that 911? Had Koni's on the rear and Bilsteins up front, XAS' on BBS's, a decamberer back, aways all around, a new Nardi, Recaro's, a 9000 limit VDO, Cookie cutter pipes, Halle's, cross drilled discs, 917 binders, Turbo spacers, 48mm Webers, black deco, lowered, 934 glass, extre cooler, blueprinted, 93mm bore, 906 cams, 930 heads, 908 short crank, Mahle P and C's, 901 OEM box, six point belts, SCCA/IMSA bar, rubber beffled cells, extra set of centerline's with BlueStraks, Berrinna's for concours, and well Armoralled seats."

Good Grief! One doesn't just look at "tires" nowadays. First you have to figure out if autocross is your beg. Then it's modified or not. P 7's or race rubber, or XAS, XWX, CN36, V-600, etc. And wheels. No one just gets good old wheels. It's whether O.E.M. mags with or without black center, O.E.M. ATS's, Am Mags, BBS's, Centerline, whatever, and size . . . from 4 1/2" up to 15" and 14" dia. And then there's pos. and neg. off set.

Blue Cross won't cover your rear end if you get it decambered. Most women want a face lift, but a Porsche you lower. A steering wheel is not a wheel. It's a Nardi or a Momo, or a Recemark, or a . . . Stock seats are no longer just seats, they're OEM's, because you have to sell them for Recaro's or Sheel, or cover them with Sheepskin covers. Most cars just have brakes. Not Porsche people. They have vented and unvented 911's calipers, 904 calipers, 917 calipers with duel pads and pistons, airharts, cross-drilled, and conversion kits for ell.

The Jargon goes on forever. And if you don't know the language, you have to pick it up fast to stay with the conversation. Anyway, I've been looking at lights . . . wonder if I should get Hella one or two bulb units, Bosch H-1 or H-4, 55 watt or 100 watt, Lucas, Cibie, or just good old G.E.'s?

Continued from page 6

|                |                               |
|----------------|-------------------------------|
| 0-12 . . . . . | 4.9 sec.                      |
| 0-20 . . . . . | 8.7 sec.                      |
| 0-25 . . . . . | 10.9 sec.                     |
| 0-30 . . . . . | 15.6 sec.                     |
| 0-31 . . . . . | never, must shift to hi range |

|                |       |         |            |
|----------------|-------|---------|------------|
| Speed in gears |       |         |            |
| 4th            | hi 59 | lo 29.9 | @ 9000 rpm |
| 3rd            | hi 32 | lo 20   | @ 9000 rpm |
| 2nd            | hi 20 | lo 9    | @ 9000 rpm |
| 1st            | hi 7  | lo 3    | @ 9000 rpm |

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|   |                                   |
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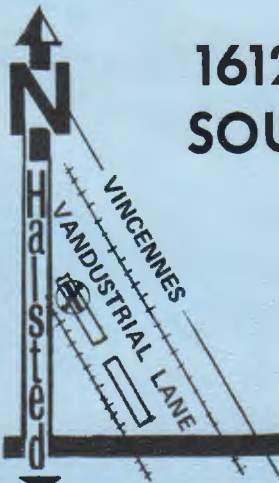
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# FUTURE EVENTS

1978 CALENDAR OF EVENTS

|   |             |
|---|-------------|
| MAP RALLYE . . . . .                    | February 19 |
| CONCOUR & CRAFT SHOW . . . . .          | March 19    |
| DRIVERS SCHOOL & GYMKHANA . . . . .     | April 16    |
| GRATTAN . . . . .                       | May 20-21   |
| SATURDAY NIGHT RALLYE . . . . .         | June 17     |
| MIDWEEK SPEED EVENT/BLACKHAWK . . . . . | July 19     |
| SATURDAY NIGHT SPECIAL . . . . .        | July 23     |
| POTTERS PICNIC & CONCOUR . . . . .      | August 13   |
| MIDWEEK . . . . .                       | August 16   |
| RALLYE TOUR . . . . .                   | October 7-8 |
| TECH ESSSION OR GYMKHANA . . . . .      | November 19 |
| DINNER-DANCE . . . . .                  | December 10 |

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