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CHICAGO SCENE

MAY 1973

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DATES

May 20 Gymkhana
 June 2 & 3 Driver's School
 July 21 & 22 Two-Day Special



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THE REAR VIEW MIRROR

As promised by the Event Chairmen, Wally Ryback and Jerry Meyer, this event made this unfamous tax day almost bearable.

Form 1040 did indeed tax your driving skill. The Amoco Research facilities were spacious enough to allow us to conduct a very nice gymkhana. For those of us who had never been to Whiting, Indiana it was a real experience to see the refineries and the huge gasoline storage facilities.

We wish to sincerely thank AMOCO for letting us use their facilities, in these days when finding a good gymkhana site is extremely difficult, their help certainly appreciated.

The course was not extremely long, but it was difficult. A glance at the results will show not too much difference in the times, as it was handling, not power, that was important. It was apparent that the 914's were not a match for the new 2.0 liter models. Once again, the 911E & S Class proved to be the real competition what with the top four cars only separated by a 1/2 of a second. The competition seemed very good in every class. It was interesting to note that these were 9-356 models out of the 50 cars that showed up for the event. That number is up from just several years ago.

Thankfully, the list of people who receive our thanks is long and varied. Without the

sacrifice and interest of some of our members, the club would cease to exist. Thanks to the General Chairmen, Wally Ryback and Jerry Meyer. Thanks also to all the members who helped out in various capacities: Anita Ryback, Bonnie and Jim Gladish, Helga Meyer, Alan and Sue Brooking, Bob and Wilma White, Dick and Joyce Gunther, Alex Wenthorff, Sandy Gero, Neil and Jon Holleb, Mike Vanderwerff and Bonnie Shapiro. Unfortunately, most of these names are the same, month after month.

Even the weather was great! The last several events were held under inclement conditions. Therefore, it was a real pleasure to see "Old Sol" and the 70° temperatures.

Dinner was held afterwards at Voigels Restaurant located nearby. Due to the efficiency of our workers and our timing equipment, we had a longer cocktail hour than planned. All of this led to a very enjoyable dinner. Everyone who stayed for dinner, I am sure had a very good time.

April 15th will remain as unfamous as ever -- however, the day was made a lot more palatable by form 1040. Thanks, once again, to ---

AMOCO
and
to
JERRY and WALLY.

Chicagoland's

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RESULTS

CLASS I - 356

Bob Buckthal	31.713	T
Larry Chmura	33.759	APP
Jack Kettlestrings	33.494	APP
Frank Wagner	33.503	T
Dennis Skidaround	34.167	T
Bob White	35.730	APP
Jerry Baumhardt	35.838	APP
Alex Wendorff	37.018	

CLASSES VI & VII - 911E & S (2.2T)

Dave Redszus	30.678	T
Larry White	30.720	T
Jim Gladish	30.942	T
Bob White	30.974	
Roger Shapiro	31.040	
Chuck Regan	31.920	
Bill Boy	32.239	
Horst Peppia	32.907	

CLASS II - 912

Jerry Meyer	31.942	T
Alan Brooking	34.360	T
Norm Studier	36.467	
Richard Santamaria	38.347	

CLASS VIII - 2.4 911

Mike VanderWerff	31.462	T
Merv Rosen	32.846	T
Paul Ruttenberg	32.995	APP
Dan Gerow	33.071	T
Ed Centella	33.594	
Jack Ward	34.229	
George Gerk	37.018	

CLASS III - 914 (1.7)

Skip Davis	34.408	T
John Towey	34.424	T
Ben Frohlicstein	35.979	
Fred Hopenwasser	37.542	
Richard Krejsa	38.319	

CLASS IX (Modified & Competition)

Dean Bangert	30.257	T
George Gutmann	30.359	T

CLASS IV - 914 (2.0)

Larry Lesniak	31.601	APP
Bruce Janecek	32.748	T
Dennis Mahlum	33.056	APP
Paul Braun	35.435	

CLASS X (Ladies 4 cyl.)

Sue Brooking	33.684	T
Helga Meyer	35.577	T
Julie Frohlicstein	36.309	
Sue Hopenwasser	46.762	

CLASS V - 911, 911L, 9146

911T (2.0), Carrera 2

Dick Gunther	31.464	T
Dan Gallagher	32.669	T
Joe Marcin	33.520	T
Joe Ratschar	34.318	
Todd Kaitis	34.566	
R. V. Collins	35.381	
Dennis Green	36.448	
Wally Ryback	36.479	
Mike Meyers	DNF	

CLASS XI (Ladies 6 cyl.)

Sue White	32.000	T
Bonnie Gladish	32.183	T
Linda Gutmann	33.624	T
Sandy Gerow	35.694	T
Barb Redszus	37.000	
Lucy Regan	39.283	
Jackie Parker	45.434	
Sue Peppia	DNF	
Wilma White	DNF	
Bonnie Shapiro	DNF	

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Amoco Research Lab



Registration



Technical experts discover that the engine is in the rear on a Porsche



Drivers meeting



What a god awful Porsche



This months inferior import



Event Co-chairman Jerry admiring Dennis Skidarounds immaculate Roadster



Neil and Jim checking timing equipment (we thought we would show you the inside of our trailer in that it maybe the only way you will every see it unless you volunteer to time at an event.



I hope this is safe



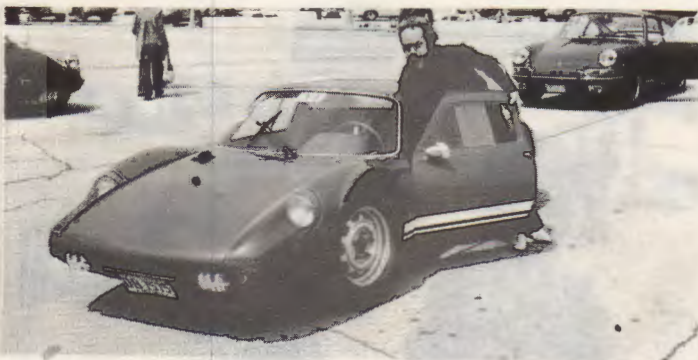
Driving is alot safer than walking around with this bunch of nuts



Bruce showing off his new 2 Liter 914



Bob White pushing fairly nice 911



904's are really neat when they are running...



Fortunately there is absolutely no truth in the rumor that I am related to that other White.



1959 light weight GT Coupe



Al Brooking on his way to a well earned 2nd place (he may have learned how to clean cars in California, but he learned how to drive in Illinois)



Say Chuck, your car looks a little sad



George, those 356's are awfully fast!
Are they all stock?



Bob & Sue Buckthal the last of the
California Transfer students



The family that gymkhanas together, stays
together.



The Horst Peppia family



New members Jack & Mary Ward wondering
what they are doing here



For gods sake, please stop inviting people
up to my Condo in Lake Geneva. We bought
it to get away from the nuts in the club.



Applicant member Paul Ruttenberg



You mean Bangert turned the fastest time of the day?



I have found the best way to a girl's heart is to bring them out to a gymkhana. Then they can see how good I really am. Now if I just had a lot of money. You see, it is very difficult supporting two Porsches on a teachers salary.



We hate to see you go, but it is nice to know that whenever any of us are in San Francisco that we have an open invitation to stop in.



Now that Brookings are gone I can at last reveal his true age. Jackie you will be shocked.



There is absolutely no truth to the rumor that this is my only black shirt. Actually I have two, one for the weekdays and one for Sunday dress up.



The Kappels and our fearless leader.



New members, Fred and Sue Hopewasser 7



Bob: I was awfully jealous last month when you were cuddling up to my arch rival, Gallagher, Tell me that I am the one.
Bonnie: Not only are you eccentric but you are also out of your mind.



The "old smoothie" explaining to newcomer that the secret to fast driving is smoothness.



Co-chairman and Co-chairman's wife



Even with Colleen gone you still cannot win!



Winners Class I (Bob: Say Dennis your 356 is stock?)



Winners 912



Winners 914



Winners 911, 914/6 (Mutt & Jeff)



Winners 911E & S (note, Gladish receiving the wee-wee bowl)



Winners 2.4 911



Winners competition (even with special tires and special gears, George still could not beat the obsolete 904)



Winners Ladies Classes



Dan Gallagher receiving trophy befitting his unsportsman like conduct-he deserved it.

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COMING EVENT

MAY EVENT -- MAY MAYHEM GYMKHANA

DATE: May 20th
PLACE: River Oaks Shopping Center, Torrence Ave. & US 6 (159th) (Tri-State to Torrence Ave. N, or Dan Ryan to US 6, E.)
TIME: Registration 10 AM - Practice 11 AM to 1 PM - 1st car off 1 PM sharp (Class I)

The Club's own team of heavyweights, George Gutmann and Dan Gerow, promise us a very worthwhile way to spend a spring afternoon. George has had quite a bit of experience in the gymkhana area, so you can expect a fast, demanding course. The classes will remain as last month's and a helmet will be required.

The event will be held on a spacious parking lot at River Oaks Shopping Center. They request that all cars have some sort of muffler; so leave your stingers at home. (Yes, you may use them at drivers' school.)

Dinner will be held after the event at Poor Richard's Restaurant located at 106 N. Main St. (east of Halsted, off 187th St. in Glenwood, Ill.) The restaurant is located ten minutes from the shopping center, very close to the Tollway. Maps will be provided at the gymkhana.



Dear Linda:

This is an offer I can't refuse, an event given by our heavyweight team. Heavy...

NAME _____
 Member Applicant Guest

Porsche Model _____ Class _____

Reserve me a space on the starting line @\$5.50 pre-registered (\$6.50 at line). My wife, girl friend, etc. plans to enter Class -- _____ (free)

Enclosed is my check to: PCA/Chicago Region

MAIL TO: Linda Gutmann
1918 W. Diversey Pkwy.
Chicago, Ill. 477-5093

JUNE EVENT -- DRIVER SCHOOL

DATE: Saturday and Sunday, June 2 & 3
PLACE: Blackhawk Farms Race Track Rockton, Illinois (see map)
TIME: Sat.-9:30-11:00 A.M. Reg. & Tech.
Sun.-9:00-10:00 A.M. Reg. & Tech.

Spring is here and school is in. Here is your chance to learn what your Porsche and yourself are capable of in complete safety. You will be able to learn high speed handling and evasive techniques that may save you a dented fender or worse some day. Get your Porsche and your wife ready-- in that order. A full weekend of activities is planned.

Instructors will stress safe and skillful highway driving techniques. Instruction will cover all phases of safe driving; will particularly stress avoiding trouble and evading it in situations where it cannot be avoided. Commending techniques, proper use of the gearbox and mechanical failures will also be covered. Instructions will be tailored to the individual and the pace will be set by the skill.

Special emphasis will be given to the female drivers. Our instructors are gentle and gentlemanly, and are sworn to non-profanity during periods of stress.

Instructors are all current or recently retired SCCA National Competition drivers.

Please do not waste our time by bringing a poorly maintained vehicle. Do your tune-ups and safety checks before you come. Tech inspection will cover those items that should be in shape for normal safe driving; you must bring a helmet.

This year, we will incorporate an autocross as part of the school. You must attend both days to complete. This autocross is designed for the non-hot dog drivers and awards will be presented on the basis of improved times.

There will not be a newsletter between the gymkhana and the drivers school, so register now. A complete tech list, time table for both days, directions to the track and motels in the area will be sent to you upon receipt of your entry and check.

DEAR RON -- I can't wait to improve my skills:

NAME _____
 Member Applicant Guest

ADDRESS _____
Porsche Type _____ Engine type _____

Color _____
2 days - \$30 per car (\$35.00 at line)
1 day - \$20 per car (\$25.00 at line)
Make checks payable to PCA/Chicago Region
Mail to: Ron Bogginger, Doyle, Dave, Bernback
875 N. Michigan Ave., Chicago - 60611

TRUST ME REGARDLESS - JULY 21 AND 22 RALLYE

MISC RAMBLINGS

May 30th is the absolute deadline for registration!

You Will Send in Your Deposit !!!
Der Vill be No Schpace for Schtragglers.
Vee are not Mekking Vit Chokes Die Time.
Vee Meen itt.
If you miss it, You Will Be a Saur Kraut!

Saturday afternoon, July 21 - a team fun rallye.
Sunday - a very long exciting hair raising TSD

For 2 people - two days - two rallies - two dinners (for 2, or course) - overnight accommodations with 2 pillows (we will make your hotel reservation-secret, secret) two trophies (depends on you).

Wadya want for \$70.00???

FUN, FUN, FUN, FUN, FUN, FUN, FUN
from the people who brought you Oktaoberfest '71.

Dickie & Kenny, Joycie & Bobbie, Sulie and adding Linda & Georgie

Swimming, Great Food, Dancing under the stars and Laffs

Car numbers and general instructions will be mailed to registrants prior to the event.

TO: Joyce Gunther
5433 Suffield Terrace
Skokie, Illinois 60076

Dear Rally Misses:

Your fantastic blurb has piqued my curiosity- we must come and solve the mystery...

Driver _____ @ \$70.00/Cpl.

Navigator _____

One child @ \$19.50 _____
or two children @ \$15.50 ea. _____
TOTAL _____

Deposit Enclosed - \$20.00
Make checks payable to PCA/Chicago Region
Please mail general instructions to me at:

Over the past several months, it has been the unhappy duty of this editor to report various couples moving out of the region -- all of them good people. It is our sad duty to tell you that Al and Sue Brooking have been transferred back to San Francisco. The first of our California transfer students, the Brookings, have left a mark on our regions. It is safe to report that they were among the best liked and hardest working members in the region. They will be missed by their many friends in Chicago.

Due to the close proximity in time between May Mayhem and the Drivers School, there will be no newsletter between these events. It is important that you are aware of this, in that registration for the July Special must be in by May 30. We are aware that most will sit around till the next newsletter and then send in, but that will be too late.

It is also sad to report that due to pressing business, Wayne Gritzmacher has had to resign his directorship in the club. His judgment and experience will be missed. We welcome Dave Morrell to take the vacant position. Dave has been a member for over ten years and will be a welcome addition to the Board. By the way, he also owns an excellent Ford GT 40 Mark II.

It is interesting to note the resurgence of interest in the type 356. Recently, Henry Novoselsky (1964 Cabriolet), Dennis Skidmore (1962 Roadster) and Dan Gallagher (1964 Carrera 2) have acquired excellent examples of the breed.

It is not the policy of this newsletter to thank members for entertaining the club after an event, because the parties are usually limited to friends; however, I believe Mike and Arlene VanderWerff deserve a round of thanks for entertaining everyone at their magnificent home after the last gymkhana. THANKS!

The editor of this rag would like once again to beg you to submit articles of interest for publication in the Scene. Bob White and the editor have just about exhausted their supply of ideas for articles. If I can sit here for almost three years and put out this newsletter, the least you can do is write an article, tech or otherwise.

Congratulations to "Peter Perfect" Gregg for his victory in the Road Atlanta 500 Trans-Am Race. Yes, that is right -- Trans-Am. The Carrera R.S. proved to be more than a match for the American Super Cars, Corvette included. The Carrera could end up Group 4, GT and Trans-Am Champion.

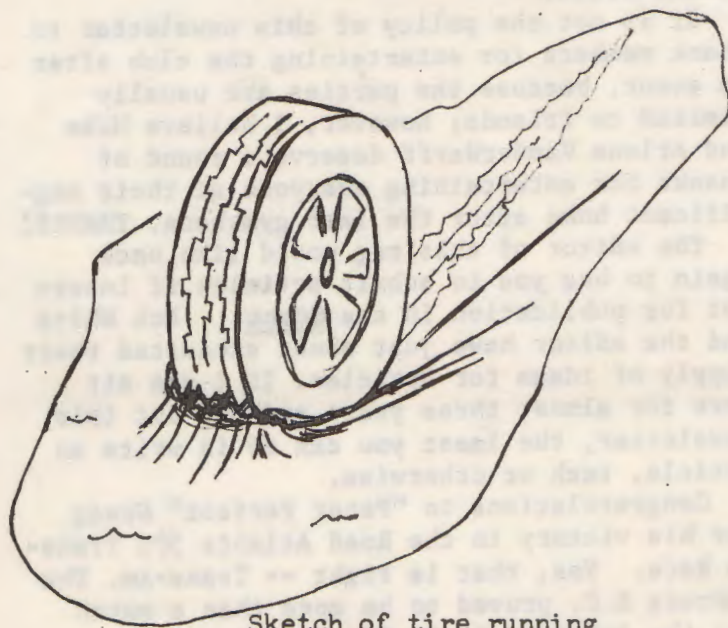
TECH TIPS

HOW FAST IS TOO FAST IN THE WET?

The word "hydroplaning" in conjunction with tire performance, or more appropriately as we shall see, lack of performance, has become commonplace in recent years. Yet, few of us, or for that matter the general public or tire dealers, really know what the word means and what the phenomena is it attempts to describe. Most of us, however, have experienced it to one degree or another with little or possibly large effect. Ask Jerry Meyer about his experience sometime.

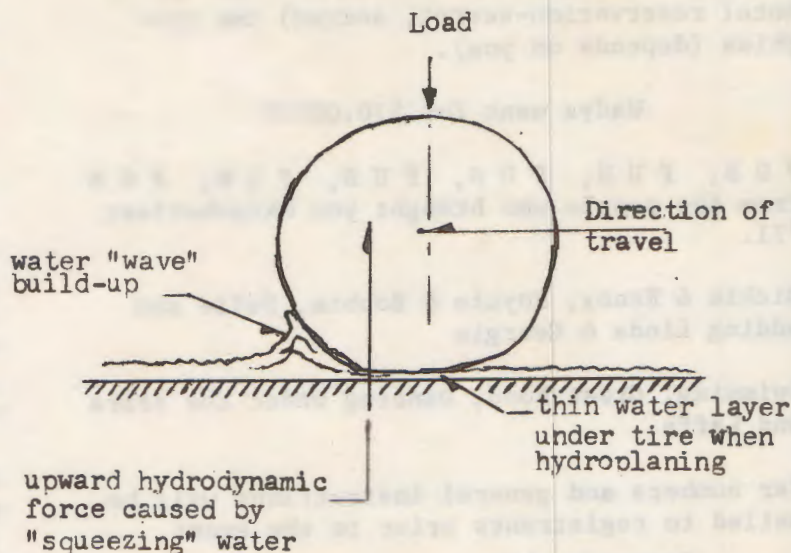
Hydroplaning, as it is called, is the actual lifting of the tire from the road surface by water and supporting it on a thin layer of water under the tread. When this occurs, the effective friction approaches zero and all control is lost. More about this later.

Actually, the hydroplaning phenomena was not "discovered" and explained, despite its occurrence, until 1957 when the National Aeronautics and Space Administration (NASA) (actually at that time called the National Advisory Committee on Aeronautics, NACA), began investigating aircraft crashes involving running off the end of the runway under rainy or wet conditions. They found that when a tire runs through a puddle with depth approximately equal to or greater than the tread depth (1/8" or deeper) a wave of water is pushed up before the tire as appears in the sketch.

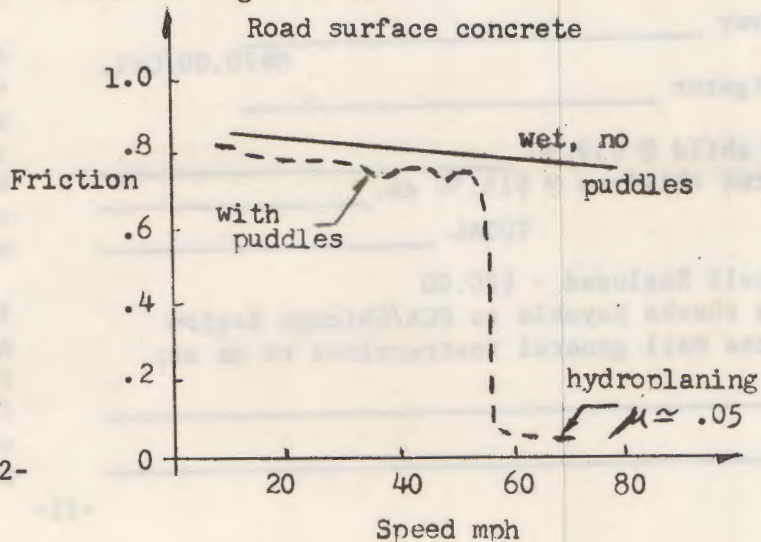


Sketch of tire running through puddle

This buildup of the water which is being squeezed into the space between the tire and the road (try placing a board on edge and then slapping it down into a puddle, noting that it will not slap flat but be resisted by the water which becomes squeezed between) causes a hydrodynamic pressure and consequent upward force on the tire. (See sketch) This force increases with speed and when it becomes equal to the load on the tire, lifts the tire and supports it on a layer of water as in the next sketch.

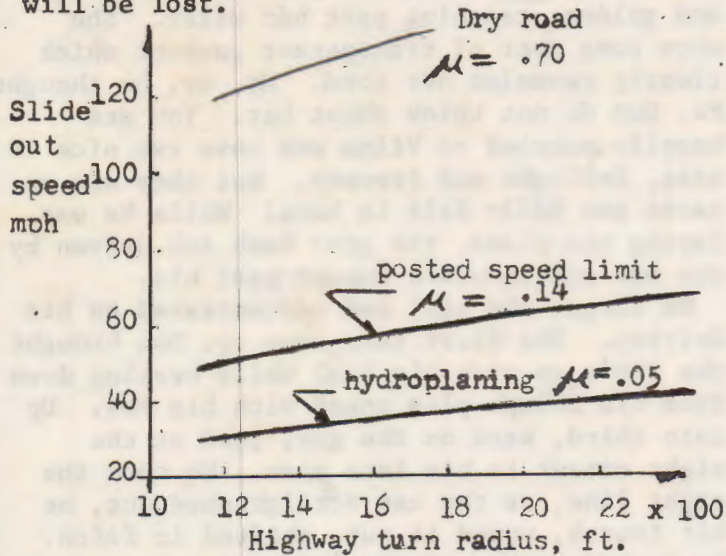


At this point, the tire is said to be "hydroplaning." Note the problem will not be as bad for the rear tires which run in the wake of the front tires, but it will still occur. When the tire is lifted as shown, the coefficient of friction drops drastically, as shown in Fig. No. 1.

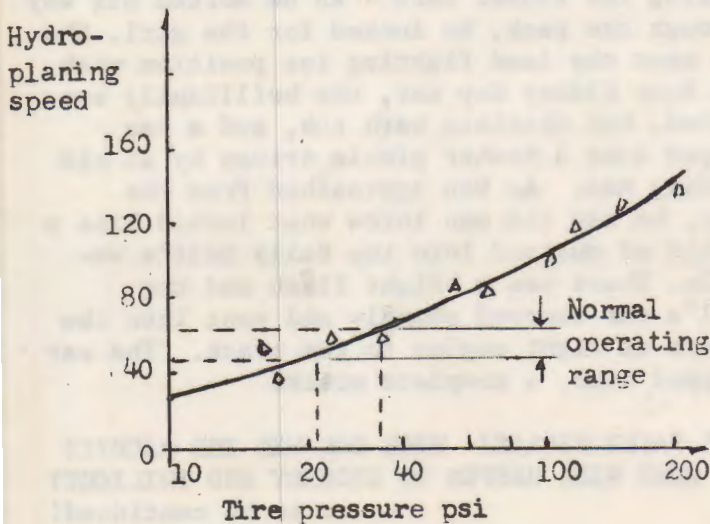


Actually, the hydrostatic force is in front of the axle centerline which means there is a tendency to stop the tire rotation, and if the hydroplaning persists long enough, the tire may actually stop rotating, or spin-down as it is called. Usually, before that happens a worse consequence has occurred... an accident.

What the reduction in effective friction means is shown in Fig. No. 2 where the possible speed for highway turns of various radii are shown as a function of coefficient of friction. Note if you are driving at the posted speed and hit a puddle or water on the highway and hydroplaning occurs, you can not make the corner! Indeed, all vehicle control will be lost.



The extensive NASA studies have shown (an approximate mathematical analysis is found in Ref. No. 1) that the speed at which hydroplaning occurs is primarily a function of the tire pressure. Tests for a wide variety of automobile and aircraft tires produce the results seen in Fig. No. 3.



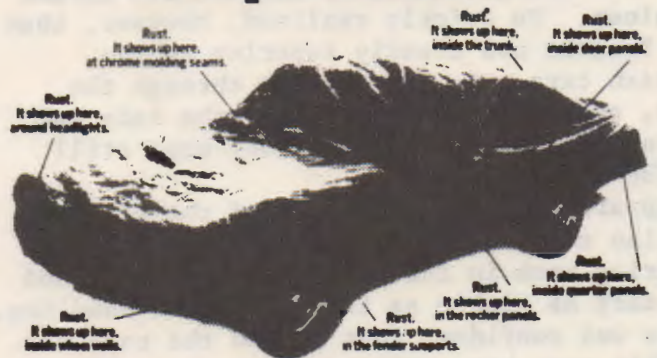
Note that for the normal range of automobile tire pressure the speed at which hydroplaning occurs is approximately 55 mph! To a good approximation, the speed at which hydroplaning will occur for normal tires can be given by speed mph = 10 times the square root of tire pressure. So, if you have 25 psi, the speed is 50 mph, and 26 psi, 60 mph! Tire type will have little pronounced effect on these results.

The obvious conclusion is that one should slow down to below 50 mph when conditions occur in which water of approximately 1/8" depth or more is or may be on the road on which you are driving. Perhaps it is appropriate to say "slower, but sure."

Reference No. 1. Horne, Walter B., and Dresher, Robert C., "Phenomena of Pneumatic Tire Hydroplaning," NASA Tech Note TN-D-2056, Nov. 1963

BOB WHITE

They still haven't unveiled the rustproof car.



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PORSCHE ON MARS
by
Ladislau Sturmpf

As he was a late entry, Don was gridded in the back of the pack. He looked at the various vehicles with which he was competing. They varied greatly in size and style. Right next to him was a car shaped like a rusty pie pan. Up ahead was a grey car that looked like an upsidedown bath tub. Don instantly knew that this was his real competition. Somewhere he remembered that someone had built a brilliant car on earth like that, but phased it out as obsolete. The driver of the bath tub was all dressed in black - in fact everything about him was black - his hair, his teeth, etc.

Apparently you did not have to wear nomex or a helmet here. Just as well he thought, particularly since in a fit of anger, he had slammed his helmet to the ground at the last Le Mans, shattering it into 1040 pieces. He did however, happen to be wearing his nomex socks. He always had on his white nomex socks, as they seemed to soak up the odor of perspiration from his feet.

The starting flags were being waved by a short sexy-looking guy who looked like he had been starting race cars all his life. At least he had on badges and stars all over his helmet saying so. Don thought, well maybe he likes the authority because he has a complex about being short.

The chief dropped the flag. There was a large roar and a blending of hundreds of loud and alien sounds. The race was on! The pack surged forward, each driver fighting for position. There must have been three hundred vehicles, some alike, some different, all loud. At first, Don had some difficulty keeping from being crushed by some of the larger machines. He quickly realized, however, that the Porsche was clearly superior to the Martian cars. He accelerated through the pack, reaching the front after the race had proceeded some ten miles. They were still on the straightaway!

Apparently, the top speed of the fastest Martian cars was about 120 mph. In his maneuvering back in the pack, Don had not found any cars as nimble as the Porsche in handling, so he was confident that he had the race won.

This gave him some time to look at his opposition. There were some which were obviously faster. On his left, was one of the giant men, astride his ten-wheel Cadillac, on the side of the vehicle was the logo "Sour Kidney Cup Racing Team." Don wondered how

they knew English.

On his right was a vehicle which closely resembled a mahogany-decked inboard speedboat. The driver obviously was named Sally Salt, as it was so stated on the side of the vehicle. She had a fast car, but Don could see she she could not drive too well as the car was all over the track. She was kneeling in the small open cockpit and she appeared to be humanoid in form. Perhaps here was someone he could communicate with! Humanoid, indeed. The driver was a woman! Her hair was long and golden, reaching past her waist. She wore some sort of transparent garment which clearly revealed her form. My, my, he thought. No, Don do not think about her. You are happily married to Vilma and have two nice kids, Twilight and Stormey. But they are on earth and Sally Salt is here! While he was laying his plans, the grey bath tub driven by the man all in black roared past him.

He forgot the girl and concentrated on his driving. The first turn came up. Don brought the RPM's up with his heel while braking down from his 200mph plus speed with his toe. Up into third, hard on the gas, just at the right moment in his late apex. He took the right line, as the car straightened out, he hit fourth, wound it out, shifted in fifth. He looked at the speedo, it was pegged at the end of the dial or 250mph. Don left the pack far behind. He was now fully caught up in driving the Porsche around this beautiful course. Too bad he had bought an "S" so he could show them how a Porsche could really go.

He came around the last corner and entered the straight. On the second lap, he started passing the slower cars. As he worked his way through the pack, he looked for the girl. She was near the lead fighting for position with the Sour Kidney Cup car, the brilliantly conceived, but obsolete bath tub, and a car shaped like a Kosher pickle driven by an old balding man. As Don approached from the rear, he saw the man throw what looked like a bottle of mustard into the Sally Salt's vehicle. There was a bright flash and the girl's car swerved sharply and went into the desert at right angles to the track. The car flipped over, a complete wreck!

WILL SALLY ESCAPE? WILL DON WIN THE RACE???
... WHAT WILL HAPPEN TO STORMEY AND TWILIGHT?
... to be continued!

PORSCHE MART

The Porsche Mart is a free service to any member in good standing in the Porsche Club of America. It is available for Porsche cars and/or Porsche related items. A fee of \$5.00 (pre-paid) is charged to any non-member. Make check payable to: PCA/Chicago. Mail all ads directly to the editor.

FOR SALE --

4 cyl. Porsche engine - \$500. -- excellent condition, reliable, strong --- rebuilt recently with following:

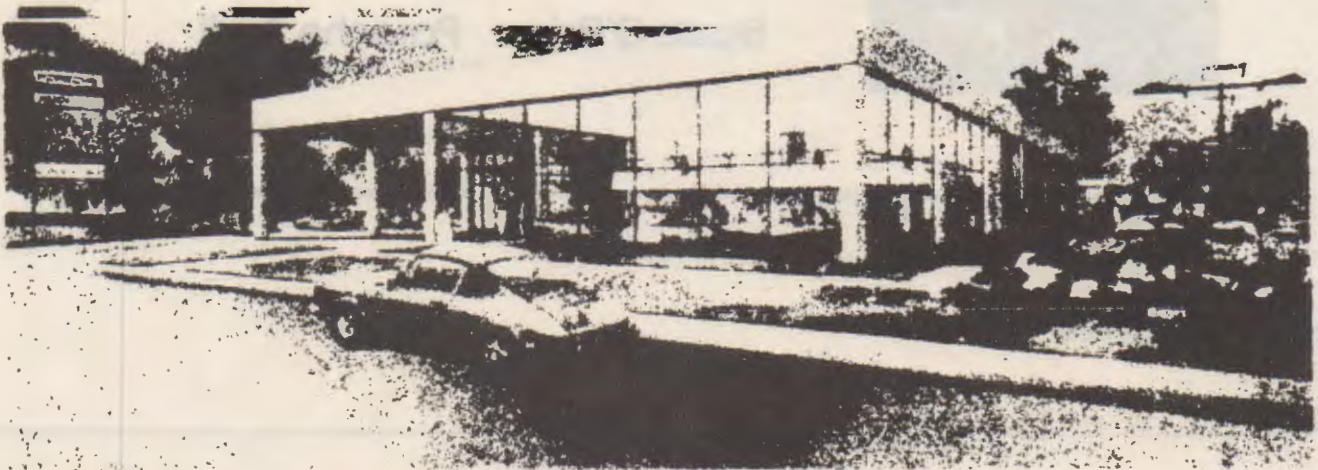
- Polished rods
- All Balanced parts
- Zenith Carbs
- Lightened Flywheel
- Increased compression
- S-90 Oil Pick-Up
- New bearings, seals, rings, valves, clutch & pressure plate
- Crowler Cam (Spec. Available)

CALL: Jack Kettlestrings
413 E. Evergreen
Wheaton, Illinois
665-1376
682-1180 -- Office

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*Saturday 9 to 5 and Sunday 11 to 5.

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