

# CHICAGO SCENE

# MARCH

# 1976

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## COMING EVENTS

March 28, 1976 — Rallye School  
April 10 & 11, 1976 — Dubuque Rallye  
April 25, 1976 — Gymkhana  
May 9 — Gymkhana School  
May 22 & 23 — Grattan



The **Chicago Scene** is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. PCA dues are \$24.00 annually.

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## THE REAR VIEW MIRROR BACCHUS BASH IV

Seventy-five grape lovers made the tour to Rockford on February 22nd and were rewarded with a wide variety of interesting wines to taste (not drink, mind you, just sip), a tour of Dave & Bernie Morrell's Auto Classics, Inc., and the sight of six beautiful concours Porsches which had braved the results of Saturday's snow fall. It was delightful - a day of socializing and relaxing, and there was even some disloyal admiration of the Mercedes 450 SL which was sitting on the showroom floor.

Larry White had arranged for Greg of Foremost Liquors to educate our palates on the niceties of wines. Greg has done this for the Club several times before, and, judging by the number of empty bottles late in the afternoon, the tasters enjoyed their schooling. The annual wine tasting is always a good way to discover new wines, and Greg does a superb job of choosing different ones for us to taste.

Since the concours classes were small, the judges had a chance to go over every car with a fine-tooth comb, and anyone planning to go to the Parade was able to learn a few tricks about how to really clean all those hidden crevices. Pat Heigho, recently returned to Lincoln Trails Region from California, made the trip up from Champaign with Bob and Wilma White to help with the judging. His expert eye was really appreciated. Our own Chicago Region expert judging crew was also on hand, with white gloves and all: Julie Frohlichstein, Jerry Meyer, Larry White and Wilma White.

Flo Dover and Sue Deering brought out mountains of cheese to cleanse our taste buds between wines, while Dawn and Wendy White made sure that everyone had a sample of all the wines. Ed and Terri Russ and Kent Gladish also helped everything run smoothly.

Dinner was a repeat of last year's success at the Holiday Inn in Rolling Meadows. Several members who were unable to drive to Rockford joined us there; thanks to the restaurant management for putting up with our lateness and the frequent changes we made. The toilet seat award for the month went to Tom Masles, who rented a truck to haul his beloved black 911 to the concours, not realizing that he would have to deflate the tires on the truck to load and unload the car.

### RESULTS

CLASS A	Bruce Janecek	185
CLASS B	Ed & Debbie Leed	179
CLASS C	Ed & Terri Russ	136½
	Tom Masles	120
	Frank Wagner	116½
CLASS D	Dean Bangert	78

See you all next year -- at the Bacchus Bash VII!

## Body Werks of Barrington

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Barrington, Illinois  
381-9144



Lovely registration lady and weird friends.



Illustrious event chairman and sweet young thing.



Our host, Dave Morrell and old friends.



The super staff of Autoclassics.



The club's favorite Czech insurance man and very nice 914/2. Like any good Bohemian, he is saving it for a rainy day.



I may belong to the Dirty Dozen, but my 914/6 doesn't.



I am surprised that Tom lets us Frohlichsteins work on his car since everything we touch turns to .....  
(insert name of garage here)



Like I said before this, this is the only time Ed lets me near his car.



Our 914 looked like this till Tyler rolled it. Now it looks like the Bartmobile.



Masles Concours team.



My engine is so clean you could eat off it.



ROGER: Not only can you eat off it, there is enough oil on it so you can also cook on it.



Greg Goldwyn, our wine expert, explaining to "the silver fox" the secrets of the grape.



Tasters



JIM: How is your leather business doing?  
BONNIE: Great, I just got in a big order from Jerry. He ordered a year's supply of whips and thongs.



JULIE: I wonder how a wine tasting would go over with my fellow den mothers.  
BEN: About as well as a snow storm on a concours.



**BOB:** These are my favorite events. A little wine with good friends, great conversation, and besides I can drive my chevy up here and not bounce around in that noisy, cold, hard riding toy.



**JERRY:** Nice to see the dirty dozen here.  
**FRANK:** We can smell a cork from 90 miles.



**BETH:** Some people are saying that your 914/6 will be a classic some day!  
**FRANK:** True, however some day never comes.



**FLO:** This certainly is a dry white wine.  
**MASLES:** Probably a white Burgandy.



**LARRY:** I certainly prefer this white wine to yours.  
**FLO:** Lips that touch wine will never touch mine.  
**LARRY:** Go back to your tow-truck.



**JOHN:** I realize that there are still those of you who are unhappy about my last rallye, and I wish to reiterate my position.  
May a flock of pigeons mistake your Porsche for a L-station!



Now that I am on the board, big changes will be made. If only I had a vote. I cannot go on this way, a voice crying in the wilderness. My roadster for a vote, I am so alone. 5



**PAT:** Willie, why does your name tag say "My wife".  
**WILLIE:** Because Bob is always going around saying "not with my wife you don't".



DICK: Yes Willie, we have been very busy preparing a 914 for E-production.

WILLIE: But they are not competitive in E-production.

ALICE: Please don't tell him that.



SAMANTHA: I cannot believe we drove 90 miles just to drink some wine!

CHRISTINE: That has to be better than driving some 100 miles to drive around a go-cart track.



SANDY: What is the matter Terry, did you dribble wine in your beard?

TERRY: The amount of alcohol that gets spilled in my beard keeps it nice and soft.



DICK: You know Alice since we have joined this club our life style has really changed.

ALICE: True, I believe you are in your second childhood.



Mendy Welda, whom John & Diane value even more than the new red 911.



We want you all to understand that our name is DOTSON not DATSUN and that the kids are not named 24, 26 & 28 oz.



TERRY: We would love to have you Ben but you are past our maximum age requirements.

BEN: I didn't want to join the dirty dozen anyway.

FRANK: Not so fast, we could also use your great mechanical knowledge!



GABY: Gene the Porsche is ten years old don't you think we should use those tires we won on a new Porsche?

GENE: I told you the Porsche is a classic.



WENDY: You are cute with that beard Mr. Galdish. You remind me of my daddy!  
JIM: Get this straight kid, the only thing similar I have with your father is the same sex, same love of cars, and a beard. In no other way should you equate us, is that perfectly clear.  
WENDY: You are still cute.



ROGER: Everyone seems to love your spaniels.  
BONNIE: Naturally everyone loves springers.



LINDA: I hope we have a large turnout at the Rallye school, the club needs to learn how to rallye.  
GEORGE: And they say that without you I cannot find my way to the mens room.  
LINDA: Sure you can it is right over there.



BONNIE: How did you as a telephone booth manufacture ever get in the car business.  
DAVE: Easy with all my cars it was cheaper than the service bills.



CONCOURS WINNERS



Tom Masles receiving the toilet seat awarded him for trailering his car 100 miles to get end up second.

LARRY SEMERIA

formerly of Shoreline Porsche/Audi, is proud to announce the opening on March 1, 1976 of:

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PLEASE CALL FOR APPOINTMENTS.

COMING EVENTS

Everything you always wanted to know about Rallyeing but were afraid to ask!

RALLYE SCHOOL

Date: March 28, 1976  
 Time: Reg. 9:30 to 10:30 a.m.  
 School 10:30 to 12:00 noon  
 Rallye: 12:00 to 4:00 p.m.  
 Synopsis 4:00 to 5:00 p.m.  
 Cocktails & Dinner 5:00 til . . .

Place: Howard Johnson Motor Inn  
 Kenosha County, Wisconsin  
 Corner of I-94 & Wis. Hwy. 50

Dinner: Howard Johnson's — Sirloin Steak

As we stated last month, George and Linda have agreed to help all of us learn to rallye. Rallying has never been this club's strong suit, and this school is just what the beginner or the Parade goer needs.

The rallye will cover about 80 miles of the most scenic roads that southern Wisconsin has to offer. The rallye will be laid out so even if you get off course you will be put back on the route. After the rallye there will be a synopsis on the route and what you should have done.

This will be the first time our new three class rallye will be run. The three classes are seat of the pants, navigational aids, and equipped.

Coffee and sweet rolls will be served during registration and the classroom session.

Dear Linda:

I would not miss your school even for George's missing apex. Sign me up.

Name \_\_\_\_\_

Navigator \_\_\_\_\_

\_\_\_\_Member \_\_\_\_ Applicant \_\_\_\_ Guest

\$5.00 pre-registered — \$7.00 if late

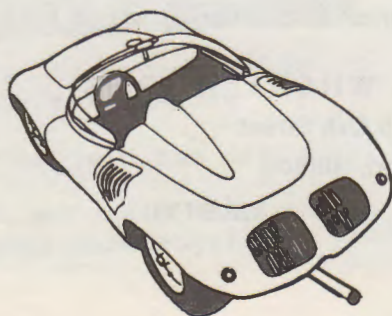
Reserve \_\_\_\_ adults for dinner @ \$6.50 (\$7.50 at line)  
 (Sirloin Steak)

Reserve \_\_\_\_ children dinners @ \$1.50 (hamburger, etc.)

I intend to enter:  
 \_\_\_\_ seat of pants \_\_\_\_ navigational aids \_\_\_\_ equipped

Make checks payable to PCA/Chicago and mail to:

Linda Gutmann  
 6116 N. Landers  
 Chicago, Illinois



DUBUQUE RALLYE

Date: April 10 and 11, 1976  
 Place: Saturday's Starting Point — E-Z Go gas station, NW corner of Hwy. 12 & 68  
 Time: First car off at 9:00 a.m. Last car off at 11:00 a.m. (if you are late there will be no one to give you rallye directions).

The much cancelled annual trek down the yellow brick road to the Land of Oz, is now finally established. We will make the pilgrimage west to Dubuque, and anyone who misses the trip is a cowardly lion. There will be a fun Rallye to get you to Dubuque on Saturday appropriately entitled "Follow The Yellow Brick Road to the wicked sin City of the West" (see above for starting time and place).

The Ramada Inn on Hwy. 20 West in Dubuque is our destination for those unable to make the Rallye but who do not want to miss thenighttime fun. Busses will take us from our lodgings to the Dubuque Shooting Club on Saturday night for what is billed as the best steak west of the Mississippi. As Iowa is dry, our own supply of liquor will be awaiting us at the Shooting Club, hence the reason for the busses. The busses will leave between 6 and 6:30 p.m. and will return us after dinner.

The main event, for you serious rallye frieks, The Somewhere Over the Rainbow Rallye, will take place on Sunday morning and which will return us to South Beloit (90 miles from Chicago) for dinner. Dinner will be prime rib at Buffas.

Joyce Gunther is handling room reservations. Doubles are available at \$24.00 and singles at \$18.00. Call Joyce at Navigator Travel(433-4704). Jerry and Helga Meyer are handling the reservations for the weekend.

Dear Helga:

I would not miss this chance to see the Wizard who is rumored to be living in Coursey's 2,500 square foot garage.

Driver \_\_\_\_\_

\_\_\_\_ Member \_\_\_\_ Applicant \_\_\_\_ Guest

Navigator \_\_\_\_\_

\_\_\_\_ Member \_\_\_\_ Applicant \_\_\_\_ Guest

Class:  
 \_\_\_\_ Seat of Pants \_\_\_\_ Navigational Aides  
 \_\_\_\_ Equipped

Porsche model \_\_\_\_\_ color \_\_\_\_\_

Total price for couple is \$65.00 — includes one night accommodations, two rallyes, two dinners (one with free drinks) and bus trips.

Total price for singles is \$41.00

Make all checks payable to PCA/Chicago and mail to:  
 Helga Meyer  
 1101 Oriole Drive  
 Munster, Indiana 46321

Hotel reservations must be made with Joyce prior to April 5, 1976.

## COMING EVENTS

### SPRING FEVER GYMKHANA

Date: Sunday, April 25, 1976  
Time: Reg. 11 to 1 P.M. — Practice 11 to 1 P.M.  
Timed Runs 1 P.M. Sharp  
Dinner 5 P.M. Sharp  
Place: VW of A North Central  
3737 Lake Cook Road  
Deerfield, Illinois

Spring is finally here and with it the opportunity to find out whether all the improvements you did on the sweet baby Porsche will improve your times. That's right, all the lying and all theories will be put to rest by the clock.

We are fortunate that VW North Central is allowing us to use their facilities. They will be open for our convenience.

VW requests that you leave your stingers at home. In case you are unfamiliar with our competition classes or bumping schedule consult your calendar.

Dinner will be held immediately after the gymkhana at one of the club's favorite watering holes — the Glenview Country House. The Glenview Country House has always served us excellent dinners in comfortable surroundings. Ding-proof parking is another plus available. The Glenview Country House is located just north of Golf Road on Waukegan Road (1560 Waukegan Road, Glenview).

Dear Diane:

You won't believe how much faster my Porsche has gotten over the winter. Sign me up.

NAME \_\_\_\_\_  
\_\_\_\_ Member    \_\_\_\_ Applicant    \_\_\_\_ Guest

Second Drive \_\_\_\_\_  
\_\_\_\_ Member    \_\_\_\_ Applicant    \_\_\_\_ Guest

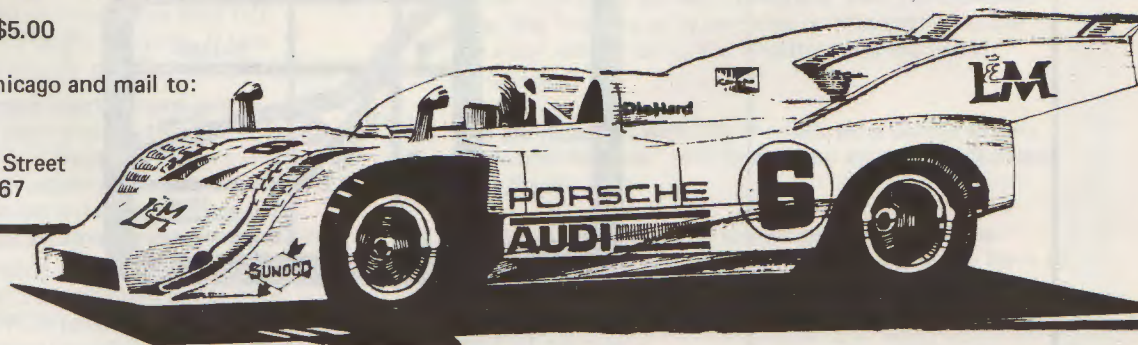
Entry fee \$5.00 pre-registered (\$7.00 at line)

Reserve \_\_\_\_ adult dinners @ 7.50 (Buffet Dinner)

Reserve \_\_\_\_ child dinners @ \$5.00

Make checks payable to PCA/Chicago and mail to:

Diane Welda  
1230 North Oak Street  
Palatine, IL 60067



### MOTHER'S DAY SAFETY SCHOOL

Date: May 9, 1976  
Place: Probably Soldier's Field, South parking lot  
Time:

By popular request we bring the return of our annual Mother's Day Drivers Education Event. Details are not formalized in their entirety but we have an oral approval for soldier's field and it is our opinion that final written approval will be forthcoming.

This event has been extremely beneficial, in the past, to those interested in learning safe driving techniques for auto-crosses and gymkhanas plus techniques to be used in skid control etc., all in complete safety on the mammoth facilities of Soldier's Field. So sharpen your pencils, dust off your helmets, and prepare to absorb the accumulate knowledge of our best drivers in how to handle your car under almost any circumstances you are likely to encounter. If you plan to attend the two day high speed safety school at Grattan this event is a must.

### SAVE OUR SPORT

by Bonnie Shapiro

The Third Annual meeting of the Association for Motor Sports (AMS) will be held on Friday night, March 26th at the Holiday Inn in North Aurora. This meeting is open to all who can attend and the new Board of Directors will be introduced at the meeting which starts at 8:00 P.M. The Aurora Holiday Inn is located on the North side of Aurora on Lake Street (Route 31) just South of the East-West Tollway. Also, on the agenda will be a review of AMS activities, especially regarding the developments in the MOTOR RACING NOISE issue. PLEASE ATTEND — AMS NEEDS YOUR SUPPORT.

SUPPORT YOUR SPORT!!! ATTEND THE MEETING.  
For any further information, please call Bonnie S. Shapiro, your representative to the AMS. 858-5055. Please wear your name badge.

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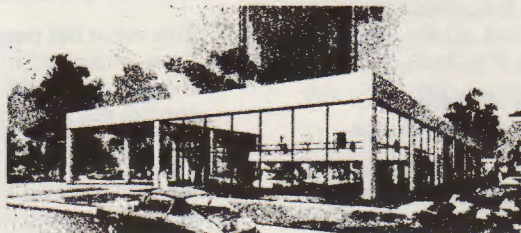
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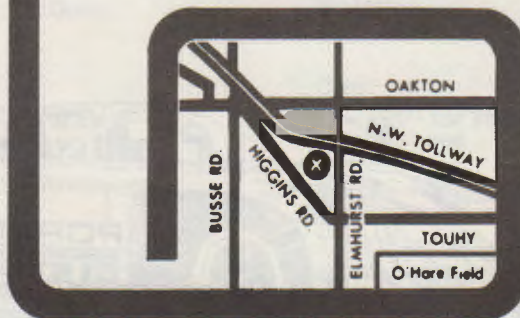


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## COMING EVENT

### ANNUAL GRATTAN DRIVER EDUCATION EVENT

Date: May 22 & 23  
Place: Grattan Raceway, Grattan, Michigan  
(just northeast of Grand Rapids)

Mike "Black Bart" VanderWerff has agreed to be in charge of our second annual Drivers Safety School. Hopefully, May flowers and not June showers will be the order of the day this time. Instruction by modest, very humble professional (or experienced amateur) race drivers will be available at all times. To insure safety on the course at all times, we will have a communications system in operation for some of the corners. Since we are inviting several other regions to join us and there is a limit of 80 cars, send your registration in TODAY. The fee for this event will be \$30.00 per car — a maximum of two drivers may drive with the payment of each entry fee.

Reservations at the Grand Rapids Ramada Inn will be \$20.50 per room, per night, double occupancy for Friday & Saturday. Call Judy Holleb, 835-5324. This is a group rate for 60 rooms — so reserve early.

Dear Arlene:

How could anyone pass up instruction by such humble personages? I'm already polishing my helmet and checking my brakes.

Reserve \_\_\_\_\_ CARS AT \$30.00 per car (2 driver maximum per entry fee.)

NAME \_\_\_\_\_  
\_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest

2nd Driver \_\_\_\_\_  
\_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest

Make checks payable to PCA/Chicago and mail to: Arlene VanderWerff, 416 West Higgins, Park Ridge, Illinois 60068

### OJ'S CORNER —

Periodically you'll find a column or two from me in your newsletter with my point of view on current subjects and other information of interest.

**INTEREST QUESTIONNAIRE RESPONSE** — Thanks to the 18 people who took the time to let us know how they felt. What happened to the other 200? There's still time. If you don't tell us what you want, we can only guess.

**DRIVING EVENTS** — It has become nearly impossible to obtain sites for gymkhanas. Yes, there is always Union 76 but that is getting crowded. The local shopping centers are under pressure to keep this type of activity away. Some other local car clubs have held events which antagonized residents and event site owners, so we are all assumed guilty by association. SCCA solo events will be held, among other places, at Blackhawk and Milwaukee County Park. That's a long drive and a track rental fee of \$1100. and \$800. if PCA rented Blackhawk for a one day autocross and had our usual number of entrants it would cost about \$20 per driver.

**DINNER COSTS** — We recognize that dinner costs have been increasing with inflation over the last few years. Each event chairperson makes a strong effort to secure a quality meal at a reasonable price.

Let us hear from you.

## MINUTES OF THE BOARD MEETING OF 2/6/76

Date: February 6  
Place: Home of Dan Gallagher  
Time: 8:00 P.M.

Attending: J. Meyer, B. White, G. Gutmann, E. Russ, R. Patterson, M. VanderWerff, B. Shapiro, D. Gallagher, E. Leed, J. Ratschan, B. Hubert, N. Holleb and guest, M. Smedley, R. Shapiro, and Gladishes.

### Summary of Events and Discussions.

1. Secretary's Report, Newsletter Ed. Report, Treasurer Report, accepted.
2. Not enough questionnaires were received by the President for the Board to be able to evaluate any information.
3. Gymkhana sites for April and June are being researched. Anyone having any ideas on same, please contact Pres. J. Meyer.
4. DUBUQUE RALLYE WILL NOW BE HELD ON THE WEEKEND OF APRIL 10-11 — due to problems with hotel reservations in Dubuque. On March 28, we will however have an event -- A RALLYE SCHOOL, held by George and Linda Gutmann. The site is unknown at this time.
5. Due to the fact that competition is getting out of hand in our region, and the FRIENDLY CAR CLUB CONCEPT seems to have been shoved in a corner, the Board passed a motion to ELIMINATE ALL OVERALL AWARDS AND POINTS FOR THE 1976 CALENDAR YEAR. To take the place of those awards one award will be given. That award will recognize the outstanding service to 1 particular member during a calendar year, and will be called the ENTHUSIAST OF THE YEAR award. It will be awarded on the basis of participation during the year, not necessarily competition. In other words if someone comes to all events, works at events, etc., and never wins a trophy by the sheer fact that that person has helped support the club, that person would be eligible for the ENTHUSIAST OF THE YEAR AWARD.
6. After critiquing the Ice Gymkhana, the Board decided that the final say as to who can or who cannot run in an event will be up to the Registrar and the Event Chairman.
7. We are happy to welcome the following people as new members this year: Neil Cross, Paul Bragel, and Bob and Sue Strahs.
8. To cut costs, we will no longer send applicants the newsletter — we will send them a postcard in the form of a registration form for the next event(s). We will also raise our subscription rate for the newsletter from \$7. to \$10. per year.

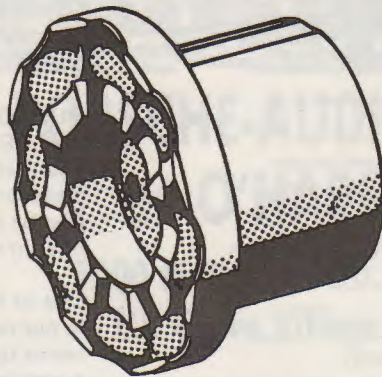


" First you try to tell me it's a sedan,  
then you try to get me into the back seat!"

# Scala | O'Brien Porsche | Audi

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## "What is it?" Contest



Description: \_\_\_\_\_

### Clue:

It's part of an immense inventory of rare and hard to find Porsche parts recently acquired by Scala/O'Brien. It represents a great opportunity to get your car, whether it's a 356 or a 911, ready for coming spring events. It may also represent your last chance to get rare parts at less than scalpers prices.

### Teaser:

It might also be an exotic car part, because our purchase also included some early 356, Carrera 2 and 904 parts too. Come in and check it out, or call the parts department.

### Prize:

Parts purchasers who correctly identify the above part before April 15, 1976, will receive a free gift, plus a 5% additional discount on their parts purchase. Come on in, and show us how well you know the breed.

**Scala | O'Brien Porsche | Audi**  
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Open Saturdays until 12:00 p.m. Mail & Phone orders accepted.

## VIEWPOINT: PORSCHE 912E — BACK TO SQUARE ONE by Ted West

### Porsche. Sportscar.

They mean the same thing. At least they used to mean the same thing until about ten years ago when something began to happen. It's not that Porsches have lost their sporting character, not in the least! But to the common man, the middle-income enthusiast who fell so deeply in love with Porsches during the '60s and early '70s, nowadays they may as well be eight hundred pound hamsters-fascinating to watch but not the sort of thing you want around the house.

Let me explain.

In 1965 Porsche was still producing the Type 356, by then evolved to its 356C form. It was an absolute landmark car, small, quick, functional, built like the bottom half of Juliet Prowse. It generated the most fanatical following since Garibaldi. Of course there was still those in the world who thought it was ugly, the "bathtub Porsche", but to the faithful anyone who said a Porsche was ugly — or deficient in any way whatsoever — was a neo-syndicalist pig. Such people shouldn't be allowed to hold government jobs. They shouldn't handle food or money. They were clearly under the control of something insanely sinister — the Devil, or worse still, the Democrats.

But Porsche had been building the 356 since 1949. The car had taken various forms in those sixteen years, but the basic shape had remained the same. The suspension was still — God forbid — modified-Volkswagen, and while the Porsche engine had evolved toward ever greater capacity, power and reliability, it too was still — God forbid — modified-Volkswagen. So the 356 was really rather an old package. And since Porsche had been having success with six-cylinder engines in racing, the company decided it was time for a completely new production Porsche.

Enter the 900-Series in 1966 amidst a mixture of howling and jeers, together with a scattering of polite applause, from the Porsche Faithful. Originally the 900-Series offered two basic models, the 911 and the 912. The 912 was really nothing more than a very slightly-updated four-cylinder 1600 SC engine combined with the heavier and much more expensive 900-Series chassis. Neato. The perfect intermediate step between the beloved 356 and the still uncertain 911.

It sounds neato until you get into an early 912 and drive it around. Then suddenly you realize that back in 1966 you were being asked to spend a whole extra shoebox full of money for this year's new Porsche 912, only to go out and get your doors blown off by last year's 356C. The 912 may have handled better than the 356C, but the usable power simply wasn't there. The car suffered from that same depressing sensation that Alfas of the period were subject to, that the engine wasn't up to the performance of the chassis. It wasn't a balanced package. And for enthusiasts who took themselves as seriously as Porsche enthusiasts die (and who were paying handsomely for that right), the last thing that was needed from a Porsche was tameness. The original 912 didn't cut it. As an automotive system it was a step down from the 356 and, M.C.P.'s that they were, the Porsche enthusiasts of the time called the 912 "the lady's Porsche".

The 911 was of course quite another matter. By now everyone knows what a phenomenal car it was, and is — perhaps the greatest wide-produced car in the history of the industry so far. Its road manners were impeccable and by Porsche standards it was, from the first, an absolute rocket sled. As an automobile the 911 was a triumph. But as a Porsche in the pre-900 Series sense, the 911 went as surely awry as did the 912. It's taken years to see what went wrong and in, say, California where people will sell their

houses to have the car they want, the Porsche enthusiast has changed drastically.

The Porsche 911 gave approximately the same performance and comfort as contemporary Ferraris and Maseratis, but at just over half the price. From that point of view the 911 was a red-hot, screaming wallet-plucker of a deal. From another point of view though, you can see exactly where the 911 went wrong. Before the 900-Series, Porsches had been at the top end of affordable mainline sports cars. They weren't affordable to everyone of course, but they weren't out of the question either. They occupied a position a step above, say, an Austin-Healey (a large step if you were a Porsche goon) and a step below a Jaguar (but only if you were a Jaguar goon). But with the 911, Porsches were suddenly being compared with Ferraris and Maseratis.

Something else happened around the time the 911 was introduced, though you can't really blame it on the 911. If anyone is to blame, perhaps it is the constant critical reporting of the motoring press — us. Whoever is to blame, another major change in the sportscar market had taken place which the 911 exemplified more spectacularly than any other car of the mid-60's. And that change was the result of what I respectfully suggest to be an overdose of progress. Reactionary! you shriek. Outrageous thing to say!

Perhaps. But consider what has happened to sportscars since the 911. With the exception of MGBs and Midgets, Jensen-Healeys, Fiat X1/9s and a few others, the old sportscar has disappeared. The sportscar that captured America's enthusiasm, the sportscar with all the fiddly little problems and the dumb tractor motor, the herky-jerky handling and drafty removable side curtains, is gone. The car that was simple enough and cheap enough to be tuned up in the owner's own garage on Saturday morning is gone. Come to that, the sportscar enthusiast-in-the-1955-1965 sense — is just about gone. Why?

Easy. Let's say your fuel-injected 1973 Alfa is running weird. What do you do? Do you try to fix it? Of course not. You take it to your mechanic. You don't even open the hood. You don't know a "black box" from the "Black Plague". You keep your hands off, because you know you'll only screw something up.

Okay, so maybe you're the one in ten thousand who does understand black boxes. And say your modern sportscar, your 911, is running beautifully. So what do you do with it? It's Saturday morning and you want to go out, find a curvy road and get radical. That's what sportscars are all about, right?

Well, yes, but as Lynette Fromme has taught us, there are radicals and there are radicals. The trouble is that sportscars have always been fun specifically because they give the driver such a grand sensation of speed. It's not necessarily that you get a certain measurable speed from them, but that you get that "sensation". For instance in a TR3 or a Bugeye Sprite with those funny old Pirellis on you could be dicing-with-death going around a street corner at 30 miles an hour. On Saturday morning you could go out to that twisty road and at 50 or 60 miles an hour have your car balanced on the very cusp of eternity. But nowadays your 911 can go through the same terrain at 80 without chirping a tire. Sportscars have improved so much that in order to drive them really hard now you're going so fast that your appreciation of the consequences of a mistake needs to be right up there near Profound. You're no longer saying, Golly, this feels kind of cute. You're saying, Jeeezus, this is, uh, uh, Serious. And serious it is. You're facing the ultimate concerns of crashing your \$18,000 Porsche Carrera into a tree at 105 mph because driving the same curve at 95 is just plain boring. At that rate mistakes get cosmic. An overdose of progress.

Now I hate to sound like an ingrate. I mean, the advances in production-car chassis engineering in the last 10 or 15 years have been nearly miraculous. Unfortunately there hasn't been a commensurate increase in either road safety or driver courage. The latter is probably a symptom of ultimate rationality in the species. But this has also put the present-day sportscar in a most peculiar light. In fact, honestly speaking, I would say a 911 shouldn't really be called a "sportscar" anymore. Like Ferraris and Lamborghinis, its potential performance makes it something different—perhaps for the sake of a name, a "luxury GT".

The problem here, though, is that a huge part of the people who were so dedicated to Porsches in the '50s and early '60s don't want a "luxury GT". Actively don't want one. Faced with the complication, expense and unusable performance, I think most of those "sportscar" buyers would, given the chance to own one actually turn down a Ferrari or a Maserati. Oh they might keep it a month but I'll bet they would sell it to get their money, and go for something with a lower cholesterol level. I know I would.

The interesting thing is that while obviously the sportscar thing has pretty clearly disappeared, it's not because the buyers are gone. It's because the cars are gone. It's as though the industry overran its customers. And except for 5-figure GTs, nearly everything else in the sportscar market has been in the tinny, cheapo class for the last 10 years. (Two exceptions—the Datsun Z-car and the Alfa Romeos, the latter of which you should've been snapping up like ½-price Scotch, you idiots.)

So what are all the old 356 buyers driving? Volvos, BMW 2002s. I know I'm an old 356 owner, had 2 of 'em and don't want a 911. I don't need it and wouldn't know what to do with it except drive it to its limits which, despite being incredible good fun, is both monstrously illegal and foolhardy.

Enter the 1976 Porsche 912E. It was supposed to change all that, and for a day or 2 it succeeded.

It's hard to say what went wrong — the 912E is a nice car. The performance is there. The engine is a relatively simple 4-cylinder pushrod unit, though with fuel injection the owner still won't be over-tempted to fiddle with it. It's fun to drive, it's tight, gives you that aircraft like sensation when you wind up, it's comfortable and well laid out, and it has odd Porsche charm that makes you want to polish up your phony WWII aviator's glasses, pull on some phony driving gloves, dial-in your expression to Semi-Smug and blast down the highway. I'm damned if I know why Porsches are so special that way.

It's nice to see Porsche making a tentative step towards getting back into the Fast-Volkswagen business. Perhaps next year's (or next next year's) new Porsche 924 will be a sportscar again. But in the meanwhile I and who knows how many others of you out there, steadfastly remain 356 buyers. We don't want 911s. We'd take a 912E if someone knocked two or three grand off the price. But if we found a nice "honest" 1964 SC coupé with a fresh engine, the Porsche Dents Front and Rear, frayed carpets, paint chips and a nice curvy Saturday morning road, I'm afraid our choice would be simple. We'd be happy, very happy, with the later. We like Porsche "sportscars" and as far as we can tell, the 356C was the last one they made.

If you think that's eccentric or Old School or just plain head-in-the-sandism, then try to buy a clean, mechanically straight '64 or '65 for less than about \$6,000. There must be one or two or three other reactionary mugwumps out there who feel the same way.

How about it — am I right 356 fans?

## MISCELLANEOUS RAMBLINGS

Congratulations to Rich and Pam Ward on the birth of their son, Eric Richard, the future Porsche Pusher arrived January 30th.

Our good friend, Gray Bart VanderWerff, also known as Michael J., was unfortunately severely burned by a furnace explosion. Luckily there will be little or no scarring. Gray Bart is home from the hospital and will have his Porsche Parlor in operation again shortly.

Some guys have all the luck! Scrapy Tom's Owner, Bob Buckthal, and his long suffering wife, have recently purchased a new home. Sounds good right? Wrong, they have discovered their neighbor's driveway is located on his property. This wonderful news and United Airlines financial crises has old Buck mildly upset. Since bad news always comes in groups; Lisa thought it was a good time to break her arm again. Yep folks, same one she broke last year. All Buck needs now is to discover that Snappy Tom's engine — Thunderblast, has a cracked engine case.

If any of you are ever unlucky enough to be stopped by the Glen Ellyn police be sure to mention the name of Bonnie Shapiro for she is a good friend of theirs.

Our own minister of goodwill, Dan "Ugly" Greek, Gerow, just returned from a business trip to Saudi Arabia. Rumor is he was checking to be sure there will be a sufficient supply of oil for his beloved 356.

While on the subject of oil, Dave Redszus just purchased a 25 gallon drum of synthetic oil for his various vehicles. In as much as that is probably a five year supply — be sure to stop by Dave's house for a free oil change.

The editor's good friend, Michael Gallagher, recently suffered the loss of his pet gerbil. In lieu of flowers, please send a contribution to the American Society to Prevent Cruelty to Gerbils.

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## ZONE 4 SCHEDULE

- APRIL 10** Southeastern Michigan Progressive Dinner. Contact Ed Kront 313/642-7324.
- 10** Western Michigan Wine Tour of local wineries and dinner party. Contact Craig Paull 616/245-9882.
- 10/11** Chicago Region Weekend Rally to Dubuque, IA. Contact Wayne Coursey 319/556-1214.
- 11** Motor-Stadt Family Picnic Event. Contact Paul Weston at 517/351-9550.
- 24** Charity Rallye Ohio Valley. Contact Greg Gandee at 513/434-2943.
- 24** Southeastern Michigan Tech Session. Contact Ed Kronk at 313/642-7324.
- 25** Chicago Region Autocross. Contact Jerry Meyer 219/838-9232
- MAY 1/2** Mid-Ohio drivers' Clinic, Powell Speedway. Contact Elsie Haninger 614/475-6817.
- 2** Motor-Stadt Spring Drivers' Education, Owosso Speedway. Contact Paul Weston 517/351-9550.
- 9** Chicago Drivers' School. Contact Jerry Meyer 219/838-9232
- 11** Maumee Valley Autocross at Waterford Hills. Contact Jay Kjoller at 419/472-9389.
- 22/23** Southeastern Michigan Waterford Weekend. Lou Moorman at 313/559-0634.
- 22/23** Chicago Driving School-Grattan. Mike VanderWerff 312/692-2444
- 23** "Spruce Up Drink Up", Ohio Valley. Greg Gandee 513/434-2943.

## TECHNICAL

ED. NOTE: The following technical article is by John Boles, who is a chemistry instructor at the US Air Force Academy. It is reprinted from the Alpine Mountain Newsletter, AMR-PCA, June 1975.

In any gathering of Porsche owners, the topic of oil - which brand and what weight to use - is bound to arise. There have been some excellent articles in PANO on this subject. The last one was written in December, 1972. This article is intended to answer questions on oil and to give out some information that maybe some of you don't know about your car and its particular needs.

Why all this fuss about oil anyway. In an air cooled engine, the oil not only lubricates the moving parts but also helps to a large extent in cooling the engine. By nature, air cooled engines run hotter than water cooled, and a high specific output engine, such as a Porsche engine, runs even hotter than the venerable VW four-banger, or a Corvair engine. For this reason, a stable high quality oil is a must. Porsche engines are expensive and the proper oil can save you a bundle in the long run.

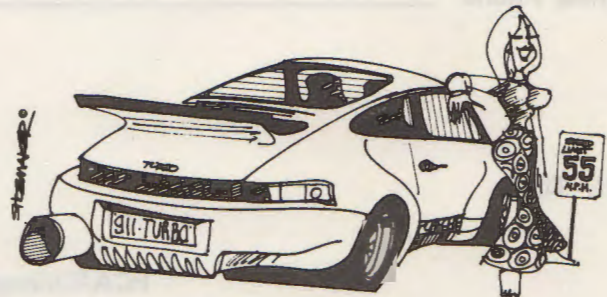
What brand should I use? Oil is a complex mixture of hydrocarbons, but for simplicity, we shall classify them into three general classes of hydrocarbons:

1. Paraffinics - basically a straight hydrocarbon chain.
2. Naphthenics - the hydrocarbon chain has completely saturated cyclic structures interdispersed in the chain.
3. Aromatics - the hydrocarbon chain has unsaturated benzene rings within the structure.

All three types of oil give adequate lubrication. The big difference shows up in high temperature stability. Chemicals are more reactive at high temperatures. Combustion products and oil contaminants can add on the ring or the structure can literally break apart, ruining the oil's lubricating qualities and leading to varnish formation. In short, the Pennsylvania oils are paraffinic (Valvoline, Quaker, Pennzoil, Kendall, to name a few), and the major brand names from the Gulf Coast and California are aromatic (no names). Also, the paraffinic oils have a lesser viscosity change with temperature than the aromatic oils, which is good. By the way the major brand oils are find for your American or low output foreign car because oil temperatures do not generally reach the level of that in your Porsche.

Now that we have decided on what brand, and why, which is the correct viscosity to use? Most everyone knows that viscosity is the measure of the oil's thickness. If the oil is too thin, pressure at the bearing surfaces will break through the oil film and cause excessive wear. If the oil is too thick, then it will not flow into the small crevices for lubrication and again excessive wear will result. The obvious solution to the problem of variable viscosity needs of the engine and changing outside temperature is to use a multi-weight oil such as 10W-30 or 20W-40, etc. The Factory doesn't recommend multi-viscosity oil. Why? The reason is two-

fold. First, to make multi-viscosity oil maintain approximately the same viscosity from 0F to 210 F, polymers which are non-lubricating, must be added to the oil. This action takes away a certain percentage of the lubricating quality of the oil. Secondly, at high temperatures, these viscosity improving polymers break down and the multi-weight property of the oil is lost. This can happen within 2,000 miles in a Porsche engine. Contrary to what the advertisers say about multi-viscosity oil, it can be very short lived at high temperatures. The Factory has tested oils for years, and when they say use single viscosity oil in your Porsche, it is for a good reason. As to the correct viscosity to use, again follow the owner's manual. For our area SAE 20 in the car in summer and SAE 20 in winter. How about the in between times? It depends on how you drive. If you are commuting to work, leave the SAE 20 in the car until daytime temps start regularly getting above 50F and the mornings are still below freezing. Reverse the process in the fall. If you drive hard and your oil really gets warmed up, change to SAE 20 a little sooner in fall and change it earlier in the spring. Those of you that own 2.4 liter 911 E's might find your oil temperature can often go to 240-250F under hard driving or very hot weather. I would recommend using SAE 40 oil. The viscosity would be the same as SAE 30 at a temperature 20 F warmer. Since oil works best at a range of about 195-215 F, one would get similar lubricating qualities at 230 F with SAE 40 oil as you would get at 210 F with SAE 30. Also, you would not be so alarm at the very low oil pressure observed on the 2.4 liter engines with hot oil. The lower oil pressure on the 2.4 liter engine versus that of the earlier models is normal and a function of the larger oil lines used with this engine.





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