CHICAGO SCENE

MAY 1976

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COMING EVENTS

APRIL 25 –	Gymkhana
MAY 9 –	Drivers School
MAY 22 & 23 –	Grattan
JUNE 6 –	June Sprints
JUNE 13 –	Rallye

PORSCHE CLUB OF AMERICA
pca
CHICAGO REGION

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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Statements appearing in the **Scene** are those of the editor, and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

THE REARVIEW MIRROR

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

As you must have noticed in reading this column before, it is not normally the habit of the editor to use flowery, excited, adjectival language. (HA!) This presents a problem this month, since the only words available to describe "Everything You Always Wanted to Know About Rallying But Were Afraid to Ask" are flowery, excited adjectives. It was marvelous, fantastic, excellent, outstanding; in a word (or words) those few of youwho missed it missed one of the best events this Club has seen in a long time. Considering the high quality of our events, that's saying a lot. George and Linda Gutmann saw that every detail was considered, planned a rallye which incorporated most of the tricks of rallying without getting anyone very lost, and managed to please 45 cars of rallyists. This last is no mean feat, since pleasing 93 people is difficult any time.

The day started with a Rallye School during which George and Linda, aided by Ron Bodinet and Chuck Vischulis, took everyone word by word through the general instructions, explaining and answering questions on the way. Even some of the experienced rallyists there were able to learn something new, and the novices found out what was really meant by all those terms. Juding by some of the topics discussed, this school was something the Club has needed for a long time.

Linda emphasized (and Ron re-emphasized) the importance of staying on course, even if it meant neglecting timing, and anyone who didn't listen found out why during the rallye itself. (Just ask Dan Gerow what happens when you get too caught up in timing). The course they had laid out was simple and straight-forward, IF you paid attention. If you didn't, you got off the track, but those who ignored the teachings of the masters only lost time, since the course had been arranged to get everyone back on the route (although not necessarily at the correct check point). The roads were made for Porsches, and the CAST speeds were high enough to let everyone really enjoy what their cars could do.

The end point at the Howard Johnson Motel in Kenosha brought everyone back together for a review session. Linda's brother had drawn beautiful scale maps of the entire route, and George took us over the course in detail, pointing out th e places where peoplehad been led astray and what they had done to get there. The enthusiasm for this session suggests that it be made part of every rallye. The moans and groans as drivers and navigators discovered their mistakes were barely drowned by the cheers of those who had done it right.

Dinner was delicious sirloin steak, putting a fitting end to a super day. The people at Howard Johnson's could not have been more accommodating; they had a meeting room for the morning session, coffee and doughnuts were provided, and the dinner was served on time.

The trophy presentation pointed up again how important staying on course was; there were six times in navigational aids and seat of pants classes which were faster than any of the times in the equipped class. Dawn White, navigating for Pat Heigho, took home her first trophy; and Danny Gallagher, who helped Wayne Potter, won a trophy also. Hurrah for the younger generation! In the absence of any really spectacular goofs (testimony to the clarity of the rally route), Larry Bobbe was the recipient of the toilet seat in memory of the fact that the transmission on his Fox died early in the day. Maybe now you'll learn to bring your REAL car, Larry.

Thanks go to the Dirty Dozen, plus a few friends: Terry Baumhardt and Mary, Greg Blegen, Joe (Swampwater) Hill and Linda, Hokey and Irisha, Frank Wagner and Beth, and

Body Werks of Barrington

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"When you are tired of a bike."

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Lee Kass. John O'Keefe and Michael J. (Gray Bart) VanderWerff joined the Dozen, Keith and Reggie Johnson, members of a friendly rival club, pre-ran the course three times, as did Bonnie and Roger Shapiro. Thanks to all of these and anyone else whom we have forgotten. Most of all, THANKS TO GEORGE AND LINDA for working so hard and putting on such an outstanding event. It's people like them who make this Club work so well and be so enjoyable FOR EVERYONE!

THE "EVERYTHING" RESULTS

EQUIPPED

1	Norm Studier & Jim Franzen	712 T
2	Harold & Doris Beach	946 T
3	Tom Masles & Mike Jaswith	1228
4	Gerry & Barb Ridgeway	1277
5	Todd Kaitis, Linda Johnson & Mike Nemish	1530

NAVIGATIONAL AIDS CLASS

1	George & Sara Melford	405 T
2	Gene & Ray Urban	481 T
3	Terri & Ed Russ	519 T
4	Pat & Bonnie Yanahan	727
5	Rip & Linda Patterson	862
6	Dan & Sandy Gerow	749
7	Brian & Susan Allman	950 Audi!
8	Julie & Ben Frohlichstein	1009
10	Tom Grutzmacher & Lee Kramer	1257

SEAT OF PANTS CLASS

1	Dan & Diane Gallagher	473 (Mer. Benz)
1	Bob & Al Ostolhoff	469 T
3	Hank Novoselsky & Sachsel	610 T
4	Dean & Milly Bangert	670 T
5	Pat Heigho & Dawn White	691 T
6	Wayne Potter & Danny Gallagher	718 T
7	Ric & Helen Adams	822 App
8	Elliott Papermaster & Cindy Taubert (Milw.)	825 T
9	Marg & Mary Barron	851 T
10	Alice & Richard Graves	863 T
11	Larry Chmura & Pam Baber	953 (Datsun)
12	Dave Laber & M. Hughes	967 T
13	Gerry & Sue Ryglowski	1010 App
14	Bill & John Schniedwind	1097 App
15	Ken & Mary Patterson	1110
16	Nancy & Steve Kravitz	1172
	Bob Giesel & Doris Winkler	1172
17	Pete & Eve Heckmann	1193
18	Owen & Gaile Johnson	1195
19	Bill Allen & Sue Jantorni	1121
20	Steve Scott & Audrey Kavka	1222 BMW
21	Stuart Brown & Irene Rubens	1240 App
22	Gwen Bruno & J. Kirkpatrick	1326 App
23	Jeff Thurmond & J. Wechsler	1459 App
24	Joe Marcin & Marion Kuzniar	1527
25	Anatole Butas & S. Gocieths	1701 App
26	Ellen Benish & John Benish	2100

MINUTES OF THE BOARD MEETING 3/19/76

Date: March 19, 1976

Place: Home of George & Linda Gutmann

Time: 8:00 P.M.

Attending: J. Meyer, D. Gerow, Bonnie Shapiro, Bob White (SOCKS), Mike VanderWerff, Harold Beach, Bob Habert, Joe Ratschan, Dick Gunther, Rip Patterson, George Gutmann, Bob Buckthal, Ed Russ, Ed Leed, Dan Gallagher, Sandy Gerow, guests - John & Gail Gustavson and Mark Smedely.

1. Secretary's, Newsletter Editor's, and Treasurer's reports accepted
2. Discussed coming event and improved plans for same
3. Discussed June 13 for Potter Rallye
4. Julie Frohlichstein will chairman the June 27 Gymkhana
5. Lengthly discussion ensued concerning the prices of dinners; event chairman will try to hold prices to a reasonable level
6. Adjourned and all had a good time drinking George's beer

RALLYING --

I'd really rather rallye down a roaming road for two than sip some soup, or cider, or waltz the Bugaloo.

"How so?" You say.

Well, you see,- my friend so pale - when cruisin'
by yon hill & dale, come ridge or farm, you'll find
the charm of seein' round the mystic crown of all creation - glowing

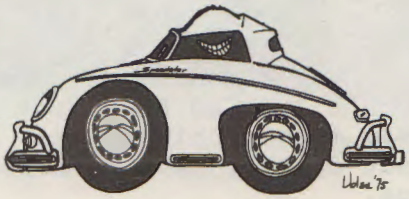
Man-Alive! I'm feeling' fine just slidin' down that
silver hi-way knowin' I've been home - a'going,

So, if you dare come try the test: go North, south east
or west and you will find a dreams delight
to last 'till God's next twilight.

By

Gerry Ryglowski (App)

(Writing for his teacher Linda Gutmann. For his efforts Gerry received an A - on his poem and 1010 penalty points!)



Lovely registration ladies!

DORIS: I haven't been to school in a long time, but your classroom decorum has impressed me.
LINDA: Don't brown nose the teach. Just wait til you see your final grade.

STEVE: Now that I am a fully flegged doc, I'll show them.
AUDREY: You don't know the difference between a cast and a free zone.
STEVE: Sure I do. You put a cast on a broken bone and there is nothing free in my profession.

TERRY: I think Steve is getting ready to perform a total cashectomy on some patient.
FRIEND: Is that what you are having?
TERRY: No but it is close!

BARB: Things haven't been the same since Don & Hester Dryda moved!
JERRY: True, we don't drive our Chevy on rallyes anymore.

HAROLD: We want to assure you that we in Steamboat Springs are on business not for skiing.
DORIS: Harold what made you think that anyone thought you could ski!
HAROLD: Well at least I can take pictures better than anyone around here including that idiot editor with the broken strobe.

SARAH: Don't look so sad Alice all men have these second childhoods!
ALICE: But do they have to be so expensive.

BRIAN: No one has yet guessed what that part in our add is.
DAN: Hell with your parts, it's your wife's that I am interested in!

DANNY: Gee Mr. Bangert will you wring your fire engine to my birthday party?
MR. BANGERT: Wouldn't you rather I brought my 365 GTC/4?
DANNY: Who wants to ride in a dumb Ferrari when there is a firetruck present. Firetrucks are almost as neat as 356's.

JOE: Marion thanks for going with me to a PCA event, where have you been so long?
MARION: I am just now starting to forgive you for wrecking my 914.

Anyone who has SPEEDSTER on his shirt cannot be all bad..

Henry Novoselsky and friend on their way to Hank's second trophy in 8 years and his first rallye finish. By the way we were all sorry Debbie could not attend, but it was nice to see you finish a rallye.

ELLIOT PAPERMASTER: When are you guys from Chicago going to come up to Elkhart and help me clean up Porsche Park?
ED: You won't let us park there anyway.

JULIE: We learned so much Ron, I am sure we can win today!
RON: I really hope so, someone has to uphold the honor of the 914 group.
ED's postscript: insert name of infamous garage here.

SHANNON: Gee this things looks all most as neat as a real Carrera.

BODNETS and VISCHULIS in Chuck's camper rought it at checkpoint #1.

Four recent escapees from the House of Corrections at checkpoint #2.

Charles Manson and followers at #3.

In the middle of the great salt flats, close to where Roger left an unauthorized quart of oil, miles from the nearest bar, you can find solice in a 30 minute pause.

Us architects have such fine taste in cars. I just hope this 911 does not befall a fate like our other infamous architects 911.

TOM: Well here we are, what do we do now?
PAT: Maybe we should reread the generals.

LEE: Pardon me but your Porsche is sinking in the mud.

The Ostolhoffs make friends with some Utah Porsche Pusher.

RIP: Say Ken someone had the nerve to ask what the S 90 license plate stood for.
KEN: I hope you answered that it stood for good things in a small package.

George and friends at checkpoint #7

GENE: Well we almost fooled them, however we missed the last trick.
RAY: I told you not to follow that idiot in Silver Mercedes.

We thought that with all the politics going on this year that a rallye was a political gathering.

NORM: If we don't start doing better as a team I am going to get my son out of retirement.
JEAN: But we won the equipped class.
NORM: Stick with the old Silver Fox.

TODD: Now that I am selling Fiats right and left I am finding that it is hard to find an excuse to remain a bachelor.
LINDA: If you remain a bachelor much longer, you're going to be the loneliest bachelor in town!

DAWN: Well Mom, how was it attending three different regional events in three days?
MILLE: HUH?

RIP: This was easy, Linda has the rallye route on her blouse.

Anyone who owns a Turbo Carrera cannot be all bad.

MILLE: Say Dean why is it that after owning more than 50 Porsche's we have been taking a Cadillac to the Parades.
DEAN: You are absolutely right dear, this year we are going to have fun. I am taking the Firetruck.
MILLIE: Thank God, at least I'll be able to fit in my luggage.

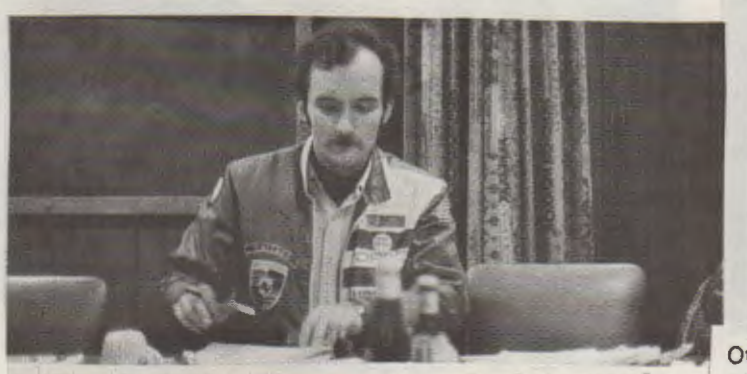
LEE: You sure screwed up on the "two miles of gravel".
TOM: I was so happy not to see any of it on the roads I forgot about the 2 miles.

TOM: Gee, just when I was happy owing the neatest car in the club, along comes som e guy in a Turbo!
FRIEND: Don't worry Tom with a production run of only 400 there is plenty of room for you.

Gerry & Sue Rygowski (APP) may have lost the rallye but won the poem contest.

JIM: True they may not know us but at least after 4 years they have started to smile at us.

GREY BART: I hear your dowery might interest me.
DAWN: You mean you only want me for the cars?
GREY BART: Love is just a passing shadow but a great car is forever.



Too bad there was not a Dunkee road in the rallye.

Our illustrious Vice-President explaining the coming events and his new Telax machine connecting his home with Saudi Arabia.

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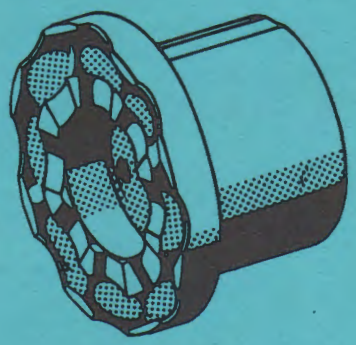
Speaking of parts...

"What is it?" Contest



In a previous advertisement, we asked readers to identify the Porsche part shown at the left. Parts buyers who correctly identified it as a limited slip drive wheel hub for a 356, received an extra 5% discount on their parts purchase; in addition to the 10% parts discount normally offered to PCA members by Scala-O'Brien's parts department. The knowledgeable people also received an attractive key fob, bearing the Porsche crest. The real purpose of the contest however, was to demonstrate our interest and knowledge of the esoteric, hard to find Porsche parts. If you have a parts problem, let us know. If anyone can help you find what you need, we can.

The competitive spirit!

Spring is here. The time when Porsche owners' fancies turn to thoughts of the forthcoming competitive events. Whatever your particular area of interest, we can help you prepare for it. Come in or call, and see what we have to offer.

Concours d'elegance

The temperature is up, and the heat is on. The clean-up and restoration projects you have been playing with all winter are suddenly critical, "Get it done now!" projects. Our recently acquired inventory of hard to find parts for the 356 series; plus our normal large inventory of parts for the 900 series of cars; assures you of the parts you need to prepare for the white glove tests.

Rallye, Gymkhana & Autocross Competition

The hardware always goes to the competitors who are prepared, and there is no better time to get ready than right now. From suspension tuning, to putting the fine edge on your fresh engine, we have the parts in stock to make sure you are well prepared for battle.

From tires to wheels to shocks and torsion bars, we can help you choose the right set up for the kinds of competition you plan to enter. Special gear sets and engine tuning parts on your agenda? What we don't have in stock, we can frequently find; and save you precious weeks of preparation time in the process.

Modifications: Just ask. Whether your objective is a streetable sleeper, or a legal SCCA or Midwest Council challenger, we can advise, and supply your needs.

If your spring clean-up projects include bodywork, restoration, trim replacement or just a thorough sanitizing of your Porsche, check with Scala-O'Brien's parts department for both the body parts and the detail pieces which make the difference between a professional job and a half-way attempt. We can also provide many original factory-color paints for both current and older model Porsches. Let us know your needs.

Your first and last stop for Porsche Parts

The Scala-O'Brien parts department is staffed with people who are interested in both people and their cars, as well as in motor sports. We know the parts business, and we're never too busy to help you solve the parts problems which are important to you. We know that our job is to help you get the most and the best from your Porsche automobile.

Accessory items to personalize your Porsche

Believe it or not, Stuttgart didn't think of everything. As they say, all of us are smarter than one of us, and it's borne out by the plethora of non-factory parts, instruments and accessories which have been developed to improve the breed. At Scala-O'Brien, we have analyzed and selected the best performers from various categories, and maintain inventories of the items which the serious Porsche driver is likely to choose for his own machine. Come in and look over our selection.

RECARO SEATS
Slouches don't win, and our line of fatigue reducing seats helps keep you in a competitive posture throughout a day of grueling competition . . . on the track or on the supermarket parking lot.

MOMO STEERING WHEELS
Get your hands around the custom crafted wheel that Enzo Ferrari uses on his personal machine, and you'll begin to get a grasp of what good, safe driving is all about.

MULHOLLAND SHOCKS
The 100,000 mile shock designed for predictable performance over the long haul. Design and construction features insure reliability.

BOSCH LAMPS
Brighten your pathway with world-famous Bosch lamps. Make sure you miss what you should be seeing.

HORSTELER COCO MATS
Natural fibres protect your floor carpeting from grit and dirt. Absorbency protects floorboards from destructive rust. An investment in the long term value of your Porsche.

VDO INSTRUMENTS
Original equipment replacements; plus the supplementary gages needed to keep track of what's going on down in the engine room.

KONI SHOCKS
Originators of the adjustable shock concept and a key name in performance. We can fit virtually every type Porsche still on the road or track.

I.S.S. BIG BORE KITS
There's still no substitute for extra displacement, and these kits are the fast, economical way to gain inches and pounds (of torque). Check out the possibilities for your engine.

RAPID COOL OIL COOLERS
Protect the prime mover of your prime mover. It's the lowest cost, most effective protective insurance you can buy for the finned wonder that keeps you going.

BECKER RADIOS
Music soothes . . . and Becker provides the music to take the tedium out of tollway touring at 55 mph. Check out the selections in this respected radio line.

BLAUPUNKT RADIOS
Another source of mobile entertainment. Some with play and record tape features, for the workaholic who dictates memos while waiting for his turn off of the rallye line.

GIRLING. JURID AND MORE
If you can't stop (at the paddock or anywhere else where you should), you'll never collect the silver. For overhaul or improvement, our brake line could be your lifeline.

PARTS DEPARTMENT HOURS:

Monday through Friday—8:00 a.m. to 4:30 p.m. Saturday—9:00 a.m. to 12:00 noon

And, Speaking of service...

We have the parts, the skill, the talent and the location that makes Scala-O'Brien the best place to go when the job to be done does not fit your ability or your timetable.

Convenient to North Shore and Northwest suburban communities, you can leave your Porsche, Audi or Subaru with us in the morning, take the Rapid Transit lines downtown, and generally pick up your car the same evening.

If you need help reaching CTA lines, we can take you to Ravenswood, Howard Street or Jefferson Park transit terminals when you leave your car.

Make your appointment in advance, and we'll make a day without wheels as painless as we possibly can.

Because we're the only complete service Porsche-Audi-Subaru dealer in Chicago that offers new and used car sales, service, body work, parts and leasing, call us first, for whatever you need.

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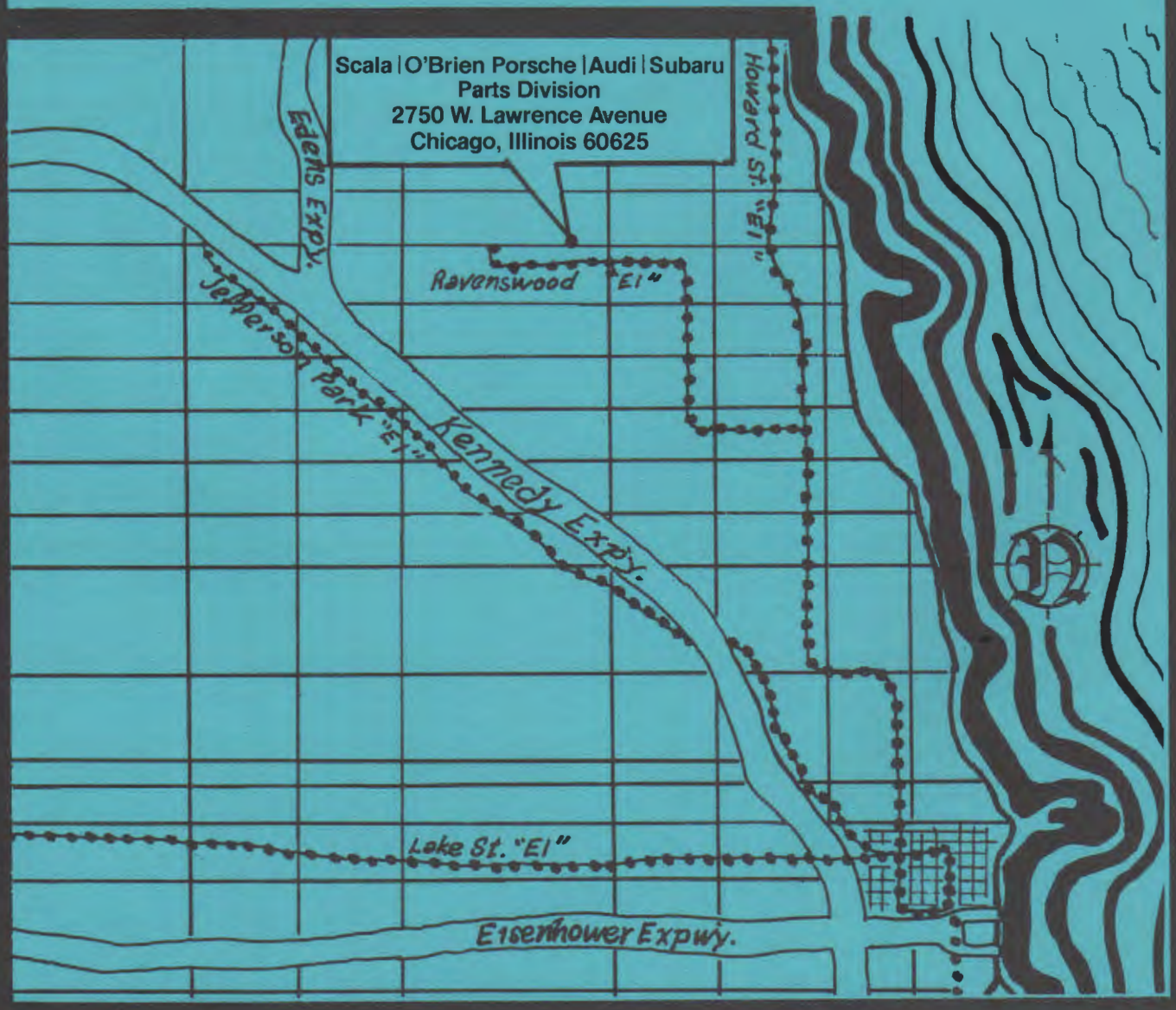

Illustrious event chairman and maps of route. Thanks for the best rallye the club has ever had.

Winners - Equipped Class

Winners - Navigational Class

Winners - Seat of Pants

More Winners Seat of Pants

Larry Bobbe receiving much sought after traveling trophy received for leaving his Concours 911 home and driving his Fox, which was not up to task. The gear box seized on route.

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Addison, IL 60101

312/279-6010

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). Mr. Herte of V.W.O.A. will open the building at 1 P.M. and will serve coffee. We will have access to the Cafeteria if you want to bring a lunch.

Dear Diane:

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

NAME _____
____ Member ____ Applicant ____ Guest

Second Driver _____
____ Member ____ Applicant ____ Guest
Porsche type _____ Color _____
Entry fee $5.00 pre-registered ($7.00 at line)

Reserve ____ adult dinners @ 7.75 (Buffet Dinner)
Reserve ____ child dinners @ $5.00 (Ham, Beef, Fish, Chicken, Meatballs)

Make checks payable to PCA/Chicago and mail to:

Diane Welda
1230 North Oak Street
Palatine, IL 60067

MOTHER'S DAY EVENT - DRIVING EDUCATION

Date: May 9, 1976

Place: South Soldier's Field Parking Lot

Time: Registration – 9:00-10:00 A.M.
Sauer's Restaurant - 311 East 23rd Street

Classes Start: 10:00 A.M. SHARP

This is the day for you to bring your Mother out, to prove to her that her darling is very safe in that "awful old sports car". Our annual driver education event will show you how to handle turns, of all different sorts, how to correct a skid or slide, and generally improve your driving ability. Despite the fact that this event is run with future gymkhana courses in mind, every year there are testimonials from members who have used the techniques in daily driving situations to avoid messing up a fender or worse. Join us and learn how to handle your Porsche under all conditions.

As in the past, we will alternate classroom seminars with driving sessions. According to the schedule there will be 2 hours of class and 2 hours of driving for everyone; and we will have a gymkhana course as thefinal driving situation so you may test out the theory and practice what you learned.

We have again arranged with Sauer's restaurant for meeting rooms and dinners. Lunch will be available on "pay for your own" basis. Those who want to picnic are welcome to do so.

Dinner consisting of beef Roulade will be served at 5:00 P.M.

Dear Sandy:

My mother sends her regrets but count me in.

Name _____
____ Member ____ Applicant ____ Guest

2nd Driver _____
____ Member ____ Applicant ____ Guest

$5.00 PER driver pre-registered ($7.00 at line before 10:00 a.m. – $10.00 at line after 10:00 A.M.)

Reserve _____ dinners at $5.00 per person ($7.00 at line)

Due to insurance regulations, only Porsche will be allowed to participate and helmets are required. No stingers or open exhaust.

Make checks payable to PCA/Chicago and mail to:
Sandy Gerow
20648 Corrinth Road
Olympia Fields, IL 60461

LARRY SEMERIA

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

SEMERIA WHEEL WORKS

1615 Oak Street

Evanston, Illinois

328-9110 – 328-9111

PLEASE CALL FOR APPOINTMENTS.

COMING EVENTS

ANNUAL GRATTAN DRIVER EDUCATION EVENT

Date: May 21, 22 & 23

Place: Grattan Raceway, Grattan, Michigan

Grattan is located northeast of Grand Rapids, Michigan, 180 miles from the Chicago Loop. Go East on I-94 to I-96 or route 131, then North to rte. 11 which is 28th Street (south suburbs of Grand Rapids) Ramada Inn located at 255 28th Street S.W. Grand Rapids.

Time: Friday, May 21
Registration and Tech.9-11 P.M.
Ramada Inn

Satruday, May 22
Registration & Tech at Track 9 A.M. - Noon
Drivers Meeting I (Mandatory attendance at one drivers meeting before driving on track) 9 A.M.
Track open for driving - 9:15 A.M.
Drivers Meeting II - 11 A.M.
Track closed - 5 P.M.
Dinner at Middle Villa Inn - 8 P.M.

Sunday, May 23
Registration & Tech at track - 9 A.M. - 10
Drivers Meeting III - 9 A.M.
Track open for driving - 9:15 A.M.
Track closes - 5 P.M.

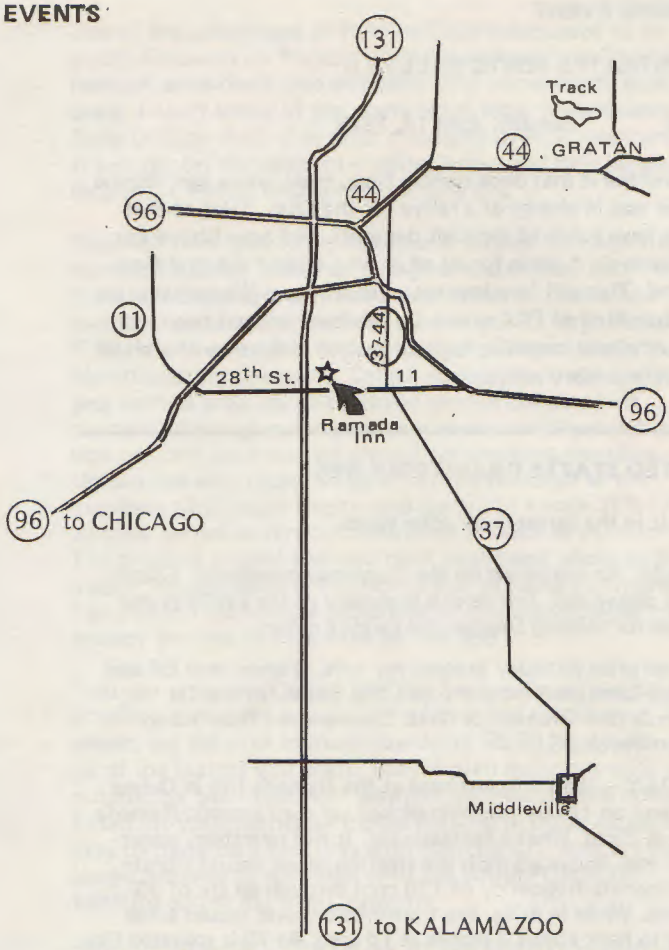
Some additional information for our 2nd Annual Drivers Education Event. Since the Grattan Raceway is 2 miles with 12 uphill and downhill turns, your Porsche should be well prepared. Before leaving home check your tires, brakes?? change oil, etc. As in all of our driving events, leave your open exhaust at home but take your helmets. Qualified instructors will be available at all times to help you learn more about your Porsche and how to drive an unfamiliar course. The track concession stand will be open both Sat. and Sun. We have registration limited to 80 cars - so reserve early with Arlene VanderWerff and with the Ramada Inn.

NOTE CHANGE: Your room reservations will be made directly with THE RAMADA INN, 255 28th St., S.W., Grand Rapids, Michigan 49509 Phone 616/241-6444

Costs are $15.50 & 7% tax/night single, $20.50 & 7% tax/night double. Please send a deposit of one night's rate directly to the RAMADA INN to reserve your room - make reference to Porsche Club of America - Chicago Region. This is a group rate and the rooms will be held till May 7 in our name - so reserve early.

Saturday nite dinner will be at the Middle Villa Inn in Middleville, Michigan. Reservations at $5.75 per person will be taken during your registration at the RAMADA INN or at the track on Friday night or Saturday morning. A one day registration fee is available for Saturay or Sunday at $20.00 per car.

Remember Michigan is in a different time zone.



Dear Arlene:

Polished my helmet and checked my brakes — I'm ready.

Reserve _____ Porsche at $30.00 per Porsche (2 driver maximum per entry fee)

Reserve _____ Porsche at $20.00 per Porsche - one day only. (Saturday _____ Sunday _____)

NAME _____

____ Member ____ Applicant ____ Guest

2nd DRIVER _____

_____Member _____ Applicant _____Guest

Make checks payable to PCA/Chicago and mail to:

Arlene VanderWerff
415 West Higgins
Park Ridge, Illinois 60068

See you all there!

COMING EVENT

FRUSTRATED POETS RALLYE II

Date: Sunday, June 13, 1976

Legend has it that once upon a time, many years ago, Wayne Potter was in charge of a rallye for the Club. Tales of that rallye have survived through the years, and now Wayne has agreed to do it again for all of us who missed the first time around. This will be a low-key, fun rallye; as Wayne says, an old-time kind of PCA event. Details have not yet been worked out, please however, register now to make sure of a place at this legendary rallye.

UNITED STATES GRAND PRIX WEST

"Do It in the Streets" by John Welda

3-30-76 As requested by the illustrious newsletter Editor in his phone call, I write this summary of the LBGP as my excuse for missing George and Linda's rallye.

As a surprise birthday present my wife, Dianne, and Ed and Debbie Leed planned a trip to Long Beach for the 1st Formula One Grand Prix West. Dianne and I flew out to LA on March 25.

FRIDAY – We made our base at the Ramada Inn in Culver City and on Friday morning picked up our fantastic Ramada Rent-A-Pinto. What a fantastic car. It had oversteer, understeer, etc. Above 65 mph the steering wheel would vibrate at a resonate frequency of 120 cpm through an arc of 35 degrees. While in drive, the transmission lever would surge front to back about 3 inches at 15 cpm. At 70 it sounded like a sledge hammer. Ed eventually considered trading his 356 for it. After a breakfast in Venice, Dianne and I headed for Long Beach and the track. As we neared the track we developed chills down our spines as we could hear "The Roar in the Streets". What a super sound was the high pitch scream of those F 1 engines. This was a day of practice and qualifying and the teams were making the most of it. We must have watchedand walked for hours. With our feet tiring we visited the garage area where the teams brought the cars to work on after practice. It seemed almost unreal to be rubbing shoulders with all these living legends whom before I had only been able to read of in Autoweek. Every driver, team owner, mechanic, etc. in F 1 all under one roof! These people are the greatest racing talents in the world and a very friendly bunch. Dianne became James Hunt's nmber 1 fan upon visiting his garage area and getting an autograph. Friday also included practice for motorcycle, classic car, and Toyota races. A quick trip to San Juan Capistrano and Laguana Beach before turning to Marina Del Rey for dinner at Fiasco's and then back to Culver City to await the arrival of the Leed's. Ed, I will have to say, ws really hot to trot when he arrived. He was in fact so excited that the next day we would be half way to the track only to discover that Ed had forgotten his tickets.

SATURDAY – The day started with Leed on the phone at 7 A.M. wanting to get going. A quick breakfast and back to Long Beach. Another 30 miles of walking – and losing Ed. Saturday ws highlighted by F 1 qualifying, foot races, air shows, bicycle races, 750 Kawasaki Motorcycle races, and a Toyota race. The historic Formula One Race was the highpoint of the day and second only to Sunday's F 1 race. Drivers were Pe De Paolo of the U.S. in a 26 Bugatti 37, Rene Dreyfus of Frances in a 27 Bugatti 37A, Consalvo Sanesi of Italy in a 32 Alfa Monza, Maurice Trintignant of France in a 52 Talbot Logo, Juan Manuel Fangio of Argentina in a 54 Mercedes W 196, Stirling Moss of England in a 54 Maserati 250F, Jack Brabham of Australia in a 59 Cooper T 51, Dan Gurney of the USA in a Ferrari 312 B, Denis Hulme of New Zealand in a 57 Cooper. This was like a "Who's Who In Racing". The race was won by Dan Gurney. This was a unique once in a lifetime event. I only wish that our very own Dan Gallagher could have seen and heard the Mercedes-Benz W196 8 cyl, 2496 cc, 290 hp racing car driven by 5-time world champion Juan Fangio. Could this be his next possible mode of transportation to and from work??? Only the senses of hearing, seeing, smelling, and feeling can describe an event of this type. Saturday was eventually topped off -- 16 hours later - with a midnight dinner on the terrace of the Warehouse Restaurant in Marina Del Rey. This is always Dianne's favorite while in LA and now I guess Debbie's.

SUNDAY – Bright and early my friend, Ed, is on the phone and rarin' to tear. Today it is breakfast over the sports page as the excitement fills the air with our enthusiasm for the Grand Prix. Off to the races!! This was Ed's big day for the Pinto. We got to the point of fighting over this fine machine – that is who would not drive it. Ed says 356 forever, and Pinto never!! We park the car and then fight the throngs of thousands going into the gates. Down to the garages again to see the cars and drivers in preparation for the race. The tension is in the air and on the faces of the drivers and teams. Every mechanic is quietly going about his assigned task in preparing the car. The drivers are waiting and pensive. This is the day it is all going to happen – or not happen!! A-1 to soon it is 45 minutes to race time and over the bridge that crosses the track and to our seats. First the countdown, the roar of engines, and the flag and they are off down Ocean Boulevard to the south followed by a sharp right-hander down Linden Avenue going west. After this corner the cars leave the ground as they go down the hill – a very good vantage point. Next, through Les Esses du Clos and into a fast Indy left uphill into a 1800 degree hairpin to Le Gasomet onto Shoreline Drive and speeds well beyond 170 mph. Next, some hard braking and a 180 at the Queen's Hairpin. Next, a few 90's going up Pine Ave. and back to the pit straight on Ocean Boulevard. As the cars continue to race the air is utterly filled with the unbearable earbreaking roar of the engines. To the senses this is as great as Indy, maybe greater. Imagine the thrill of Indy racing in the street and the ocean behind you. What a dynamic combination!! Regazzoni did lead from start to finish but there was a lot of action and excitement in the rest of the field. Dianne's favorite James Hunt, was forced into the wall by Depailler almost in front of us up on the Hairpin. As James walked back to the pits he shook his fist at Depailler when he came by on the next lap. Scheckter and Nilsson had minor shunts which put them out of the race. Otherwise a good exciting, clean race. Most of you read Autoweek so enough said – wasn't that brief and to the point!!! The Ferrari racers were the fastest and the Martini Alfa the most beautiful.

The whole Grand Prix was ver well planned. It was a well designed course with thrills and safety both in mind when setting it up.

SUNDAY EVENING – Ed said the Pinto was a really superb handling GT as we left the race and moved at 2 mph for the next hour. Ed did manage to out rev a Rambler!! Following the drive we stopped at a favorite spot called Orville and Wilburs in Manhattan Beach for some delicious food and much needed drink – Ed was driving you know. Back to the hotel to pack and say farewell to our buddies, Ed and Debbie who are spending two heavenly weeks in Hawaii. Dianne and I board a 10 P.M. flight to Chicago. After boarding the plan and taking our seats a gentleman came and sat in the third seat of our row beside me. He asked if we had been to the Grand Prix – guess he could tell by our mode of dress. cont'd. next page

GRAND PRIX

He was the racer from Salt Lake City, Dick Simon. We then had a good chat about racing. Dick ws charting a course to follow while on his 31 foot boat when he returned to San Juan Capistrano. He spends his spare time boating and skin diving for lobsters in southern California. He is now vice president of a firm selling hairpieces. Dick was coming to Chicago to a press conference about the upcoming USAC season as he will be driving for Bryant Heating Number 44. He offered us pit passes if we come to Indy.

MONDAY MORNING – A short sleep and back to the old grind. I'd like to thank Dianne for a truly unique birthday surprise and Ed Leed for making the arrangements for her - no small task! Ed is on a first name basis with every female in the ticket sales office in Long Beach.

MISCELLANEOUS RAMBLINGS

Congratulations to our friends the Shapiros on their excellent 3rd place finish in their formula V at Mid-America.

We have received a card from the Leed's who are vacationing in Hawaii. Ed states there there are more Porsches in Hawaii than in Chicago. This is probably due to the absence of salt trucks in our 50th State.

Happy to see that our beloved President and faithful wife, Helga, have returned from their ski trip to Europe... we would like to see our article covering their adventures.

We were very sorry to hear that Sally Buckthal reinjured her shoulder and will require surgury. On the brighter side, Bob reports that Snappy Tom is recovering from his injuries.

For those of you who may be interested, the club is considering a special trip to the June Sprints. If enough people are interested we would rent a bus, equipped with bar facilities. We would leave early Sunday morning on June 6 for Elkhart, WI. Breakfast would be served aboard the bus. We would arrange for admission tickets with paddock privileges. Dinner would be served on the way home with whatever libations you wished. The cost would be $50.00 a couple which would include, breakfast, transportation, admissin, dinner and drinks. If you are interested, call Dan Gallagher at 368-0100. If enough members are interested in seeing this great race program at beautiful Road America we will make the necessary arrangements.

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Psssssssst . . . . . .Hey Meester!

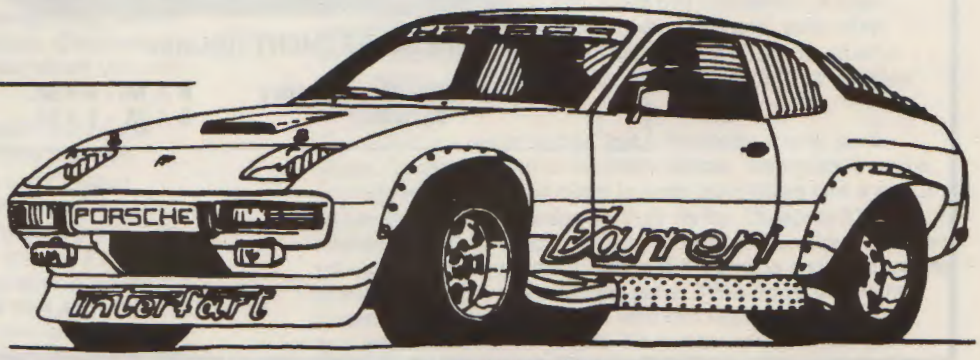
One of the advantages of Porsche Club is supposed to be group discounts on Porsche products and services. Panorama features advertisers who generally offer some pretty good deals. I don't know of too many other local firms besides Scala O'Brien Audi that offer discounts to PCA members. If you do, let the newsletter editor know and he'll be glad to print it. Which is why I am writing this.

Recently I decided to see how much interest Chicago Region members have in taking advantage of discounted stuff for their cars. Sensing that there are probably at least a few members who would purchase a hood bra for their Porsches if the price were right, I telephoned the Colgan Custom Manufacturing Company. Colgan makes sports car protective gear such as bras, cocoa mats and service covers which surround the engine compartment to protect the paint while you perform your human pretzel act changing the plugs. Colgan was very receptive to offering a discount to the members of Chicago Region and agreed to knock 25% off all bras, service covers or cocoa mats ordered as a group. I've checked around and you can't beat these prices with a stick, simply because I'm not in this to make any money. I don't even get to take advantage of this deal because I've already got one of their bras for my 356.

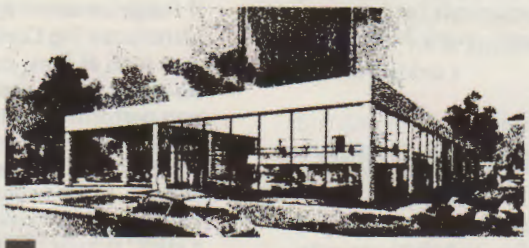
You can order the Colgan half bra for any Porsche with or without all sorts of holes in it for things like license plates, fog lights or bumper guards for $5.63 for any or all of the featurs you want. They'll even make one with little cutouts for your headlight washers for free.The bra comes fitted for your particular model Porsche in black naugahyde. Due to trademark conflicts with Porsche AG, they are no longer allowed to sell them with the White PORSCHE lettering across the front, however,

The full list price is $48.50 for all 356 and 914 models and 911, 912 and 912Emodels without spoilers or air conditioning. If your 911 or 912 has a spoiler or A/C, the basic price is $54.50. From these prices, subtract your 25% saving. As mentioned above, the special order charge of $7.50 is $5.63 with the discount. Since there is no charge for adding or omitting certain features from some models, call me for the final price for your car. The service covers are $26.65 list price, four piece cocoa mats are $29.50, two piece $21.50 and 914 Center Arm Rests are $15.95. If you want a complete list, send me a SSAE or call me at 299-1576. Make your check payable to Colgan Custom Manufacturing Co. and mail it to me at the address below:

Ed Leed
276 Oxford Road
Des Plaines, IL 60016



924 "STREET" TRIM



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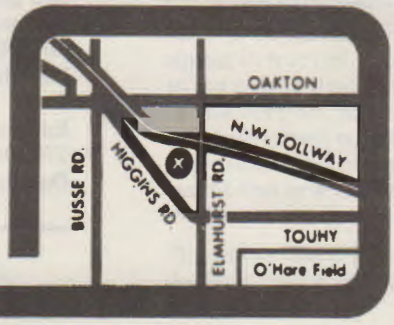


PARTS DEPARTMENT HOURS:

Monday – Friday	8 A.M. - 5 P.M.
Saturday	9 A.M. - 1 P.M.

GEARS

reprinted from the Rocky Mountain Region THE NEWSLETTER by Grady Clay & Frank Barrett

This is the third in a series of articles on autocross preparation, each covering specific areas. In descending order of importance these areas are: 1) wheels and tyres, 2) suspension tuning, 3) gear ratio modifications, and 4) engine modifications.

The Porsche gearbox is one of the car's most important components, serving as it does to convert the revolutions of the engine into revolutions of the rear wheels. This task is accomplished via a series of four or five (forward) gearsets with ratios chosen and matched to suit specific driving requirements. These gearsets are individually interchangeable to allow the substitution of more appropriate ratios to meet the demands of unusual conditions, such as competition.

The typical gearset has two gears. The smaller gear, on the input shaft from the engine has 6 teeth. The large gear, on the output shaft to the differential, has 18 teeth. Thus this gearset has a 6:18 ratio and the larger gear will turn at 1/3 the speed of the small gear. If driven by the smaller gear, it will also producethree times the torque, less a little lost to friction, and thus multiply torque. Gears change the rotational speed of their shafts. Torque is a function of power and RPM, so when you change the RPM, you also change the torque.

You used to be able to specify your choice of many optional gear ratios in your new Porsche, but since EPA began equiring tests of each model as sold, Porsche has been forced to standardize their gear ratios rather than test and certify each available ratio, which would be economically infeasible, even for Porsche. The "non-stock" ratios are, however, still available from Porsche for those owners who wish to install them in their individual vehicles. Stock Porsche gear ratios are designed for high speed highway use, so are not the best choice for autocrossing, where considerably lower and closer gears are desirable. Autocrossing a street-driven Porsche demands a compromise - having gears adequate for two different purposes - and that's what this article is about.

A gearset is said to be "low ratio" if its "engine-side" or drive gear has fewer teeth than stock or if its "wheel-size" or driven gear has more teeth than stock. At a given car speed a low ratio gear thus has the advantage of requiring a higher engine speed which produces more torque (up to adlmost red line RPM, anyway), and thus greater acceleration. The second advantage of low ratio gears is that at any RPM or speed, engine torque is multiplied more before it is applied to the rear wheels.

Before you begin to modifyyour transmission, a bit of philosophy. You should be aware that any such modifications may bump your car into amodifed class with other vehicles whose owners have taken full advantage of the more liberal rules in such a class, meaning they have modified everything they can, rather than just the gears. So gear ratio modifications, if done, should be accompanied by whatever else you can get away with which may incude extensive and expensive engine modifications. Otherwise you might do better staying in a lower class where you will be more competitive for less money.

At this point those of us who grew up within yelling distance of hotrodders may very well ask, "Why don't ya just pop in a 4.56 rear an' leave 'em inna dust?" Good question, but the object is not just to lower the gears, but to move the ratios closer to each other. Porsche gearboxes suffer from a first gear that's already too low, so a shorter ring and pinion ratio would only aggravate that problem. Also the only available shorter than stock ring and pinion for the '64 to '71 gearbox is a very expensive and fragile racing part not intended for prolonged street use. A shorter ring and pinion is available for the '72 and later cars, but it's not as effective as altering the individual gears. The '75's, which had an 8:31 ring and pinion, are the only cars that really benefit from lowering the axle ratio to the 7:31 found in earlier Porsches.

The most critical part of the modification process comes before you even lay a hand on the car. It is the selection of gear ratios for your particular car. For dual purpose street/autocross vehicles there are several important criteria for gear selection: 1) Symmetry of RPM drop between gears, 2) RPM at normal highway speeds, 3) Top speed, 4) Cost

1) SYMMETRY OF RPM DROP BETWEEN GEARS means that as you progress from lower gears to higher gears, the drops in engine RPM (from the same shifting RPM, usually below redline) are orderly, perhaps linearly decreasing like so:

1st to 2nd gear:	2200 RPM drop
2nd to 3rd gear:	1600 RPM drop
3rd to 4th gear:	1400 RPM drop
4th to 5th gear:	1200 RPM drop

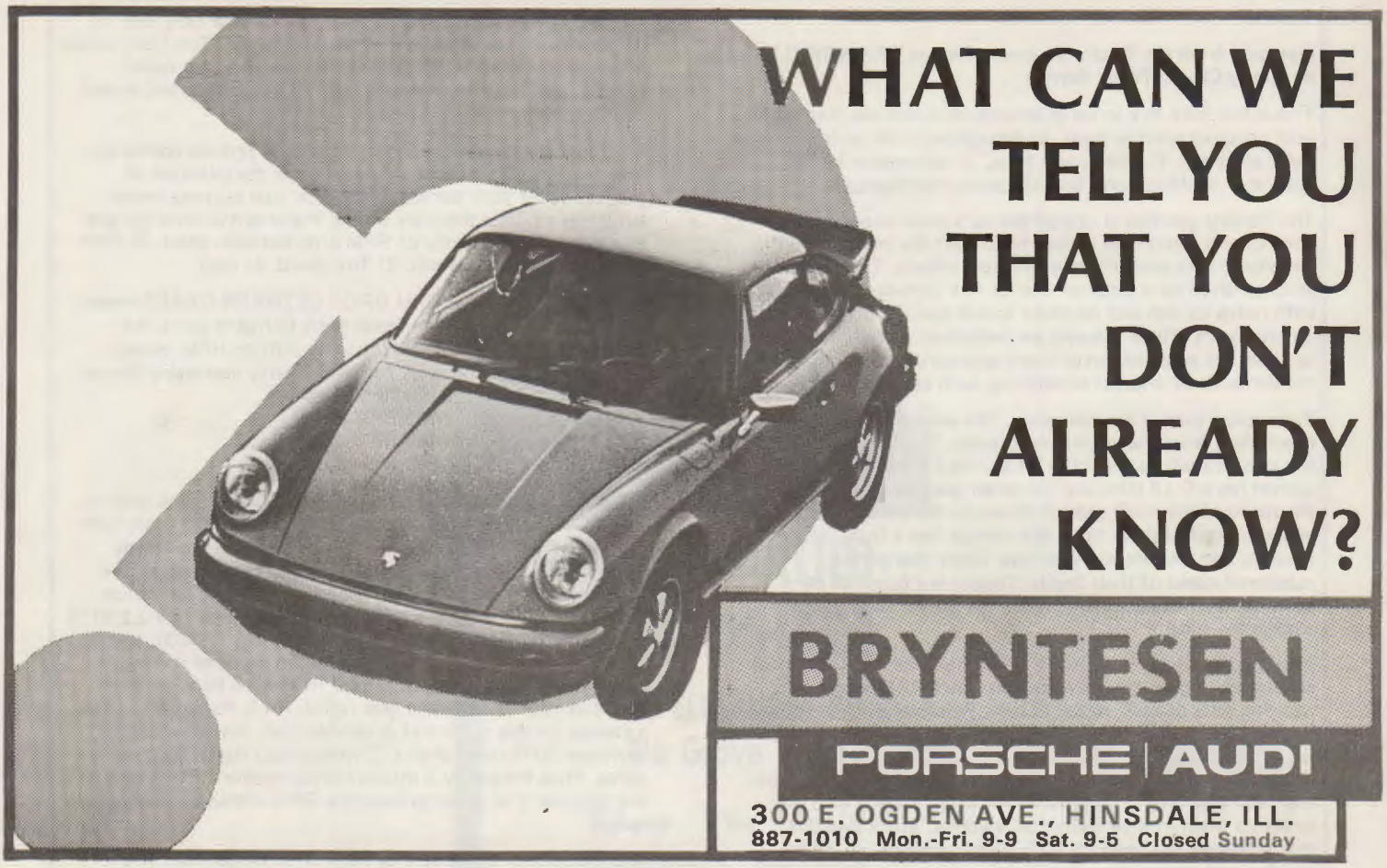
These are not necessarily recommended, but are used only to illustrate a point. Generally, less than a 1000 RPM drop from redline RPM is undesirable, since such a slight drop leaves unsufficient acceleration range in the next higher gear. The shift and accompanying RPM drop should occur just below redline RPM, in the vicinity of peak horsepower. In a 2.2 911S this would be 7000 RPM, in an E, 6500, in a T, 6000, and so forth. The type of car you drive and the shape of its torque curve affect the amount of proper RPM drop between gears and thus your selection of gear ratios. An S, for instance, has a steeper torque curve and developes peak power within a narrower RPM range than a T, which has a flatter torque curve. Thus the peaky S should have a smaller RPM drop than the torquier T in order to keep the RPM within the peak power range.

A semblance of symmetry to these RPM drops helps you drive smoothly. If the drops are uneven due to awkwardly spaced ratios, your driving will be awkward too, particularly in high stress situations such as competition. Even one inappropriately chosen gear will destroy the smooth gear progression, so don't be tempted to put in four short gears and a Land Speed Record 5th gear as an overdrive.

2) RPM AT NORMAL HIGHWAY SPEEDS is important because you want to minimize engine wear, obtain reasonable fuel mileage and have useful ratios for both city and highway driving. Generally, 60 MPH in 5th gear should require no more than 3800 RPM. This allows you to cruise comfortably on the open road and gives a reasonable top speed.

3) TOP SPEED is important because although you may rarely reach it ("Who, ME, OFFICER??"), it can easily be approached on the track. For instance, in this year's Parade autocross a stock 911 reached 100 MPHin one spot. So don't gear your car too low. If you gear it to reach peak speed in the quarter mile, what will happen on a half-mile straight? A good compromise top speed for a 911 with street tyres is 120 MPH? racing tyres will lower this somewhat. A low-powered car should choose a lower top speed, since it requires more distance than a higher powered car to attain a given speed. For instance, you would gear a 912 lower than a Turbo.

4) COST is a major factor, but it is mostly due to parts prices. Labor required is relatively simple. Non-stock Porsche gearsets are usually not made in great quantitites and are thus priced in direct proportion to their rarity. Cheapest-$150, Highest - $300 (1 ratio). It's best to stick to the more common ratios. The do-it-yourselfer can pull the engine and gearbox and even take out the intermediate plate. Then on to the nearest properly equipped mechanic, who can remove the old gears and install new ones in hours. No matter what - it will set you back about $100, for new gaskets and bearings. Yes, an extensive regearing can run you $1500!!



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COMING EVENTS

May 22 & 23 – GRATTAN
June 13 – Rallye
June 27 – Gymkhana

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.

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

Pictures appearing in the **Scene** are property of the Chicago Region. If you wish a blow-up or print, simply write the editor. Cost will be reproduction charges only.

Statements appearing in the **Scene** are those of the editor, and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

REARVIEW MIRROR

OZ ODYSSEY

There wasn't a pot of gold at the end of the rainbow (there wasn't even a rainbow), but those who made the trip to Dubuque enjoyed every minute of the search. The weekend began on Saturday with the "Roman Rallye", an economy run laid out by Bob Hubert. Bob Buckthal was there to make sure that everyone checked the time by the official clock (a homemade sundial on the apron at the E-Z GO gas station). Some of the drivers found it very difficult to drive economically on those curves and hills along the Mississippi River, especially Bob Ostolhoff and Don Gerow, who each used 12 gallons of gas on the 171 mile trip.

The residents of OZ (Wayne and Eileen Coursey, Harry and Betty Muellich, Bob and Ginny Gummow and Bob and Helen Hubert) had planned a super weekend. The Ramada Inn had an inviting pool and sauna, and many of the members took advantage of the facilities.

A chartered bus took everyone to the Dubuque Shooting Club for what are definitely "the best steaks west of the Mississippi". It was a good thing that the bus was available, since the most direct route to the Club would have taxed an experienced rallyeist. Along the way Gene Urban entertained us with his guitar and Roger Shapiro did the same just by being himself. We did manage to discourage Dean Bangert from doing any "public singing".

Eileen Coursey had prepared a quiz on the Oz books which showed us all how little we knew about that wonderful Land and generated several original answers. (Who was the Captain of the Munchkins? Jerry Meyer. What color were Dorothy's shoes? Aubergine). Dinner was delicious and plentiful, and the bus was waiting to take us to Wayne and Eileen Coursey's for more partying.

Wayne and Eileen's establishment is a story in itself, they have converted an old tavern into a speed equipment shop, garage, and living quarters and have done a fascinating job of it. The movable bar (a piece of plywood atop a hydraulic lift) and the Japanese-type bathtub seemed to get the most attention. The conrete walls of the garage made a good sound chamber for the jam session that Wayne, Jerry Meyer, and Jim Gladish put on with their trumpets.

The rallyemasters had laid out a scenic route through the countryside for a sunny Sunday afternoon, and everyone enjoyed the course. They even managed to keep anyone from getting lost. The Courseys and the Muellichs had roped some of their friends from Dubuque into manning checkpoints so that all the Chicagoans could run the rallye. Thanks to Wade and Barbara Has, Gordon and Carol Mills, Dave and Cherie Lambert, Dan and Phyllis Olds, as well as to Bob and Ginny Gummow and Harold and Doris Beach.

All of the contestants managed to find the last checkpoint without too much problem; however, several got lost on the way to Buffa's for dinner. It seems that the directions had them turning east instead of west at a critical intersection. Cocktail hour was full of the discovery that, although no one got lost, almost everyone missed a tricky turn at "W. Estey" and came into the second checkpoint rather early.

Dinner at Buffa's was enjoyable, as usual. Dan Gallagher was awarded the Traveling Trophy for not having showed up for an event which he had championed (he had a hockey game to attend). Harry Muellich had made the trophies, which were wooden replicas of 356's as pen stands; those who didn't win one wished that they had. It was a nice relaxing weekend for everyone who attended. Thanks to the Dubuquers and friends who made it all possible.

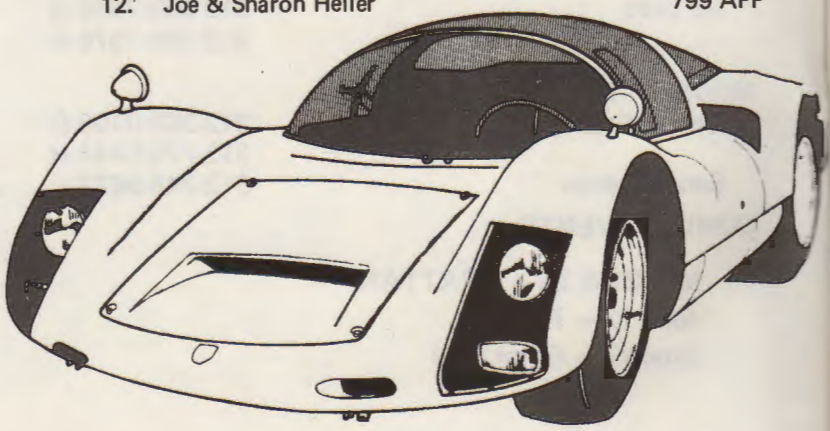
RESULTS – OZ ODYSSEY

Equipped Class

1.	Rip & Linda Patterson	191 T
2.	Norm Studier & Wayne Potter	194 T
3.	Jim & Pat Peterson	392
4.	Jerry & Helga Meyer	537

Seat of Pants Class

1.	Dan & Sandy Gerow	125 T
2.	Pat & Bonnie Yanahan	183 T
3.	Gene & Ray Urban	236 T
4.	Bob & Al Ostolhoff	239 T
5.	Dean & Millie Bangert	370 T
6.	Bruce & Jean Janacek	414
6.	Bonnie & Roger Shapiro	414
7.	Tim & Barb Masles	415
8.	Bill & John Schneidwind	416 APP
9.	Steve & Nancy Kravitz	420
10.	Bonnie & Jim Gladish	503
11.	Skip & Peggy Davis	714
12.	Joe & Sharon Heller	799 APP



JERRY: Welcome to the land of Oz. I wanted to be the wizard but I am really a "short, powerful munchkin".

Janecek's and Peterson's relax by the pool after the nerve racking economy run.

"Short, powerful" Jerry now believes he is Tarzan.

If you want to ride in my bus you need a ticket or the April 19th issue of Sports Illustrated.

ROGER: Dean please don't embarrass the club tonight!
DEAN: I won't embarrass the club but I won't promise Milly the same.

Tom and Dickie entertain.

The Land of Oz quiz. Gallagher is the Tin Man and Meyer the Munchkin.

We all followed the "yellow brick road" and discovered that the Wizard is not a old man hiding behind a facade but a morotcycle dealer masquerading as a chemical engineer.

Winner Economy Run in a real Porsche.

More Winners - Bohemians are are always frugal.

Tom & Dickie once again entertain - now if only they could rallye.

SANDY: Now that you are a nation wide celebrity has your life changed?
JERRY: No I am still the same old modest Jerry.
PAT: He didn't talk to me before he was famous anyway.

BOB: No they don't brew Olympia beer here in the Sin City but the local beer is great.
EDITOR: Then why not drink them?

Checkpoint in the Forbidden Forest. Note wicked witch Harold Beach.

HELGA: I came here to find courage.
ROGER: You need look no further, my dear!

HELGA: Not only did I find courage but I also found the Wizard.
JIM: But the Wizard is a phoney!
HELGA: Not that Wizard, I was talking about Roger!

JIM: So few people know us that they thought I was the "Tin Man".
PAT: I always knew you as the "Iron Man".

JIM: What did you think about the Sports Illustrated article on O.J.?
BONNIE: Too bad they didn't know about his leather fetish!

SANDY: I'm warning you Gerow, if you do not lay off the booze, you will end up like Roger.
ROGER: I resent that, I am perfectly normal.

You heard it correctly, I have started a new ultimate Concours project right here in the Emerald City. This project will be ready as soon as the Wizard breathes life into it.

MR. OSTOHOLTHOFF: I wish you people would spell my name correctly.
BOB: Unfortunately my name is the same as yours.

GENE: Harold as your accountant I want to inform you that you cannont depreciate your 911 as office furniture!
HAROLD: I know that we have been claiming it as a ordinary business expense.

Ever since we left Utah and found the party in Chicago we have not been able to hold our eyes open.

BARB: Tom when are you going to let me drive the Black Carrera.
TOM: You get your big chance at the Mother's Day driving school.

HAROLD: It says right here that this stuff contains alcohol.
DEAN: I never touch the stuff!

JEAN: Too bad you boys had that big Hockey tournament in Madison this weekend cause you missed a good rallye.
GALLAGHER BOYS: The way our team played we should have been on the rallye.

SKIP: The rumor is true, this sweet young thing is going to marry me and she even likes my 914.

BOB: Harry's new super secret concours project hasn't a chance at the state fair against my machine.
GINNY: What are you going to do, run over it with your earthmover?

WAYNE: Am I going to see you at my frustrated poets rallye?
BETTY: Harry will only bring the Porsche out if there is 0% chance of rain and the humidity is below 20%.

EILEEN: I have to admit that Wayne really isn't a wizard and that Dubuque really is not the Emerald City or even the Sin City of the Western World; however, we really do have a Yellow Road, it is called the Mississippi.

HELEN: I am still mad at you for selling my nice station wagon to that crazy Buckthal.
BOB: Don't worry about it the Buckthal's will take good care of it.

STEVE: I thought I had a sure winner in the dirty "T" shirt contest til I saw Rogers.

GINNY: Wasn't it nice for you to go back to your homeland?
BOB: A lot of smart people come from Dubuque; the smarter they are, the sooner they come!

BONNIE: I understand you are no longer mad at Tyler for rolling your 914/6.
DEAN: No, not really, I talked the insurance company into putting on a front spoiler and wide flares, now if only he could the same thing for my fire truck.

BOB: I get a big kick out of the fact that Hubert is always getting it because of his Dubuque background, thankfully the only thing anyone knows about Rockton is that it isn't far away from Blackhawk Race Track.

HAROLD: I may not agree with your registration procedures, but I sure agree with holding you tight.
BONNIE: I don't care about that, I want to know if you called your state representative to urge support of Bill #193.

SANDY: Jerry, when are you going to grow up?
JERRY: I am grown up.
BONNIE: I always knew you were a Munchkin.

JEAN: I hear you are the man to beat on the B.M.W. club rallyes.
NORM: Never underestimate the "Old Silver Fox".

JERRY: My calculations show that 1/2 of the cars are stuck on a sandbar in the middle of the Mississippi.
DAN: Without Helga the only way you would have got in Sports Illustrated is if I used you for a shot-put.

WINNER: LAND OF OZ RALLYE

MORE WINNERS

STILL MORE WINNERS

Even more Winners

POSTIVELY THE LAST WINNERS

LOSERS

Gallagher receiving much sought after traveling trophy befitting the fact that after inventing the Land of Oz he refused to follow the Yellow Brick Road.

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

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GRATTAN

"SPRING FEVER" GYMKHANA

It rained, it snowed, and 19 hardy souls came to VW of America to drive the first gymkhana of the year. Thanks heavens for Al Huerte and VW for the indoor facilities which allowed us to stay reasonably dry and warm. It would be difficult to imagine a worse day, in terms of weather, but as usual the Chicago Region made the best of it and everyone had a good time. There was certainly plenty of driving time, since everyone got six runs.

John Welda and John Gustavoson had set up a challenging course which would have been every more fun on a dry day. There was a long straight-away, a tight chicane, and several tight turns. At least most of the snow had melted off by the time practice runs were over.

Because of the small turnout, several members drove inferior makes of cars and were allowed to try them on the track. Dan Gallagher's 1955 Mercedes, "Hermann Goering", had a difficult time with the chicane; but the sight of it manuevering on the track made for Porsches was worth the entire day.

Joe Ratschan, Gene and Gaby Coburn, and Bob, Wilma, and Wendy White worked all day without driving at all. CB radios were much in use for communication without getting wet; the Club is relying on them mroe and more.

Dinner at one of our favorite places, the Glenview Country House, was excellent as usual. Dick Gunther had made another set of super trophies and this time EVERYONE received one. For once, the workers, who deserve more recognition than they usually get, also received trophies, since there were fewer drivers than trophies. Neil Holleb even got one for having the sense to go home and go back to bed instead of staying out in the rain with the rest of the idiots.

John and John, along with Diane and Gail, who handled registration, had put a lot of work into this event. It's a shame that the weather kept so many people away, but those who came enjoyed themselves in spite of it all.

RESULTS

MEN'S 4 CYL.

1.	Joe Hill 914/1.8	40.26 T
2.	Jerry Meyer 912	40.77 T
3.	David Hopp 912	45.96 APP

LADIES 4 CYL.

1.	Helga Meyer 912	43.26 T
2.	Terri Russ 914/2.0	50.24 T

MEN'S 2.0 & 2.2

1.	Ed Russ 914/2.0	40.43T
2.	Roger Shapiro 911T/2.2	41.29 T

MEN'S 2.4

1.	Bob Ostholthoff 911/2.4	40.09 FTD
2.	Dan Gerow 911/2.4	41.57 T
3.	Dean Bangert 914/6	41.70 T

LADIES 6 CYL.

1.	Sandy Gerow 911/2.4	44.14 T
2.	Bonnie Shapiro 911/2.2	49.49 T

MEN'S 2.7

1.	Chuck Schank	40.39 T
2.	Bob Hogg	42.56 T
3.	Rich Ward	43.32 T
4.	John Welda	45.51 T

OTHER CARS

1.	Rip Patterson (Pinto)	46.50 T
2.	Dick Gunther (Fiat)	47.73 T
3.	Dan Gallagher (Herman-57 MB 300 S.C.)	52.86 T STD

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10% discount on Parts to P.C.A. Members only.

CHARLIE: I understand you won the door prize at the dinner dance - a set of tires.
GABBY: We sure did, too bad we did not select snow tires.

Illustrious Event Chairman and not so illustrious former president improve visability for our timers.

Lovely registration ladies.

Event chairman reminding plyon workers to be sure to wear their skis.

HELGA: I did not receive enough credit in the Article, so from now on you can navigate yourself.

The site for Porsche schussing.

Herr Herman Goering, a rather nice Mercedes Benz 300 S.C. Coupe, "at speed".

BRYAN: Mommy how come it is snowing on my first gymkhana?
PAM: Let it be a lesson to you son, into every life a little rain must fell.
BRYAN: Ya, but it is snow!

The super illustrious zone 4 representative and our frugal Treasurer puts "mike" in his mouth. Conduct such as this endeared him to the P.C.R. committee.

The Nicolinis - Applicant

JOYCE: I like your hair style.
DIANE: Your's is very nice also.

JON: This sweet young thing here is my date for the snowkhana. I told her the only thing she has to watch out for is O.J. and my father.

BARB: I still don't understand why people pay you to make big lines out of little lines.
TIM: Well at least the architects are not as bad as the lawyers, all they do is make big words our of little ones.

GENE: I didn't see too many of the Dirty Dozen out today. Bad weather?
JOE: "Definately the weather. It is too cold for beer drinking!

BONNIE: Dan why are you smiling?
DAN: I am dreaming about trying all the activities represented on your pornographic "Tee" shirt.

JOHN: This is the first time I have co-chaired an event and probably my last.
GAIL: Don't worry John there was nothing you could do about the weather.
JOHN: Tell that to the members.

NEIL: Did you ever kiss a dirty old man before?
HELGA: Only Jerry!

Bonnie Shapiro expounds on her favorite subject; AMS

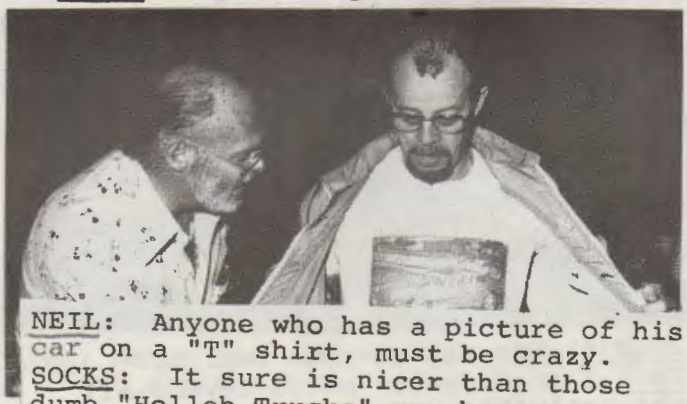
WILMA: Joe you drove very well today.
JOE: I was in a hurry to get out of the cold.

JOE: I hate weather like this, last time I drove when its was inclemate a outdoor privy was deposited upon my 911.
ED: I love weather like this, it is good for my rustproofing business.

ED: Welda had it all wrong, I absolutely hated that Pinto.
DEBBIE: All the time everyone thought I hated Ed;s 356 but after putting up with the bitching about that Pinto the 356 looks like heaven to me.

SANDY: Gee I wasn't even aware you are pregnant.
TERRI: How could you miss it!

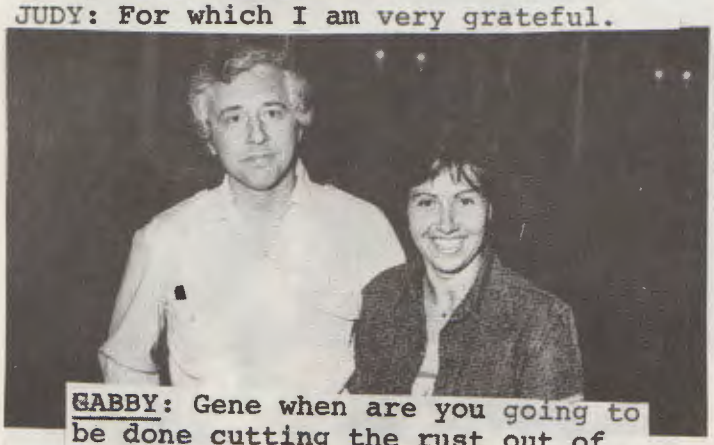
BOB: Honest my dear, you are the first girl I cared enough about to bring to a PCA event.



NEIL: Anyone who has a picture of his car on a "T" shirt, must be crazy.
SOCKS: It sure is nicer than those dumb "Holleb Trucks" you have on your shorts.
NEIL: Keep on trucking.

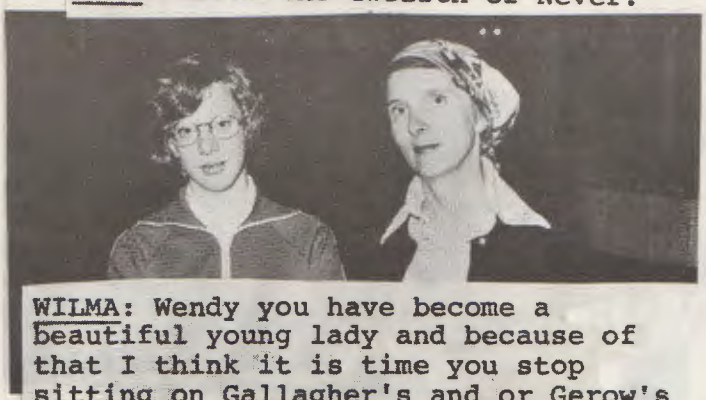
NEIL: It is true that after setting up the timing lights I did go home and go back to bed.
JUDY: For which I am very grateful.

Tom welcomes Chuck Schank (App.)



GABBY: Gene when are you going to be done cutting the rust out of our beloved 912?
GENE: About the twelfth of Never.

BRYAN: Dad you always told me how much fun these events were. The only way I could have fun was if I brought my sled.



WILMA: Wendy you have become a beautiful young lady and because of that I think it is time you stop sitting on Gallagher's and or Gerow's lap.
WENDY: Yes Mamma.

WENDY: Uncle Roger, Mamma didn't say anything about you.
ROGER: That is because your Mother has impecable taste in men; look at who she married.

DAN: Neil we should have had this gymkhana inside of your new warehouse.
NEIL: The floors are too uneven.
WHITE (SOCKS): I am only concerned that we make money.

Beautiful young women of PCA/CHICAGO

DOC: Terri, I see you're sporting new flares.

Illustrious Membership Chairman introducing both of the applicants who ignored the weather and came out anyway. Anyone that crazy should be accepted immediately.

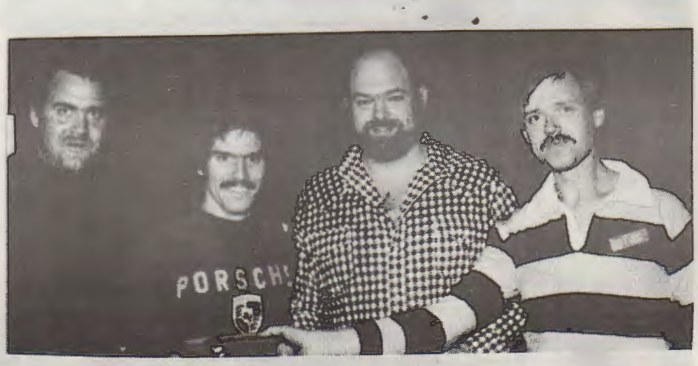
WINNERS - OTHER CLASS

Uncle Neil receiving trophy for making nice with Judy while we stood in the rain.

LADIES 6 CYL.

Everyone is a winner

WINNERS - MENS 6 CYL.



MORE WINNERS 6 CYL.

Winners - Ladies 4 Cyl.

Event chairman and his Porsche trophy.

Prizes for everyone

Even Munchkins can win

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ANNUAL GRATTAN DRIVER EDUCATION EVENT

Date: May 21, 22 & 23

Place: Grattan Raceway, Grattan, Michigan

Grattan is located northeast of Grand Rapids, Michigan, 180 miles from the Chicago Loop. Go East on I-94 to I-96 or route 131, then North to rte. 11 which is 28th Street (south suburbs of Grand Rapids) Ramada Inn located at 255 28th Street S.W. Grand Rapids.

Time: Friday, May 21
Registration and Tech.9-11 P.M.
Ramada Inn

Satruday, May 22
Registration & Tech at Track 9 A.M. - Noon
Drivers Meeting I (Mandatory attendance at one drivers meeting before driving on track) 9 A.M.
Track open for driving - 9:15 A.M.
Drivers Meeting II - 11 A.M.
Track closed - 5 P.M.
Dinner at Middle Villa Inn - 8 P.M.

Sunday, May 23
Registration & Tech at track - 9 A.M. - 10
Drivers Meeting III - 9 A.M.
Track open for driving - 9:15 A.M.
Track closes - 5 P.M.

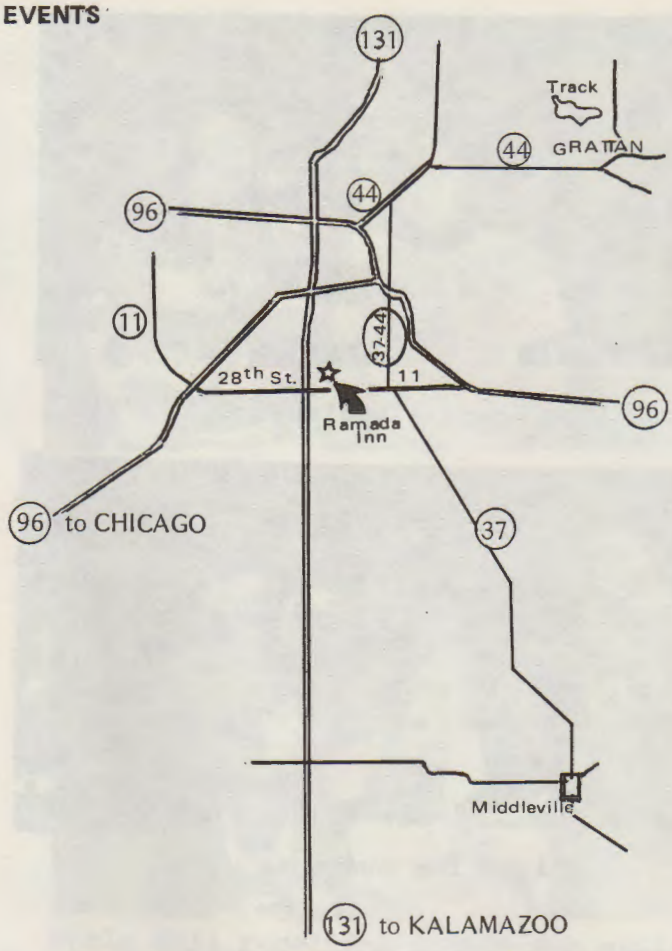
Some additional information for our 2nd Annual Drivers Education Event. Since the Grattan Raceway is 2 miles with 12 uphill and downhill turns, your Porsche should be well prepared. Before leaving home check your tires, brakes?? change oil, etc. As in all of our driving events, leave your open exhaust at home but take your helmets. Qualified instructors will be available at all times to help you learn more about your Porsche and how to drive an unfamiliar course. The track concession stand will be open both Sat. and Sun. We have registration limited to 80 cars - so reserve early with Arlene VanderWerff and with the Ramada Inn.

NOTE CHANGE: Your room reservations will be made directly with THE RAMADA INN, 255 28th St., S.W., Grand Rapids, Michigan 49509 Phone 616/241-6444

Costs are $15.50 & 7% tax/night single, $20.50 & 7% tax/night double. Please send a deposit of one night's rate directly to the RAMADA INN to reserve your room - make reference to Porsche Club of America - Chicago Region. This is a group rate and the rooms will be held till May 7 in our name - so reserve early.

Saturday nite dinner will be at the Middle Villa Inn in Middleville, Michigan. Reservations at $5.75 per person will be taken during your registration at the RAMADA INN or at the track on Friday night or Saturday morning. A one day registration fee is available for Saturay or Sunday at $20.00 per car.

Remember Michigan is in a different time zone.



Dear Arlene:

Polished my helmet and checked my brakes — I'm ready.

Reserve _____ Porsche at $30.00 per Porsche (2 driver maximum per entry fee)

Reserve _____ Porsche at $20.00 per Porsche - one day only. (Saturday _____ Sunday _____)

NAME _____

____ Member ____ Applicant ____ Guest

2nd DRIVER _____

____ Member ____ Applicant ____ Guest

Make checks payable to PCA/Chicago and mail to:

Arlene VanderWerff
415 West Higgins
Park Ridge, Illinois 60068

See you all there!

COMING EVENT

FRUSTRATED POETS II

DATE: June 13, 1976

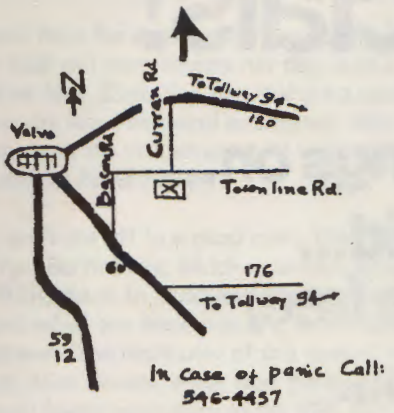
PLACE: Potter's Farm, Grayslake, IL

TIME: Registration – 12:00 Noon
First Car Off – 1:00 P.M.

Legend has it that once upon a time Wayne Potter put on a Rallye. He has agreed to repeat this rare event for the benefit of all those who have recently become believers. This will be a low-key run TSD rallye. There will be three classes; Porsche, other, and C.B. radio.

Wayne is arranging many interesting gimmicks for your entertainment. The Rallye will end at Potter's Farm where a Buffet dinner will be waiting. BRING YOUR OWN BEER AND LAWN CHAIRS.

This is the kind of low-key fun event the Club has been asking for.



Dear Sandy:

This is a really terrible rhyme. My car and I will be there on time.

DRIVER _____

____ Member ____ Applicant ____ Guest

NAVIGATOR _____

____ Member ____ Applicant ____ Guest

CLASS _____
____ Porsche ____ Other ____ C.B.

$5.00 pre-registered ($7.00 at line) Registration due by Friday, June 11.

RESERVE _____ adult dinners @ $3.00.
RESERVE _____ children's dinners @ $2.00.

MAKE ALL CHECKS PAYABLE TO PCA/CHICAGO and MAIL TO:
Sandy Gerow, 20648 Corinth, Olympia Fields, IL 60461

COMING EVENT

MS. MAYHEM

DATE: Sunday, June 27, 1976

TIME: Registration & Tech – 11:00 a.m. to 1:00 P.M.
First Run – 1:00 P.M.

PLACE: Allis-Chalmers Parking Lot
21800 Cicero Ave.
Matteson, IL

Julie Frohlichstein and her crew of talented "persons" have accepted the challenge of the male establishment and are planning one of the most outstanding gymkhanas this Club has ever seen. The Allis-Chalmers parking lot is large, easy to reach, and close to several good restaurants. Dinner info will appear in the next issue of the SCENE.

DIRECTIONS TO ALLIS-CHALMERS: Take I-294 to I-80 (just past the 163rd St. toll plaza). Follow I-80 west to I-57 South (to Kankakee). Take I-57 south to Lincoln Highway - Route 30. Exit East on Rte. 30 to Cicero Ave. (1st stop light). Cicero Avenue south to Allis-Chalmers (to your right about 1 mile).

Dear Julie:

I won't burn my bra, but I'll be there. I'll plan to send you a check later when the totals are known.

NAME _____

____ Member ____ Applicant ____ Guest

NAME _____

____ Member ____ Applicant ____ Guest

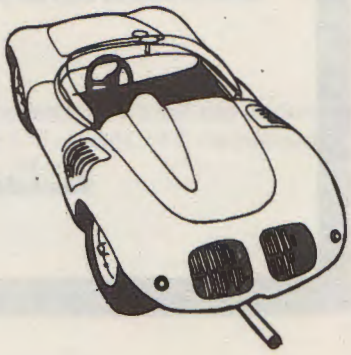
Reserve _____ Adults Dinners

Reserve _____ Children's Dinners

ABSOLUTELY NO STINGERS OR OPEN EXHAUSTS

Mail to:

Julie Frohlichstein
4072 Bunker Lane
Wilmette, IL 60091



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MISCELLANEOUS RAMBLINGS

I am sure you all are aware by now that Jerry and Helga were the subject of a five page article in the April 19th issue of SPORTS ILLUSTRATED. The article was well done and was complimentary of the couple from Munster. If you by chance missed the article, see Jerry, he was somewhere close to one hudred thousand copies.

The trials and tribulations of Mary Hartman are nothing compared to our ownBuckthals. I am sure you are aware of past suffering inflicted upon our hero. We are happy to report that they are now residing in a new house and Lisa's arm is mending, however Sally required surgery on her shoulder, immobilizing her left arm for some seven weeks. And as the lucky Sally was being driven shopping by her mother an errant vehicle ran a stop sign and demolished Sally's station wagon which she had recently acquired from Helen Hubert. Fortunately no one was seriously injured but they have lost the "bus". Better luck next month.

Our deepest sympathy to our good friends the VanderWerff's. Black Bart's father recently passed away. Our condolences to Bart and his family.

Enough bad news. Now for some good. Congratulations to Gail Gustavson. Gail will soon receive her degree as a registered nurse on May 23rd. Too bad this great occasion happens to be on the same weekend as Grattan. You can expect Gail to show us the correct method to handle bed pans at the Frustrated Poets Rallye.

The club's real racers are off to a good start. Black Bart in the much modified Bartmobile, which now resembles a beat up Turbo RSR, made an excellent showing despite being on rain tires when the track was dry, in the season opener at Blackhawk. The highpoint of this opener was the terrific driving of Alice Graves. Alice won the grid race against some much faster machinery in her 914, not only winning her class but winning first overall as well. Husband Richard Graves also did well. While all this was going on Dave Redszus won the C Production event and Pete Heckman was third in E Production in his speedster. Unfortunately our Formula V hero, Roger Shapiro, was not so lucky. The breakage of a 5¢ part gave Roger a DNF for all his trouble at Mid-America outside of St. Louis. Better luck at the Sprints.

I have been meaning to say Thanks to Sandy and Dan Gerow for the last several months but keep forgetting. To Dan who has taken pictures in my absence and to Sandy who has really been a big help. THANKS!!

For those of you who may be interested, the club is considering a special trip to the June Sprints. If enough people are interested we would rent a bus, equipped with bar facilities. We would leave early Sunday morning on June 6 for Elkhart, WI. Breakfast would be served aboard the bus. We would arrange for admission tickets with paddock privileges. Dinner would be served on the way home with whatever libations you wished. The cost would be $50.00 per couple which would include breakfast, transportation, admission, dinner and drinks. If you are interested, call Dan Gallagher at 368-0100. If enough members are interested in seeing this great race program at beautiful Road America we will make the necessary arrangements.

MEET OUR NEW MEMBERS – By Ed Leed

Jeff Thurmond's very first Porsche club event was last year's dinner dance, definitely not the usual bill of fare for a budding Porscheophile, especially since he went all by himself. Next year's dinner dance will be different for Jeff, however, because accompanying him will be his new wife, Julie. Jeff and Julie were married on April 18th in a bird sanctuary. That may sound weird until you hear about Jeff's stable of exotic vehicles. In addition to his burgundy Targa, Jeff is the proud owner of a Suzuki jeep, which features 4-wheel drive and a two stroke engine derived from a rototiller. It really would be a whole lot neater if it had power windows but they're a five thousand dollar option. Meanwhile, Jeff and Julie are enjoying married life in Barrington, wearing "t" shirts in the woods and riding around in their Suzuki jeep with Rufus, their English Sheepdog puppie. We welcome them to the Club!

Also new to Chicago Region are a couple of transfer members. Bob Hogg recently moved here from Oklahoma, where he was a member of Warbonnet Region. A California native, Bob really loves Chicago weather and wishes we would have more events like the April 25 slushkhana. You'll see him around in his red Carrera coupe.

Bettsy Berkman transferred from Schattenbaum Region in New Jersey. An avid Porsche clubber, she was a Schattenbaum newsletter staffer. Bettsy and her Targa like Tech sessions, mainly because the dealers in her old region allowed the club to use their service areas on Sundays. Buy Betsy a beer at our next event and you'll learn how a three-year-old region grew to 160 members so rapidly.

We welcome these three new additions to Chicago Region.

THE MART

FOR SALE – 3 - 356 Engines, All states of Tune, newly rebuilt, 0 miles - best offer. Larry Chmura 627-2187

FOR SALE – 1971 911T Coupe #9111102352, White/Black Factory Air, Tinted Glass, "S" appearance Group, AM/FM/8-Track Stereo, Konis, F & R Stabilizer Bars, 6" Forged Alloys w XWX's, Cibie Fogs, Snooper, New Clutch, Nickel-Plated Heat Exchangers, Updated Trim 40K miles. Stoddard Rustproofed, Lowered, & Carburetor Mods. Very Clean & Rust-Free. $7,250.

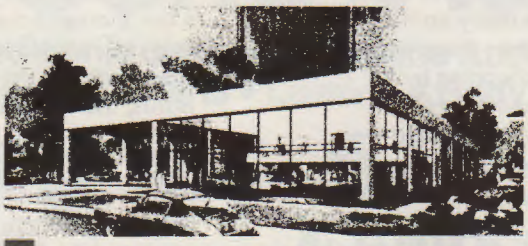
Dave Cowan (513) 871-2836 – home
(513) 562-2210 – work

FOR SALE – 912 1967, red with black and chrome accents. 5 speed trans., excellent condition mechanically and esthetically, very low mileage, no rust $3,200 or offer.

Tom Scott 879-3041

912 1965 Yellow and black accents carrera tail and airdam front bumper, 5 speed, quick and reliable. Well maintained and just imported. $3,200 or offer.

Tom Scott 879-3041



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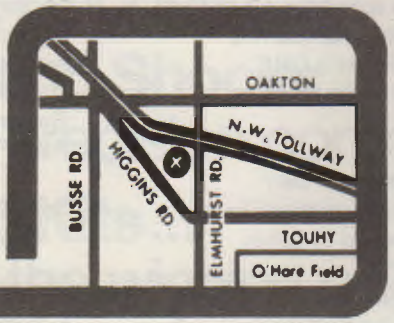

ABOUT DISCOUNTS

My article in last month's CHICAGO SCENE was incorrect in stating that not too many local firms offer discounts to Porsch Club members. I have been informed that Bryntesen Porsche-Audi O'Hare in Elk Grove Village and Kischkel Porsche-Audi in Harvey offer 10% discounts on parts and accessories. Along with Scala-O'Brien Porsche-Audi in Chicago, the list now includes all four area Porsche-Audi dealers. Their advertisements in the newsletter and their generosity at our events deserves your support. All you need to do to take advantage of their discounts is to remind the parts salesman when he writes your order that you are a PCA member and present your membership card to him.

Speaking of discounts, the deal with Colgan Custom Mfg. Co. for a 25% discount on Porsche hood bras, cocoa mats and service covers is still on. See the article in last month's newsletter or call me for details. If you've considered buying a bra for your Porsche, now's the time.

If you know of an auto accessory store in the area that offers discounts to automobile club members, please ask the manager to advertise in our newsletter and also let me know. A list of such stores would make a useful club benefit.

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ZONE 4 CALENDAR

JUNE

5 Ohio Valley Region Indianapolis Raceway Park Autocross. Greg Gandee 513/434-2943.

12 Motor-Stadt IROC #1. Michigan International Speedway. Paul 517/482-4770

13 Chicago Rallye. Jerry Meyer 219/838-9232

13 Western Michigan Progressive Rallye. Craig Paull 616/245-9882

13 Lincoln Trail Gymkhana. Bill Wegeng 217/586-2851

19/20 Southeastern Michigan Tour to Petosky, Michigan. Tom Gasser 313/548-4831

20 Mid-Ohio Autocross Solo II. Dennis Pinkard at 614/890-0392

27 Kentucky Region Sanders Special. Party & make believe rallye, concours, etc. Jerry Sanders 502/228-8013

27 Chicago Gymkhana. Jerry Meyer 219/838-9232

27 Northern Ohio Autocross. Hans Wichter 216/449-0008.

DEATH OF A FRIEND – 914, 914-6

By Pat Garvey – Ohio Valley Region

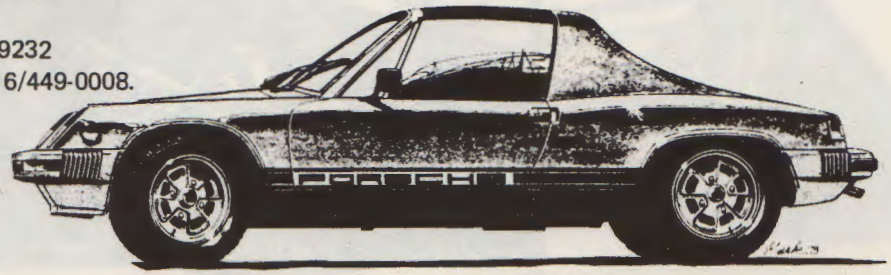
The 1969 Frankfort Auto Show was the scene for the debut of two mid-engined GT cars from Porsche - the 914 and the 914-6. Porsche's experience with mid-engined racing cars was now going to be sale to the general public in the form of a 2 seater roadster with either a 4 or 6 cylinder engine. The 4 cylinder model combined the electronically fuel injected engine from VW with Porsche handling to give excellent economy and performance, as well as a modest price tag. The 914-6 with its 2.0 liter engine was very tractable and blindingly fast, though considerably more expensive. A nearly stock 914-6 was the winner of its class at the 1970 Lemans race. Both models additionally provided a very roomy interior, montrous luggage space, and traditional Porsche excitement.

Sadly, the 914-6 was not well accepted in the U.S. Its price tag was within several hundred dollars of the 911-T. By 1971 it was obvious to Porsche that the 914-6 was not going to make record sales, thus it was discontinued in mid-year. The 914-4, though not accepted in Europe (dubbed the "potato box"), was catching on like wildfire in the States. It was retained. Through the 914-4 the masses could own a Porsche, at least until the price began to skyrocket.

The beginning of the end started with the 1973 model. Prices increased dramatically from this point on. With the introduction of the 1976 model a once less-than-$3500 Porsche had more than doubled in price. As prices climbed, sales began to fall. Consequently, Porsche discontinued all production on the 914 at the end of December.

The 914 will be missed. Though snubbed by many in the beginning as an "overdone VW", the 914 was accepted more and more as time went on, even drawing an occasional flash of a 911's headlights. Gone is the Porsche that was very reasonable to buy, inexpensive to operate, and offered a high resale value. Gone too, for several years now, is the mighty 914-6, with its speed and maneuverability. Both have been race champions. Both were fun cars.

It's a sad day.



REPRINTED FROM THE NEWSLETTER — Rocky Mountain Region

Autocross Preparation

by Grady Clay & Frank Barrett

Mention autocross preparation to most drivers and they'd put engine modification high on their list. But let's review and philosophize about the priorities established earlier in this series of articles on autocross preparation of the Porsche. These were: appropriate tyres and wheels, suspension tuning, gear ratio modifications, engine torque increases, and engine horsepower increases.

You'll note that the most effective preparation areas are the least expensive and that engine work is last on the list. If you don't first invest your time/effort/money in more important items than engine modification, you'll probably be wasting it...and getting beaten.

Do you really want to modify your engine? Remember that the Porsche engines are the best compromises for various sporting uses gained with the knowledge and experience of Porsche AG. Anything you change to affect its performance will alter this compromise. Do you think you can make a better compromise between street and autocross operation than Porsche? Think seriously. Thinking is a lot cheaper than Porsche engine failures!

This article is aimed at the street/autocross Porsche driver, rather than the all-out racer, so economics assume major importance. The low budget autocrosser is far better off in stock or improved class than trying to compete with Harry Bigbucks in modified class. Running in a stock or improved class yields more satisfaction per dollar than trying to compete with Peter Gregg. Is it worth it to spend over $25,000 for a competitive modified racing 911 that you may only drive 30 hours a year, when for a fraction of that cost you can enjoy your autocross winner on the way to work every day? Unless you have spare cash, resist the impulse to modify your engine. Use what you've already got in your engine compartment. Make that Porsche run properly in stock form. If it refuses to do so, find and cure the problem. Don't attempt to modify a tired engine.

If you do decide to modify it, decide whether you want a) an "improved" stock Porsche, b) a modified street/autocross Porsche, giving up some "stock" features, or c) a full blown "autocross only" Porsche. If you decide on b) or c), you will sacrifice some streetability and reliability. You will drive your Porsche less; it will cost you more. You will go faster. How Fast Do You Want to Go? How Much Do You Want to Spend?

Before we get to the nuts and bolts of Porsche engine modifications, let's examine our goals, 1) Torque, and 2) Horsepower. First, some definitions.

Torque is a measure of rotational force, such as that exerted by an engine's crankshaft. Typically, torque is measured in foot-pounds (ft.-lb.) or meter-kilograms (m.-kg.). Think of applying a long-handled wrench to a nut on the end of your Porsche's crankshaft. If your hand exerts a force of 50 lbs. at a point two feet from the crankshaft's axis (two feet along the handle), you are producing a torque of 100 ft.-lb. (13.8 m.-kg.). An engine's torque production is based on the formula:

$$T = P \times A \times L \text{ (Torque is your pal?)}$$

where T is torque, P is the mean effective working pressure exerted on the piston, A is the area of the piston crown, and L is half the length of one piston stroke, as below:

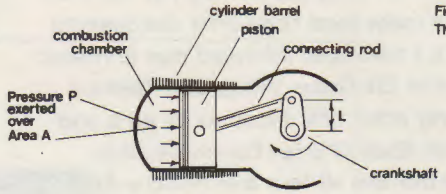


Figure 1
The Birth of a Foot-Pound

After the fuel ignites, pressure P is exerted over area A, forcing the piston down the cylinder a distance 2L. This turns the crankshaft via the connecting rod and thus produces torque.

To define horsepower, let's go back to the wrench on the crankshaft nut. If the crankshaft turns as you continue to press on the handle, you will be doing work. Power is a rate of work, so the horsepower you produce as you turn the wrench is related to how fast you turn it:

$$\text{Power} = \frac{\text{Torque} \times \text{Rotational Velocity}}{k} \ *$$

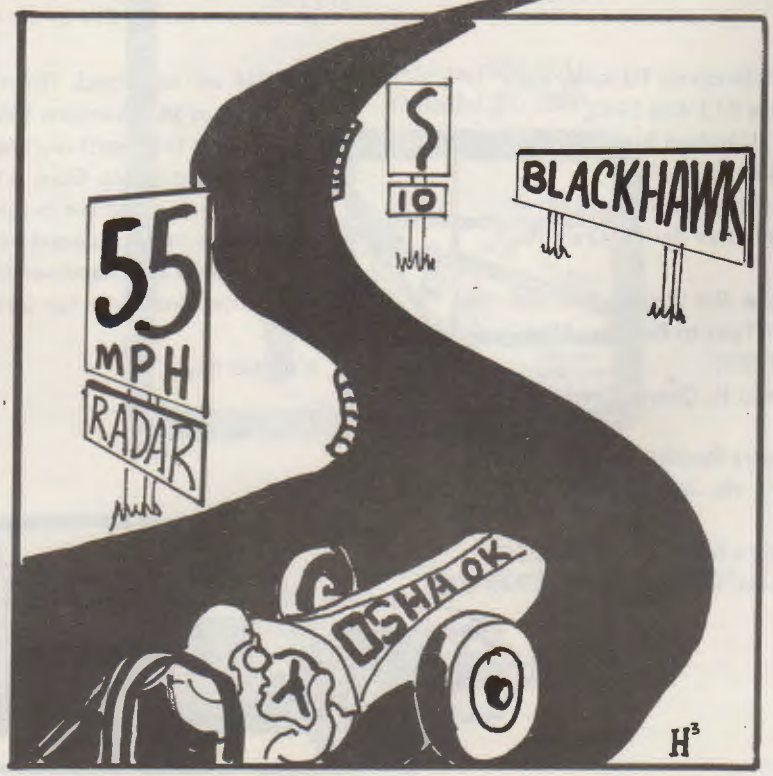
In your engine, horsepower is a product of torque and the rate at which the crankshaft rotates:

$$HP = \frac{\text{Torque (ft.-lb.)} \times \text{RPM}}{33{,}000}$$

From the above you can see that 1) torque is dependent on cylinder pressure P and the engine's physical dimensions A and L; and 2) horsepower is dependent upon P, A, and L, but also on RPM.

Now, which is more important in street/autocross operation, torque or horsepower? TORQUE! Why? Because as you drive, your engine must operate over a wide range of RPM. At high RPM it may put out lots of both torque and horsepower, but at low RPM, horsepower drops off more than torque does. Horsepower relies on RPM, remember? An increase in torque will be present at all RPM,

* This constant k is there simply to make the units compatible. In the English system of units, using HP and ft.-lb. and RPM, k = 33,000. The metric system use a different constant. We will soon give up on the old horsepower designation and express power in terms of Kilowatts (KW); if you want to become better acquainted with this new designation, check the August, 1975, issue of Christophorus, the Porsche factory magazine.



This event sanctioned by Big Brother!

while an increase in horsepower may only exist at a certain high RPM and may even result in reduced power at low RPM. A torque increase allows you more flexibility in RPM, very important in autocrossing.

So we want to increase torque first. How do we go about it? Since torque is a product of P, A, and L, we must obviously increase one or more of these. Let's look at A and L first. They are, of course, related to the engine's displacement.

$$\begin{aligned}\text{Displacement} &= \text{Number of Cylinders} \times \text{Swept Volume of Cylinders}\\ &= \text{Number of Cylinders} \times A \times 2L\\ &= \text{Number of Cylinders} \times \frac{(\text{Bore})^2}{4} \times \text{Stroke}\end{aligned}$$

For a 2 liter 911 engine with a bore of 80 mm. and stroke of 66 mm.,

$$\begin{aligned}\text{Displacement} &= 6 \times 3.14 \times \frac{(80)^2}{4} \times 66\\ &= 1991 \text{ cubic centimeters}\end{aligned}$$

If we increase bore and stroke and therefore displacement, we can boost torque! Quick, Helmut, hand me those big jugs! Increasing the displacement of a Porsche engine is a fairly straightforward operation and has been done so much that the experts are able to advise as to what you can and can't do and the Japanese have been cranking out big inch pistons and cylinder sets for lo these many years. It isn't totally child's play though. You do have to provide for the proper compression ratio, extra power and heat generated, extra fuel needed, etc.

Now that we have increased the displacement (A and L) of our theoretical Porsche engine, how do we increase the pressure P? Very carefully. This pressure is generated by the explosion of fuel in the combustion chamber. For a given explosion, the pressure created will be maximized if the volume of the combustion chamber is minimized. The relative (everytink iss relatiff, ya?) volume of the combustion chamber is expressed as the Compression Ratio, the ratio of two cylinder volumes: one with the piston at the top of its stroke (Top Dead Center), the other with the piston at the bottom of its stroke (Bottom Dead Center):

$$\text{Compression Ratio} = \frac{\text{Volume at Top Dead Center}}{\text{Volume at Bottom Dead Center}}$$

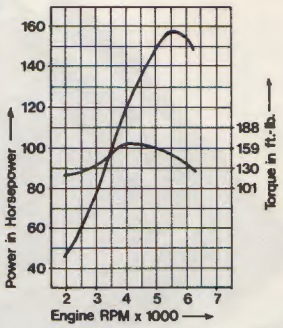
Typical compression ratios vary from 6:1 to 12:1; a 1967 911S engine, for instance, has a ratio of 9.8:1. Boosting the compression ratio can be done mechanically via high-domed pistons, having heads machined, etc.

Increasing the compression ratio gives us an increase in pressure, but it is limited by the available fuel and metals, as well as air density, etc. High compression engines require high octane fuel and high strength components. Increasing the air density also increases the pressure; conversely, at RMR's altitude, we can safely run a little higher CR than at sea level (but be careful when you descend to sea level). Boosting the air (or air/fuel) density is the purpose of the supercharger or turbocharger. High compression ratios also result in better thermal efficiency, hence better gas mileage. In 1972 Porsche found this out when they dropped the 911's compression ratio to meet emission standards, only to see gas mileage drop too.

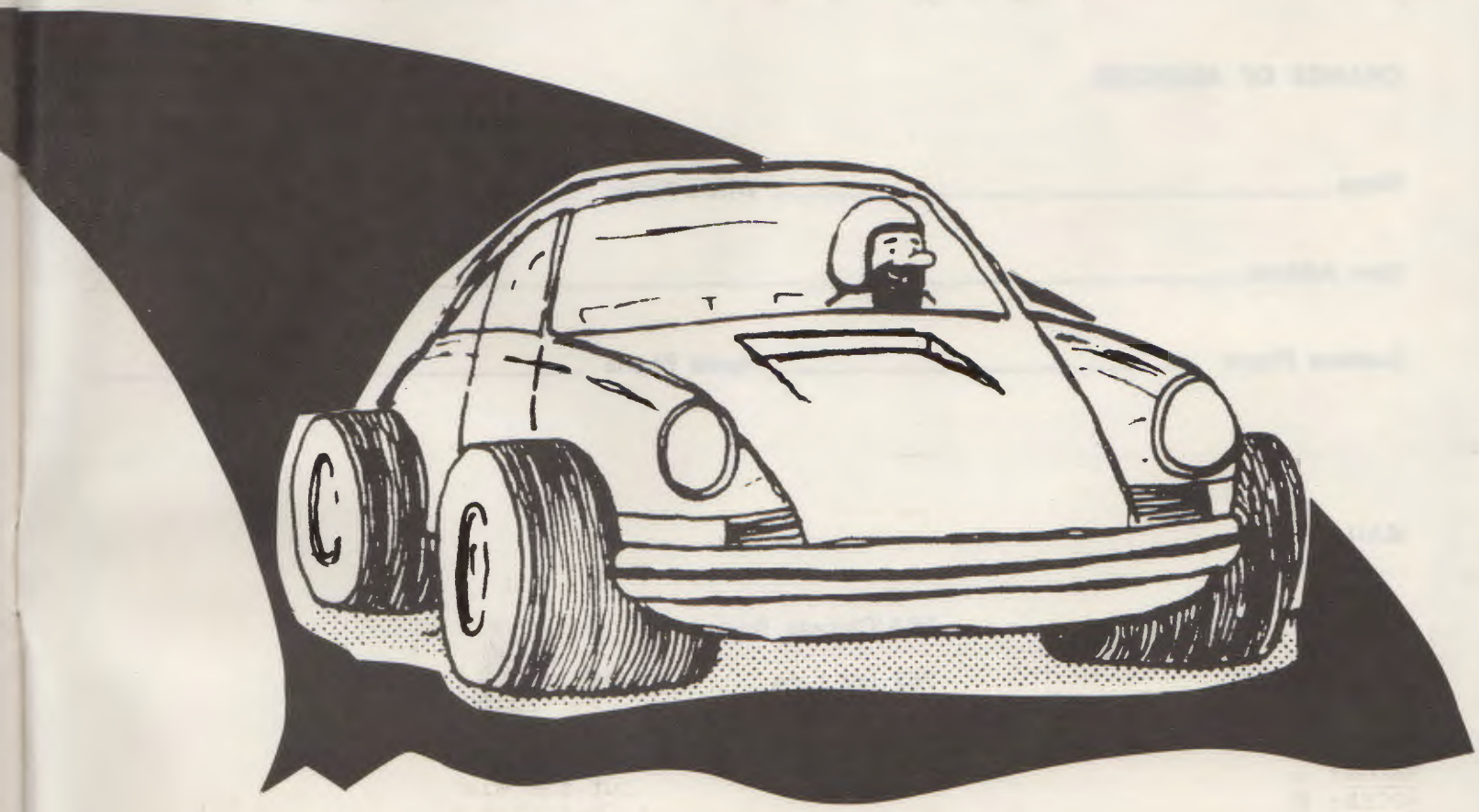
Having produced the highest possible pressure in the combustion chamber, we must strive to seal it in and ensure that it is being exerted on the piston area A rather than escaping via the valves or piston rings. Worn cylinder bores, worn piston rings, pitted valve seats, cracked valves, etc., reduce torque output. Engine sealing is critical! However, we do have to live with a certain loss through the valves. In order to inhale the fuel and exhale the exhaust gasses at normal operating RPM, the valves must sometimes be open at inopportune moments. In engines operating most efficiently at high RPM, the intake and exhaust valve are sometimes open simultaneously, allowing fresh fuel to escape through the exhaust system. The mechanical limitations of the 4-cycle engine make some pressure loss inevitable. This loss causes air pollution, but has the beneficial side effects of cooling the exhaust valve and promoting better gas flow. Because of this leakage, the pressure P is not constant across the RPM range, and torque is maximum at the RPM where best sealing occurs, as determined by cam timing. The following graph shows how torque and horsepower can vary with RPM.

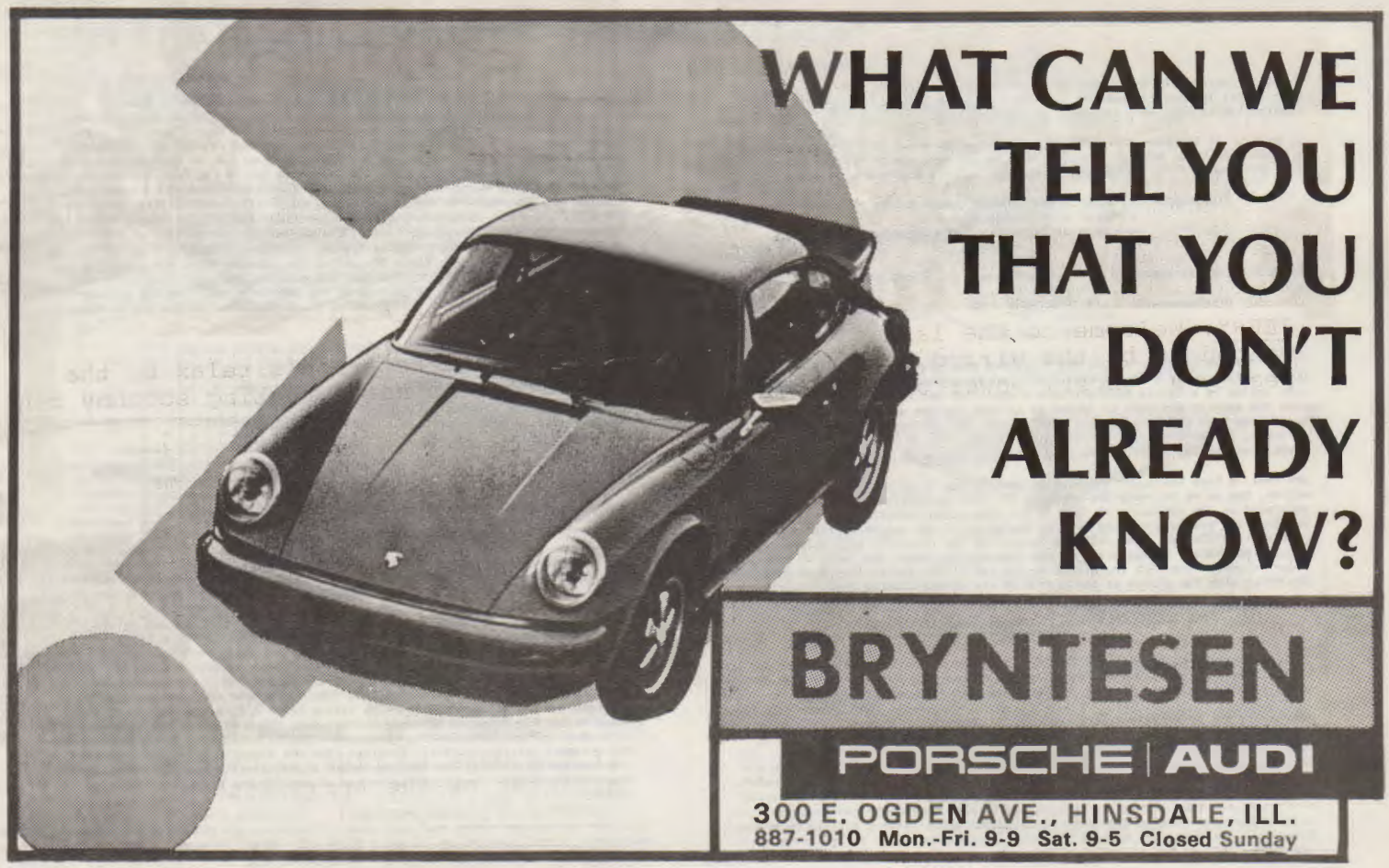
Figure 2
Power & Torque vs. Engine RPM
1975 Porsche Carrera, 2.7 liter engine

Power and torque figures are corrected in accordance with SAE J245 (Net).



It appears that torque is influenced by RPM, but it is not directly so. It is influenced by sealing, which itself is influenced by RPM. Horsepower, as you will recall, is influenced directly by torque and RPM. But somewhere above the optimum engine sealing RPM where torque falls off, extra RPM can no longer make up for its loss, so horsepower drops too. Thus HP drops off at higher RPM than does torque. The internal combustion engine's reliance on sealing is one of its most critical points. Consider that the electric motor, with no sealing requirements, produces its maximum torque at practically zero RPM; that is one reason why electric and steam power are so popular for heavy vehicles such as trains.





CHANGE OF ADDRESS

Name _____ Wife's Name _____

New Address _____

Business Phone _____ Home Phone _____

MAIL TO:

PCA/Chicago Region

767 Ivy Lane

Glencoe, Illinois